

PUBLIC COMMENTS AND SHA RESPONSE

CARLTON M. GREEN
7002 Wake Forest Drive
COLLEGE PARK MD 20740

June 26, 2001

FACSIMILE (01) 97-0562

Re: US 1 - College Park

TELEPHONE (01) 97-1216

Maryland Department of Transportation
State Highway Administration
Project Planning Division, Mail Stop C-301
PO Box 717
Baltimore MD 21203

Gentlemen:

You have solicited comments regarding Route 1, College Park.

I have been a resident of College Park for 50+ years and had the misfortune of enduring the traffic congestion on Route 1 for many years.

The realistic solution to the congestion of Route 1, in my view, is to build a limited-access road from the -95/Beltway interchange down to University Boulevard to connect the Beltway with the University in the immediate vicinity of the Paint Branch Golf Course.

The University is a first-class institution with a fourth-class entrance on Route 1. It should be directly connected with the main street for the Washington-Metropolitan Area - the Beltway - and its entrance should be one befitting the institution it is.

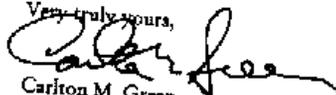
In my view, this can easily be done utilizing portions of existing roads in the Agriculture Research Center. The connecting road could be a two-lane parkway to be used by students/faculty/staff of the University weekdays, accessible by limited access by flash pass. For athletic events, it could be on a one-way in/out schedule to move the University traffic in and out quickly. An example of such a limited access road in existence is the NSA "Employees Only" exist off the Baltimore-Washington Parkway.

The Beltway intersection has already been paid for by the taxpayers. To the detriment of the public and local politicians have succeeded in blocking this logical solution to Route 1 and blocking the upgrading of the entrance to the University to what it should be.

It is time to recognize that this road should be built now, before the State wastes millions of dollars that not begin to solve the existing traffic congestion problem on Route 1.

Please include this letter in the record of your June 27, 2001 hearing.

Very truly yours,



Carlton M. Green

Honorable Steny H. Hoyer
Honorable Pauline H. Menes
Dr. C.D. More, Jr.

SHA

Maryland Department of Transportation
State Highway Administration

August 15, 2001

Mr. Carlton M. Green
7002 Wake Forest Drive
College Park MD 20740

Dear Mr. Green:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for a direct access road connecting I-495 and the University of Maryland has been noted for the record. The Maryland State Highway Administration (SHA) has been working diligently in coordination with the University and the City of College Park to investigate traffic calming programs. While congestion alleviation is an issue being investigated, the focus of this project is on the aesthetic streetscape and safety enhancements of the US 1 Corridor.

As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by SHA. The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-lane and 4-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

Mr. Carlton M. Green
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE PRINT NAME Michael Rainey DATE 27 Jun 2001
ADDRESS 9503 48th Avenue
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

The four lane divided highway is the best option for the reconstruction of US1. Clearly, the "no-build" option is not a valid solution. US1 is a blight and a disgrace to our college community; ~~and~~ something must be done to fix this destruction. The four lane divided option offers the best solution to this problem. But, this project cannot be left incomplete. The redesign of US1 offers many possibilities for aesthetic improvement. Foremost among these is the opportunity to move the unsightly overhead utility lines; do not leave these eyesores aboveground. Provide better timed signals and more crosswalks to move pedestrians safely across US1. Trees along the sides of US1 will go a long way toward visual enhancement, but trees in the median will impede emergency response vehicles. The last step to completing this project is including the Cherry Hill interchange option. The US1 corridor will not be fixed unless this impediment is removed. The entire super intersection from the Beltway ramps past Edgewood Dr to Cherry Hill Road is a disaster. It will only hinder access to our beautifully rebuilt Baltimore Avenue unless its redesign is included in this project.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

PG253A11

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

PG253A11
 LOCATION/DESIGN PUBLIC HEARING
 US 1 COLLEGE PARK
 FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE

WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
 RITCHIE COLISEUM
 ROSSBOROUGH LANE & US 1
 COLLEGE PARK, MD 20742



Maryland Department of Transportation
 State Highway Administration

Parris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

September 17, 2001

Mr. Michael Rainey
 9503 48th Avenue
 College Park MD 20740

Dear Mr. Rainey:

Thank you for your interest in and meaningful comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support in favor of the 4-Lane Divided Alternative along with the Cherry Hill Interchange improvements has been noted for the record. As you know, the other options being studied by the Maryland State Highway Administration (SHA) include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall.

To reaffirm, both the 5-Lane and 4-Lane Alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Further, there have been several requests from US 1 stakeholders to consider burying the overhead utilities underground. As you may know, burying utilities is a very expensive undertaking. SHA has and will continue to work with the City of College Park along with other agencies to study funding opportunities to relocate the unsightly utilities.

PLEASE PRINT NAME Michael Rainey DATE 27 Jun 2001
 ADDRESS 9503 48th Ave
 CITY College Park STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

With a few noted exceptions, I know of no cyclist who is suicidal enough to ride in Route 1 traffic, 26' outside lanes or not. I applaud the courage of the gentleman who rode his bike up US1 from Virginia to the meeting; he is a much braver man than I. But do not discard these wide lanes; they will be needed for buses and disabled cars to pull out of traffic. You seem to provide safe and effective transportation alternatives for cycling and ~~ped~~ walking. I have not seen this. Baltimore Avenue is not even paved along its entire length with sidewalks. Pedestrian crosswalks across US 1 are few and far between and there is only one access to the Paint Branch Trail between its northern terminus at Cherry Hill Road and the University. ~~From~~ ~~at the~~ ~~of~~ US 1 isn't even safe for vehicles, and it is just suicidal for bikes and pedestrians. I heard two sets of sirens on US1 just during the meeting; making four of five sets of sirens heard that day. As I was leaving the Coliseum, I saw a pedestrian almost get run over in the crosswalk; the man had a white sign. Gentlemen, this situation must be fixed now.

Please add my/our name(s) to the Mailing List.

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My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Michael Rainey
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H Straus

Alan Straus
Project Manager

cc: Ms. Nicole Washington

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE NAME Dzul Scherber DATE 6/27/2001
PRINT ADDRESS 4701 Erie St.
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

Storm drains in the outer lane of
Baltimore Ave. are currently hazards
for automobiles and most certainly
bicycles as they sink and are in
patched repairs.

I have not yet heard alternatives
to address the location of storm
drains for bicycle safety in the
new plans and I think this also
needs to be addressed.

- Please add my/our name(s) to the Mailing List.
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PG253A11



**Maryland Department of Transportation
State Highway Administration**

August 14, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Dzul Scherber
4701 Erie Street
College Park MD 20740

Dear Mr. Scherber:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- No-Build (no major improvements)
- Five-Lane Undivided Reconstruction
- Four-Lane Divided Reconstruction

Your concerns with the hazardous conditions created by the storm drains along US 1 has been noted for the record. If a reconstruction alternative is selected, SHA engineers will address the location and restoration of drainage facilities during the design phase. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H. Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

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1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1 COLLEGE PARK
FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE

WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
RITCHIE COLISEUM
ROSSBOROUGH LANE & US 1
COLLEGE PARK, MD 20742

PLEASE NAME B. J. Velez DATE 6/17/01
PRINT ADDRESS 9521 61st Ave
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

The 4 Lane divided ALTERNATIVE WAS obviously
developed by some one who does not
travel on RT1 every day. There is no
traffic impament with this plan!!

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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Maryland Department of Transportation
State Highway Administration

August 14, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. B.J. Velez
9521 51st Avenue
College Park MD 20740

Dear Mr. Velez:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Of the two major reconstruction alternatives for US 1, only one of them includes a raised landscaped median. In any event, the Study Team recognizes the concerns of the area stakeholders and has included an alternative to reconstruct US 1 with a center turn lane like it exists today. With either reconstruction alternative, the Study Team has incorporated measures to improve traffic flow and to manage the demand for the roadway. While congestion alleviation is an issue being investigated, the focus of this project is on the aesthetic streetscape and safety enhancements of the US 1 corridor. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H. Strauss
Alan Strauss
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

NAME BRUCE WHITE DATE JUNE 27, 2001
PLEASE ADDRESS TOWN COUNCILOR (W-2) P-G. CTY.
PRINT 6724 BALTIMORE AVE
CITY UNIVERSITY PARK STATE MD ZIP 20782

I wish to comment or inquire about the following aspects of this project:

WHAT IS THE STATUS OF THE HISTORIC STRUCTURE
(CURRENTLY BOARDED UP) KNOWN AS BROWN'S TAVERN
LOCATED SOUTH OF SUNNYSIDE ON THE SOUTHBOUND
SIDE OF ROUTE 1? THE HISTORICAL MARKER FOR
THIS BUILDING WAS DESTROYED IN A VEHICULAR
ACCIDENT SEVERAL YEARS AGO, BUT THIS STRUCTURE
LIKE THE FEW REMAINING TAVERN BUILDINGS
BETWEEN WASHINGTON D.C. AND POINTS NORTH
IS A VERY SIGNIFICANT STRUCTURE AND MUST BE
PREERVED AND MOVED BACK IF NECESSARY.

Alan Strauss

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

PLEASE DELETE JAMES COOKS
NAME AND ADD M.N.B. THANKS.



**Maryland Department of Transportation
State Highway Administration**

August 15, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Bruce White
6724 Baltimore Avenue
University Park MD 20782

Dear Mr. White:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

While the study limits for this project extend to Sunnyside Avenue, the section of US 1 between the Capital Beltway (I-495) and Sunnyside Avenue is being evaluated under a separate study as part of a large development that is proposed for this area. Your concern regarding the historic structure (Brown's Tavern) will be relayed to the Maryland State Highway (SHA) Team working on this Study.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H Straus

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE NAME REINER SCHULZ DATE 6/27/01
PRINT ADDRESS 9506 48TH AV
CITY COLLEGE PARK STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

First, the 4-lane alternative is the only alternative offering significant improvement of (pedestrian) safety and the quality of the environment along the project. It is in particular unacceptable to have to cross route 1 as a pedestrian when no median is present. I personally have had this scary experience a couple of times when being forced by an exiting side walk on one side of route 1 continuing on the other.
Second, it should be seriously considered to incorporate the Anacostia Bicycle Trail system into the project. A very scenic trail exists parallel to route 1 from Cherry Hill Rd. to the main gate of UMCP campus from where it continues to Lake Artemesia. ^{sample} The bicycle lane on route 1 is nice, but still one would ride on a highway. It should be clearly marked that there is a much nicer alternative which is also more safe. It would be even better to allow bicyclists as well as pedestrians to access the trail from route 1 at various points along the project.

- Please add my/our name(s) to the Mailing List.
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PG253A11



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Reiner Schulz
Page Two

August 15, 2001

Mr. Reiner Schulz
9506 48th Avenue
College Park MD 20740

Dear Mr. Schulz:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-lane and 4-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Further, your concerns towards the proposed integration of bicycles on US 1 has been noted for the record. However, one of the five major goals of the project is to improve bicycle access in the corridor. Bicyclists have the right to access US 1 and the SHA is required to investigate measures to safely accommodate this type of vehicle.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H. Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

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STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

PG253A11
 LOCATION/DESIGN PUBLIC HEARING
 US 1 COLLEGE PARK
 FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE
 WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
 RITCHIE COLISEUM
 ROSSBOROUGH LANE & US 1
 COLLEGE PARK, MD 20742



Maryland Department of Transportation
 State Highway Administration

Farris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

August 15, 2001

Ms. Jennifer Newlin
 5018 Quebec Street
 College Park MD 20740

Dear Ms. Newlin:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration. The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
 Deputy Director
 Office of Planning and
 Preliminary Engineering

By: Alan H Straus
 Alan Straus
 Project Manager

cc: Ms. Nicole Washington

My telephone number is _____
 Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2258 Statewide Toll Free

PLEASE PRINT NAME Jennifer Newlin DATE 6-27-01
 ADDRESS 5018 Quebec St
 CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

Please, please pursue the 4 lane w/ median option. The 5 lane option only perpetuates the Rte. 1 blight. It is ugly. This isn't truly about the bike lane, but about aesthetics & a sense of community. We want TREES! We want a median! We want a place we aren't embarrassed to have people drive through to get to our homes!

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1 COLLEGE PARK
FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE

WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
RITCHIE COLISEUM
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COLLEGE PARK, MD 20742



Maryland Department of Transportation
State Highway Administration

August 15, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Michele LaRocca
4807 Guilford Road
College Park MD 20740

Dear Ms. LaRocca:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Further, your concerns and opposition towards the proposed integration of bicycles on US 1 has been noted for the record. However, one of the five major goals of the project is to improve bicycle access in the corridor. Bicyclists have the right to access US 1 and the SHA is required to investigate measures to safely accommodate this type of vehicle.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

PLEASE PRINT NAME MICHELE LA ROCCA DATE 6/27/01
ADDRESS 4807 GUILFORD ROAD
CITY COLLEGE PARK STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

① Yes to 4 lane alternative
Yes to trees & median!

② The Roundabout Road
The Cherry Hill road / US 1 grade
separation plan would be superlative

③ Bike lanes on US 1 make little
sense - Rhode Island Avenue should
be the chosen, North/South bikeway -
NOT US 1.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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My telephone number is _____

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STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

PG253A11
 LOCATION/DESIGN PUBLIC HEARING
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 FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE

WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
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 COLLEGE PARK, MD 20742



Maryland Department of Transportation
 State Highway Administration

Parris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

August 15, 2001

Mr. Clay Gump
 7316A Radcliffe Drive
 College Park MD 20740

Dear Mr. Gump:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Both the 5-Lane and 4-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activities.

PLEASE PRINT NAME Clay Gump DATE 6-27-2001
 ADDRESS 7316A Radcliffe Dr
 CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

The 4-LANE ALTERNATIVE... JUST DO IT! DO NOT REPEAT
DO NOT let the griping of short-sighted business owners & residents
prevent you from the worthy goal of this project.
The landscaped medians will make ROUTE 2 a beautiful
gateway to the flagship University of Maryland. Right now
what is a DISGRACE. RT 2 is an example of what P.G.
county does NOT want to BE. This is a pivotal opportunity
to greatly enhance College Park and Prince Georges
county.
As I have been a resident in College Park I have made
a commitment to this area & fully believe there is enormous
potential for College Park & surrounding AREA. Please
don't let me down. MAKE ROUTE 2 a shining example
of what a great GOV can do for GROWTH is.

Thank You
 -Clay Gump

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE NAME Adeline Wilcox DATE 27 Jun 2001
ADDRESS 10901 Fleetwood Drive
PRINT CITY Beltsville STATE MD ZIP 20705

I/We wish to comment or inquire about the following aspects of this project:

Traffic is going to bottleneck in at least one location in the project area anyway so the price of the Cherry Hill Interchange Option does not seem worth it.
I agree with the speaker who asks you not to overdo the street lighting.
Whether or not bicycle lanes are painted on the pavement, the shoulder must be wide enough for both motorists and bicyclists to travel side by side.

Aesthetically, the 16 foot raised grass median won't, in reality, be attractive. Safety should be the only consideration in deciding whether or not to include them. I have walked from Eric Street in College Park to Montgomery Road in Beltsville. More sidewalks sound good.

Please add my/our name(s) to the Mailing List.
Please delete my/our name(s) from the Mailing List.
Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

Ms. Adeline Wilcox
10901 Fleetwood Drive
Beltsville MD 20705

August 15, 2001

Parris N. Glendonig
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Dear Ms. Wilcox:

Thank you for your interest in and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-lane and Four-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet a goal of this study, to safely accommodate pedestrian activity.

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H. Straus
Alan Straus
Project Manager

Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, MD 21202

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1 COLLEGE PARK
FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE
WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
RITCHIE COLISEUM
ROSSBOROUGH LANE & US 1
COLLEGE PARK, MD 20742

PLEASE PRINT NAME Barbara K. McForth DATE 6-27
ADDRESS 4004 Parkwood Ct
CITY Cottage City STATE MD ZIP 20722

I/We wish to comment or inquire about the following aspects of this project:

Please consider those of us who live on Rte 1. We'd like a shoulder road with safe access for all, not an enlarged shoulder for driving commuters. I counted 24 bicycles here tonight; there would've been many more if it was safer to ride here. Change is always difficult, we should offer the best plan for all & suffer the re-development access. Don't use bikers to bike lanes which truly have a minimal impact on the best option (4 lanes divided). The only thriving businesses on Rte 1 are the hotels who serve DC tourists.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Barbara Klieforth
Page Two

August 15, 2001

Ms. Barbara Klieforth
4004 Parkwood Street
College Park MD 20722

Dear Ms. Klieforth:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Your support for the Four-lane Divided reconstruction alternative has been noted for the record. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 6-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot medians, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2289 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, MD 21202

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

PG253A11
 LOCATION/DESIGN PUBLIC HEARING
 US 1 COLLEGE PARK
 FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE
 WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
 RITCHIE COLISEUM
 ROSSBOROUGH LANE & US 1
 COLLEGE PARK, MD 20742

PLEASE PRINT NAME ADDRESS CITY STATE ZIP DATE

Daniel A. Reyes 4904 Erie St. College Park MD 20740 6/27/01

We wish to comment or inquire about the following aspects of this project:

- ① I am not impressed with the bike routes proposed. They seem precarious somewhat narrow - especially since they share the road with buses.
 - ② I assume a complete leveling of the road will be done. If not, do so.
 - ③ more landscaping is necessary - flowers, shrubs, etc.
- My vote is for the 4-lane - no suicide lanes please.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Maryland Department of Transportation
 State Highway Administration

Farris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Perker F. Williams
 Administrator

August 15, 2001

Mr. Daniel A. Reyes
 4904 Erie Street
 College Park MD 20740

Dear Mr. Reyes:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Bicyclists have the right to access US 1 and the SHA is required to investigate measures to safely accommodate this type of vehicle.

Your support in favor of the Four-lane Divided Alternative has been noted for the record. The exact location and species of trees and shrubs to maximize the benefits of the streetscape, while not compromising safety or business visibility are issues that SHA design engineers will address if a reconstruction alternative is selected. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland

Mr. Daniel A. Reyes
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1 COLLEGE PARK
FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE
WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
RITCHIE COLISEUM
ROSSBOROUGH LANE & US 1
COLLEGE PARK, MD 20742

PLEASE NAME Adam David Lopez DATE 6/27/01
PRINT ADDRESS 6990 Hanover Pkwy #201
CITY Greenbelt STATE MD ZIP 20770

I/we wish to comment or inquire about the following aspects of this project:

I work in the city of College Park. Although I work in the city one of the reasons I chose not to live here was the suburban blight of Rt. 1. Nonetheless, I am part of the community and strongly wish to see it improved in such a way that it is a livable community. Rt. 1 is hideous. It is an automotive sewer that is built only to serve transient, non-local interests (primarily commuters). The city of College Park must claim Rt. 1 back to serve the local community. Only by making this artery accessible to all forms of transit can this happen. The four-lane divided alternative is our only alternative. My only concern with this option is that the reduced number of vehicle intersections may increase vehicle speed. For this reason, traffic calming mechanisms (ie. speed ~~bump~~ bumps, rumble strips) or pedestrian over/under passes should be considered.

Please add my/our name(s) to the Mailing List

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

August 15, 2001

Parris N. Glendonig
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Adam David Lopez
6990 Hanover Pkwy #201
Greenbelt MD 20770

Dear Mr. Lopez:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1 COLLEGE PARK
FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE

WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
RITCHIE COLISEUM
ROSSBOROUGH LANE & US 1
COLLEGE PARK, MD 20742

PLEASE NAME Jennifer DeLapp, PhD DATE 6/2/01
ADDRESS 25 B Parkway Rd
PRINT CITY Greenbelt STATE MD ZIP 20770

I/We wish to comment or inquire about the following aspects of this project:

I would be open to an off-street bicycle system if it were made to connect with the RTA businesses, but I don't see how it can.

Businesses would benefit from bicycle lanes. There are over 30,000 people who commuted with the university that would use Rt. 1 and its businesses if it were less of the dangerous through-street that it is and more of an attractive accessible avenue. I come to campus daily but go out of my way to avoid Rt. 1 because of the congestion. If it were more livable & inviting & accessible, I would bike or walk to the businesses. I bike in regularly, and again, I avoid Rt. 1 at all costs because it is so dangerous. I've been once & that was enough to convince me never to my regret. Data would reveal that we have very few cyclists because it's the project mailing list. It's impossible to do so safely. The university population would actually purchase local & business if who... at...

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list. It's impossible to do so safely. The university population would actually purchase local & business if who... at...



Maryland Department of Transportation
State Highway Administration

August 14, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Dr. Jennifer DeLapp, Ph.D.
25 B Parkway Road
Greenbelt MD 20770

Dear Dr. DeLapp:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Process. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- No-Build (no major improvements)
- Five-Lane Undivided Reconstruction
- Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lane and 16-foot right lane, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H. Straus

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1 COLLEGE PARK
FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE
WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
RITCHIE COLISEUM
ROSSBOROUGH LANE & US 1
COLLEGE PARK, MD 20742

PLEASE NAME Jennifer Baugher DATE 6/27/01
PRINT ADDRESS 5B Gardenway
CITY Greenbelt STATE MD ZIP 20770

/We wish to comment or inquire about the following aspects of this project:

*Have speedbumps been considered?
Have additional stoplights? Lowering the speed limit probably
won't have a strong effect unless negative reinforcement (tickets)
is applied.*

*I think raised walkways would help. Unfortunately there
will always be pedestrians who will cross and take their
own lives in their hands. Again, possibly tickets given for
jaywalking may have an effect. I'm sure that if the money
collected from tickets was directed toward solving the problems
with Pt. 1, a fine solution would be reached.*

*A central raised median for emergency vehicles and pedestrians/
cycles sounds like a very good idea. Keep the safety of your
pedestrians in mind.*

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

August 14, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Jennifer Baugher
513 Gardenway
Greenbelt MD 20770

Dear Ms. Baugher:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The five-foot sidewalks on either side of the roadway were designed to meet one of the goals of this study, the safe accommodation of pedestrian activities. In response to citizen requests, elevated pedestrian crosswalks were considered early in the study process. However, due to the high costs of constructing such facilities, the walkways were not included in the later stages of this study.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H. Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1 COLLEGE PARK
FROM SUNNYSIDE AVENUE TO COLLEGE AVENUE
WEDNESDAY, JUNE 27, 2001, 5:30 P.M. TO 9:00 P.M.
RITCHIE COLISEUM
ROSSBOROUGH LANE & US 1
COLLEGE PARK, MD 20742

PLEASE NAME DAVID LAPP DATE 6/27/01
PRINT ADDRESS 3110 Webster st
CITY Mt. Rainier STATE MN ZIP 55912

I We wish to comment or inquire about the following aspects of this project:

I live down Rt. 1 in Mt. Rainier & for
many years commuted by bicycle to the
MARC train station in C.P. I know
that many more people would commute
by bicycle if there were bike lanes
in and around Route 1. Make it safe
& you will remove cars from the road.
To make it safe the lanes have to be
wide enough and clearly labelled -
and widely available. I continue
to commute by bike up and down
Rt. 1. It's not safe - please make
it safe and accessible.

- Please add my/our name(s) to the Mailing List.
 Please delete my/our name(s) from the Mailing List.
* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

July 25, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. David Lapp
3110 Webster Street
Mt. Rainier MD 20712

Dear Mr. Lapp:

Thank you for your interest and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion regarding bike lanes has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-345-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H. Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 312, Baltimore, MD 21201-0312

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE NAME Bob Moore DATE 6/27/01
PRINT ADDRESS 216 Longwood Road Longwood
CITY Baltimore STATE MD ZIP 21210-1924

I/We wish to comment or inquire about the following aspects of this project:
Bicycle lanes and sidewalks, where they
are missing, must be added to US 1 in College
Park, College Park as the flagship university
city in Maryland must provide safe and
attractive bicycling facilities for the university
students. Maryland deserves an attractive
main street in its main state university city.

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
- * Persons who have received a copy of this brochure through the mail are already on the project Mailing List

PG253A11



**Maryland Department of Transportation
State Highway Administration**

July 25, 2001

Parla N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Bob Moore
216 Longwood Road
Baltimore MD 21210-1924

Dear Mr. Moore:

Thank you for your interest and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion regarding bike lanes and sidewalks has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7320, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H. Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE	NAME	<u>Forrest B. Tyler</u>	DATE	<u>June 27, 2001</u>
PRINT	ADDRESS	<u>4901 Rustan Street</u>		
	CITY	<u>College Park</u>	STATE	<u>MD</u>
			ZIP	<u>20740</u>

We wish to comment or inquire about the following aspects of this project:

I am a 27 year resident of College Park and a faculty member at the University of Maryland. I have participated in and followed this study since its inception. Further, I have walked and/or driven from Berwyn Road to Campus Drive daily during that time. For at least the past seven years I have walked that route twice daily as I have wanted to be a participant in efforts to cut down on congestion and pollution.

It is abundantly clear to me that this section of Route 1 is both ugly and unsafe. The unsafe elements included the congested traffic and the narrow sidewalks. Further, there are portions of the sidewalks which slant toward the street, making them particularly dangerous when wet or icy. The numerous streets and driveways opening on Route 1 are poorly marked and contribute to the hazardous conditions for both vehicle and pedestrian traffic. In my experience, they are particularly hazardous for pedestrians. I have often been personally endangered by careless, inattentive, and/or aggressive drivers.

I also have frequent occasions to walk or drive north on Route 1 toward or past the Cherry Hill intersection. The same conditions exist in that direction. In fact, the provisions for pedestrian traffic are even worse than they are south of Berwyn Road.

I strongly support the 4-lane reconstructive alternatives with the 5-lane alternative as a distant second choice. I also strongly support the Cherry Hill Road Interchange Option. I believe that the 4-lane alternative will optimize the vehicle and pedestrian traffic and safety considerations as well as provide the most aesthetically attractive alternative. Further, I believe that these changes will contribute most to improving the quality of life of College Park residents; its university students, employees, and visitors; and to through traffic. Further, anyone who has driven or walked through the city with visitors or talked with others who drive through the city knows of the all too frequent comments about how unsightly the city is along Route 1.

The worst alternative proposed in this study is to do nothing about Route 1. While I understand that the changes proposed by the other two alternatives will be disruptive for some residents and businesses, the harm of those disruptions will be far outweighed by the progressive deterioration of this road and its adjoining residences and places of business. In sum, currently this section of Route 1 is currently ~~an~~ unsightly, unsafe abomination and getting worse daily. Doing nothing about it will mean it will continue to deteriorate, increase its current inadequacies, and eventually require even more extreme alterations at an even greater cost.

PG253A11



**Maryland Department of Transportation
State Highway Administration**

August 15, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Lasick's Beef & Seafood Restaurant
Joseph M. Lasick, Proprietor
9128 Baltimore Avenue
College Park, Maryland 20740
301-441-2040

Mr. Forrest B. Tyler
490 Ruitan Street
College Park MD 20740

Dear Mr. Tyler:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative or the 5-Lane Undivided Reconstruction Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reiterate, both the 5-Lane and 4-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 377 • Baltimore, MD 21203-0377

June 27, 2001

To Whom It May Concern:

I represent Lasick's College Inn as well as Lasick's Beef & Seafood Restaurant. I would like to thank you for taking the time to hear me. We have been in business since 1942. I am hoping that you will be able to relate to how it might feel to have a long-standing family business suffer from property acquisition due to increase a right of way.

Simply put, this study is being done for aesthetics only. It calls for an increase of landscape strips, medians with trees, sidewalks, as well as bicycle lanes. The increase of the right of way to accommodate this project again, could be the death of my business. We are a PM business now located on the AM side of US 1 in College Park.

To date there has been no changes in the drawings to relieve the adverse effect that the median will have on my business.

If a median is placed in a position that would eliminate northbound access to my property, my patrons will go elsewhere. There is no doubt that the traffic flow, safety, & congestion on US 1 are of major concerns to everyone. However, the widening of this road and adding a bicycle lane will certainly not be a practical solution. If the median is not removed it will surely be the death of our 58 year old business.

A partial taking would cause my sign to be demolished. My family has had this sign for 58 years. It's a landmark. I consider this sign a beacon to the world. While I am aware that I will be financially compensated for that sign's replacement value I will never be able to replace that sign due to the new District Development Design Standards.

The Bicycle Pedestrian Committee has advised the SHA that a bicycle lane is needed on Route 1 as per the recently adopted Bicycle Pedestrian 2001, that bicycle lanes are necessary on Route 1. I want to bring to your attention that an increase of the right of way for a bicycle lane will hurt my business as well as many others.

It's my personal belief that the bicycle plan is being highly considered here due to the fact that local activists have brought in people that do not live in the effected area. The Bicycle Pedestrian Advisory Committee has stacked the deck with their network of activists thus creating an illusion of need. The interests of the residential and commercial property owners as well as the livelihoods of many business owners should be taken into consideration long before those that have no personal interest in our community.

Bicycle lanes are basically lanes that are used part time. State Highways are used 365, 24, 7. How many cyclists do you see in a snow storm, or immediately thereafter. How many do you see in the rain? If you are going to spend money and take peoples land why not spend the money to accommodate the higher traffic volumes of automobiles.

Proponents of bicycle lanes on Route 1 have indicated that the bicycle lanes would also be used as a safety lane for emergency vehicles. MNCPPC has already spent millions providing a beautiful trail system for cyclists to use through out the state.

Lasick's Beef & Seafood Restaurant



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 14, 2001

I also want you to be aware of the fact that there are already in place alternate routes that actually parallel Route 1 both on the east and west sides of Route 1.

An increase of the right of way for a bicycle lane will hurt my business as well as many others. I also want you to be aware of the fact that there are already in place alternate routes that actually parallel Route 1 both on the east and west sides of Route 1.

These will have to be constructed to accommodate this emergency equipment at a greater expense to the tax payers. If Bicycle Pedestrian 2001 is implemented I would dare to say that there's more surface for riding a bicycle than there would be for automobiles in this section. How can people spend more money for something that is not going to benefit the general population and just bicyclists only?

It's not fair to me or any other business on Route 1. I am not against change or beautification. I continually make improvements to my property. It's 58 years old but you would never know it.

Once again, thank you for the opportunity.

Signed,

Joseph M. Lasick, Proprietor

Mr. Joseph M. Lasick
Proprietor, Lasick's Beef & Seafood Restaurant
9128 Baltimore Avenue
College Park MD 20740

Dear Mr. Lasick:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

To reaffirm, both the 5-Lane and 4-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Bicyclists have the right to access US 1 and SHA feels inclined to investigate measures to safely accommodate this type of vehicle. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activity.

Your opposition to the increase in right-of-way, integration of bike lanes and the reconstruction of US 1 involving a median and certain streetscape enhancements has been noted for the record. A final decision on the selected alternative will be made later this Fall based on the feedback received from attendants of the Public Hearing held on June 27, 2001 and other concerned parties.

I am sure that you can appreciate that the development of aesthetic enhancements and safety improvements for the US 1 Corridor was a difficult engineering and urban design challenge given the very tight right-of-way available to us. We had as a goal to attempt to make improvements to ensure safe traffic operations through development of an alternative that would include aesthetic enhancements to advance the appearance and attraction of the College Park area.

Although it is understood that you would have preferred that your full property remain after the roadway improvements, we will assure you that all property owners will be fully compensated under provisions of federal and state law associated with displacement of businesses by roadway projects.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Tel: (301) 596 3000 10420 Little Patuxent Parkway, Suite 460, Columbia, MD 21044 Fax: (301) 596 0700

Mr. Joseph M. Lasick
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

Fax

From: Mukesh Malimudar

Fax No: (301) 596 0700

To : Nicole Washington

Fax No: 410-209-5004

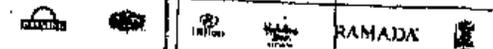
Pages: 1+ 5 (6 Pages)

Date : 6-26-2001

If you don't receive this fax clearly, kindly call us at (301) 596 3000 / (301) 596 5400

Message:

Eng 2001



Tel: (301) 596 3000

10420 Little Patuxent Parkway, Suite 460, Columbia, MD 21044

Fax: (301) 596 0700

Nicole Washington,
Project Engineer, Project Planning Division
State Highway Administration
Mailstop C-301, P Box 717
Baltimore, MD 21203-0717

June 27, 2001

Dear Ms. Washington:

Sub: US 1 College Park Project Planning Study

First of all, I would like to thank you for meeting us with such a short notice. The meeting was very useful in understanding your concept and approach and we are hoping that it was equally useful to you in understanding our issues/concerns. With this letter I am attaching our issues and impacts for your consideration and necessary actions. This letter discusses the following two sites:

- (1) 9670 Baltimore Avenue - Hampton Inn
- (2) Tax Map 33, Grid D-1, Parcels 67, 156, 157, 158

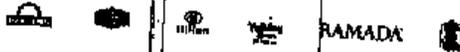
We strongly feel that there is a major impact on us as a result of the current design hence we request you to develop alternatives that reduce/eliminate the impact.

If you have any questions regarding this, please call at 301-596-3000.

Sincerely,


Mukesh Majmudar
President & CEO, *Star Hotels*
starhotels@aol.com

Info To Terry Schein/301-887-0558
Councilman Thomas Hendershot/301-925-3238
Reggie Baxter/301-952-4121



Tel: (301) 596 3000

10420 Little Patuxent Parkway, Suite 460, Columbia, MD 21044

Fax: (301) 396 0700

Impacts To 9670 Baltimore Avenue - Hampton Inn

Background: This hotel is built last year and opened in October 2001. The hotel sets the nice entrance to College Park. We had done better than required in terms of meeting city/county standards and esthetic requirement.

Issue 1: This site looses some land in the front of the building in all the alternatives.

Impact 1: Hilton Hotel (Franchiser of Hampton Inn) may create some problems as they have requirement to have some open space and distance from the road.

Impact 2: The distance between the canopy and road/parking barely meets the needed width considering the two-way access.

Issue 2: Closing the entrance to hotel.

Impact 1: Hilton Hotel (Franchiser of Hampton Inn) will have major objection.

Impact 2: There will be major impact on the business and revenue as the potential customer may go to the next hotel instead of taking U turn or going through other's property. This entrance was one of our requirements during the site planning phase in 1997 for accepting the site for the hotel construction.



Tel: (301) 596 3000

10428 Little Patuxent Parkway, Suite 460, Columbia, MD 21044

Fax: (301) 596 0700

Tax Map 3 - Grid D-1, Parcels 57, 156, 157, 158

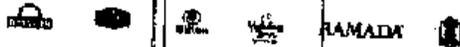
Background: We are planning to develop a brand name extended stay hotel and a fine dining restaurant. We have made many presentations to city/county regarding this ugly looking close down building site. We have provided our plans in 2000 and are unable to start the work as the available land under current zoning is not enough for a meaningful development. Our plan is to start the site/building planning work once we receive a satisfaction regarding rezoning and SHA approach. We would like to be ready to submit our plans for approval the day the new zoning is approved.

Issue 1: SHA is taking away some land in the front.

Impact 1: Hilton/Marriott/Choice hotels (Franchisers) we are trying to attract for this site may reject the site as they have requirement to have some open space and distance from the road and due to the potential increased activity and noise due to proposed bus stop.

Impact 2: Site is already too tight and losing a piece of land may make the project not feasible.

Impact 3: Widening may improve congestion in the area if it is widened but will create more congestion prior to and after the widened zone.



Starlite Project

Starlite Project Information

Project Name: Starlite Project

Parcels No.: P.156, 157, 158

Zone: CSC Commercial

Goal: Convert & rebrand name *buildings into a fine dining restaurant*

Project Team:

Developer:

Architect:

Civil Engineer:

Starlite Project
Mikeshi Majmudar & Lavani

Gordon & Greenberg
Bob Greenberg

Vogel & Associates
Rob Vogel

Telephone: 301-596-3000/301-596-5400 10428 Little Patuxent Parkway • Suite 460 • Columbia MD 21044 Fax: 301-596-0700 E-Mail: starboels@stl.com



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 14, 2001

Mr. Mukesh Majmudar
President & CEO, Star Hotels
10420 Little Patuxent Pkwy
Suite 460
Columbia MD 21044

Dear Mr. Majmudar:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

To reiterate, both the 5-Lane and 4-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activity.

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Please keep in mind that this project is currently in the planning stage. Any impacts involving your properties will not be entirely known until an alternative is selected and the project proceeds into the design phase. Your concern for loss of property is understood and noted for the record.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21207-0717

Star Hotels
Telephone: 301-596-3000/301-596-5400 10420 Little Patuxent Parkway • Suite 460 • Columbia MD 21044 Fax: 301-596-0700 E-Mail: tarbordis@aol.com

Hampton Inn Project Description

Project Name : Hampton Inn

Project Address : 9670 Baltimore Avenue

Project Zoning : CSC Commercial

Project Goal : Convert a vacant Hampton Inn to a Hilton

Project Corporation

Project Team Developer : Mukesh Majmudar

Architect : Gordon & Greenberg
Bob Greenberg

Civil Engineers : AB Consultant
Amirish Patel

General Contractor : Herman/Stewart
Ray Herman

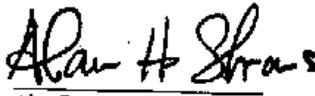
Mr. Mukesh Majmudar
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Alan Straus
Project Manager

cc: Ms. Nicole Washington

June 27, 2001

To Whom It May Concern:

My name is Bob Hedrick and I have been with Jordan Kline Music for over 35 years. As many are aware I have been very active with the business and property owners within the study area throughout this process to date.

I would like to take this opportunity to personally thank Aim, Bala, and Nicole for giving their personal and continual attention to the individual needs to the affected business and property owners.

It has been the objective of the business and property owners to identify any means possible to reduce the amount of right-of-way that would be required, to lessen impacts to the major stakeholders.

In some instances the reduction of the required right of way, or a center line adjustment by just a few feet has eliminated displacements. For this we are grateful.

However, it is the consensus of the business and property owners that the required right-of-way could be decreased even more with the reduction of the width of the outside travel lanes, and by directing bicycles, specifically on US Route 1 from Interstate 495 south to Route 193, to alternative parallel routes that are currently in existence.

The elimination of medians and landscaping would also reduce the required right of way.

This would also reduce taking that would affect existing parking, and signage that are landmarks for businesses.

We are against the construction of the Cherry Hill Road Interchange as it will displace additional businesses.

This is also the viewpoint of 2025 residents who have expressed their opinion in writing and I would like to present you with their letters this evening.

These letters will be sent to Governor Glendening as well as other elected and appointed officials.

I would like a few excerpts from the letter now:

I do hereby request that you ensure that the State Highway Administration's US Route 1 College Park Improvement Alternates for the improvement of safety and traffic flow on Route 1 in College Park, Maryland, be devised in a way that will in no way have an adverse impact or create any disruption whatsoever to buildings, access, or parking, to any business or property located on US Route 1.

I do adamantly encourage the construction of sidewalks with continuity to provide better pedestrian safety.

I am against any additional medians on Route 1 in College Park, south of Interstate 495.

I also believe that a dedicated bicycle lane or "safety" lane on US Route 1 is unsafe and would like to see existing off-road bike routes improved to ensure safety of cyclists, the safety of motorists, and to save State tax dollars that would be spent on additional property acquisition for a dedicated bicycle or safety lane.

The establishment of a bike lane on Route 1 is felt to be unsafe for motorists and cyclists.

The cost of a bike lane on Route 1 is far too great considering the need and probable use.

There are currently alternative routes that provide adequate access that would certainly be more economically feasible and protect both cyclists and motorists.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Forcari
Secretary
Parker F. Williams
Administrator

Therefore it is inappropriate for bike lanes to be implemented on Route 1 specifically on US Route 1 from Interstate 495 south to Route 193.

I would also request that an extension of Interstate 495/95 from the Park and Ride Station be pursued once again to improve and lessen congestion and volumes of traffic on Route 1.

I do not wish to see my tax dollars spent on projects that will adversely affect any property or business on Route 1.

Thank you for the opportunity to address this issue.

Respectfully,

Bob Hedrick
Jordan Kitts Music
9520 Baltimore Avenue
College Park, Maryland 20740

August 14, 2001

Mr. Bob Hedrick
Proprietor, Jordan Kitts Music
9520 Baltimore Avenue
College Park MD 20740

Dear Mr. Hedrick:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

To reaffirm, both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Bicyclists have the right to access US 1 and SHA feels inclined to investigate measures to safely accommodate this type of vehicle. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activity.

Your opposition to the increase in right-of-way, integration of bike lanes, grade separation at the Cherry Hill Intersection, as well as the reconstruction of US 1 involving a median and certain streetscape enhancements has been noted for the record. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, MD 21202

Mr. Bob Hedrick
Page Two

I am sure that you can appreciate that the development of aesthetic enhancements and safety improvements for the US 1 Corridor was a difficult engineering and urban design challenge given the very tight right-of-way available to us. Improvements to ensure safe traffic operations through development of an alternative that would include aesthetic enhancements to advance the appearance and attraction of the College Park area has been the priorities of this project.

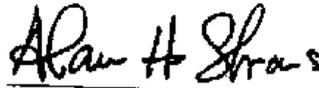
Although it is understood that you would have preferred that your full property remain after the roadway improvements, we will assure you that all property owners will be fully compensated under provisions of federal and state law associated with displacement of businesses by roadway projects.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Alan Straus
Project Manager

cc: Ms. Nicole Washington

THE GREENFIELDS COMPANY, Inc.
BYRNE H. KELLY, R. L. A., PRESIDENT
The Studio @ 307 Circle Avenue,
Takoma Park, Maryland 20912
301 270-4626 of / fax
byrnetcc@erols.com

27 June 2001

My name is Byrne Kelly, I am small business owner, a planner and a landscape architect and I am here as a representative of the 800 member strong Prince George's County Chamber of Commerce. For the record I also maintain a business venture with Precision Small Engines located at the intersection of Route 1 and Lackawanna St., next to the Amoco Station at Cherry Hill Road in College Park.

The Prince George's Chamber of Commerce supported passage of H.B. 1147, the Bike-Ped. Legislation, and we maintain our support of the development of safe bicycle and pedestrian routes on, along side, or in close proximity, of State Highways wherever and whenever practical.

The business community is for increasing safety for Bikers and Walkers throughout all communities. We support improving Route 1 to make it safer, more attractive, more efficient with greater "curb appeal." Those are elements essential to sustainable and livable communities. This segment of Route 1 warrants the truly needed improvements, but not at the cost of creating a detrimental hardship on, or displacement of any existing business.

Equally important, we do not support jeopardizing bicyclists, pedestrians, or motorists. The addition of bike lanes on Route 1, combined with the elimination of significant portions of the central turning lane, may result in more harm than good.

For pedestrians, safety islands for crossing five high-speed traffic lanes are a necessity, restricting emergency vehicles or forcing them into bike lanes is not. The use of raised or depressed, colored, cobbled surfaces for the pedestrian islands within the center turning lane is suggested. Trees and curbs in the center turning lane is not recommended.

The Route 1 improvements are one of the first design processes to come under Bike-Ped. Legislation and it has revealed a deficiency in the law.

If there is no statistical, quantifiable demand demonstrating that there is an actual need for these bike lanes, and safer, more suitable alternatives exist, such as Autoville Road, The Paint Branch and Rhode Island Avenue bike routes, then the law in general, and this segment of Route 1, in particular, need to be redressed.

If the bike lanes go on this, or any other treacherous segment of a State Highway, while safer, less costly alternatives exist, how will SHA justify the cost of the loss of the life of a bicyclist?

The plan presented before you illustrates alternative, golden opportunities, that are safer and will not cost this county the loss of life of either a business or of a human.

Thank you,

Byrne H. Kelly for the Prince George's Chamber of Commerce.



Maryland Department of Transportation
State Highway Administration

August 14, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Byrne H. Kelly, R.L.A.
The Studio at 307 Circle Avenue
Takoma Park MD 20912

Dear Mr. Kelly:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your opposition of the 4-Lane Divided Alternative along with the proposed streetscape enhancements has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-lane and 4-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21202-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Testimony Presented to the Maryland State Highway Administration
By Steven Waters, President, Walk DC
June 27, 2001, 7pm

My name is Steven Waters. I'm the President of Walk DC -- a pedestrian advocacy organization with members in DC, Virginia, and Maryland.

It is unfortunate that I did not receive the project brochure for the study before this meeting. I did appreciate receiving a faxed copy, although it was not fully readable.

All across the country and around the world, cities and towns are struggling with the automobile's growing side-effects. For many people, the time and economic costs of driving are beginning to outweigh the benefits. For others, driving isn't even an option due to physical disability, age, or social class.

The only lasting way to reduce automobile congestion is to reduce automobile capacity by calming traffic. By reducing the distances people must transport themselves, we maximize accessibility for children, the elderly, physically challenged, as well as for able-bodied people. At the same time we reduce isolation, congestion, and wasted time.

While "induced demand" follows increased road capacity, "reduced demand" follows reduced road capacity, if people have transportation choices. Reducing automobile capacity is the only lasting way to stop building automobile-oriented development. Rather than reducing congestion, the underlying goal must be to reduce the total amount of time we spend transporting ourselves. We want more time to spend in our communities and with our families. Clearly we cannot reduce commuting times by increasing automobile mobility. We must manage transportation demand to create walkability.

When given the opportunity to participate in neighborhood planning charrettes, nearly everyone chooses a walkable community. Our current dependency on automobiles is partly a result of the absence of community consensus in land use planning.

It is not a coincidence that the best places to be are the least accessible by automobile. To recreate sense of place, we must redistribute the public right-of-way more equitably between pedestrians, bicyclists, transit, and automobile users. By redesigning primarily for pedestrians and wheelchair users, local access becomes more efficient for people of all physical abilities, ages, and income levels. If we allow the fire department to get 100% of what it wants we will have a 70% place. We want a 100% place.

Four pedestrians have been killed in the study area during the past six months. We must remember that everyone is a pedestrian. But until we put pedestrians and bicyclists first, we will always come last.

Walk DC is a regional pedestrian advocacy organization that is affiliated with America Walks.
<http://www.walkdc.org>

America Walks is a national coalition of over 20 pedestrian advocacy groups.
<http://www.americawalks.org>



**Maryland Department of Transportation
State Highway Administration**

July 24, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Steven Waters, President
Walk DC
P. O. Box 65415
Washington DC 20035

Dear Mr. Waters:

Thank you for your testimony on the US 1-College Park Project Planning Study at the Public Hearing held on June 27, 2001. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

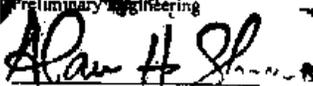
Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. Your name has been added to the mailing list to receive additional project information. If you have any questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Alan Straus
Project Manager

cc: Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2259 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Central Street • Baltimore, Maryland 21201

North College Park Citizens' Association

4912 Nantucket Road
College Park, MD 20740

9026 Autoville Drive
College Park, MD 20740
June 27, 2001

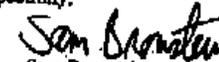
Mr. Parker Williams
Administrator, Maryland State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Dear Sir:

At its June 14 meeting the North College Park Citizens Association took the following positions on the US 1 Improvement project (project number PG253A11). Please enter these in the official record for the project.

1. The 4-lane with planted median alternative should be built, as this is the safer alternative for pedestrian and vehicular use.
2. A traffic signal should be added at Cherokee St., at the corner with China Buffet. Currently there is no signal, nor is one planned, and traffic has a very difficult time leaving the Autoville neighborhood.
3. The road level in the block between Fox St. and Erie St. should be regraded and the hump should be removed. This will improve safety by allowing drivers exiting establishments on the southbound side of US 1 to have a better view of oncoming traffic.
4. If a median is built (alternative 4), low level shrubs should be planted along the median instead of trees. Trees would block driver view, which shrubs would not. Additionally, if a car should jump the median shrubs would prevent it from travelling into the opposite lane.
5. State Highway should change its policy regarding the placement of utility lines and bury the utility lines underground, instead of just moving them. This would greatly improve the appearance of US 1, which is one of the goals of the project.
6. The Clary Hill Road Interchange option should definitely be built. This would greatly improve traffic flow in that area. Pedestrian access under US 1 to the shopping centers and to the neighborhood should be considered when the interchange is designed.
7. The speed limit on US 1 should be lowered to 30 mph inside the Beltway.

Respectfully,


Sam Bronstein
President, NCPCA

9026 Autoville Drive
College Park, MD 20740
June 27, 2001

Mr. Parker Williams
Administrator, Maryland State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Dear Sir:

This letter addresses my personal positions on the US 1 Improvement project (project number PG253A11). Please enter these in the official record for the project.

1. (The 4-lane with planted median alternative should be built, as this is the safer alternative for pedestrian and vehicular use.) Some fire departments have complained that this alternative will restrict their access. I believe this is wrong and that emergency vehicle access will be greatly improved. The 16' curb lane will allow all traffic to move right and leave the fast lane open for emergency vehicles. Left turning vehicles will have left turn lanes to make room also. Drive-over curbing should be used to allow emergency vehicles easier access to cross the median and to businesses.
2. (A traffic signal should be added at Cherokee St., at the corner with China Buffet. Currently there is no signal, nor is one planned, and traffic has a very difficult time leaving the Autoville neighborhood.) This is an old problem, but the high volume of business traffic created by the China Buffet has made this intersection very dangerous. All Rt. 1 signalization in the study area should be reviewed. The city's 1995 study shows new lights at Hollywood, Erle and Cherokee Streets, but removing the Fox and Edgewood Rd. lights. I can't support removing the Edgewood light, but the other new lights would evenly space traffic lights and allow residents safe access to Rt. 1, which is something many residents do not have now.
3. (The road level in the block between Fox St. and Erle St. should be regraded and the hump should be removed. This will improve safety by allowing drivers exiting establishments on the southbound side of US 1 to have a better view of oncoming traffic.) If this is done, the Compassion Center facing Rt. 1 will probably be affected. The owner is very concerned about this project creating a maintenance problem for her per earlier talks with SHA. This is a worthwhile endeavor for the community, so I support their work. If a vertical retaining wall could be built at their new Rt. 1 property line, I could envision some kind of waterflow over the wall to soften the esthetics and provide mitigation of the Rt. 1 traffic noise. I think community funds could be found to support the waterfall, but the wall itself should be funded by SHA.
4. (If a median is built (alternative 4), low level shrubs should be planted along the median instead of trees. Trees would block driver view, which shrubs would not. Additionally, if a car should jump the median shrubs would prevent it from travelling into the opposite lane.) I lost this vote, but still think trees are appropriate here as a safety measure, for esthetics and for maintenance ease.

5. (State Highway should change its policy regarding the placement of utility lines and bury the utility lines underground, instead of just moving them. This would greatly improve the appearance of US 1, which is one of the goals of the project.) This is a tough issue due to cost. \$20M has been the estimate for burying utilities. A large part of the utility lines do not serve College Park, but we have the full visual impact. I tried to find the status of the ATT vaults and conduit buried under Rt. 1, but have not found any information to date. If the ATT vaults were serviceable and available, it could save a lot of money. I would hate to see the project subject to long delays because of the cost of burying utilities. I also like the concept of a buried utility service tunnel. I envision this as an 8 foot or so diameter tunnel that would be open for future repair and upgrade work. Things could change considerably along Rt. 1 in the near future and something of this sort could be very useful and cost effective.
6. (The Cherry Hill Road interchange option should definitely be built. This would greatly improve traffic flow in that area. Pedestrian access under US 1 to the shopping centers and to the neighborhood should be considered when the interchange is designed.) Another tough issue. We need to do something here but again cost is a major issue. As you know, I support a UM Connector Road to reduce Rt. 1 traffic. Also when Cherry Hill Rd. is expanded to four lanes in PG, traffic will increase greatly. Citizens are meeting with BARC, et al, to try to make some progress on these issues. One concept is to build the UM Connector Rd. from Cherry Hill Rd along the eastern border of BARC to minimize intrusion into their activities. There is a 60' wide channel just east of the Courtyards student housing project available for this road. With an overpass or tunnel to bypass University Blvd., traffic would have a clean shot to UM. If ramps from Cherryhill Rd, where it crosses over 495, could be built to take eastbound Cherry Hill Rd, traffic headed for the Beltway directly to both loops of the Beltway without using Rt. 1, perhaps the interchange would not be necessary. Another ramp would be needed for inner loop 495 traffic headed for UM via the Connector Rd. Outer loop UM traffic could use the Rt. 1 interchange and a short section of Cherry Hill Rd. for access.
7. The speed limit on US 1 should be lowered to 30 mph inside the Beltway. Considering the pedestrian hazard and death toll, this seems very justified.

Respectfully,

Sam Bronstein
Sam Bronstein



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

July 23, 2001

Sam Bronstein, President
North College Park Citizens' Association
4912 Nantucket Road
College Park MD 20740

Dear Mr. Bronstein:

Thank you for your letters on the US 1-College Park Project Planning Study. Public input is an integral part of the project development process. Your personal opinions, as well as those which you forwarded on behalf of the North College Park Citizens' Association, have been entered into the public record. Thank you for the tireless commitment you display through your work on the Focus Group. We look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative with the Cherry Hill Road Interchange is noted for the record. As you know, the 4-Lane Divided Alternative is one of several alternatives being studied by the State Highway Administration (SHA). Also under consideration are the 5-Lane Undivided Alternative and the No-Build Alternative. The Cherry Hill Road Interchange is an option that can be included under either of the reconstruction alternatives; it could also be built as a separate project. A final decision on the selected alternative will be made later this Fall, based on the feedback received from the June 27 public hearing.

Your letter raises several issues that we usually resolve in the detailed design phase of the studies. For instance, the exact location and species of trees and shrubs—to maximize the benefits of the streetscape without compromising safety or business visibility—are issues that SHA design engineers will address if a reconstruction alternative is selected. The planning team identified the most likely location of traffic signals, based on traffic studies performed thus far. Again, these studies will be continued as the highway development phase proceeds. At this point in the study, a traffic signal at Cherokee Street is not included.

There have been several requests, from US 1 stakeholders, to consider burying the overhead utilities underground. As you know from your work with the Focus Group, burying utilities is a very expensive undertaking. The SHA has worked and will continue to work with the City of College Park and other agencies to study funding opportunities to place the utilities underground.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 - Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street, Baltimore, MD 21202

Mr. Sam Bronstein
Page Two

Early in the planning phase, changes to the vertical alignment were considered. The Study Team concluded that these changes caused far too many impacts to the adjacent businesses and residences that line US 1. Other than minor vertical modifications and methods to improve sight distance that will be made in the detailed design phase, we have not pursued major vertical adjustments to US 1 within the study area.

Thank you again for your letters. If you have any additional questions or concerns, please do not hesitate to contact Mr. Alan Straus, the Project Manager, at 410-785-7220 or Ms. Nicole Washington, Project Engineer, at 410-545-8570, 1-800-548-5026 or, via email, at nwashington@sha.state.md.us.

Sincerely,

Parker F. Williams
Administrator

cc: Mr. Alan Straus, US Greiner Corporation
Ms. Nicole Washington, Project Engineer, State Highway Administration

Mr. Sam Bronstein
Page Three

bcc: Ms. Cynthia D. Simpson, Deputy Director of Planning and Preliminary Engineering,
State Highway Administration
Ms. Linda Strack, Administrative Assistant, State Highway Administration
(Serial No.: #1JUL37)
Mr. Charlie Watkins, District Engineer, State Highway Administration

June 27, 2001
MD SHA
Public Hearing
Ritchie Coliseum

From: Chad Kayser
6500 44th ave
University Park MD
Hyattsville MD 20782

To whom it may concern:

This statement is in support of introducing bike lanes to the Rt. 1 expansion project. As a car-less resident and local businessperson I believe that dedicated bike lanes would prove to be an asset to many facets of life in College Park.

Business Aspects: Although the Rt. 1 expansion will inevitably displace and inconvenience some businesses, my understanding from previous meetings is that the bike lanes are not going to increase the overall effect appreciably over what is required by State law to approve this expansion. Bike lanes may however allow for relief of some of the very congestion that the expansion is attempting to relieve. In addition, it will allow some of the many local residents to access the local business with out having to use their cars. Many of the small business of College Park are falling due, in large part, to inaccessibility. A senerio: If a local resident could ride there bike safely the three or four block to some of the local businesses they would be more likely to patronize them. Each additional bicycle would eliminate some traffic and parking congestion as well as support the local economy. As it is, if one is going to commit to getting their car to fight the traffic, they might as well drive out to the mega-store thus adding to congestion and the long-term demise of the local economy.

Livability Aspects: As a local resident who has studied sociology and demographics, the degradation of the neighborhood community is painfully apparent in our lifetime. It is publicly accepted that increased development is pushing each of us further from our neighbors and community. The very fact that we must, for safety sake, use our cars to travel with-in a two mile radius of our homes to access conveniences isolates us from our neighbors and our community. Smart development of the major thoroughfare in our community could actually facilitate community inste@d of deteriorating it.

As a young person joining the work force and the community and in the last 5 years I chose my place of business and home based on a sense of livability and community. I Live in University Park, with-in walking distance of the elementary school, and work in College Park. To be able to live, work and socialize comfortably without having to drive adds to quality of life in many ways. Time spent passing my neighbors on my bicycle adds to a sense of community that is quickly dying in this day and age. Being able to walk my children to school, or allow them to safely ride their bikes, will also add to a level of communication, family and community that is dying. In the long-run, fostering a sense of community will decrease crime, increase support in the local economy and encourage development with a sense of pride.

In closing, I ask that you consider all of the facets of life that this development will affect. Looking to better the future for all of us is a huge responsibility. I hope you will see that including bicycle lanes in the final execution of the expansion will improve accessibility to businesses as well as a sense of community.



**Maryland Department of Transportation
State Highway Administration**

Parrille N. Glendening
Governor
John D. Parcarri
Secretary
Parker F. Williams
Administrator

NORMAN F. BRIGGS, JR.
P.O. BOX 157
ST. LEONARD, MD 20685
410-586-1487
FAX 410-586-3315

July 25, 2001

June 27, 2001

Mr. Chad Kayser
6500 44th Avenue
Hyattsville MD 20782

Dear Mr. Kayser:

Thank you for your interest and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion regarding bike lanes has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 - Baltimore, MD 21203-0717
Street Address: 787 North Calvert Street - Baltimore, Maryland 21202

Nicole Washington, Project Manager
Project Planning Division - Public Hearing Transcript
Mail Stop C-301
State Highway Administration
P. O. Box 717
Baltimore, MD 21203-0717

I am Norman F. Briggs, Jr. My mailing address is P. O. Box 157, St. Leonard, MD 20685-0157. I own property located on Baltimore Ave., College Park. I am landlord for the following businesses on this property:

Alario's 9204 A-B Baltimore Ave.
Aqualand Pets 9204-C Baltimore Ave.
Barnside Dinner 9206 Baltimore Ave.
Chris' Critters 9208 Baltimore Ave.
Bedco Mobility 9210 Baltimore Ave.

I also represent my children who own the property south of my buildings, at 9150 Baltimore Ave., College Park, know as "Super 8" motel.

The purpose of the planning project was to study safety concerns and manage congestion along US 1. As of this date I have yet to see any plan to decrease or slow down traffic on US 1 from the beltway to route 193.

US 1 is a major arterial going to the Univ. of MD and the heart of College Park carrying approximately 80,800 VPD between the beltway and route MD 193, this is bound to increase in the future without new road approaches to the Univ. of MD from the beltway.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
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Secretary
Parker F. Williams
Administrator

The goal of the US 1 project, of driver safety and vehicle flow, cannot be achieved with either the 4 lane divided reconstruction or 5 lane undivided reconstruction alternative.

Adding bicycle lanes to route 1 between the beltway and MD route 193 is like adding a killing zone.

The cost of improvements as per state estimates is approximately \$23.6 million per mile, that does not include the cost that will incur to the motorist who use route 1 and the losses to businesses along route 1 that will take place during the 2 -3 year construction project.

Seventy-five commercial properties will loose valuable green space and or parking space so the state can say they are adding green space. In the mean time between right of way acquisitions and construction many of these businesses will fail adding to the number of board up buildings along route 1 that the city is hoping to do away with.

The biggest visual environmental problem to route 1 is the Pepco power poles that the study does not address.

In order for this plan to work the state of MD and the federal government will have to create a road from the beltway at 95/495 to Paint Branch Parkway across Agriculture Department property, park property and Univ. of MD property.

Positive things from the study includes

1. Bus pull off lanes
2. Signal timing/system optimization
3. Staggered work/class hours
4. Parking fee structure for students and personnel on Univ. of MD campus.

Signed:

Norman F. Briggs, Jr.
Norman F. Briggs, Jr., Landlord

August 15, 2001

Mr. Norman F. Briggs, Jr.
P.O. Box 157
St. Leonard MD 20685

Dear Mr. Briggs:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for a direct access road connecting I-495 and the University of Maryland has been noted for the record. The Maryland State Highway Administration (SHA) has been working diligently in coordination with the University and the City of College Park to investigate traffic calming programs. While congestion alleviation is an issue being investigated, the focus of this project is on the aesthetic streetscape and safety enhancements of the US 1 corridor.

As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by SHA. The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-lane and 4-lane Reconstruction Alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

My telephone number is _____

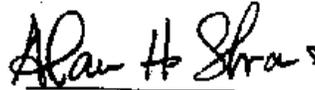
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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Alan Straus
Project Manager

cc: Ms. Nicole Washington

College Park Animal Hospital
9717 Baltimore Avenue
College Park, Maryland 20740

June 27, 2001

Maryland Department of Transportation
State Highway Administration
Project Planning Division - Project # PG253A11
PO Box 717
Baltimore, MD 21203

To Whom It May Concern:

My name is Dr. Tom McMichael. I am the owner of College Park Animal Hospital 9717 Baltimore Ave., College Park, MD. The animal hospital has been in its present location since 1959 and I've been there for 22 years. Many of you present, as well as the County Animal Shelter and the City of College Park have looked to us to provide veterinary care to keep your pets healthy. I want to stay at my present location in College Park and continue to care for your pets. I ask you to consider alternatives that would keep the Animal Hospital, untouched, in its present location.

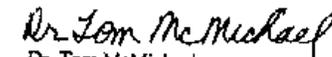
I would also like to address the specific alternative to build an underpass/overpass at Cherry Hill Road and Rt. 1. I believe this alternative would not alleviate traffic congestion. I feel citizens would be better served by some other alternative. At least nine businesses would be demolished with this specific alternative with no true change in traffic problems.

I also feel that the addition of bicycle lanes to Rt. 1 would add to more traffic congestion and pose a real safety issue for those riding bicycles. We already have alternative routes parallel to Rt.1 for bicycles.

After studying dozens of maps and attending many zoning and SHIA and citizen's group meetings, I do not believe I have seen any alternative that will alleviate traffic congestion and keep our community safer. Beautification alone is not a reason to demolish and disrupt businesses and the community that have supported this economy with honest hard work and everyday living for decades.

Thank you for your time.

Sincerely,


Dr. Tom McMichael



**Maryland Department of Transportation
State Highway Administration**

Farris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Dr. Tom McMichael
Page Two

August 14, 2001

Dr. Tom McMichael
Owner, College Park Animal Hospital
9717 Baltimore Avenue
College Park MD 20740

Dear Dr. McMichael:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- No-Build (no major improvements)
- Five-Lane Undivided Reconstruction
- Four-Lane Divided Reconstruction

The Cherry Hill Interchange is an option that can be included in either of the reconstruction alternatives or built as a separate project. The Study Team developed this interchange concept to address traffic and safety concerns at this intersection, which is currently operating at a very poor level of service and is projected to get worse in the future. The intersection of Cherry Hill Road and US 1 also has a high incidence of accidents. Your concern for the effects that this interchange will have on the adjacent businesses is noted for the record. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland, 21202

One Less Car
Maryland Campaign for Bicycling and Walking

437 Pear Tree Point Road
Chestertown, MD 21620

Phone: 410-810-9011
Fax: 410-778-1126
email: ecowalk@onelesscar.org



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 14, 2001

Testimony at Public Hearing on US 1
June 27, 2001

Earlier this month, the Maryland Department of Transportation released a Request for Proposals (RFP) for "Comprehensive Transportation Planning and Capital Programming Services" (Contract Number MDPT OCP 01). The first task of this RFP is to support "A Smart Growth transportation agenda that seeks to increase the accessibility of neighborhood, community and regional destinations via foot, bicycle and transit (emphasis added)." This represents an attempt by MDOT (again quoting from the RFP) to "incorporate the broader set of outcomes and benefits associated with a Smart Growth focus."

Why is MDOT interested in bicycle and pedestrian enhancements, in mass transit development? One reason, undoubtedly, is to comply with the Governor's emphasis on Smart Growth. Another is that lowering our dependence on cars makes good environmental sense. A third is that encouraging people to walk, and bike even short distances improves their health. (No doubt many people here will testify to this, and to the deleterious effects on our children caused by lack of exercise.)

Beyond this, I believe MDOT supports pedestrians and bicyclists simply because it's good for business. Tourists don't flock to areas where they find it difficult or unpleasant to get out of their cars and walk around. Study after study shows cities profiting by renewing the charm of their mixed retail and business cores. This allows people to shop more leisurely – and buy more goods and services. Crime is reduced as more people are walking about. The resale value of houses improves dramatically in these areas. Seniors retire to those communities where they can leave their cars behind – maintaining a measure of their independence as they gradually lose their ability to drive safely. Young professionals seek communities with opportunities for outdoor activities within vibrant neighborhoods. Are our best University of Maryland graduates most likely to remain in College Park or move to Boston, Silicon Valley, or the Adams-Morgan section of Northwest Washington?

What is outside this building is the result of more than a generation of well intentioned but poor planning. Please don't apply the same old solutions of more lanes and more asphalt – it just doesn't work. Look at all the roads built in this area over the last 50 years. Has the traffic improved? Has the neighborhood improved?

Yet, some may argue that like it or not, US 1 needs more lanes to move more traffic. Not so, according to transportation engineers. Paved shoulders alone improve traffic flow by providing more intersection and safe stopping sight distance, allowing for easier exiting from travel lanes to side streets and roads (also a safety benefit), providing a greater effective turning radius for trucks, and providing space for disabled vehicles.

You have the opportunity to re-vitalize the economic and esthetic environment of College Park by making it easier for people to get to your stores, your neighborhoods, your University. Choose to improve. Include sidewalks and crosswalks, paved shoulders and/or bike lanes, and more trees in the new US 1.

Thank you.

Robert Chauncey, Ph.D.
Executive Director

Dr. Robert Chauncey, Ph.D.
Executive Director
One Less Car – Maryland Campaign for Bicycling and Walking
437 Pear Tree Point Road
Chestertown MD 21620

Dear Mr. Chauncey:

Thank you for your testimony on the US 1-College Park Project Planning Study at the Public Hearing held on June 27, 2001. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Both reconstruction alternatives include streetscape enhancements that will improve the aesthetic appeal of the corridor. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

27 June 2001

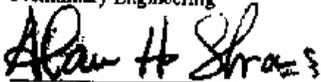
Dr. Robert Chauncey, PhD
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Alan Straus
Project Manager

cc: Ms. Nicole Washington

To: Mr. Neil Peterson
Director of Highway Planning
Maryland State Highway Administration.

Fm: Winston W. Hazard
8811 Baltimore Ave
College Park, Maryland 20740-2133-06
Tel 301 345 8560 (H)
301 680 6813 (W) (M-F), (6 A.M. - 2:30 P.M.).

I have lived at this location for 70 YEARS, and have observed Route 1 very closely during these 70 YEARS. You will find comments below on the SHA route 1 proposal below:

College Park Route 1

1. Cherry Hill/Route 1 Bridge.

SHA Proposed 1965 Design with Single trussal Bridge just does not get the job done. A 3-level bridge is needed to keep the traffic moving all the times. SHA should be planning for the future not yesterday.

2. SHA 7 lanes from 193 bridge south to Berwyn Road vicinity. The Police and Courts are taking a very very negative view of Aggressive Driving and Road Rage. Why is SHA promoting Aggressive Driving and Road rage? SHA should be building a normal intersection at Route 1 and Greenbelt Road. Not huge ramps for I-95 Interstate Type Highway that waste tax payers money. There is only one place in the State this works, it is at route 50 and Md 404 because Md 404 opens up to 55 MPH for ten miles. 4 blocks on route 1 does nothing to move traffic.

3. Drain Boxes at the side of Route 1 currently from Greenbelt Road to Paint Branch Bridge are of very poor design. Namely The SHA for the past 25 years has been unable to maintain drain boxes grating in a satisfactory condition, frequent maintenance... Pull the maintenance records. SHA engineers just cannot seem to pass High School Physics. Namely the two side by side grates, the physical force that is exerted at the corners and the sides is different. The Grate containing square rings frequently breaks. The Problem is the SHA lacks a GOOD oversight procedure to ferret out engineering decisions. Put the drain boxes in the curb.

4. Route 1, 5 Lanes VS 4 Lanes and a Middle Island. City Officials and U of M officials are promoting Beautification. (4 lanes and an a middle island) a head of PUBLIC Safety. Five days a week route 1 goes to grid-lock, and the center lane of 5 allows emergency vehicles (Police, Fire, and Ambulance) to navigate Route 1 to the emergency scene during grid-lock. 16 Foot lanes will not get it done, vehicle operators are very slow in getting out of the way of emergency vehicles. (I have observed route 1 from my home on route 1 for 70 Years, Vehicular operators are very slow to get out of the way of emergency vehicles). Beautification ahead of Public Safety is very POOR Public Policy.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The reason for all the concern about route 1 and emergency vehicles are there ability to get through at all cost, is because there is no good alternate to Route 1. Both Kenilworth Ave MD 201 and New Hampshire Ave MD 650 are just too far away to provide a reasonable alternative.

Bicycle lanes route 1. Let me clearly state there is NO Legal Qualifications as far as Age or Capability to operate a bicycle any where in the State of Maryland. This means any that a child of 2 or 3 years of age or a senile 99 year old can operate a bicycle in the state of Maryland. Let me now direct your attention to your own statistics 97/98 time frame; 50K a day, projected to Year 2020, 80K a day. Are there viable alternatives available, You bet. There is currently a trail from Cherry Hill road down the Paint Branch stream valley to the U of M, a second route is available on Rhode Island Ave to Greenbelt Road, from Greenbelt Road the bicycle path continues south on the old streetcar right-of-way to the U of M. There is also third a bicycle trail from Greenbelt Road South a long the Indian Creek stream valley to its intersection with Anacostia trail east of the College Park Airport.

CONCLUSION: THERE IS TOO MUCH TRAFFIC ON ROUTE 1 NOW (50K) OR IN 2020 (80K) TO OPERATE A BICYCLE SAFELY.

IF you go forward with bicycle lanes you should be prepared to take the H E A T, when some wild eye parent comes after you, and the state of Maryland, I hope for your sake you have a very large amount of money set aside for your defense, when those parents come after you. If asked I will have testify against you as a expert witness.

Winston H. Hazard
Winston H. Hazard

September 5, 2001

Mr. Winston H. Hazard
9811 Baltimore Avenue
College Park MD 20740

Dear Mr. Hazard:

Thank you for your letter regarding the US 1-College Park Project Planning Study. Public input is an integral part of the project planning and highway development processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds. I also want to personally thank you for your tireless commitment to helping the study team through your work on the focus group.

Both the five-lane and four-lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activity.

Your concerns with the bridge design for the Cherry Hill Interchange, addition of lanes between MD 193 and Berwyn Road, safety of bicyclists, and access to emergency vehicles have been noted for the record. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. The relocation and restoration of hazardous/faulty drainage facilities will be addressed during the design phase of the project, if a reconstruction alternative is selected.

My telephone number is 410-545-0411

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

cc: Mr. Alan Straus, Project Manager, State Highway Administration
Ms. Nicole Washington, Project Engineer, State Highway Administration

Testimony: Laurel Imlay MDOT Hearing Bike Lanes Route 1 6/27/2001

Hi, I'm Laurel Imlay, Chapter Coordinator for the Maryland Sierra Club. I live in Mount Rainier and work in College Park. Tonight I'm speaking from my experience as a long time resident of the area. I've lived a large portion of my life in the Route 1 Corridor and for over 10 of those years here did not own a car. I rode my bicycle daily between the Beltsville Agricultural Center, Greenbelt, and College Park for school and work. - in sunny and rainy weather and even in ice and snow. I used to ride to DC and Bowie and everywhere I had to go. Now I have a child and it's not safe enough for me to take him everywhere with a bike.

So first I want to address safety. We need bike lanes everywhere. I used to ride to the Ag Center on Rhode Island and Sunny Side and it was very dangerous...Sunny Side had gravel shoulders. I have friends and acquaintances who have been hit and even killed by cars as pedestrians or bicyclists. One friend was hit on his bicycle on Route 1 and left on the side of the road for hours and suffered brain damage. Another was hit crossing by foot in a walkway on a green light. Jon Robinson, the Chair of the Maryland Sierra Club, related to me that he stopped riding his bicycle to NASA after coworkers were hit and killed riding to work there. Wouldn't it be wonderful if one could ride to DC and in the suburbs safely? We can learn from cities like Copenhagen where EVERYONE rides bicycles, even mom's take their kids around in carts. Because it's SAFE. The metropolitan region of the Nation's Capital should be setting an example for the country and the world. Bicyclists need safe routes to get everywhere even if they aren't driving huge, expensive vehicles and polluting the air. Especially students in College Park.

Secondly I want to address economics. We need a good economic vision for Route 1 in year 2001. Cars rushing by producing smog are not conducive to shoppers. Reduced traffic, improved walkways, and bicycle access to stores will benefit Businesses on Route 1. I'm very sorry for the pain of the dislocated businesses.

But we also need a good environmental vision. We have enough (if not too many) roads. Roads and the congestion that comes with expanded roadways are ruining our quality of life.

Very seriously, the quality of the air we breath and the survival of the planet depends on us - changing our living and consumption patterns. The coral reefs worldwide are dying. Ancient glaciers are melting. The New York Times reported this week that millions of penguins are dying and may soon go extinct because of global warming. Crustaceans and fish populations the penguins eat can't survive the warmer ocean water temperatures. We are in the beginning of environmental catastrophes. What can we do about global warming? Global warming is in great part caused by hydrocarbons in the air (which destroys the ozone layer) produced by us driving our cars around! The United States uses 25 % of the world's energy with only 4% of the world's population. We can make changes! We can make the difference. We can start right here by putting bike lanes on Route 1!

And if we give people the options, many people will take them. People want to be able to get out of their cars. When the last 5 (and most needed) Southern Green line metro stations opened, people got out of their cars and on to metro, actually reducing traffic on the Woodrow Wilson Bridge and other roads to Washington, D.C. and Virginia! When we have safe bicycle lanes, pedestrian walkways, and public rail transit, people choose inexpensive, convenient, non polluting healthy transportation lifestyles.

Thank you for helping us move into the 21st century of livable, walkable, communities and plenty of transportation options. I applaud the Maryland Department of Transportation's efforts to build rail transit like the Purple Line, generous sidewalks, and full service bike lanes throughout Maryland and especially on Route 1.



Maryland Department of Transportation
State Highway Administration

July 25, 2001

M' Laurel Imlay
4118 30th Street
Mt. Rainier MD 20713

Dear M' Imlay:

Thank you for your testimony on the US 1-College Park Project Planning Study at the Public Hearing held on June 27, 2001. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. Your name has been added to the mailing list to receive additional project information. If you have any questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H. Straus
Alan Straus
Project Manager

cc: Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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Street Address: 707 North Calvert Street - Baltimore, Maryland 21202

*THINK WALKABLE - www.walkable.org
posted at www.walkable.org*

Reasons for Highway Shoulders

Prepared by Michael Ronkin, Bicycle and Pedestrian Program Manager
& Members of the Preliminary Design Unit
Oregon Department of Transportation

Before the 1971 "Bike Bill" was passed, and the terms "shoulder bikeways" or "bike lanes" were commonly used, the Oregon Highway Division advocated (1) building paved shoulders when constructing roads and (2) adding paved shoulders to existing roads. These were often referred to as "safety shoulders." There are good reasons for this term.

The following reasons are what AASHTO has to say about the benefits of shoulders in three important areas: safety, capacity and maintenance. Most of these benefits apply to both shoulders on rural highways and to marked, on-street bike lanes on urban roadways. See other side for other benefits specific to urban areas.

Safety - highways with paved shoulders have lower accident rates, as paved shoulders:

- Provide space to make evasive maneuvers;
- Accommodate driver error;
- Add a recovery area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles (highways require a "clear zone," and paved shoulders give the best recoverable surface);
- Provide space for disabled vehicles to stop or drive slowly;
- Provide increased sight distance for through vehicles and for vehicles entering the roadway (rural: in cut sections or brushy areas; urban: in areas with many sight obstructions);
- Contribute to driving ease and reduced driver strain;
- Reduce passing conflicts between motor vehicles and bicyclists and pedestrians;
- Make the crossing pedestrian more visible to motorists; and
- Provide for storm water discharge further from the travel lanes, reducing hydroplaning, splash and spray to following vehicles, pedestrians and bicyclists.

Capacity - highways with paved shoulders can carry more traffic, as paved shoulders:

- Provide more intersection and safe stopping sight distance;
- Allow for easier exiting from travel lanes to side streets and roads (also a safety benefit);
- Provide greater effective turning radius for trucks;
- Provide space for off-tracking of truck's rear wheels in curved sections;
- Provide space for disabled vehicles, mail delivery and bus stops; and
- Provide space for bicyclists to ride at their own pace;

Maintenance - highways with paved shoulders are easier to maintain, as paved shoulders:

- Provide structural support to the pavement;
- Discharge water further from the travel lanes, reducing the undermining of the base and subgrade;
- Provide space for maintenance operations and snow storage;

- Provide space for portable maintenance signs;
- Facilitate painting of fog lines.

Benefits of Urban Bike Lanes to Other Road Users.

Urban streets have to satisfy many needs: various modes use them, and they provide local access to a community as well as mobility for through traffic. Many of the benefits of shoulders listed on the first page also apply to bike lanes in urban areas, whether they were created by restriping or by widening the road. Some street enhancements cannot be measured with numbers alone, as they offer values (e.g. trees) that simply make a community better. The following discussion should be viewed in this context. Bike lanes can provide the following benefits:

For Pedestrians:

- **Greater separation from traffic**, especially in the absence of on-street parking or a planter strip, increasing comfort and safety. This is important to young children walking, playing or riding their bikes on curbside sidewalks.
- **Reduced splash from vehicles** passing through puddles (a total elimination of splash where puddles are completely contained within the bike lane).
- An area for people in wheelchairs to walk where there are no sidewalks, or where sidewalks are in poor repair or do not meet ADA standards.
- **A space for wheelchair users to turn on and off curb cut ramps** away from moving traffic.
- **The opportunity to use tighter corner radii**, which reduces intersection crossing distance and tends to slow turning vehicles.
- In dry climates, a reduction in dust raised by passing vehicles, as they drive further from unpaved surfaces.

For Motorists:

- **Greater ease and more opportunities to exit from driveways** (thanks to improved sight distance).
- **Greater effective turning radius at corners and driveways**, allowing large vehicles to turn into side streets without un-tracking onto curb.
- A buffer for parked cars, making it easier for motorists to park, enter and exit vehicles safely and efficiently. This requires a wide enough bike lane so bicyclists aren't "doored."
- Less wear and tear of the pavement, if bike lanes are restriped by moving travel lanes (heavier motor vehicles no longer travel in the same well-worn ruts).

For Other Modes:

- **Transit**: A place to pull over next to the curb out of the traffic stream.
- **Delivery vehicles** (including postal service): a place to stop out of the traffic stream.
- **Emergency vehicles**: Room to maneuver around stopped traffic, decreasing response time.
- **Bicyclists**: Greater acceptance of people bicycling on the road, as motorists are reminded that they are not the only roadway users;
- **Non-motorized modes**: An increase in use, by increasing comfort to both pedestrians and bicyclists (this could leave more space for motorists driving and parking).

For the Community (Livability Factors)

- **A traffic calming effect** when bike lanes are striped by narrowing travel lanes.
- **Better definition of travel lanes** where road is wide (lessens the "sea of asphalt" look).

*  An improved buffer to trees, allowing greater plantings of green canopies, which also has a traffic calming effect.



Maryland Department of Transportation
State Highway Administration

July 25, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Allen Muchnick
<allen@waba.org>

Dear Mr. Muchnick:

Thank you for your testimony on the US 1-College Park Project Planning Study at the Public Hearing held on June 27, 2001. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
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Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities.

Thank you again for your interest in the US 1-College Park Study. Your name has been added to the mailing list to receive additional project information. If you have any questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Program Development

By:


Alan Struss
Project Manager

cc: Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

5200 Edgewood Rd.
College Park, MD 20740
June 28, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
PO Box 717
Baltimore, MD 21203

Dear Sirs:

Thank you for hosting the informational meeting at The Ritchie Coliseum regarding the plans for the Route 1 corridor in College Park. The informational displays were very clear and quite helpful to an understanding of the various options. However after the meeting, I traveled Route 1 north as I have done for the 40 years that I have lived in College Park. As you consider this project, please bear in mind that:

1. There are currently 5 lanes - this includes a center turn lane - Nothing will have been added for automobiles in either plan except the shoulders which would be an improvement. In fact, much will be lost because the opportunity to turn left will be lost. (I do not remember seeing any left turn lanes in your sketches.) I am concerned about the local businesses and about safety if emergency vehicles cannot make turns. In short, nothing changes positively for automotive traffic and, in fact, will possibly be even worse.

2. Bicycles are great but realistically this is not a third world nation and we will not within the foreseeable future be depending on our bicycles for normal transportation - we are an automotive populace for good or bad. We need improvements for the road as we are now - a people using cars. An ideal world may perhaps be able to have the lovely green "avenue" as one commentator mentioned, but let's get real - it's not here now and we residents are. By the way, note the fact that many bike representatives were not from College Park and were not property owners in the area. We have currently several bike options available and they are wonderful trails to ride. It would be better to improve the access to those trails to encourage more use. However, no one is going to ride to U of M in the rain or snow. Nor is anyone going shopping by bike. Also, few would be biking at night even on a well lit "avenue" and then have to ride home on the side streets. I would hate to think that we would have lots of bikers to contend with as we drive the streets at night (after 5PM in the winter). I wonder, would the biker from Virginia have ridden to testify at your meeting if it had been on a cold wet January evening? I doubt it. Let's be realistic in the plans - bikes are weather dependent. Bikes are really recreational.

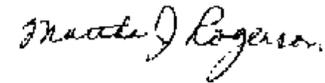
3. From other literature, I understand that there is a move for more mixed use zoning in the area which will include apartments and more student housing along Route 1. Now where is that traffic to go? Remember UPS and the post office deliver daily. There are other deliveries and residents running errands and enjoying a social life with friends who may not live in their complex. This will add even more vehicles. Also consider that the new field house at the university will draw thousands for sporting events, and because it will be closer to Route 1, where will the traffic go? Don't plan for the volume of traffic that we had years ago - be realistic.

4. Planners told us years ago that bringing Metro to the area would cut down on traffic because it would serve the University of Maryland. Then they located it out of walking distance to the university. People still need to drive - only a very few are able to use Metro. This was a totally unrealistic solution.

5. I have seen the traffic increase proportionally to the size of the University of Maryland. It is logical to assume, therefore, that it is University traffic. Get this traffic off Route 1. Please build the road directly from the beltway to the university. This could be done so easily through open space which would very roughly follow one of the current bike trails. There would be no businesses to move and it would preserve our town. Only after that traffic (which would not be stopping to shop, etc. along the pretty "avenue") is off of Route 1, can we consider beautifying and improving it. Then it could be made the restful "mainstreet" and "avenue" that we heard of last evening. Yes, it would be nice to bury the lines, have trees and other plantings, have the raised medians so that pedestrians can walk safely, but these changes are for *after* there is less traffic.

Thanks again for last evening's meeting and all your preparations for it. You have a difficult decision to make and you need to be realistic in your objectives. Please don't put the cart before the horse. First, get the traffic off Route 1 with an alternative direct route for those commuting to the University of Maryland, and then improve and beautify the road to benefit the local businesses, residents, and turn it into a more enjoyable, peaceful place.

Sincerely,



Martha J. Rogerson



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Martha J. Rogerson
Page Two

August 15, 2001

Ms. Martha J. Rogerson
5200 Edgewood Road
College Park MD 20740

Dear Ms. Rogerson:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your opposition of the 4-Lane Divided Alternative or the 5-Lane Undivided Reconstruction Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-lane and 4-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Your support for a direct access road connecting I-495 and the University of Maryland has been noted for the record. SHA has been working diligently in coordination with the University and the City of College Park to investigate traffic calming programs. While congestion alleviation is an issue being investigated, the focus of this project is on the aesthetic streetscape and safety enhancements of the US 1 corridor.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-783-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Dear SHA and the City of College Park:

My name is Gilbert Chlewicki and I have been a student at the University of Maryland for 6 years. I am currently getting my master's degree in transportation engineering. I have worked for SHA in 3 previous summers, the last one working on streetscape projects in Westport and Garrett Park.

I am writing this letter as a student with some expertise in transportation. I attended the public meeting on June 27, 2001 and for the most part I was impressed with the work. I believe that the four-lane divided highway is the best feasible option due to the safety benefits for drivers, pedestrians and bicyclists as well as the vastly needed aesthetic improvements. However during the meeting, I heard some concern from several people including business owners, residents, and the fire department, over some of the improvements. There was also a lack of representation from the students, who comprise a vast amount to the city. So I'd like to give some of my suggestions to help improve the plans even more, that would keep the 4-lane divided highway that the city endorses, while addressing some of the concerns.

- **Problem 1:** There were several complaints at the meeting that access to certain roads and driveways will be restricted due to the median. Businesses in this area are unique, because most must suffer through painful summers when most students are away. Any small changes that reduce customers entering, especially during the vacation times, can cause businesses to go under. This is evident by the high turnover ratio businesses have in this city. And while the streetscape will improve the businesses, stretches of long medians, combined with the need for more turns at breaks for u-turning traffic to businesses and side roads may off-set some of the desired improvements for businesses as well as create more dangerous u-turns for residents who will not have access to their streets.

Possible solution: Since many people were saying that College Park is an urban city, not suburban, then there is a need to create an urban boulevard. More breaks in the median are required and more signal lights will be required. Having signal lights closer together will help regulate the traffic flow better, and the additional signals will reduce the need for long left-turn phases. Access to businesses and side roads will be much easier. The additional signals will also allow better control of the speeds, which was also a topic of concern at the meeting. This should improve safety and make crossing US 1 easier for pedestrians. The signals could be easily timed for a 30 mph traffic flow. (It could also be coordinated like Ocean City, but this would encourage speeding, although it would ease congestion problems on US 1.) This could also help the fire department, by giving them more options for making turns as well as having more signals under their control to move traffic when needed.

- **Problem 2:** (North of Campus Drive) One of the needs mentioned in this project was to improve traffic congestion and operations. The Cherry Hill interchange idea was ingenious (and I suggest you give a raise to the engineer who came up with it) although some issues with signing and merging before the I-95 SB ramp remain slight

problems. Adding a third lane in each direction near the MD 193A (Greenbelt Road) intersection will also help conditions. And the widening of the right lane for bicycles and pullover situations will help encourage people to choose bikes over cars, and help ease conditions during accidents and breakdowns. Although these are definitely improvements, it is not nearly enough. North of Campus Drive will still have many problems especially during afternoon rush hour and after special events, which the university has a lot of (sporting events, speakers, commencements, orientations, move-in and move-out days, etc.). Morning rush hour will still have the SB I-95 ramp to US 1 SB performing at a LOS of F around the 8 o'clock and 9 o'clock hours, since no changes were made there. No improvements were made north of the beltway where traffic problems persist all the way to Sunnyside Ave and beyond through Beltsville (although I heard that Beltsville is being considered as the next project, it won't include Sunnyside). The data that was collected is also misleading because College Park has many peak periods. In the morning there are peak periods every hour from 7 to 10 AM. There is a lunch peak period at noon and afternoon peak periods every hour from 2 to 7 PM. These peaks shift slightly on Tuesdays and Thursdays, when most classes are an hour and a half long instead of an hour.

Possible Solutions:

- 1) Improve Rhode Island Avenue from Greenbelt Road to US 1. Rhode Island Avenue should be considered a useful alternative to US 1 for the northern section of College Park. Intersection improvements need to be made at MD 193 and at Edgewood Road. The 4-way stop at Edgewood/Rhode Island is a terrible intersection. A roundabout should be considered here. It would vastly improve the intersection at an inexpensive price, while keeping speeds down. A signal light is an alternate solution. For the MD 193 signal, more space is needed for EB MD 193 traffic making a left on to Rhode Island (NB). Space is also limited between MD 193 (University Blvd) and Greenbelt Road. Aesthetic improvements are also needed in this area to rebuild interest in the vacant business buildings. Businesses like delis, laundry mats, and drug stores may be able to survive in this location. It could also be a place where some of the relocated businesses from US 1 could go (like the animal hospital). Rhode Island Avenue should be the road of choice for residents of the northern district of College Park.
- 2) Rhode Island Avenue could also be extended as another north-south alternative from Greenbelt Road to Lakeland Road. This will allow all of the College Park residents, north of Campus Drive an alternative to move north and south easily without needing to use US 1. It would not be a well-known street since it wouldn't connect through to Paint Branch Pkwy. Although this road should have stop control, it should not have speed humps to discourage its use. This will also allow the fire department with an alternative to move north and south without needing to ever use US 1. An alternative is to build a through street along the train tracks to allow residents near Lakeland Road to reach Berwyn Road and Greenbelt Road without needing to use US 1. A street that far back would cause less disturbances for residents.

- 3) Create the extension of I-95 to at least the university campus. This may become a must, especially after the completion of the new Comcast Center. This extension alone would move most of the students away from US 1, when they need to travel to places outside of College Park (like their permanent address, the mall, restaurants, movies, Baltimore, etc.). A link further south to Hyattsville, Takoma Park, or even DC would eliminate even more problems on US 1 as well as ease traffic from I-495. Ideally this extension would end either in DC or at a metro park and ride but at least an extension to the university would greatly improve conditions.
 - 4) At the meeting, someone mentioned to leave room for a monorail. Don't dismiss this idea as foolish. If the city is suppose to represent the future (with the university being the primary symbol), imagine having something futuristic looking like a monorail. It would be great aesthetic wise, but also great in other ways. The monorail could extend throughout College Park and be the main source of transportation for students and anyone else doing business in the city of College Park. The monorail could connect the university and the metro with the rest of US 1. It could be the new way to get around the city, eliminating many vehicles on US 1 without the need to purchase more right-of-way. A circular monorail system around campus with spurs to the metro and possible other monorail lines would blend in great with a US 1 monorail line. The monorail would most likely be placed in the median area, helping to create shade, reduce impact, improve lighting and be the highlight of the US 1 College Park corridor.
 - 5) Additional improvements could be made at the I-495 ramp signal. A bypass ramp could be made for traffic to go straight to Cherry Hill Road without needing to wait at the signal at US 1. A study should be done to see how useful this would be. Another thing to consider is to add another lane northbound on the I-495 Bridge to accommodate the heavy traffic that uses the ramp to I-95 North. This would ease the merging conflicts that often cause congestion problems and accidents. A drawing of these suggestions is enclosed in this paper.
 - 6) Another bypass suggestion, which may also help the traffic problems on MD 193 (University Blvd) in College Park, is to upgrade MD 193 to a controlled access highway with interchanges at Metzertott, Stadium, Adelphi, and possibly Rhode Island. With this improvement, you could then designate MD 193, Adelphi Road and MD 410 (East-West Highway) as the US 1 bypass. Improvements would need to be made at the US 1/MD 410 intersection, which are needed anyway. This bypass would take care of the 20% of traffic (according to the meeting) that don't use US 1 in College Park for local needs. Although this option is expensive, the improvements on MD 193 and MD 410 are needed for other reasons like congestion and safety. Even without full improvements, a designated bypass with signs may help induce drivers to go around US 1.
- Problem 3: (Campus Drive and south) There are absolutely no improvements for traffic congestion south of Greenbelt Road in the campus area, where traffic is often worst than on the northern side of the city. This is probably a direct result of students and university officials not giving enough input into this planning process and not having the political capital as other members of the city. Constantly the city puts the

students and the university's needs last and this project once again shows the neglect of improving the campus life. The Campus Drive/Paint Branch Parkway has by far the worst LOS overall then any other intersection in College Park. NB US 1 traffic during afternoon peak hours often wait through 2-3 cycles before making it thru the intersection. And traffic coming off of campus often have to wait up to SIX (6) cycles before getting through the intersection, especially vehicles coming from Paint Branch Drive on campus. (This is no exaggeration. I've done my own study on this intersection and if you don't believe me, ask anyone who works in the engineering building.) There is also a failing LOS at Knox Road for the vehicles coming from the stopping center area (EB traffic) and for some reason this is not in your study area, probably due to this being a student only section of College Park and it doesn't affect most non-student residents or university employees. Campus Drive and south is easily the worst sections of US 1 in College Park (especially for the side roads) and it is getting the least amount of attention. A poll of university staff and students would show just how bad conditions are on this side of the city.

Possible Solutions:

- 1) Something must be done at the Campus Drive / Paint Branch Pkwy signal for the sake of traffic leaving the main campus as well as US 1. (Even Paint Branch Pkwy traffic must wait through multiple cycles during morning periods between 7 and 10 AM.) Improvements could be made on campus to improve the Paint Branch Drive problem, in which I have enclosed a few drawings. But the best way to make improvements is to create an interchange despite the fact that it would change the look to the main entrance on campus. However the safety needs (red light running is common at this light out of necessity) as well as the traffic flow needs give almost little other choice. Grade-separation from US 1 may have another effect of detouring traffic from US 1 to MD 201, to get to I-95, since it would be a lot easier to go though on Paint Branch Pkwy than to exit on US 1 from campus. I have enclosed drawings of possible interchange and intersection looks as well.
- 2) Another entrance on to campus from US 1 would help the Campus Drive intersection. The best location for this is at the Greenbelt Road intersection at Metzertott Road. Although this would not be a total fix to the Campus Drive problem and it could create problems at the Greenbelt Road intersection, it would be another big improvement to keep traffic off of US 1 and University Blvd.
- 3) To help US 1 between the north and south gates, a small exit ramp out of the historic section of College Park should be allowed from Rhode Island Avenue to Paint Branch Pkwy NB. This is a very inexpensive improvement that could have great results in not only keeping vehicles off of US 1 in that section, but also off of US 1 period, since traffic will be going towards MD 201. This improvement will have little to no effect on traffic in the neighborhood, since one-ways out of neighborhoods usually don't lead to bigger build-up and the ramp is in a place that cannot be easily found by a non-local.
- 4) EB Knox Road at the US 1 signal needs to be improved. A relatively inexpensive solution to improve the traffic here is to add a 5-headed left turn signal for this

*South of
Greenbelt*

side of traffic, and have the left green arrow turn on, whenever traffic is waiting beyond the shopping center entrance. A loop detector can be placed there to trigger the left turn signal. Another step that can be taken is to improve the shopping center entrance at US 1. I realize this intersection is out of the study limits, but it wouldn't take too much to remedy these problems and these are problems that are desperately needed for traffic and safety reasons (Drivers are quite aggressive at this intersection.)

To summarize, the US 1 improvements that are being proposed are very good but they do require some more steps. I believe that some of the data that has been collected is very misleading to both the public as well as the engineers. A simple example is the LOS at Lakeland Road, which has an LOS of B. Because of the traffic patterns of the other surrounding signals, it is no wonder why there is no traffic at this signal, because the traffic is waiting at the surrounding signals.

Another problem with the data is that College Park has a unique traffic pattern, where virtually every hour has a peak time where traffic needs to wait more than one signal cycle. That cannot be told from just the morning and evening peak hours. There are constant traffic problems from the morning until the last class dismisses around 10 PM. Then after hours, there are additional worries of drunk drivers. This can occur any day of the week, not just weekends (which is another reason to endorse the median option).

The LOS of the signals also does not represent the terrible delays on the side roads of US 1, specifically the Campus Drive intersection. Although it is obvious that priority must be given to US 1 traffic, the terrible delays on the other roads adds to the deterioration of College Park and the University of Maryland. Appearance is so important to college campuses; most prospective students decide within 5 minutes of entering a campus whether they like the school or not. A good impression in all aspects is vital to a university.

In addition to the drawings, I have also enclosed some explanations of the design elements that I am trying to feature in the drawings.

Thank you for taking the time to review my suggestions. I think you will agree with much of what I am saying. Please don't take these suggestions as exclusive alternatives, but as a way to enhance the current design.

Drawing 1 - Cherry Hill, Edgewood, and I-495

Starting from the southern end, there is no difference up to Cherry Hill. I have provided an alternate design to the Cherry Hill ramp that will allow traffic to bypass the Cherry Hill signal to get to Edgewood and I-95 South. The reason for this alternate design is not just to avoid unnecessary delay for traffic not going to Cherry Hill, but it would also discourage drivers from trying to sneak on to the I-95 SB ramp without using the service road because there will be less of a delay on mainline US 1 (if bypass ramp didn't exist).

More changes occur between Cherry Hill and The I-95 ramp. Another bypass ramp is suggested for traffic coming from I-95 SB to US 1 SB that wishes to get on Cherry Hill or Edgewood. The bypass will help reduce the amount of red time for US 1, especially US 1 NB traffic that can be green during the entire phase of the ramp's green time. The traffic from the ramp that wants to go to Edgewood will need to use Cherry Hill to get to the destination which is a relatively short detour and could in fact save time compared to the current design because the one signal they would have to go through would have a better phasing advantage. Traffic from US 1 SB traffic would also have to use the same detour to get to Edgewood. The last subtle difference in this section is adding a small left turn lane to get into the IHOP parking lot. This is only courteous since another driveway is being taken away and most traffic will need to use this lane to get into the parking lot.

The next section suggests improvements to the interchange. The biggest change is to eliminate the loop ramp from SB US 1 to SB I-95 and create a signal for the SB I-95 ramp to NB US 1. There are several reasons for this.

- 1) No more weaving problems will exist on NB US 1 on the bridge. Traffic to go on to NB I-95 from NB US 1 is very heavy and the weaving problems are part of the cause of the congestion problems in this area.
- 2) The lane from the service road will not need to end like in the current drawing. This helps ease some of the phasing problems that would exist at the Edgewood signal as well as makes it less confusing for drivers and easier weaving from Cherry Hill traffic that is heading towards Beltsville.
- 3) The elimination of the loop ramp eliminates the weaving on the I-95 NB service road, which is a minor improvement. The more important improvement is that by eliminating this ramp, there is no need for the service road to continue through back to I-95, except for the traffic from the park and ride area. Giving that traffic the opportunity to get back on mainline SB I-95 before US 1 will eliminate the need for the service road to go through. This is important because now the ramp from US 1 to SB I-95 can go directly into I-95. This will allow for an acceleration lane that is desperately needed in this area. That is the main purpose of this change, to help traffic merging on to SB I-95. But I do believe that it may help the flow of SB US 1 too, because now the right lane only needs to be for traffic for Cherry Hill and Edgewood and the left lane will be used for I-495 traffic. The signal for the left turns from SB US 1 to SB I-95 could probably operate as a flashing red arrow signal.

No bridgework would need to be done for any of the improvements.

Drawing 2-4 – Campus Drive / Paint Branch Pkwy. @ US 1

Drawing 2 features a grade-separation at US 1 and Paint Branch Pkwy. An auxiliary road will be used to transfer traffic to and from US 1. The biggest advantage of this design is that only the turning movements need to use the auxiliary road. This allows for much longer green time for US 1 as well as Paint Branch Pkwy and Campus Drive. This design also improves the traffic conditions on Paint Branch Drive on campus. The phasing for the Paint Branch light will have a split-phase for Paint Branch Drive and Campus Drive (indicated by the 4-headed left signal). At the US 1 signal, 3-phases would exist; left-turn phase, US 1 thru, and Campus left turns. A ramp could be added for NB US 1 traffic to access Paint Branch Pkwy and the metro without needing to use the signal. Rumble strips could be used for incoming campus traffic from Paint Branch Pkwy to indicate reducing speed.

Drawing 3 is similar to Drawing 2 except that there is no grade-separation. No left turns would be permitted at the main intersection at US 1 and Paint Branch Pkwy. / Campus Drive. The signal on campus at Paint Branch Drive would have a lag left turn phase (indicated by the 5-headed left signal), which would be triggered after the traffic from Paint Branch Pkwy enters campus. The split phase for Campus Drive will be approximately the same length of time as the left turn from NB US 1, but staggered in time to allow continuous movement. An extra lane on to campus from the main intersection will help reduce the chances of traffic spilling on to US 1, as well as make the green phase for Paint Branch Pkwy shorter.

Drawing 4 uses the same concept of Drawing 2 except the auxiliary road is on the east side of US 1, instead of the west. This alternative may want to be used if the road that goes over US 1 cannot get low enough for Paint Branch Drive on campus. This design would need to destroy some buildings, where the other ones would not and therefore is probably the least likely alternative, so I will not expand on the explanation but just let the design speak for itself.

Other designs are also added to improve traffic conditions for Paint Branch Drive. These designs are from a PowerPoint presentation I did for a study of this area. I could e-mail the presentation if you would like.

Drawing 5 – Rhode Island Avenue @ MD 193

If my suggestion of extending Rhode Island Avenue to Lakewood is considered by the city, then I propose this full design. The only improvements made at University Blvd. are to extend the left lane for traffic turning left from EB MD 193 to Rhode Island Ave. and to allow 2 thru lanes for NB Rhode Island Ave. The left lane extension is needed because often traffic that wants to turn left cannot get to the lane during a red phase because there is too much traffic ahead of it. This traffic therefore misses the left turn phase. The two thru lanes will allow traffic to get through the signal faster, requiring less of a green phase. Both improvements are fairly simple and inexpensive.

The signal at Greenbelt Road and Rhode Island Avenue would become necessary if Rhode Island was opened to two-way traffic on the south side. Ideally this two-way traffic would be extended to Lakeland Road. Rhode Island could be designed to have little to no influence on residents in this area. If the city won't consider opening up Rhode Island, then the rest of the design is not necessary. However I do think that if improvements are made to Rhode Island Avenue, this will increase the business activity on the little strip, which could help the city of College Park.

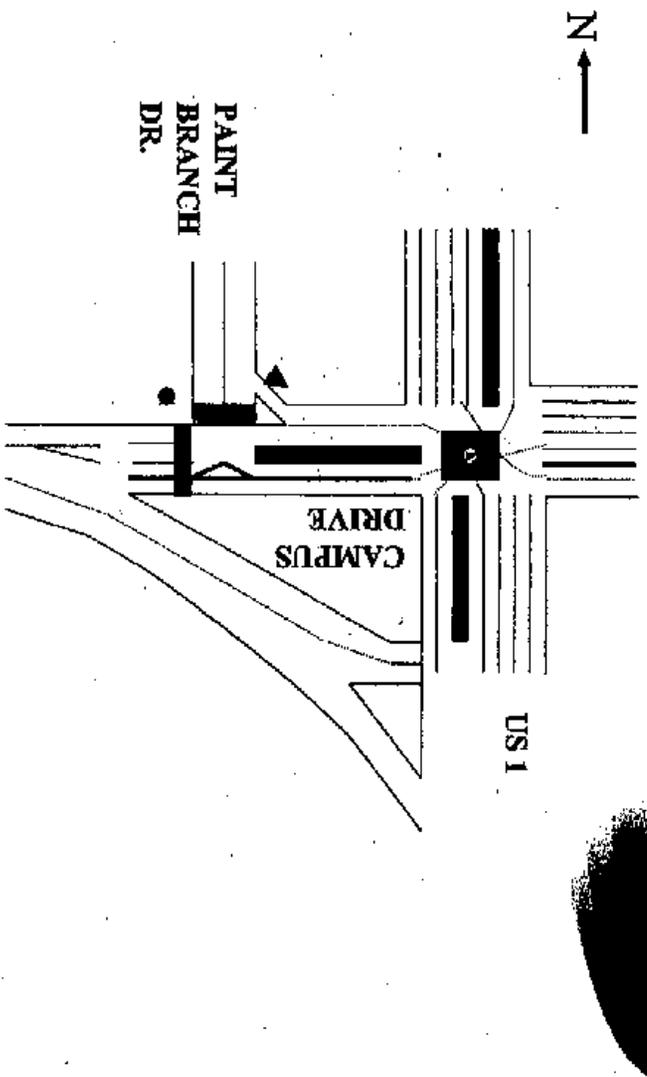
Drawing 6 – Rhode Island @ Edgewood

I realize that this intersection is the responsibility of the city and not SHA. But this intersection improvement could have an impact on moving traffic away from US 1. This drawing is only a rough sketch and would definitely need some improvements on the details. There are service roads in this area, which would complicate the roundabout design, but these service roads could be eliminated or designed with the roundabout concept. The design is relatively inexpensive and it would greatly improve this intersection. This would also allow more vehicles to use this intersection, which could help move traffic from US 1 to Rhode Island as an alternative to go north and south in the northern sections of College Park. This improvement would also help the Hollywood businesses by generating more traffic to the area.

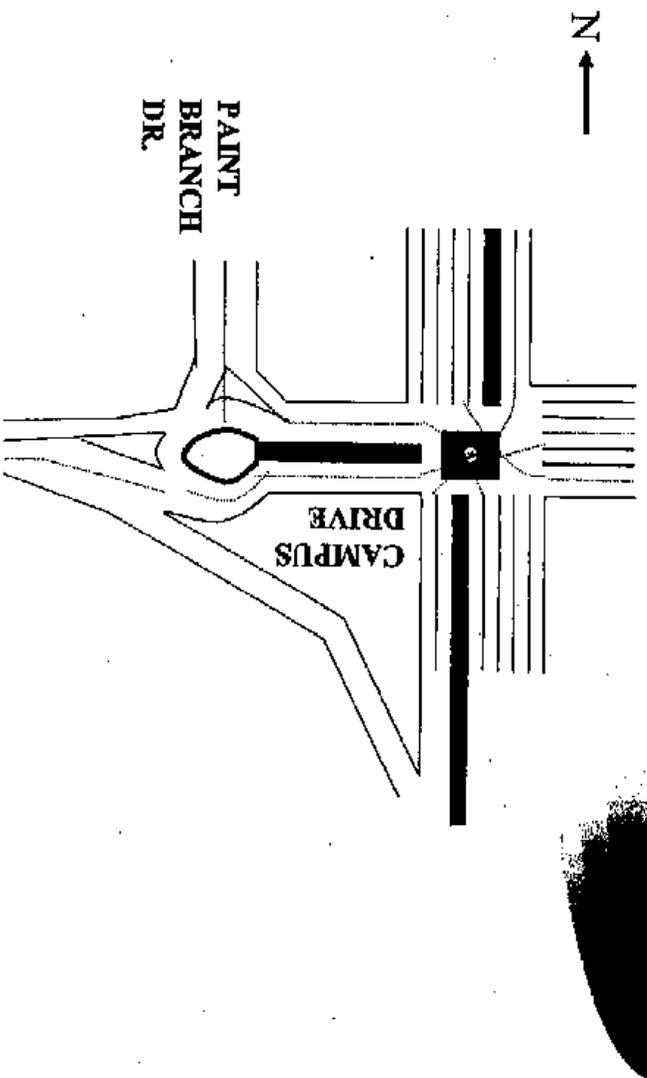
Designs for Knox Road and a monorail system are not included on here simply because I feel that this can be easily visualized and I have spend way to much time then I should working on this project (for free). However if you do have questions for me, you can contact me via e-mail at gile@war.umd.edu or you can call at 301-477-2901. The best way to contact me though is by e-mail since I will only have that number for another month.

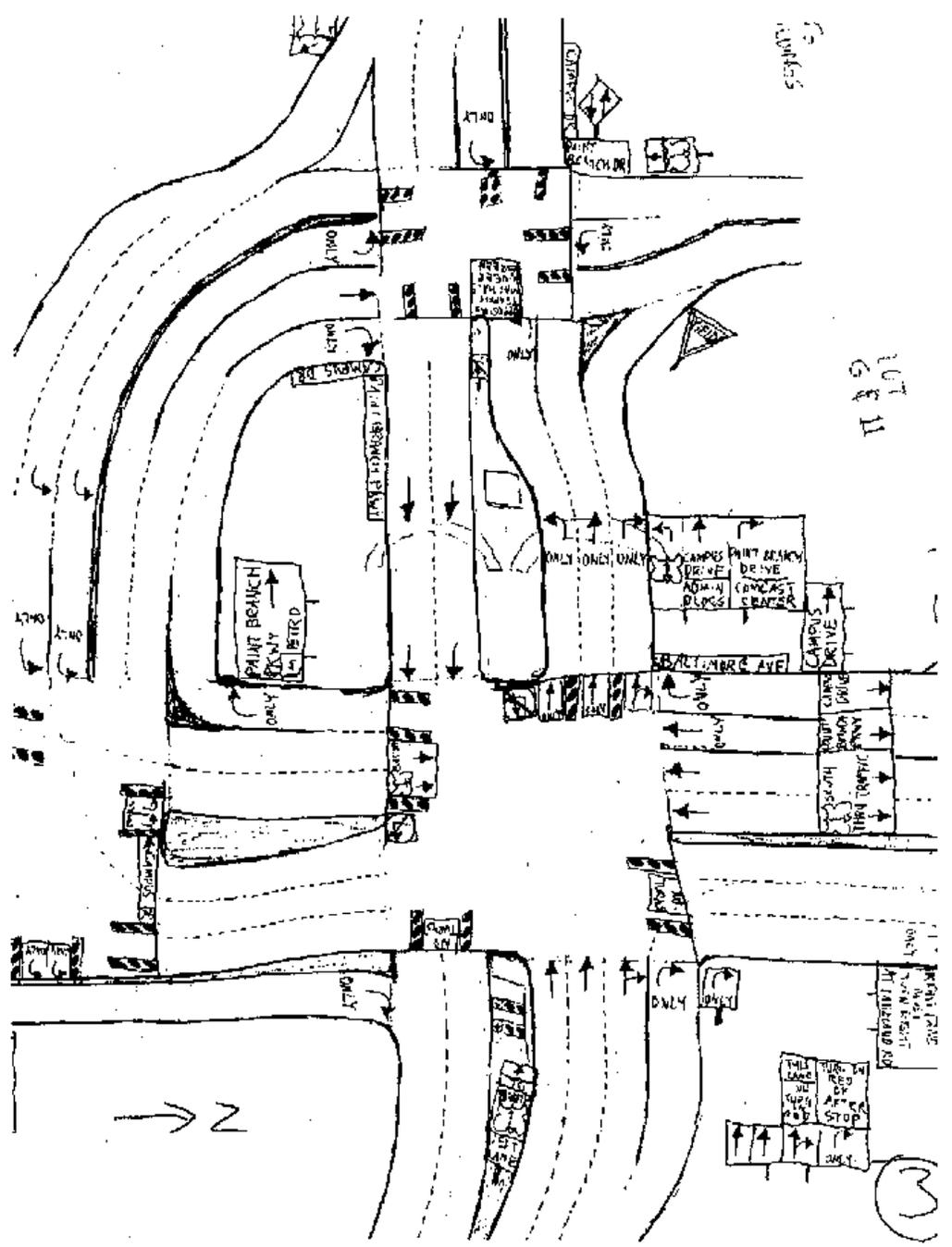
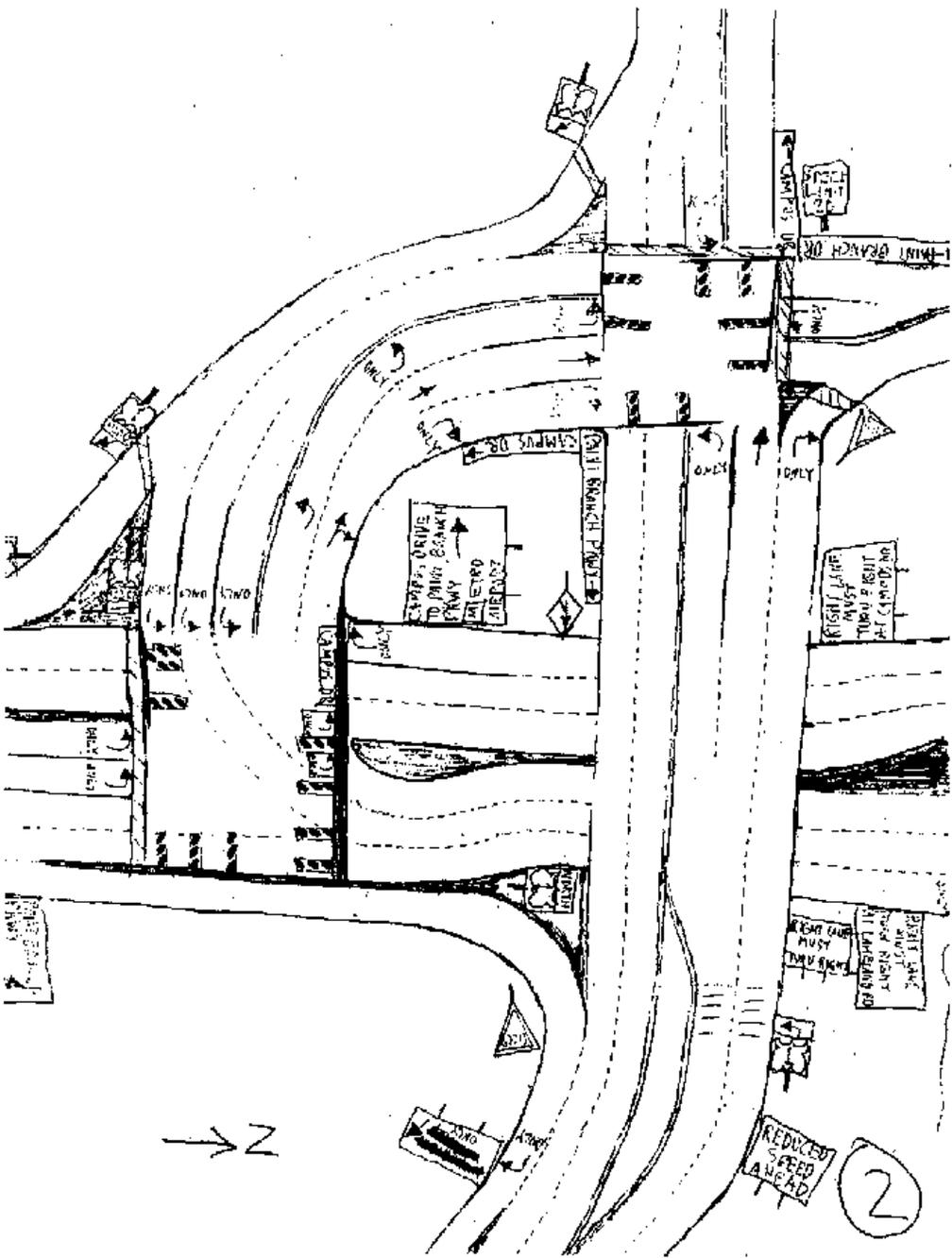
I do ask that you discuss any concepts that do not fall within SHA domain with the city, because a well-coordinated effort between the city and SHA can do wonders to improving the traffic problems in the city of College Park.

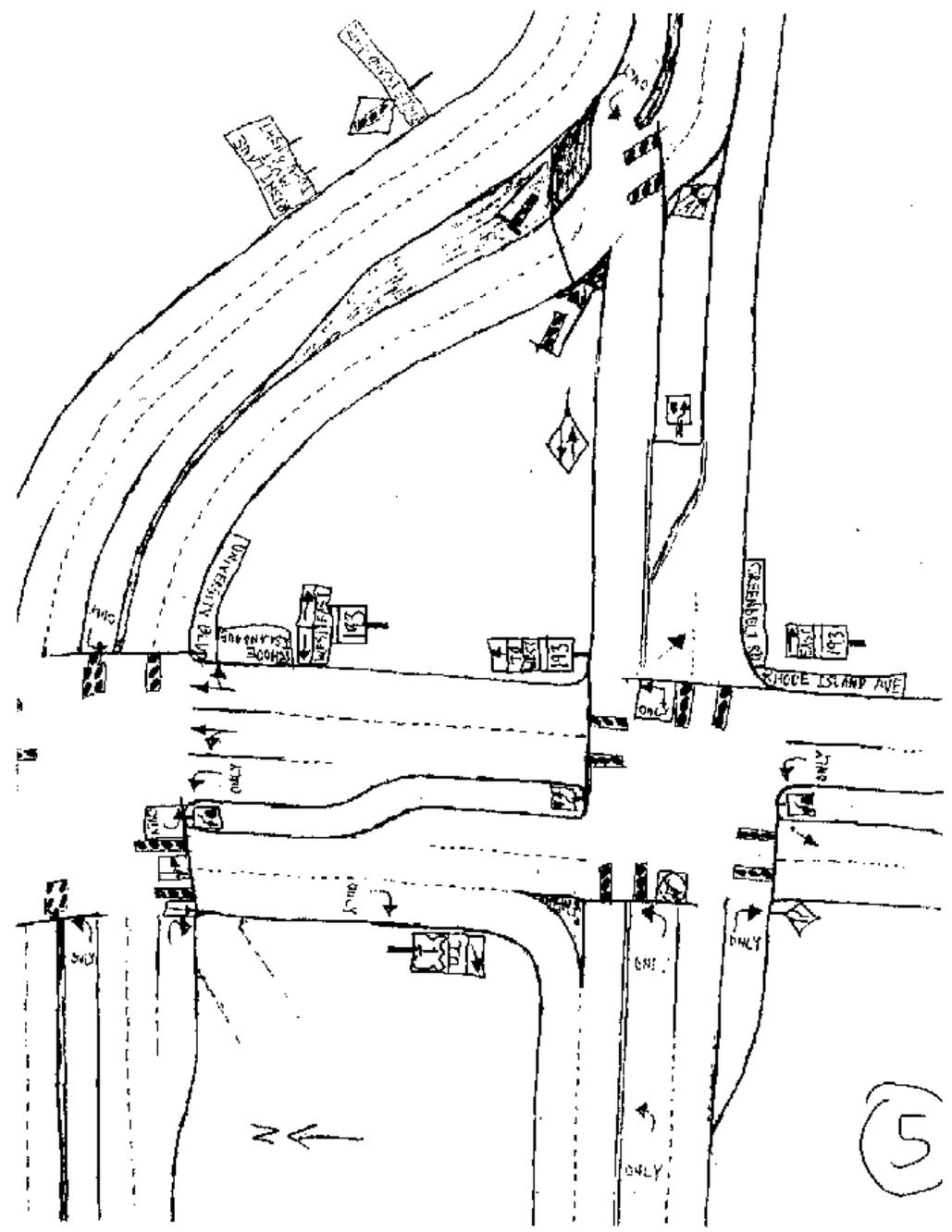
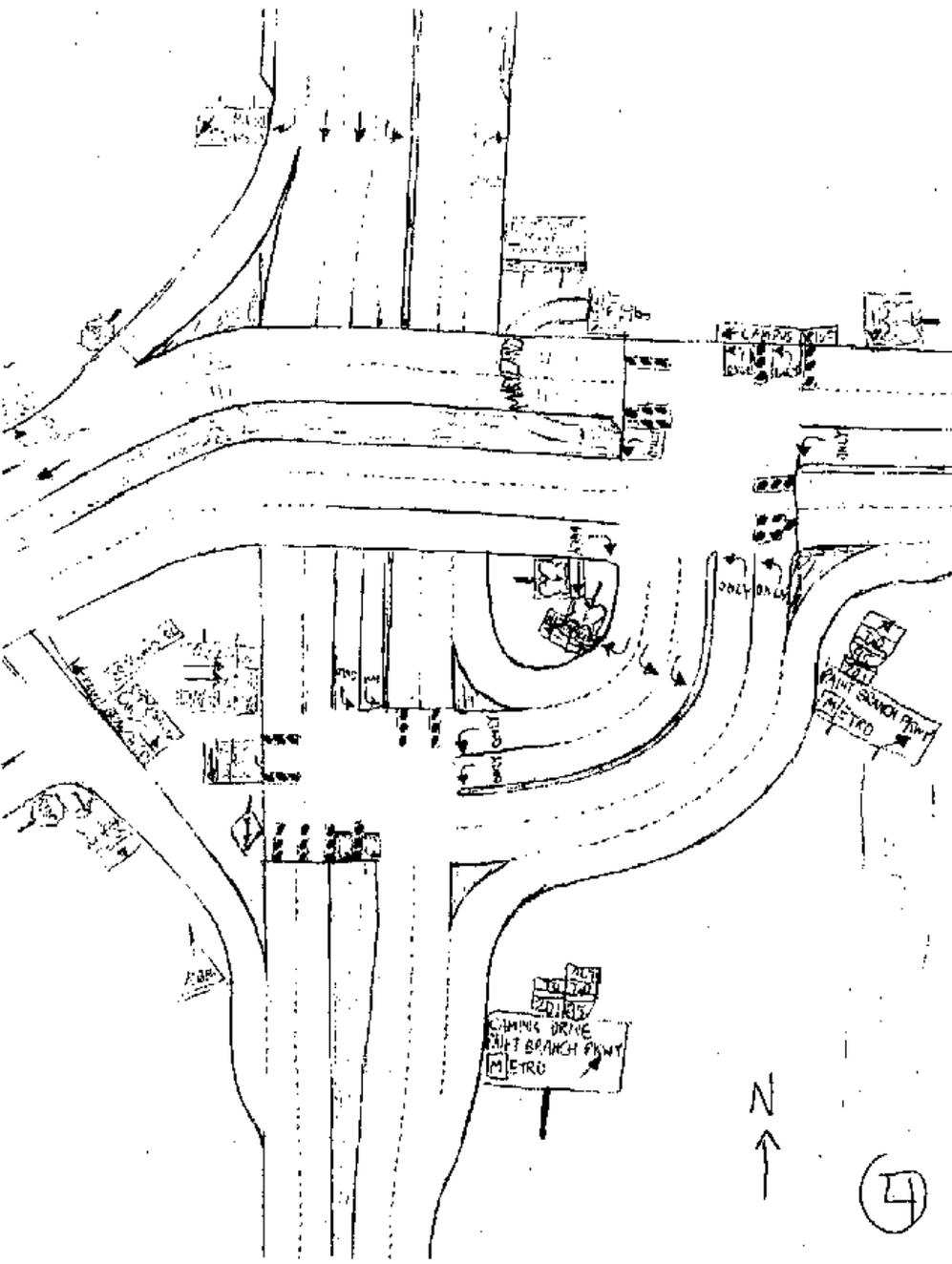
Change ways to turn

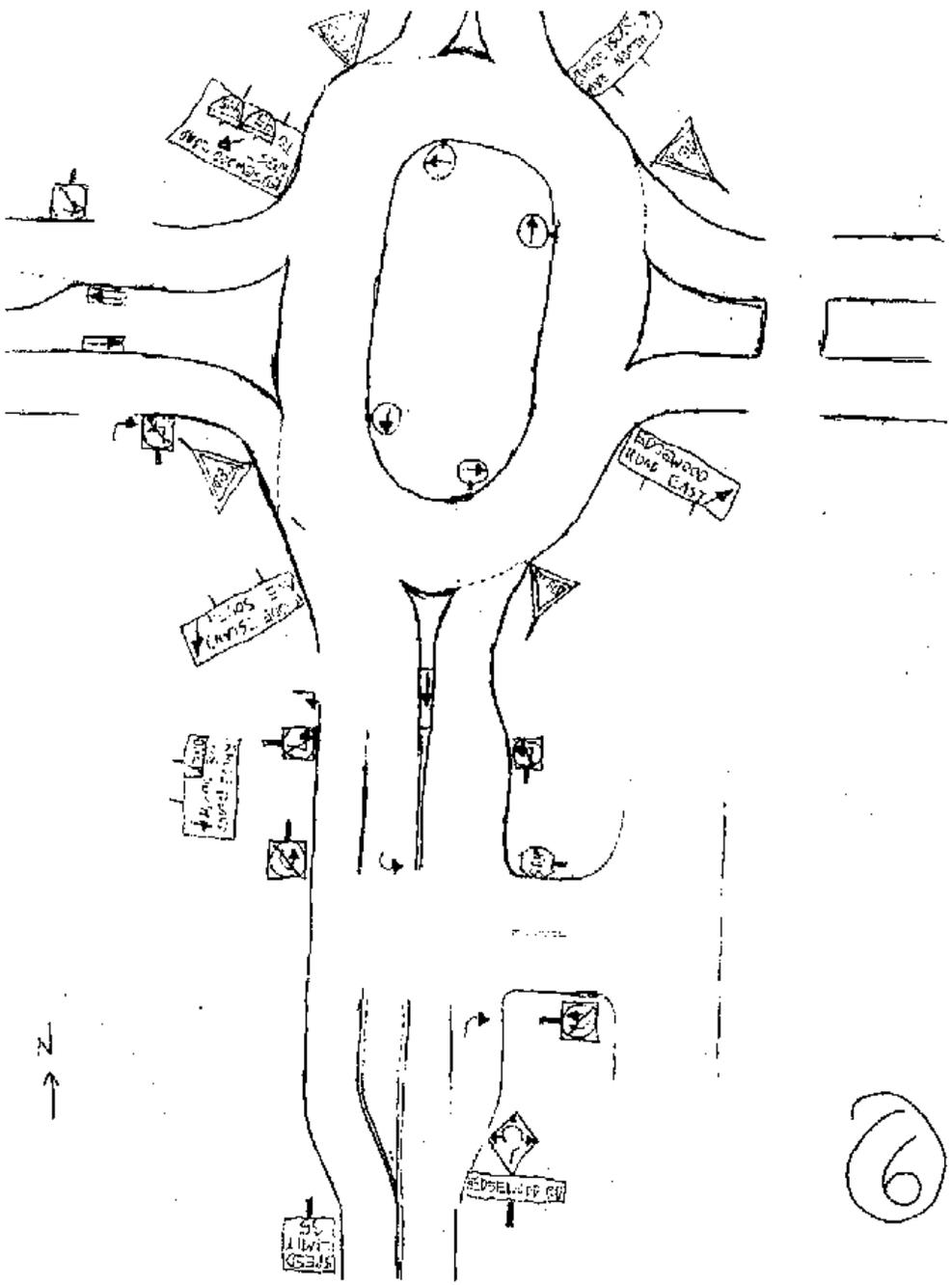


Raindrop Roundabout









**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 27, 2001

Gilbert Chlewicki
Gile@wam.umd.edu

Dear Mr. Chlewicki,

Thank you for your thoughtful comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinions have been entered into the public record and we look forward to your continued involvement as the study proceeds. Your presentation and approach, identifying the problem and possible solutions is particularly appreciated.

Your support in favor of the 4-Lane Divided Alternative along with the Cherry Hill Interchange improvements has been noted for the record. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 3-Lane and 4-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Many of the ideas you presented fall outside the scope of this study of US 1. I have forwarded your suggestions for improvements to MD 193 and signal cycle timing to the State Highway Administration (SHA) District #3 office in Greenbelt. Staff in this office are responsible for minor improvements to and maintenance of the state roadways in Montgomery and Prince George's counties. Other comments you offered, such as improvements to Edgewood Road and Rhode Island Avenue involve County roadways. I have forwarded those to the Prince George's County Department of Public Works (DPWT).

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Gilbert Chelewicki
Page Two

The US 1 Project Planning study addresses many competing challenges and the goals that differ somewhat from the more traditional SHA improvement projects. Much of the focus of this study has been placed on community issues, such as aesthetics and pedestrian and bicycle access on traffic capacity and operations. Not all of the traffic congestion issues will be resolved by the study alternatives. You suggested other alternatives, such as a more direct connection between I-95 and the campus or monorail for US 1. Any extension of I-95 would require a change in state law and therefore, is not being considered as part of the US 1 study. Moreover, although monorail along US 1 does not meet the goals of this study, nothing being proposed as part of this investigation would preclude the installation of transit/trail of any sort in the future.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact Alan Straus at 410-783-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Chris Weber
Chris Weber
Project Manager

cc: Mr. Alan Straus, URS Corporation
Ms. Nicole Washington, SHA

4915 Blackfoot Rd.
College Park, Maryland 20740
July 1, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
P. O. Box 717
Baltimore, Maryland 21203

RE: Project # PG253A11

Dear Sir:

I was unable to attend the public hearing June 27, 2001 concerning the US1-College Park study and wish to submit the following comments.

I agree with the residents of North College Park that the divided median would provide an assist to pedestrians, but the number of individuals who actually cross Route 1 between University Blvd. and the Beltway are very few. Also the argument that a divider would protect a motorist from a head-on collision is not fool proof. I am sure that a speeding/drunken driver could easily drive over any median and hit a car head-on. Adding the median would be an installation cost, a maintenance cost, and not improve traffic flow/safety.

The second option, 4 lanes plus turn lane is what is there now. How would this improve traffic flow or safety?

After living in College Park since 1974, the problem as I see it, is the University of Maryland is the major source of the traffic problems - weekdays and weekends. Living in College Park is comparable to living next to a football stadium on game day. The only difference is there is a game 7 days a week. As the major source of the traffic problem on Route 1, what is the University doing to help eliminate it????

The number of students/staff/faculty on campus continues to increase. Construction on campus continues to produce more buildings/parking lots. Under Mr. Glendening's "smart growth" initiative, I assume we will experience a continued increase in the density at the College Park Campus (i.e. more buildings, more people, more cars).

I believe one solution is for the University to permanently limit the number of vehicles on campus. Mass transportation to and from the University is essential to reduce the gridlock. The University currently offers a shuttle bus service, and some students in our neighborhood do use it, but not many. The buses are never full. Could the University provide some remote parking that the students/staff/faculty MUST use and ride a shuttle bus to campus? May be the parking stickers for the remote site could be free or very



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 30, 2001

cheap in regards to parking on campus to get people to use it. May be there could be a seniority system to get on campus parking privileges. I think the University needs to provide a portion of or the entire solution to the traffic problem since they are the major source of it. Unless the number of vehicles on Route 1 decreases from the current number, there is no way a four lane road can accommodate them without backups.

I would like to suggest that one way to increase the number of travel lanes without a major construction project would be to use the current center turning lane as an alternating north/south lane during rush hour. I believe that Colesville Road and Georgia Avenue in Silver Spring use this mechanism. Depending on the traffic flow, an additional lane is added by a system that reverses the flow of traffic in one lane. A system of overhead lighted signs is used to indicate the appropriate direction for the traffic based on the day of the week/time. This seems to work with great confusion because most of the drivers are familiar with the route they use for their daily commute. Problems could result when individuals need to make a left turn, but this could be worked out by restricting turning to certain intersections during the "rush hour". Of course it would not address the problem of the potential for a head on collision and actually increase the potential for one. Also what would the fire engines do? Currently they use the turn lane as an emergency lane during rush hour! When they cannot get by using the turn lane I have seen them drive north in the south bound lanes during rush hour. This is a very scary situation for a driver to be in especially if it is raining or snowing! I speak from experience. Obviously there is no easy, perfect solution.

Without either greatly reducing the CURRENT number of cars on Route 1 or adding additional through traffic lanes (i.e. making Route 1 a 6 lane road) I do not believe that there will be any improvement in the movement of vehicles.

Sincerely,

Mary Ann Hartnett

Ms. Mary Ann Hartnett
4915 Blackfoot Road
College Park MD 20740

Dear Ms. Hartnett:

Thank you for your interest and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Highway Development Process. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the 4-Lane Divided Reconstruction Alternative is one of two reconstruction alternatives being considered by SHA. The other options being studied include a 5-Lane Undivided Reconstruction and the No-Build alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

While it is true that the University of Maryland is a major generator of traffic along the US 1 corridor, studies have indicated that there is also a significant amount of local traffic that uses US 1 for accessing local businesses and communities. As one of the key players on the Study Team, the University of Maryland has contributed to the development of the alternatives, including several features of the Transportation Systems Management (TSM)/Travel Demand Management (TDM) option that is included under both reconstruction alternatives. These features include incentives for carpooling and identifying alternative routes to access the University.

The Study Team, at the request of the US 1 Business Community, conducted a study of the possible use of "reversible lanes" on US 1. However, the Team and stakeholders soon eliminated this concept, as it would have involved the use of residential streets for providing turning movements as well as significantly restricting access to businesses.

Further, your concern with the disruption of emergency vehicle access (if the 4-lane divided alternative is selected) has been noted. Throughout the planning phase, the Study Team has worked closely with emergency service providers to better understand their issues with all of the study alternatives, including the No-Build option. Members of several Study Area firehouses have participated in our Focus Group and have toured the corridor with the Study Team. This coordination will continue throughout the remaining planning activities and into final design.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Mary Ann Hartnett
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

John Straus
John Straus
Project Manager

cc: Ms. Nicole Washington

TRANSITWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE NAME Kevin Hawkins DATE 7/1/01
PRINT ADDRESS 11011 Powers Ave.
CITY Cockeysville STATE MD ZIP 21030-2627

I/We wish to comment or inquire about the following aspects of this project:

Route One is badly in need of widening. The No-Built Alternative would worsen the city's economic situation by making people continue to avoid Route 1 due to the congestion and narrow lanes. Currently it is dangerous and unpleasant to walk or bike along Route One. I believe that the College Park area has a high percentage of residents who would walk or bike along Route One more than they do now if they felt it was a viable option. Building four or five lanes is not a big issue. But the lanes must be widened from their current width, and continuous sidewalks should be built.

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
- * Persons who have received a copy of this brochure through the mail are already on the project Mailing List

PG253A11



**Maryland Department of Transportation
State Highway Administration**

August 15, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Kevin Hawkins
11011 Powers Avenue
Cockeysville MD 21030-2627

Dear Mr. Hawkins:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative or the 5-Lane Undivided Reconstruction Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-Lane and 4-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 - Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD

PLEASE NAME Elizabeth A. Riley DATE 7-1-01
PRINT ADDRESS 9106 48th Place
CITY College Park STATE MD ZIP 20740

I/we wish to comment or inquire about the following aspects of this project:

I live on a dead-end street
off of Chesokee St
I viewed your map at the meeting
& like the median strip version
but am concerned about the "U"
turn so close to the University
Blvd. cloverleaf. There is more traffic
according to your own figures on the
East side of Chesokee. Yet the turn
side of Chesokee for left turns going South
Rt. 1 (especially in evening rush hour) Since 3 or 4 other
arterial lanes no left turns all must turn there or
the VW dealership. A left turn lane is better than a "U" turn.
These are the pedestrian cross walks?

Please add my/our name(s) to the Mailing List.
Please delete my/our name(s) from the Mailing List.
Persons who have received a copy of this brochure through the mail are
already on the project Mailing List
as unable to stay for the meeting.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Elizabeth A. Riley
Page Two

August 30, 2001

Ms. Elizabeth A. Riley
9106 48th Avenue
College Park, MD 20740

Dear Ms. Riley:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Both the 5-Lane and 4-Lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to provide for safe and efficient bicycle access along US 1. The five-foot sidewalks on either side of the roadway were designed to safely accommodate pedestrian activity. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Once an alternative is selected, Maryland State Highway Administration (SHA) project engineers will further evaluate the potential impacts involving turning movements, such as left and U-turns at all intersections and make design changes as needed. Please be aware that the Study Team has already incorporated several locations for U-turns (for the 4-lane divided alternative) to promote free and efficient movement in the area. However, appropriate accommodations for all traffic operations (auto, pedestrian, bicycle, etc.) will be included in the final design phase and will include provisions for a safe, attractive and efficient roadway.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

MAILING ADDRESS: P.O. Box 787, Baltimore, MD 21202-0787

I attended the public hearing on June 27 at Ritchie Coliseum and wish to add the following comments.

1. One individual accused bicyclists of "stacking" the audience and that there were only 5 cycles outside. That was a falsehood. When I arrived at 8:45 there were over a dozen bicycles there, and when I left at 9:05, there were even more.

2. Business owners were present in large numbers, as many could be adversely affected; or at least now perceive that they will be so affected. Most will benefit from a nicer road, but do not seem able to envision the positive change. Most live outside College Park and take their incomes from the City and from folks who travel this roadway. Anyone who is smart enough to own and operate a business on a very busy, dysfunctional roadway should be smart enough to see that at some point in time improvements must be made to that roadway. These business people should have been the first to recognize that improvements would ultimately come and that they might be vulnerable. And that they should have prepared for that eventuality. Now is not the time to cry, "wolf." But that is mostly what is happening... But then, you've probably heard this a lot before...

3. Perhaps it could be best to forget adding narrow, dual "bicycle lanes", and instead, add a full length median strip plus two full-width shoulders -- one on each side to permit cars to pull off for breakdowns and to allow emergency vehicles to safely pass. If bicycles happen to ride on it...

4. I also refute the stated suggestion that 80% of the traffic is local. Especially on the northern portion of US1 corridor (495 to 193). Most traffic on this portion of the roadway is THROUGH traffic, largely going to and coming from the University of Maryland. Traffic patterns should be amended (Bethway signage, UM web site instructions, etc.) to utilize Kenilworth Avenue to Greenbelt Rd. or Paintbranch Parkway accesses to the campus. Work with UM campus to encourage carpools for students. When Comcast Center opens, this roadway will be even more dysfunctional on many more occasions.

This need to divert traffic is the critical & primary reason why a direct access road from I-495 to the UM campus is now imperative. Most local and state politicians, campus authorities, and communities have expressed support for such an idea. State Highway can help. It is now more essential than ever. Wouldn't this be an ideal road to have in place while US1 is being improved? If traffic volumes are to grow only as much as prognosticated (which in recent years, estimates have been under-stated), a UM Connector road is the only way that a US1 improvement will actually succeed -- both during and after reconstruction/improvements.

5. Please emphasize safety on this road. Lower speed limit to 30 mph throughout. Build medians throughout. Add more traffic signals to control flow and speed of traffic. Add signage for businesses at turns and U-turns so folks will be informed on how to use the roadway. Put big trees along sides and on medians everywhere possible.

6. I haven't even mentioned the possibility (or impossibility, as the case may be) of using this road if the area "wins" the Olympics in 2012. We'll need those extra wide shoulders, plus the UM connector road to handle that!

Joan Carol Poor, email: JCPoor5772@aol.com



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 31, 2001

Joan Carol Poor
JCPoor5772@aol.com

Dear Ms. Poor:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Highway Development Process. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Both the 5-lane and 4-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity. The Study Team recognizes and has communicated that the wider outside lanes could further be used for disabled vehicles and provide extra width for U-turning vehicles.

The planning study has included a detailed review of existing traffic signal locations to determine whether the signals indeed are located at the proper intersections. These studies will continue to be refined as an alternative is selected and the project proceeds into the final design engineering phase.

The Study Team has included such features as alternative access to University of Maryland and carpools under the Transportation Systems Management/Travel Demand Management (TSM/TDM) option which is a part of both reconstruction alternatives. Further, your support for a direct access road connecting I-495 and the University of Maryland has been noted for the record.

My telephone number is _____

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1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

LAW OFFICES
GIBBS AND HALLER
4640 FORBES BOULEVARD
LANNHAM, MARYLAND 20706
(301) 384-0953
FAX (301) 306-8057

EDWARD C. GIBBS, JR.
THOMAS R. HALLER
KATHERYN TURNER MAY
ANTHONY G. BROWN

July 2, 2001

Ms. Nicole Washington
Project Engineer
Project Planning Division
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Re: Public Hearing Comments - Baltimore Avenue
(U.S. Route 1 Improvements - College Park)

Dear Ms. Washington:

Please be advised that I represent Koons Ford with regard to their property located on the east and west sides of U.S. Rte 1 in College Park, Maryland. You may recall that I met with you and Alan Strauss on January 26, 2001 to discuss our concerns regarding the State Highway Administration's preliminary project plans. I would like to take this opportunity to reiterate our concerns regarding the plan and the affect that the proposed improvements will have on the Koons property.

Koons Ford's automobile dealership occupies land on both the east and west sides of Rte 1. The property on the west side of Rte 1 bears a street address of 8320 Baltimore Avenue. The preliminary design plans for the widening of Rte 1 that includes a median originally depicted the closure of all access to Koons Ford's property. The sole means of access provided to Koons Ford's property was through the adjoining property to the south owned by the University of Maryland. Koons Ford leases a portion of the University of Maryland property for the display of vehicles. However, this lease is not a long-term lease and Koons Ford has no right or option to purchase the property. As a result, if the preliminary design plans had been implemented by the State Highway Administration, the result would have been to deny all access to the property owned by Koons Ford on the west side of Rte 1.

Ms. Washington
July 2, 2001
Page 2

Denying all access to Koons Ford's property is obviously unacceptable to my clients.

The portion of Koons Ford's property located on the east side of Baltimore Avenue bears a street address of 8315 Baltimore Avenue. This property currently has three access points to Rte 1. One of these access points is used as a customer entrance, a second access is used by trucks delivering new cars to the property, and a third is blocked off. The original preliminary design plans prepared by the State Highway Administration proposed to eliminate two of the access points along Rte 1. In addition, the proposed widening of Rte 1 placed the future right-of-way line so close to the building as to eliminate the ability of vehicles to drive from the front of the building where the showroom entrance is located to the south side of the building where the service entrance is located. As a result, all visiting customers would have been forced to commingle with delivery vehicles. This would have created a potentially unsafe situation both for customers visiting the dealership as well as traffic on Rte 1 being blocked by delivery vehicles attempting to enter the property at the same time customers are utilizing the entrance for entrance or exit.

At the public hearing on June 27, 2001, I had an opportunity to review the revised design plans for the Rte 1 project. The revised design plans reflect an attempt to address Koons Ford's comments. Specifically, on the east side of Rte 1, two of the three access points have been preserved to separate delivery vehicles from the customer vehicles. We support this modification. On the west side of Rte 1, an access point has been depicted along the Koons Ford property frontage. The point of access, however, is at a point where the building is less than five feet from the ultimate right-of-way line. I am concerned that insufficient space will be available to actually drive a vehicle onto the property. Obviously, any access point that you provide has to be able to permit physical access to the property. Will the actual improvements in the right-of-way be constructed to permit access and vehicular circulation even though the building is less than five (5) feet from the right-of-way line? If not, it may be necessary to shift the entrance to a point where more space is available.

Koons Ford is concerned about the impacts that reducing or removing direct access to Rte 1 will have on the operations and safety of the dealerships. We greatly appreciate the efforts you have made to date to address our concerns. I would also request

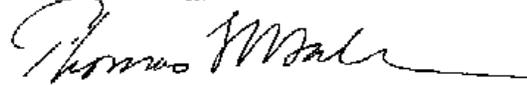
Ms. Washington
July 2, 2001
Page 3

that you forward to my office a copy of the revised design plans for Rte 1 in the vicinity of Koons Ford's property so that I can show the changes to my client.

Thank you for your consideration of these concerns.

Very truly yours,

GIBBS AND HALLER



Thomas H. Haller

TBR/pcc:Koons/Washington

cc: Mr. James O'Connell

SHA

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 22, 2001

Mr. Thomas H. Haller
Law Offices Gibbs and Haller
4640 Forbes Boulevard
Lanham MD 20706

Dear Mr. Haller:

Thank you for your continued interest and comments on the US 1-College Park Project Planning Study on behalf of Koons Ford. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

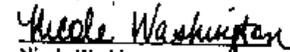
As you noted in your letter, we have revised the access to Koons Ford on both sides of US 1. Your observation regarding the point of access on the west side of US 1 being too close to the building is noted for the record. We will take a closer look at this location and make the necessary changes to the plans. A copy of the alternatives in their present condition is enclosed for your use.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Nicole Washington
Project Engineer
Project Planning Division

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT NUMBER: PG253A11
LOCATION/DESIGN PUBLIC HEARING
US 1-COLLEGE PARK STUDY

WEDNESDAY, JUNE 27, 2001 - BEGINNING AT 6:00 PM
RITCHIE COLISEUM
ROSSBOURGH LANE & US 1
COLLEGE PARK, MD



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 15, 2001

Mr. Fred Schaffer
American Legion
9218 Baltimore Avenue
College Park MD 20740

Dear Mr. Schaffer:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your opposition to the 4-Lane Divided Alternative along with the proposed streetscape enhancements has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration (SHA). The other alternatives being studied include a 5-Lane Undivided Reconstruction Alternative and a No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-lane and 4-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

PLEASE PRINT NAME Fred Schaffer DATE 7/6/01
ADDRESS 10102 51st Ave
CITY College Park STATE md ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

I attend the public hearing on June 27th at ritchie coliseum College Park. I spoke as a representative of the College Park American Legion, that will be impacted on the widening of Rt 1.

I was disappointed at your chairman letting a Special Interest Group (Bicycle Coalition) dominate the meeting with non-residence and/or business owners of the north College Park area dictating to us what is best for the Rt 1 improvements. They we out of order and should have not been allowed to speak, and to take up all that time. To accomodate the bicycle lanes would severely impact many tax paying business and home owners along

Rt. 1, therefore we at the American Legion would like to go on record as opposing the widening of Rt. 1 for the bicycle lanes.

The loss of parking spaces would effect our income of hall rentals.

Fred Schaffer, American Legion
9218 Baltimore Ave
College Park, Maryland 20740

Please add my/our name(s) to the Mailing List. 301-441-2783

Please delete my/our name(s) from the Mailing List. (H) 301-441-2221

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



The Compassion Center

4700 Erie St. College Park, MD 20740
301-999-9190 www.compassioncenter.org

PLEASE DELIVER THIS FAX TO:

*Ms. Nicole Tunstall Washington
Maryland State Highway*

Please include this letter in the formal hearings re MD Route 1.

(1) With respects to widening the entire Route 1 corridor, it is vital to make provisions for a continuous sidewalk on both sides.

We do have grave misgivings about the safety of bicyclists along a corridor on which motorists are frequently speeding.

However, in the event that Route 1 is widened, it is imperative that a retaining wall be constructed along the Center's frontage to preserve the adjacent mature trees.

(2) For safety reasons, we believe that it will be very difficult for fire engines and emergency vehicles to move rapidly along Route 1 if it becomes divided.

In the event that Route 1 does become a divided access route, it is imperative that a stop light be added at Cherokee Street to prevent the Fox Street interchange from becoming a severe bottleneck into the neighborhood.

Fox Street is only two lanes. With all of the neighborhood traffic coming in and out of Fox St, plus additional traffic at the interchange from the proposed Autoville extension, there will be massive congestion up into the neighborhood unless there's also a light installed at Cherokee Street.

*Respectfully yours,
DANIEL GUETZKOW
for the Founding Committee*



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 14, 2001

Mr. Daniel Guetzkow
The Compassion Center
4700 Erie Street
College Park MD 20740

Dear Mr. Guetzkow:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activity.

From our previous meetings and discussions, the Study Team has adopted measures to protect the mature trees in front of the Compassion Center. These include the use of a retaining wall and typical section modifications to minimize impacts. Your concerns with accessibility by fire and emergency vehicles under the 4-lane divided reconstruction alternative are noted for the record. Further, the planning team identified the most likely location of traffic signals based upon traffic studies performed thus far. Again, these studies will be continued as the highway development process proceeds. At this point in the study, a traffic signal at Cherokee Street is not included.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

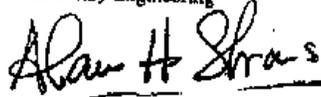
Mr. Daniel Guetzkow
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Alan Straus
Project Manager

cc: Ms. Nicole Washington

University of Maryland Concerned Committee
University of Maryland
Concerned Committee
College Park, Maryland 20742

Maryland Department of Transportation
State Highway Administration
Project Planning Division
P.O. Box 717
Baltimore, MD 21203

Attention: Mr. Alan Straus, Project Manager,

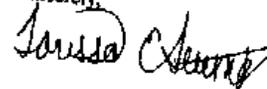
Subject: Project #PG253A11

We are pleased to submit an "Alternative Recommendation to the SHA Proposed Bicycle Lanes on US Route 1" in response to your request at the public meeting on June 27, 2001.

The purpose of this proposal is to bring to your attention reasons to reconsider the proposed expansion of Route 1 to include bicycle lanes and to put forward an alternative that considers improving the existing path along Route 1. Our team believes the College Park community will benefit from this alternative, which would be safer and more cost effective.

If you have any questions or comments, please do not hesitate to contact us. Thank you.

Sincerely,



Larissa Stump
Charles C. Wood
Michael Rainey

Enclosure

**Alternative Recommendation
To the SHA Proposed Bicycle Lanes
Along US Route 1**

Prepared for: College Park City Council
State Highway Administration
Maryland Department of Transportation

Prepared by: Ms. Larissa Stump
Mr. Charles Wood
Mr. Michael Rainey

July 13, 2001

Abstract

"Alternate Recommendation to SHA Proposed Bike Lanes Along Route 1"

Larissa Stump, Charles C. Wood, Michael Rainey

The current SHA proposal for bicycle lanes is unsafe, expensive and high impact. Land loss of businesses due to eminent domain will force several businesses to relocate and take important parking away from others. The purpose of this report is to recommend an alternative to the bicycle lanes that will be safer, more cost effective, and lower impact. The recommendation is to improve the existing bike path that runs parallel to Route 1. By increasing access and making the path more appealing, bicyclists will be more inclined to use it as a means of travel. Separating bicyclists and motorists creates a safer environment for all commuters. Implementing this alternative would cut costs in half and reduce land loss of businesses by about 6 feet on each side of Route 1. We recommend this alternative plan create a safer better-used path for College Park.

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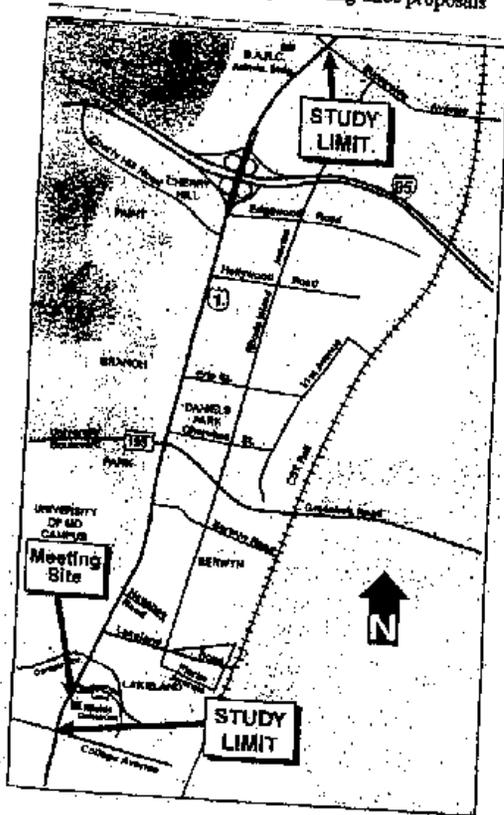
Introduction

The State Highway Administration (SHA) with the Maryland Department of Transportation has decided to redesign US Route 1 through College Park, Maryland. This would involve 3.3 miles of the corridor from Sunnyside Avenue just north of the Capital Beltway, Interstate 495 to College Avenue at the South Gate of the University of Maryland campus. See Figure 1.

The township of College Park and the SHA are currently debating three proposals for the improvement of US Route 1. One proposal would leave the road as it is. The other two proposals would involve constructing bicycle lanes on both the north and southbound sides. The purpose of this report is to recommend an alternative to these proposed bicycle lanes.

We will begin by presenting the current proposals. These proposals will only be addressed in regards to the bike lanes. Then, we will discuss our

Figure 1



methods of research, which will be followed by our alternate proposal.

Current SHA Proposals

No Build The first of the three SHA options would leave the road as it is, with no major construction or improvements. Regular maintenance, including resurfacing, re-striping, clearing vegetation, and some safety improvements would continue. This option does not allow for bicycle lanes.

Five-Lane Undivided Under this plan the road would remain similar to how it is today. There would be two lanes each for north and southbound traffic with one center turn lane. All lanes would be widened from their current size: center turn lane 13 feet, inside lanes 11 feet, outside lanes 16 feet. On either side of Route 1 would be 5 foot sidewalks separated from the road by a 6 foot grass panel planted with trees. Certain areas will not have the landscaped panel due to retaining walls, or to minimize the effect on businesses. (See Figure 2) The extra wide outside lanes allow space for bike lanes. Bicyclists could not use the sidewalk, as it is illegal to ride on sidewalks in Prince George's county.

Four-Lane Divided This is the most favored plan among College Park residents. There would still be two lanes in each direction, 11 foot inside lanes and 16 foot outside lanes. However, there would be no center turn lane. Instead there would be a 16 foot landscaped median with left/u-turn lanes at designated traffic lights. The sidewalk layout is similar to the Five-Lane plan. (See Figure 3) This plan also includes specific bus pull-

offs, which are not illustrated. Again, the wider outside lanes will accommodate bicycle traffic.

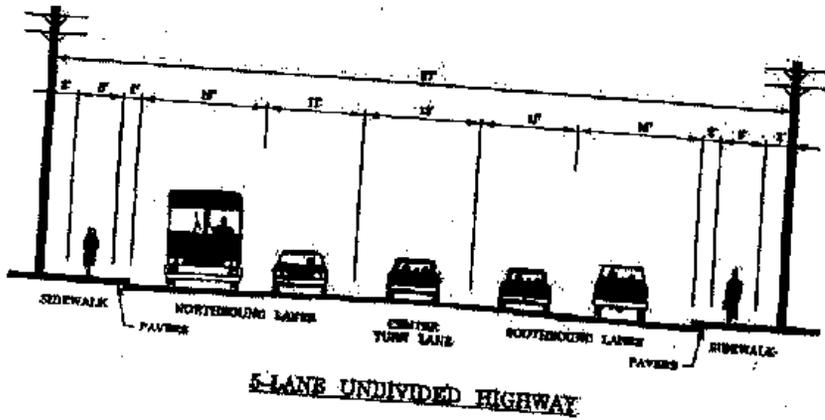
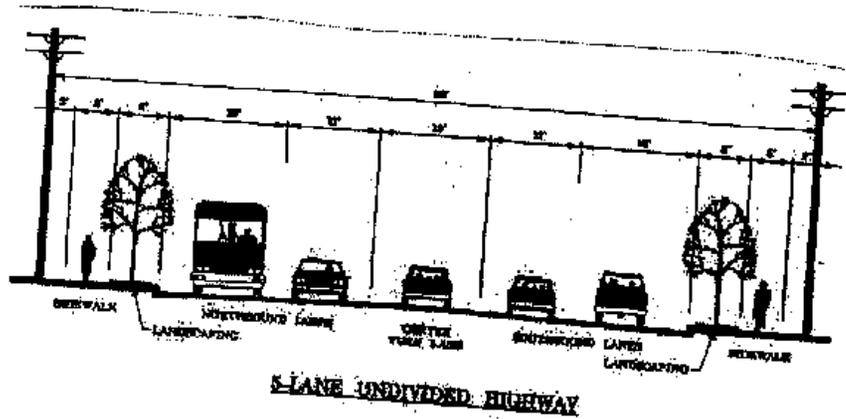
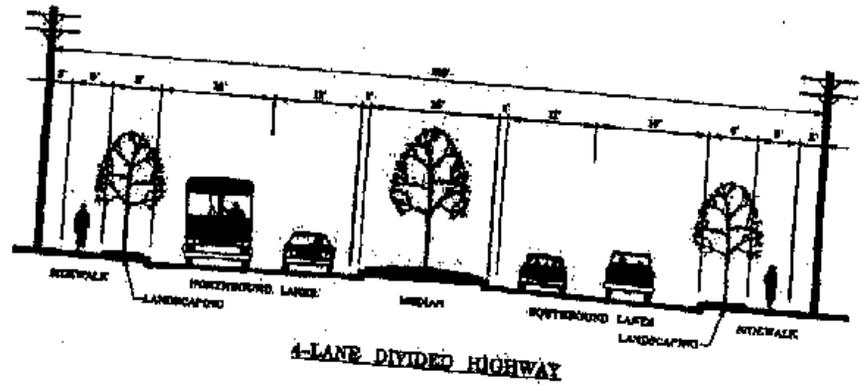
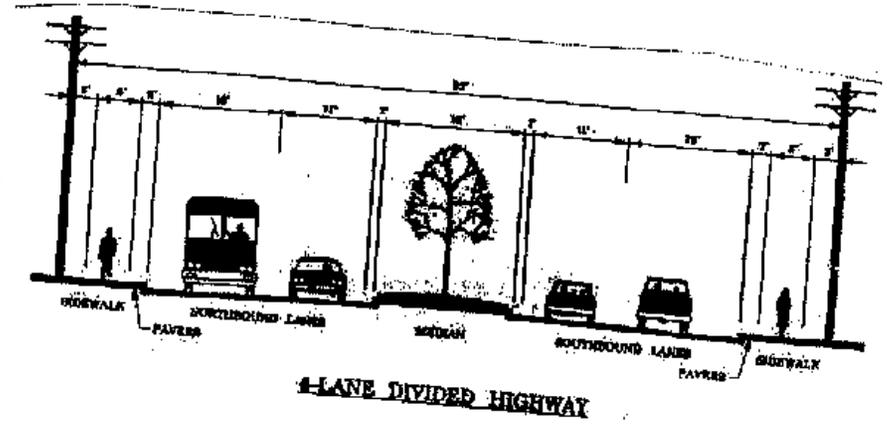


Figure 2.

Figure 3.



Methods

Many sources were used in researching the proposed reconstruction of US Route 1 and the adjacent bicycle lanes. Our team's personal experience, interviews with the business community, a public meeting, local newspapers, and other sources were useful in providing information for the development of our proposal.

path and thought that it should be improved instead of building the bicycle lanes on the road.

Several people pointed out interesting situations and statistics. Steve, the owner of Auto/Stereo said that the cost of the commercial road front land that the SHA would be buying costs about \$10 per square foot. That comes to over \$1 million just to purchase the land for the bike lanes. (See Table 1 under Cost Analysis) He also noted that displaced businesses would only be given \$10,000 to help them start up elsewhere. His comment on that figure was, "That won't even pay for a new sign." Tammy from Precision Engine (Kubota) had some interesting figures about the potential use of the bike lanes. She said that only 5% of the active bike-riding community would use the lanes. Though a formal survey has not been done in College Park, the percent of the population who ride bikes is low. And of those riders, only 5% will use the lanes. This, Tammy points out, shows that the lanes would be under used and are a waste of money.

Three of the businesses Ms. Stump visited are very close to Route 1, and employees see unsafe activity and accidents regularly. The owner of Town Hall Liquors commented that people, especially students, routinely cross the road in front of his store where there is no traffic signal or crosswalk. Representatives from Auto/Stereo and Auto Effects said that they have seen too many accidents to count, many of them fairly serious and right in front of their stores.

For a list of businesses and more complete interview information please see Appendix A.

Personal Experience All three contributors to this report, Ms. Stump, Mr. Wood and Mr. Rainey, are residents of College Park and students at the University of Maryland. Mr. Rainey is an avid bicyclist and rides to school regularly. Ms. Stump stopped biking to the UM campus because she felt it was unsafe. They have both ridden on the Paint Branch Creek Trail and experienced difficulty in getting to it from the east side of Route 1 where they live. Neither person would chose to ride on US 1, with or without bike lanes, because they think it is too dangerous.

All three team members drive on Route 1 daily and have experienced the traffic problems first hand. Some common characteristics they have noticed are: speeds in excess of 45 mph, congestion (southbound-morning/northbound-afternoon), accidents, lack of sidewalks, and pedestrians crossing without crosswalks or traffic lights. Ms. Stump, Mr. Wood and Mr. Rainey believe it is an unsafe road for motorists, pedestrians and bicyclists.

Interviews Ms. Stump interviewed representatives from seven businesses along the Route 1 corridor. All were unhappy about the current proposals, but each one had their own opinions and views on the subject of the expansion and bicycle lanes.

All of the people interviewed felt that something needs to be done to address the traffic issue of Route 1, and all of them agreed that bicycle lanes should not be included as part of the plan. Everyone also said they would support an alternate system for bike/pedestrian travel. In fact, four of the business representatives already knew of the

Public Meeting On June 27, Mr. Wood and Mr. Rainey attended a public meeting about the current SHA reconstruction options. While there, they learned of the general discontent with the SHA's approach to the reconstruction project and the community's strong opposition to the bicycle lanes. Many College Park citizens agreed that Route 1 was much too dangerous for bicyclists of any skill level. Of the plans presented by the SHA, the public favored the Four-Lane Divided option.

An informational packet put together by the Maryland Department of Transportation and the SHA was given out at the meeting as well. The packet contained the background of the project: the need to address the traffic and safety issues along US Route 1. It also detailed the three state proposals, listed the effects on the community for each, and introduced steps remaining in the planning process.

Local Newspapers Recently, there have been two articles in *The Gazette, College Park* regarding the US 1 proposals. One article is about the North College Park Civic Association's (NCPCA) support for the Four-Lane Divided option proposed by the SHA. The main reason for the NCPCA's support was safety. They believe the 4-lane option would allow pedestrians to cross only two lanes of traffic at a time. The median would also prevent many head on collisions due to vehicles crossing over into on coming traffic. The article goes on to describe other specific construction proposals the NCPCA would also support. These included an interchange at Cherry Hill Road, a new traffic light at Cherokee Street, the burying of utility lines for the length of the reconstruction, re-grading of the road at Fox Street, and a speed limit of 30mph.

A more recent article also shows community-wide support of the Four-Lane Divided reconstruction option. After briefly describing the three SHA proposals, this article quotes College Park citizens and others who attended the public meeting on June 27, 2001 on both sides of the issue. The mayor of College Park, as well as many citizens, supports the 4-lane option with the interchange at Cherry Hill Road. A bicyclist from Arlington, VA supports reconstruction to make Route 1 more "pedestrian and bicycle friendly." Others such as the owner of the College Park Animal Hospital, Dr. Tom McMichael, oppose the reconstruction. His business would be demolished. The College Park Volunteer Fire Department is opposed to the divided highway option, because they feel their response time would be adversely affected. An SHA environmental analyst notes that the Cherry Hill interchange would affect an additional six businesses.

Other Sources Some other sources consulted include internet sites, journal articles and a book about trails in the US.

In order to have more up-to-date cost information, websites were consulted. Figures came from two sites: one dealing with trashcans and the other, a bench company. Dawn, a company specializing in stone aggregate products, was the site used to price trashcans. A 36" tall square shaped receptacle was chosen, though, at a price of \$165, it was \$60 more than the smaller 24". The trashcan chosen is a standard size and shape for public use.

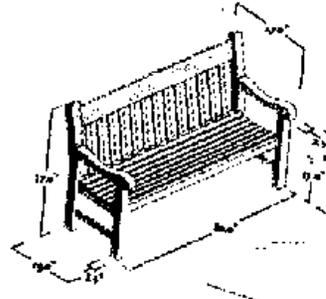


Figure 4

outdoors, so we felt the price difference was acceptable. Midlothian's website provided figures for the high quality benches (See Figure 4). The model chosen has a simple and sturdy design called "Braefield" and costs \$599 per bench.

Two journal articles were used as references regarding the development of bicycle and pedestrian trails in the United States and, more specifically, urban areas. The first article, "Bicycle and Pedestrian Planning Under the Intermodal Surface Efficiency Act (ISTEA): a synthesis of the state of the practice," prepared by the Bicycle Federation of America focused on the planning and implementation of successful multi-use trails. It points out the low demand for trails as compared to the demand for transit systems and roads and names this as the cause of inadequate or omitted path plans in the long-range plans of many towns and cities. This article gives five levels of development for each stage in planning a trail. The fifth level is the ideal practice. Some of the areas addressed in this ranking system are funding, inter-departmental cooperation, public involvement, and the final presentation of the trail plan. Included in the article are sample pages from trail proposals and guidelines for sidewalks, shoulders and paths. An interesting comment made by the author was that college towns have a "unique set of problems" and a different set of solutions" than other towns of comparable size.

The second journal article, "Greenway Implementation in Metropolitan Regions: a Comparative Case Study of North American Examples," prepared mainly for the Rails-to-Trails Conservancy, examined the quality of greenway/trail systems across the US and Canada. It also looks at the successful (or unsuccessful) achievements of project goals. Two main points were highlighted throughout the article: common problems faced and important key elements necessary to develop a successful greenway. Maryland is one of

the examples used in the article. Some specifics about the condition of the state's greenway/trail system were also included.

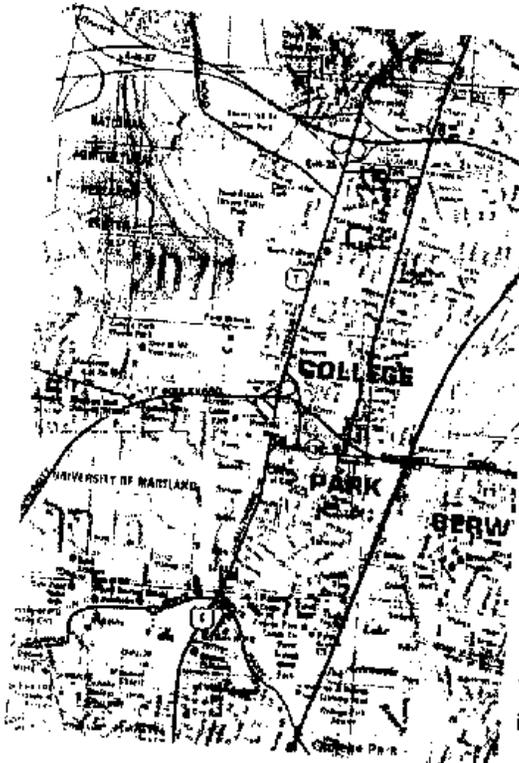
Trails for the Twenty-first Century: Planning, Designing and Management Manual for Multi-use Trails, prepared by the Rails-to-Trails Conservancy, was a very helpful text. It provided excellent details regarding signs, bridges, and road crossings among other things. Most important, however, was the section about promotion. Specifics about news releases and public awareness applied directly to our team's alternate proposal.

Findings

The above research indicated a need for an alternative to the SHLA proposed bicycle lanes on US Route 1, and that there was community support for developing such a plan. The research also provided sufficient information for us to formulate an alternate proposal.

The personal experience of team members combined with the interview results and reactions at the public meeting showed a need for a bicycle/pedestrian alternative to Route 1 and demonstrated that the citizens of College Park would support it. There are only periodic sections of sidewalk along Route 1, and where there is sidewalk, it is immediately adjacent to the speeding traffic. Though there is a path that runs parallel to the road on the west side, there are very few crosswalks to get to it and only three access points to the path in about 2 1/2 miles (See Figure 5). The business community and other residents agree that Route 1 needs to be improved for the traffic congestion and safety issues and that bicyclists need a better and safer place to ride. They also agree that

Figure 5



bicycle lanes should not be part of the road improvements. Both businesses and College Park residents would support a plan to create a better alternative to Route 1 bike lanes.

One of the journal articles and the manual provided guidelines for developing our physical plan. Attracting people and keeping them coming back is important. The ISTEA article gives guidelines for

paths, sidewalks and shoulders and recommends that creature comforts be placed along the trail to attract people. Safety on the path is also key; if people do not feel safe they will not support the trail. Street crossing, bridge and sign guidelines came from *Trails for the Twenty-First Century*. Signs should be uniform and regularly placed along the trail. Street crossings should be marked with a crosswalk and signs. Intersections should be regulated by a signal if traffic levels mandate it. A well-lit path extends the hours of potential use and increases safety.

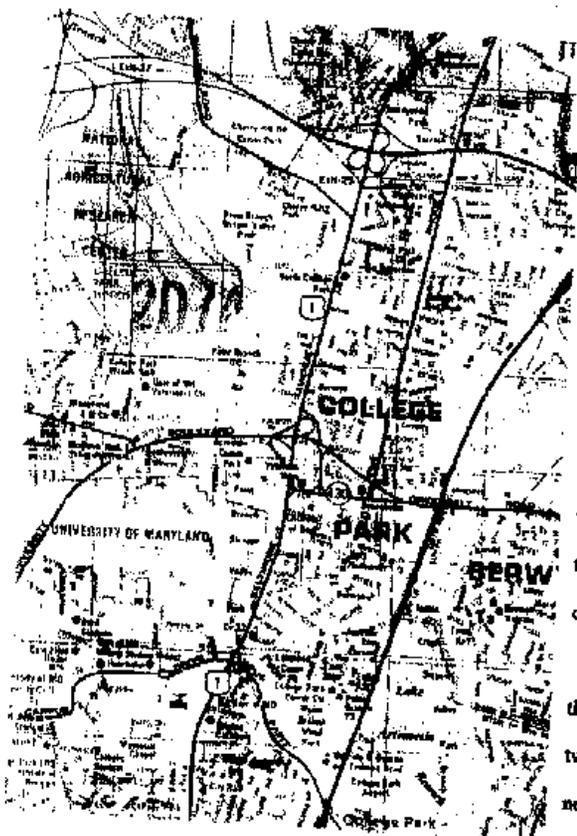
Advertising and promoting the plan or the new path itself is very important to the success of the project. The greenway study emphasized the importance of public involvement in the planning process. One of Maryland's goals is to achieve greater citizen involvement. Letting the community know about the benefits of the path is a good way to gain their support. The multi-use trail manual addressed promotion in terms of funding. If the public likes it, the government will fund it. Getting the word out is easy and cheap. News releases and stories about successful trails nearby are always popular with John Q. Public.

Alternate Proposal

Based on the above research and findings, we developed an alternative to the bicycle lanes on US Route 1. There is already a multi-use path that runs parallel to Route 1 (figure 5), but it has some problems. First, the access is limited to three points: Cherry Hill Municipal Park, Metzgerod Road, and the UM campus. It is also very difficult to get from the east side of Route 1 to the path on the west. Another problem is that very few people know about it. We propose that this path be improved and used instead of the bicycle lanes on Route 1.

First we addressed the problem of access. Suggested are four spurs of the path that would connect to Route 1 (See Figure 6). Where the path meets the road there would be new traffic lights installed with crosswalks. One intersection, Fox Street, already has a light. These spurs and crosswalks would allow people from the east side of Route 1 to get to the path more easily and more safely.

Figure 6.



Three of the spurs connect with a neighborhood on the west side of Route 1. To direct bikers and joggers through the neighborhood signs would be erected. These signs would mark the path and guide people either to the path or to the traffic light and crosswalk.

We designed the spurs so that only two new bridges needed to be built.

One bridge would be on the spur just north of Route 193. This bridge would lead to a neighborhood and two of the crossing points. The second bridge would be farther north on the trail just above the Paint Branch golf course. This bridge would service the spurs leading to the Hollywood Road and Indian Lane intersections. By connecting the spurs before they

cross Paint Branch Creek, we will reduce the cost of this alternate proposal. Both bridges would be of the same style of those already on the path (See Figure 7).



Figure 7.

Some creature comforts are also suggested. Some other improvements to the path include benches, trashcans, and lighting. The benches would be placed every 1/4 mile. They would provide places for people to rest as they travel the path.

This makes the trail more usable for older and less fit people. Providing trashcans will reduce the amount of littering along the trail. Trash along side the path and in the creek is not only bad for the environment; it is also unsightly. Lights every 50 feet would add to the safety of the path for those who may chose to use it in the evening hours.

Finally, people need to know about this new and improved trail so they may enjoy it.

Advertising and Promotion

A small-scale advertising and promotional campaign will get the word out to College Park and the surrounding areas. By letting people know about the new improvements to the path, they may be more inclined to use it. The more people use the trail, the more community support it will have in terms of upkeep, safety monitoring, and further funding. This promotion would involve news releases, advertisements, and flyers.

News releases at the time the improvements are completed would be made in local newspapers such as the *Diamondback* and *The Gazette, College Park*. Small advertisements about the path may also be issued periodically in these papers.

Posting flyers will also help get the word out. Flyers around the UM campus would reach a majority of college students. To let other College Park residents know about the path, flyers may also be posted in local shops, grocery stores, schools and playgrounds, as well as residential areas.

Cost Analysis

We found our alternate proposal to be much more cost effective than the implementation of bicycle lanes on US Route 1. As Table 1 shows, just the cost of buying the road front commercial land is more than our entire plan. The SHA would save about \$1,300,000 by choosing the alternate recommendation.

Approximate Cost of Two Bicycle Alternatives

<u>Existing Proposal</u>		<u>Alternate Recommendation</u>	
Land	\$1,900,000	Lighting system	\$500,000
Paving	\$333,000	Paving	\$340,000
		Benches	\$4,800
		Trash Cans	\$2,000
		Bridges	\$80,000
Total	\$2,233,000	Total	\$906,800

Table 1: These figures are estimates based on our research.

The cost of advertising and promoting the recommended alternative would be small compared to the rest of the plan. A 1/4 page ad in the *Diamondback* costs only

\$220. It would cost just \$35 to print out 500 flyers. With these figures added in, the total for the alternative comes to just over one million, which is still less than half of the cost of implementing the bicycle lanes.

Summary

The State Highway Administration and the Maryland Department of Transportation have proposed to reconstruct US Route 1 from Sunnyside Avenue to College Avenue in College Park, Maryland. Bicycle lanes are part of their proposals. Due to public discontent with the available choices, our team has put forward an alternative recommendation to the SHA proposed bicycle lanes on US Route 1 for consideration.

Our recommendation involves four spurs of an existing path on the west side of Route 1. These spurs would connect to Route 1, improving access to the path. Other "creature comfort" improvements will attract people to the trail and make it a pleasant place to visit. The recommended plan would be less costly and safer than the state's bicycle lanes.

Appendix A

McCormick Paints: The manager commented that he thinks something needs to be done regarding the traffic on Route 1 and that the bike lanes are a bad idea. He said he would support use of the existing path. His business will not have to relocate under any of the reconstruction plans.

Auto Effects: Ms. Stump spoke with the owner's nephew who is not from the area, but has been working at the shop for over a year and a half. He said that they (the owner and employees of the store) are against the expansion project. They stand to lose all of their street front parking. They plan to relocate when the construction begins. He felt bike lanes were a very bad idea and that they would be very unsafe. Being so close to the road, he and other employees have seen many accidents on US 1.

College Park Volunteer Fire Department: Volunteers here were very strongly opposed to the 4-lane divided option. They feel a road like that would significantly reduce their ability to respond quickly to emergencies. They would not be able to easily cross over to the oncoming lanes or use the center lane to get around traffic. The volunteers interviewed also pointed out that there are four other fire companies, which use Route 1 regularly in responding to calls. The fire house will not be affected by any of the three SHA proposals.

Town Hall Liquors: Ms. Stump spoke with the owner of Town Hall, which has been at its current location since 1959. The owner does not anticipate being affected by the expansion, because the building is so close to the Fire House. He may, however, lose some parking. He does not think the divided highway is a good idea, because people will

hit it. He sees people cross the road in the middle without a signal or crosswalk. He would support alternate bicycle and pedestrian routes.

Auto Stereo: Steve, the owner of this small business has been in the same location since 1978. His building will be demolished to have a bus pull off in its place. He feels the current proposals are a waste of money. He does not think they will really improve the traffic flow or make the road any safer. He was also adamantly opposed to having bicycles in the road with motorists. Every day he sees speeding and accidents in front of his store, so he feels bikers would only add to the accidents.

Steve also had some very interesting statistics about the cost of some of the proposed changes. He said that it would cost over \$1 billion to bury the utility lines for the length of Route 1 under consideration. Because of this high cost, he said that option has been eliminated from the plan. He also said that commercial road front property in this area costs about \$10 per square foot. He also knows that only \$10,000 is given to displaced businesses to assist them in relocating. He felt this was not nearly enough, in some case that will not even pay for a new sign.

Precision Engine (Kubota): Ms. Stump interviewed Tammy, who manages the business end of Precision Engine. She is very active in the business association that is dealing with SHA and College Park on US Route 1 reconstruction issues. Her actions reduced the number of businesses that would be displaced from 21 to 9-11. Her business was previously relocated by the College Park Metro Station, and she agrees with Steve from Auto Stereo that \$10,000 is nothing close to what is needed to restart a business. Tammy is very much against bicycle lanes in the current proposals and mentioned the existing trail that runs parallel to Route 1 before Ms. Stump did. She enthusiastically

supports our proposal to further develop that path and agrees that there need to be more and better crossings for bikers and pedestrians to access it. She noted that there are very few crosswalks on Route 1 right now.

Tammy also had an interesting statistic regarding the potential use of bike lanes should they be implemented. Of the bicyclists in the area, only 5% will use the bike lanes. Though no formal survey has been done to confirm the number of bikers in College Park, she assumes the number is relatively low. And of this small group of people only 5% of them will use the lanes. That comes out to be a minute portion of the population. So, Tammy concludes that the bicycle lanes would be extremely under used, and therefore would be a waste of money.

Lasick's: Joe Lasick, Jr. is part of the Lasick family who built the restaurant/bar 58 years ago. He too is active in the business association dealing with the future of Route 1. He stands to loose 16 feet of his road front property under the four-lane divided highway plan. His opinion was very strongly against having bicycle lanes along the road. He thinks the existing path should be extended out the Route 1. This would give people access to it, and give them a nicer place to walk or bike instead of the dangerous highway. This was Mr. Lasick's own idea; Ms. Stump had not mentioned the alternate proposal to him yet. He would strongly support the newly proposed path enhancements.

*Where no names are given, people preferred not to have their names mentioned.

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

August 24, 2001

Ms. Larissa Stump
University of Maryland Concerned Committee
University of Maryland
College Park MD 20740

Dear Ms. Stump:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

To reaffirm, both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Bicyclists have the right to access US 1 and SHA feels inclined to investigate measures to safely accommodate this type of vehicle. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activity.

Your opposition to the increase in right-of-way, integration of bike lanes, as well as the reconstruction of US 1 involving a median and certain streetscape enhancements has been noted for the record. A final decision on the selected alternative will be made later this Fall based on the feedback received from the June 27 public hearing.

Your active participation and insightful suggestions concerning the study are greatly appreciated. While some of your perceptive recommendations would make for effective bike lane alternatives, they are not currently included under the scope for consideration in this particular study. However, we applaud your efforts and initiative in this matter and would like to assure you that your ideas and suggestions have been recognized by the study team.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

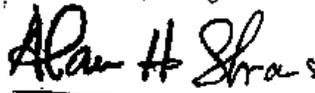
Ms. Larissa Stump
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Alan Straus
Project Manager

cc: Ms. Nicole Washington

412 River Wood Drive
Fort Washington, MD
July 17, 2001

Project Engineer
Maryland Department of Transportation
State Highway Administration
Project Planning Division
Mail Drop C-301
P.O. Box 717
Baltimore, MD 21203

Dear Sir:

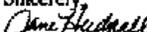
Thank you for the opportunity to comment on the improvements planned for US 1 (Baltimore Avenue). The 4-Lane Divided Reconstruction Alternative that includes 2 - 11 foot inside lanes and 2- 16 foot outside lanes in each direction separated by a raised 16 foot raised grass median is very attractive. The inclusion of street trees and a 5-foot sidewalk on both sides of Route 1 accommodates pedestrians and encourages reasonable driving speeds. Making space for bicycles and emergency break downs by including 16-foot outside lanes allows the roadway to meet the needs of many users.

Residents and visitors to College Park should have the opportunity to walk or bicycle to businesses and to the University campus. Thousands of students who attend or live on or near the campus of the University depend on walking, bicycles, and public transportation. Large numbers of people use automobiles to attend classes as well as sports and cultural events on the campus. You have designed a roadway that meets the needs of all with minimum impact on the existing businesses along Route 1. Although losing some land to the road improvements, the business community will find the improved roadway will increase the numbers of people visiting their stores.

The improvements to the Route 1 corridor will have many benefits. Residents and students will be encouraged to walk or bicycle for short trips and to attend classes. The road will become safer and more pleasant for all users. Problems with air pollution, traffic congestion, and parking will be reduced. Increased pedestrian traffic will be good for businesses. Recreation opportunities will encourage residents to be more physical active and have healthier life styles.

Route 1 will be safer for pedestrians if it includes table intersections or raised crosswalks at major intersections. A raised area in the roadway makes a street easier to cross, helps motorists become more aware of pedestrians, and reduces traffic speed.

The improvements you propose for a 4-Lane Divided Reconstructed Alternative for Route 1 will make College Park a better place to live, work, study, walk, bicycle, and drive.

Sincerely,

Jane Hudnall



**Maryland Department of Transportation
State Highway Administration**

August 15, 2001

Ms. Jane Hudnall
412 River Wood Drive
Fort Washington MD 20744

Dear Ms. Hudnall:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the 4-Lane Divided Alternative has been noted for the record. As you know, the 4-Lane Divided Alternative is one of two reconstruction alternatives being considered by Maryland State Highway Administration. The other alternatives being studied include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-Lane and 4-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H Straus
Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

*Informational Public Meeting
US 1/MD 201 Transportation Corridor Study*

June 21, 2000
High Point Senior High School

PLEASE
PRINT

NAME Virginia A. Crofts DATE 7-19-01
ADDRESS 9539- RHODE IS. Ave
CITY/TOWN College Pk. STATE Md. ZIP CODE 20740

/We wish to comment or inquire about the following aspects of this project:

*I haven't heard any more
on this project. Has there been
any change? I would appreciate
any new information that
you have.*

*Thank you
Virginia A. Crofts*

- Please add my/our name(s) to the Mailing List
- Please delete my/our name(s) from the Mailing List
- Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Sumt 8/6

August 10, 2001

Virginia A. Grotts
9539 Rhode Island Ave.
College Park, MD 20740

Dear Ms. Grotts.

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

As you may know, the study includes consideration of three alternatives to address the project needs of the corridor:

- Alternative 1: No-Build (no major improvements)
- Alternative 2: Five-Lane Undivided Reconstruction
- Alternative 3: Four-Lane Divided Reconstruction

Both the Five-Lane and Four-Lane alternatives include 11-foot left lane and 16-foot right lane, as well as sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to meet one of the goals of this project, to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, to safely accommodate pedestrian activities. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at (410) 785-7220, or Nicole Washington, the Project Engineer at (410) 545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

US Route 1 College Park
Business & Property Owners Association
C/O Leick's Beef & Seafood Restaurant
1728 Baltimore Avenue
College Park, Maryland 20740

July 20, 2001

Nicole Washington, Project Manager
Project Planning Division - Public Hearing Transcript
Mail Stop C-201
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: US 1 College Park Alternatives Study

Dear Ms. Washington:

On behalf of the US Route 1 College Park Business and Property Owners Association the following is being submitted. We hereby request that these opinions and requests be added to the official record and given consideration.

It is the consensus among the members of our group that the Alternative 1 (No Build) would be the Alternative of choice as this presents with the least amount of potential adverse impacts to the major stakeholders, business and property owners, on US Route 1.

Alternative 4 (4 - Lane, Divided) is deemed to be unacceptable by the US Route 1 Business and Property Owners Association as this alternative would call for several business displacements and unwarranted taking from almost every property on the corridor. In addition to business displacements, there is concern with the fact that right-of-way acquisition would be required by both Alternative 4 and Alternative 5. These right-of-way acquisitions will affect 15 commercial properties and one residential property on Route 1. Twenty-three businesses would have parking and/or landscaping and signage impacts to accommodate the proposed right-of-way requirements.

Of the two (2) "build" options, Alternative 3 (5-Lane, Undivided) is clearly better, in that it allows better access for emergency vehicles, and will have somewhat lesser impacts on bordering properties and businesses.

While it is understood that compensation for taking will be offered, the fact that this area now falls within the DDQZ and MUI zones will require that all replacement signage be subject to the Development District Standards, which in and of itself creates a double jeopardy for the business community. Replacement of signage will be a problem.

Additional acquisition of property to increase the right-of-way to accommodate bicycle lanes & medians with trees and/or ornamental plantings, and landscape strips as called for in Alternative 4 is deemed completely unacceptable.

The medians in and of themselves pose a great safety hazard to emergency technicians and firefighters as stated to by Frederick Welock, Chief, of the College Park Fire Department on many occasions. These medians will decrease emergency medical service response times and contribute to loss of life. Medians with plantings will also pose unsafe visual impediments for motorists.

It is recognized that Alternative 3 (5-Lane, Undivided) would not call for medians. However, this alternative still calls for bicycle lane implementation. It is understood that the recently passed law, Bicycle Pedestrian 2001, clearly states "Working together with local jurisdictions, to accommodate in a safe and effective manner pedestrians and bicyclists within a reasonable distance for walking and bicycling to rail stops, light rail stops, and subway stations." Bicycle Pedestrian 2001, also states "access to and use of transportation facilities by pedestrians and bicycle riders shall be considered".

There are currently in place superb alternative routes for bicyclists that parallel US Route 1 that would give access to rail stops, light rail stops, and subway stations with easy access points to US Route 1, and they are indeed within a reasonable distance to US Route 1. These alternative routes for bicyclists are the Palat Branch Hike/Bike Trail to the west, and Hunter Planned Rhode Island Avenue Trail to the east. These routes would not only offer access within a reasonable distance to available transportation facilities but also allow easy access to the University of Maryland. Furthermore, access to businesses along US Route 1 can easily be achieved through the various side streets from the alternative routes.

Directing bicyclists to the alternative routes that are currently in place would be more prudent, safe and economical. The incorporation of vehicles and bicyclists on major roadways can never be deemed the solution when there are safer alternatives in place.

Bicycle and Pedestrian Access 2001 calls for compliance with applicable federal funding requirements. The Clean Air Act requires that regions update their conformity determinations with clean air standards every three years. Under the Act, transportation projects can only receive funding if the projects are consistent with this conformity. In 1999, the Clean Air Act was tightened to prevent funding for transportation projects that are inconsistent with regional transportation improvement plans (TIPs) that conform to the state air quality plan.

The chemical, Carbon Monoxide (CO), a poisonous gas that interferes with the blood's ability to carry oxygen to the brain, heart and other tissues, is just one form of toxic air pollution, also referred to as hazardous air pollution, and is emitted from motor vehicles. Other pollutants emitted from motor vehicles include Nitrogen Dioxide, Sulfur Dioxide, and Particulate Matter. Exposure to Particulate Matter has been linked to hospital admissions, emergency room visits for respiratory problems and to a substantial increase in premature death. Other facts:

- In the American Lung Association's State of the Air Report 2006, People at Risk in America's 25 Most Polluted Cities, the Washington - Baltimore area ranked 7th. (One being the worst)
- In the American Lung Association's State of the Air Report, People at Risk in America's 25 Most Polluted Counties, Prince George's County tied for 24th place.
- In the American Lung Association's State of the Air Report, Counties with the Worst Ozone Air Pollution in Each State of America, Washington DC/ Maryland Metropolitan Statistical Area ranked 12th.
- The American Lung Association's State of the Air Report identifies bicyclists as a sensitive group, who are at risk of health injuries as a result of inhaling pollutants from motor vehicles.
- The American Lung Association states that exercising (riding a bicycle) near congested highways such as US Route 1, for a half-hour is the equivalent of inhaling the carbon monoxide from smoking a pack of cigarettes in a day.

Additionally, we believe that there is a real question as to just how many cyclists would actually use Route 1 for commuting and/or recreational purposes. On pages B-3 to B-5 of the SHRA Environmental Assessment it states: "While exact and reliable data on the number of bicyclists is not available, those using their bicycles to commute or commute in the corridor have become significant stakeholders in the US 1 study. According to a '1992 College Park Bicycle Route Survey' by the College Park Bicycle Coalition, 53 of the 161 bicyclists surveyed frequently bicycle along US 1 between Campus Drive (North Gate of the University of Maryland) and Navasota Street. The College Park Area Bicycle Coalition is very active in promoting bicycling in the US 1 corridor."

It is astounding that property, as well as a number of entire businesses, will be lost due to an expansion for bike lanes on Route 1, when there is no "sound or reliable data" as to potential ridership in those lanes. The only data provided in that discussion is from a study provided by the College Park Area Bicycle Coalition, and that study itself is almost 19 years old. Not only does the age of the study raise questions as to its validity, but the organization publishing that study has an inherent bias that must bring into question the value of its conclusions. For example, we have no idea the questions that were asked, whether alternatives were posed, the wording of the questions, the manner in which they were chosen, etc. In essence, for purposes of the Environmental Assessment, that study has no value at all, and there is thus no information at all with regard to potential bicycle ridership on Route 1.

In a study performed by the Center for Applied Research, Great Falls, Va., for the US Department of Commerce, it is identified that less than five percent of all bicyclists qualify as experienced or highly skilled bicyclists. Cyclists are classified into three groups:

- Group A: Advanced or Highly Skilled Bicyclists
- Group B: Basic Cyclists (casual, service, or occasional)
- Group C: Children (pre-teen)

Of these groups, Group A - (less than 5 percent of all cyclists) are identified as the only group requiring direct access to destinations via roadways like US Route 1.

It is recommended by this study that Group B and Group C would be more suited and safer with comfortable access to destinations but not necessarily by the most direct route, but better served by a low volume street or designated bicycle facility, such as the alternatives that we have identified.

It has been illustrated that the cost of implementing bicycle lanes on US Route 1 would be of great cost and loss to the general public with regard to the increase of right-of-ways and property acquisitions to accommodate bicyclists. It has been illustrated with federal statistics that there is no great need or and there is very limited probable use of further enhanced bicycle facilities on US Route 1.

We also reject the Cherry Hill Interchange Option. We would request that further study and consideration be given to a connector road from the Park & Ride Station area of Interstates 495 & 95. During a Business Forum, Secretary of Transportation John Pomyj on Wednesday, October 25, 2000, clearly stated that this could and would be taken into consideration. We ask that this be pursued at once.

Our organization consists of approximately 85 members who are the major stakeholders within the study area and the aforementioned is the consensus of our group as well as over two thousand residents of the State of Maryland and surrounding areas. We have enclosed letters from these individuals, which we request be added to the official transcript & record, that petition the State Highway Administration to take heed to our concerns and requests.

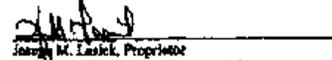
On behalf of the US Route 1 College Park Business & Property Owners Association we thank you.

Signed:

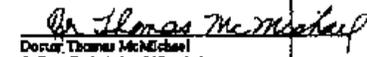
Lawrence Train, Attorney
On behalf of:

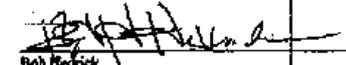
Republic Foods (Burger King); Enterprise Rent-A-Car; Charlie's Crab House, Wasscraft & Woodruff

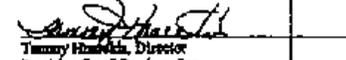

Tom Williams, Vice President
DeMichael Computer, Inc.


Joseph M. Lasick, Proprietor
Lasick's Beef & Seafood Restaurant & College Inn Liquors, Inc.

Attachments
Enclosures


Dr. Thomas McMichael
College Park Annapolis Hospital


Bob Hedrick
James Kitts Music


Tommy Hunsicker, Director
Precision Small Engines, Inc.

July 21, 2001

Mr. Neil Pedersen
Director of Planning
State Highway Administration
Maryland Department of Transportation
70 N. Calvert Street
Baltimore, MD 21202

RE: Route 1 Widening - EconoLodge - College Park, MD

Dear Mr. Pedersen:

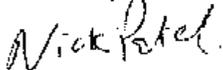
I would like to begin by stating that we are in favor of improvements being planned for the Route 1 Corridor specifically the 5 lane undivided highway with a center turning lane. The most recent proposed plan shows the EconoLodge being displaced. *This displacement is not acceptable to us for obvious reasons. We are a minority family owned business that was built from the ground up in 1987.* In the first proposed plan, the Econo Lodge was going to lose some land in the front, however we would be able to remain open. And although we were losing some valuable parking spaces, we were in support of the improvements. Subsequent proposals then had Route 1 moving 15' to the west. This "shift" of 15' starts almost right in front of our hotel. We are requesting that this 15' be split equally between the north and south bound lanes. This would bring a measure of "equal justice" to both directions which would in all certainty save our business. In addition, there are no landscape / trees in front of the office building (9658 Baltimore Avenue). Again, the trees begin right in front of our property. The removal of these trees would also mitigate the loss of our business.

We would also like to point out that the major traffic problems are occurring on north bound lane South bound lanes are not the problem. This provides one additional argument to adding the lane on the east side of the highway (north bound).

As you know we also own 9620 Baltimore Avenue and Parcel 33 Tax Map 25, Grid E2. Parcel 33 currently is impacted unfairly by the bus drop-off and limitation of access in and out of the property. Please see to it that these parcels continue to enjoy adequate ingress and egress.

Please find a practical solution that will allow our family business to remain open. Thank You again for your continued.

Sincerely,



Nick Patel
President



9624 Baltimore Ave.
College Park, MD 20740
Phone: (301) 474-8008
Fax: (301) 346-8641



Maryland Department of Transportation
State Highway Administration

August 17, 2001

Mr. Nick Patel
9624 Baltimore Avenue
College Park MD 20740

Dear Mr. Patel:

Thank you for your letter regarding the US 1-College Park Project Planning Study. Public input is an integral part of the project planning and highway development processes.

Your letter has been entered into the project record. We look forward to your continued involvement as the study proceeds. I am responding to your letters to me and Mr. Alan Straus, our project manager for the US 1 Study.

Your concerns addressing the loss of frontage, parking and possible displacement due to the re-configuration of the US 1-College Park alternative planning designs have been entered into the project record. Further, your support in favor of the 5-Lane Undivided Reconstruction Alternative has been noted for the record. The State Highway Administration (SHA) has been making every attempt to create alternative designs to most efficiently provide a more aesthetically pleasing, safe, inter-modally accessible corridor for the City of College Park.

Throughout the progression of the study, various shifts to the roadway design have been investigated in order to analyze the optimal use of land to meet the goals of the study. Minimizing the impacts to local businesses and properties within the study limits has been and will remain a priority throughout the planning and design processes. Through the duration of both the planning and design phases, our engineers will continue to look for refinements to the study alternatives to minimize impacts. In fact, Alan and his study team are still investigating measures to minimize impacts to your property as he has previously discussed with you.

410-545-0411

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2268 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Nick Patel
Page Two

A final decision on the selected alternative will be made this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Alan Straus, the project manager at 410-785-7220, or Nicole Washington, the project engineer at 410-545-8570. Your patience and understanding throughout this process are significantly appreciated.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

cc: Mr. Alan Straus, URS Greiner Corporation
Mr. Douglas H. Simmons, State Highway Administration
Ms. Cynthia Simpson, State Highway Administration
Ms. Nicole Washington, State Highway Administration
Ms. Linda Strack, State Highway Administration (OPPE5254)

Route 1 North College Park
Business & Property Owners Association
Attention: Tammy Hnarakis
C/O Lunick's Beef & Seafood Restaurant
9128 Baltimore Avenue
College Park, Maryland 20740

July 23, 2001

The Honorable Governor Parris N. Glendening
Office of the Governor
100 State Circle
Annapolis, Maryland 21401

Dear Governor Glendening:

I am writing you on behalf of commercial property and business owner's located on the US Route 1, in College Park, Maryland. The Maryland Department of Transportation, State Highway Administration's has proposed a project that would consist of improvements to US 1 (Baltimore Avenue) from College Avenue to Sunnyside Avenue.

The improvements to US 1 would enhance pedestrian and bicycle circulation and safety, supposedly manage traffic congestion and provide an aesthetically appropriate environment with the placement of medians with trees and landscaping.

There are three alternatives that the State Highway Administration has presented and studied.

They are as follows:

Alternative 1: (No Build) will not require any residential or business displacements, or acquisition of strip right-of-way from properties within the study area.

Alternative 3: (5 - Lane Undivided) would require the displacement of eight businesses and two unoccupied commercial properties. The eight businesses are: two Amoco gas stations, Jenkins Garage, Econolodge, a

SHA Environmental Assessment Document page 9-1
Page 1 of 8

Tammy J. Hnarakis
US Route 1 North College Park
Business & Property Owners Association

07/23/01

commercial zoned residence. Allstate Insurance Company, Masters Tuxedos and Auto Starco.

Alternative 4: (4-Lane Divided) would require the displacement of 11 businesses and two unoccupied commercial properties. The displacements include all the same displacements required for Alternative 3 with three additional commercial displacements: Watercraft Waterbeds, Enterprise Rental Car and Charlie's Crab House.

The Cherry Hill Interchange Option constructed separately would require a total of six commercial displacements. Three of these commercial displacements would be necessary if the Cherry Hill Interchange Option is selected with either Alternative 3 or 4 (Amoco, Allstate and Masters Tuxedos) and three additional displacements would be required (EZ Check Cashing, College Park Animal Hospital and Dunkin Donuts), if the Interchange Option is chosen."

- In addition to business displacements there is concern with the fact that right-of-way acquisition would be required by both build alternatives. ¹These right-of-way acquisitions will affect 75 commercial properties and one residential property on Route 1. ²Twenty-three businesses would have parking and/or landscaping and signage impacts to accommodate the proposed right-of-way requirements.

Additional acquisition of property to increase the right-of-way to accommodate a bicycle lane & landscaping could indeed be devastating to the business community - not to mention the safety issues. While it is the opinion of the SHIA that the effects of the acquisition should be minimal to these 75 businesses, this project will quite frankly eliminate jobs, and the livelihoods of many.

The State Highway Administration has clearly stated that they are not focusing on increasing vehicular capacity on Route 1. While the business community would more than welcome efforts to increase pedestrian safety on Route 1, businesses and property owners are discouraged that the losses incurred will be too great to justify the accommodation of bicycles and medians with trees.

HB1147 (Chapter 670) and SB 884 Bicycle Pedestrian Access 2001, signed by Governor Blendingen on May 18, 2000 established that the State would

¹ SHIA Environmental Assessment Document page V-3

² SHIA Environmental Assessment Document page V-11
Page 2 of 8

Thomas L. Hearnick
US Route 1 North College Park
Business & Property Owners Association

072301

consider the needs of bicyclists and pedestrians in all phases of transportation plan.

It is recognized that there is a viable need for improved pedestrian access throughout the State of Maryland. But there remains a question as to the need for bicycle access throughout the State as dictated by Bicycle and Pedestrian Advisory Committee.

Will providing this sort of access to bicyclists encumber other taxpayers? Does Bicycle Pedestrian Access 2001 support a special interest group financially while adversely affecting the general public? Will providing this enhanced access create safety and health hazards?

The enhancement of facilities, as called for in Bicycle Pedestrian Access 2001, to accommodate bicyclists, with money from the Transportation Trust Fund offers accommodations to a special interest group at a cost to the general public.

A special interest group is defined as a group seeking to influence government policy in favor of a particular interest or issue. The Bicycle and Pedestrian Advisory Committee is indeed a special interest group, which lobbies our Maryland legislature and Agency's.

The present-day Bicycle and Pedestrian Advisory Committee formed in December 1991 as the Bicycle Advisory Committee (Chapter 624, Acts of 1991). In July 2000, the Committee became the Bicycle and Pedestrian Advisory Committee (Chapter 670, Acts of 2000). The Committee advises State government agencies on funding bicycle-related and pedestrian safety programs, public education and awareness of bicycling activities and safety, and other bicycling and pedestrian issues (Code Transportation Article, sec. 21-1213). Presently, the Committee has six subcommittees, which consider safety and education; law and enforcement; consulting; trail issues; promotion and economic development; and legislative affairs and funding.

(Note that this Committee was originally formed as the Bicycle Advisory Committee)

Bicycle and Pedestrian Access 2001 calls for the authority to apply for and receive grants, gifts, payments, loans, advances, appropriations, property, and services from the federal government, the state, any of their agencies or political subdivisions, or any other public or private person and the authority to enter into agreements and contract for any studies, plans, demonstrations, or projects; planning, engineering, and technical services, etc.

Page 2 of 6

Thomas L. Hearnick
US Route 1 North College Park
Business & Property Owners Association

072301

Bicycle Pedestrian Access 2001 specifically states "ACCESS TO AND USE OF TRANSPORTATION FACILITIES BY PEDESTRIANS AND BICYCLE RIDERS SHALL BE CONSIDERED AND BEST ENGINEERING PRACTICES REGARDING THE NEEDS OF BICYCLE RIDERS AND PEDESTRIANS SHALL BE EMPLOYED IN ALL PHASES OF TRANSPORTATION PLANNING, INCLUDING HIGHWAY DESIGN, CONSTRUCTION, RECONSTRUCTION, AND REPAIR AS WELL AS EXPANSION AND IMPROVEMENT OF OTHER TRANSPORTATION FACILITIES."

Bicycle and Pedestrian Access 2001 requires the Department of Transportation, in each fiscal year to budget an amount of funds sufficient to fund projects and programs to achieve certain bicycle and pedestrian transportation goals, requiring the Department to use funds in the Transportation Trust Fund for certain facilities for the use of pedestrians and bicycle riders.

Yet bicycle riders are in no way required to currently be licensed or mandated to contribute any specific taxes or fees, or required to maintain liability insurance as are the operators of motor vehicles. Nor are there any contributions from the specific users to help construct or maintain current day bicycle ways.

In Maryland, bicycles became a concern of the General Assembly a century ago. At that time, the Board of Sidpath Commissioners was authorized to build sidpaths along country roads for the use of bicycles (Chapter 658, Acts of 1900).

At this time it was recognized that there was a need for *licensing and regulating, and funding bicycle ways or sidpaths*. The Board of State Sidpath Commissioners recognized that bicyclists should be licensed and visibly identifiable, as well as contribute themselves to the funding of sidpaths or bicycle ways.

♦ SEC. 4. Such Board of State Sidpath Commissioners shall, on entering upon its duties, and in each calendar year thereafter, determine upon a form of license to be attached or affixed to a bicycle, to be known as a bicycle sidpath license. Each such license shall be valid during the calendar year for which it is issued, and no longer. Every person shall be entitled to be furnished by such board with such bicycle sidpath license upon the payment of a fee of one dollar therefor.

♦ SEC. 5. No person shall drive or propel any vehicle, except Unlawful to a bicycle, upon any of the sidpaths now constructed, or here- vehicle, except after to be constructed in any of the counties of this State in which a County Board of Sidpath Commissioners have been appointed. No person shall ride or propel any bicycle on any sidpath constructed, or hereafter to be constructed in license such county, unless a valid bicycle sidpath license be necessary- attached or affixed in plain view to the head of the frame or left

Page 4 of 7

Tamara L. Iversnik
US Route 1 North College Park
Business & Property Owners Association

4/7/2001

side of the front fork, as may be determined by time said Board of State Sidpath Commissioners.

♦ SEC. 11. Such Board of State Sidpath Commissioners shall keep an account, separately, of all license fees collected from each county in which County Boards of Sidpath Commissioners have been appointed, and shall honor drafts of such collected, etc. County Boards of Sidpath Commissioners upon such funds to the extent of the fees then to the credit of such county, but no more; nor shall such Boards of County Sidpath Commissioners have authority to make any contract or purchase exceeding the amount of such fund at the time of making such contract or purchase: the State Board of Sidpath Commissioners, however, shall have the power to transfer any portion of the fees collected from Baltimore City, or from any county where County Board of Sidpath Commissioners have not been appointed, under the provisions of this Act, to the use of any county board, under such agreement as may mutually be agreed upon by such boards.

SEC 12. The said Board of State Sidpath Commissioners shall devote all the money so collected to the repair of the sidpaths in the county in which same are collected, and to shall be used. The construction of new sidpaths and repair of same, to the maintenance of order on such sidpaths, and to the enforcement of such necessary rules for the use thereof as may be from time to time adopted by such State or County Boards of Sidpath Commissioners.

Unfortunately the wisdom behind the original laws regarding bicycles have been forgotten. Bicycle and Pedestrian Access 2001 calls for "representation without taxation" and provides for a very limited group and does not benefit the public at large. Where is the consistency? Who decides where this law will be implemented and on what projects? The bicyclists. Is this fair? No.

In a study performed by the Center for Applied Research, Great Falls, Va., for the US Department of Commerce, it is identified that less than five percent of all bicyclists qualify as experienced or highly skilled bicyclists. Cyclists are classified into three groups:

Group A: Advanced or Highly Skilled Bicyclists

Group B: Basic Cyclists (casual, novice, or occasional)

Group C: Children (pre-teen)

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Tamara L. Iversnik
US Route 1 North College Park
Business & Property Owners Association

4/7/2001

Of these groups, Group A - (less than 5 percent of all cyclists) are identified as the only group requiring direct access to destinations via state roads as Bicycle and Pedestrian Access 2001 would dictate.

It is recommended by this study that Group B and Group C would be more suited and safer with comfortable access to destinations but not necessarily by the most direct route but better served by a low volume street or designated bicycle facility, such as the trails that are currently in existence throughout the State of Maryland.

This study also states that bicycle advocates have a "sales approach" that advocates training to give casual bicyclists the skills they need to share most roadways and increase rider-ship. Training like that the Bicycle and Pedestrian Committee would provide. However, the general public is not buying it. In a Harris poll survey of adult bicyclists only 1.5 percent of bicyclists identified training as a factor that would encourage them to ride more often.

Bicycle and Pedestrian Access 2001 could possibly cause the displacement of thousands of residential and commercial property owners, or more-over decrease residential and commercial property values with partial taking. Increases to existing rights-of-ways to accommodate bicyclists could bring for eminent domain and condemnation proceedings throughout the State of Maryland.

Property acquisition could easily be mis-identified as a requirement for state road improvements, when in reality it is property acquisition to accommodate a special interest group, bicyclists. What are the potential litigation costs to the State? What are the social impacts to the state?

Could this be a violation of our 14th Amendment? No state shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any state deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws.

Bicycle and Pedestrian Access 2001 calls for compliance with applicable federal funding requirements. The Clean Air Act requires that regions update their conformity determinations with clean air standards every three years. Under the Act, transportation projects can only receive funding if the projects are consistent with this conformity. In 1990, the Clean Air act was tightened to prevent funding for transportation projects that are inconsistent with regional transportation improvement plans (TIPs) that conform to the state air quality plan.

The chemical, Carbon monoxide (CO) a poisonous gas that comes from motor vehicles interferes with the blood's ability to carry oxygen to the brain.

Page 4 of 8
Teresa L. Harshbarger
115 Route 1 North College Park
National & Property Owners Association

07/23/01

heart and other tissues, and is just one form of toxic air pollution, also referred to as hazardous air pollution, and is emitted from motor vehicles. Other pollutants emitted from motor vehicles include Nitrogen Dioxide, Sulfur Dioxide, and Particulate Matter. Exposure to Particulate Matter has been linked to hospital admissions, emergency room visits for respiratory problems and to a substantial increase in premature death.

♦ The American Lung Association's State of the Air Report, People at Risk in America's 25 Most Polluted Cities, the Washington - Baltimore area ranked 7th. (One being the worst)

The American Lung Association's State of the Air Report, People at Risk in America's 25 Most Polluted Counties, Anne Arundel County, Maryland ranked 11th. Prince George's County tied for 24th place.

♦ The American Lung Association's State of the Air Report, Counties with the Worst Ozone Air Pollution in Each State of America, Anne Arundel County, and the Baltimore Metropolitan Statistical Area ranked 3rd. Washington DC/ Maryland Metropolitan Statistical Area ranked 12th.

The American Lung Association's State of the Air Report identifies bicyclist's as a sensitive group, who are at risk of health injuries as a result of inhaling pollutants from motor vehicles.

♦ The American Lung Association states that exercising (riding a bicycle) near congested highways for a half-of-hour is the equivalent of inhaling the carbon monoxide from smoking a pack of cigarettes in a day.

Yet with these frightening air quality statistics the Bicycle and Pedestrian Advisory Committee, and Bicycle Pedestrian Access 2001 call for the construction of additional bicycle ways on major state roads. This is a health hazard, particularly within the State of Maryland, and is contrary to public safety.

Maryland laws currently states under Article - Transportation § 8-409

(c) Highway user revenues may not be used for footpaths, bridle paths or horse trails, or bicycle trails if:

- (1) Their establishment would be contrary to public safety;
- (2) Their cost would be too great considering their need or probable use; or

Page 7 of 8

Teresa L. Harshbarger
115 Route 1 North College Park
National & Property Owners Association

07/23/01



Maryland Department of Transportation
State Highway Administration

Paris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 31, 2001

(3) The sparseness of population, the existence of other available ways, or other factors show that there is no need for them.

It has been illustrated that the implementation of Bicycle Pedestrian Access 2001 with regard to enhanced bicycle access on Maryland roads and highways is contrary to public safety. It has been illustrated that the cost of implementing Bicycle Pedestrian Access 2001 on Maryland roads and highways would be of great cost and loss to the general public with regard to the increase of right-of-ways and property acquisitions to accommodate bicyclists. It has been illustrated with federal statistics that there is no great need or and there is very limited probable use of further enhanced bicycle facilities within the State of Maryland.

While it is indeed engaging to perceive a bicycle as an alternate mode of transportation, reality and practically clearly identifies that not many operators of motor vehicles are going to park their car and ride on a bicycle. To fund the Bicycle and Pedestrian Advisory Committee for enhanced bicycle access as defined by Bicycle Pedestrian Access 2001 is misappropriation of tax dollars I urge you to refute any funding for State Highway Administration projects that would call for such misappropriation.

With regard to US Route 1 in College Park Maryland, I have enclosed 2010 letters from residents that are against the implementation of bicycle lanes on the north and southbound sides of US Route 1, and medians with trees and landscaping in the center of US Route 1.

These letters would support SHA's Alternative 1 (No Build) and request that further study be performed on extending Interstate 495/95 from the Park and Ride station to better connect with the University of Maryland. I urge you to assist us in this matter as the 21st Delegation has been blinded by the sales approach of bicyclists.

Respectfully,

Tammy Hnarakis

Attachments

Enclosure

Page 1 of 1

Tammy L. Hnarakis
111 Mason 1 North College Park
Business & Property Owners Association

07/23/01

Ms. Tammy Hnarakis
North College Park Business & Property Owners Association
c/o Lasick's Beef & Seafood Restaurant
9128 Baltimore Avenue
College Park MD 20740

Dear Ms. Hnarakis:

Thank you again for your interest and comments on the US 1 - College Park Planning Study. Your work on behalf of the North College Park Business & Property Owners Association and commitment to helping the Focus Group throughout the duration of the study are greatly appreciated.

This letter is written in response to the letter that you wrote to Governor Glendening on July 23, 2001. As you know, the improvements to US 1 are primarily intended to increase safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic; enhance the aesthetic appearance of the community's main thoroughfare; and provide improvements to transit accessibility. Three important alternatives have been developed and evaluated. These alternatives include the No-Build Alternative, the 4-Lane Divided Reconstruction Alternative, and a 5-Lane Undivided Reconstruction Alternative. Both of the reconstruction alternatives include a wider outside travel lane to accommodate bicyclists. The wider outside lane also provides additional room for turning vehicles and use in case of emergencies.

The development of improvements for the US 1 Corridor provides a difficult engineering and urban design challenge given the very tight right-of-way constraints. A goal of the study was to make improvements to ensure safe traffic operations. We attempted to accomplish this goal through development of an alternative that would also include aesthetic enhancements to improve the appearance and attractiveness of the College Park area. Your concerns for the losses of property and business displacements associated with either of the reconstruction alternatives has been noted and will be considered throughout the decision-making process.

My telephone number is 410-545-0412

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Tammy Hnarakis
Page Two

The US 1 - College Park study is currently funded only for this planning phase. If funds were made available, the project would become a candidate for final design and the Maryland State Highway Administration (SHA) team would continue to look for even further right-of-way savings.

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to the project manager, Mr. Christopher Weber at 410-545-8519 or Nicole Washington, the project engineer at 410-545-8570.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

cc: The Honorable Parris N. Glendening, Governor
The Honorable John D. Pocari, Secretary, Maryland Department of Transportation
Mr. Chris Weber, Project Manager, State Highway Administration

Ms. Tammy Hnarakis
Page Three

Mr. Alan Straus, URS Corporation
Mr. Douglas H. Simmons, Director, Office of Planning and Preliminary Engineering,
State Highway Administration
Mr. Charlie Watkins, District Engineer, State Highway Administration
Mr. Parker Williams, Administrator, State Highway Administration



COLLEGE PARK CAR WASH, INC.

8616 Baltimore Avenue
College Park, Md. 20740
301-220-2580 Fax 301-632-6499
dave@us1carwash.com

July 23, 2001

Alan Strauss, Project Manager
Nicole Washington, Project Engineer
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: Project Number PG253A11
US 1 - College Park Study

Dear Mr. Strauss and Ms. Washington:

My business is within the College Park Study area. Of the three alternatives under consideration, I support the no-build alternative. I do so reluctantly, because there is a need to improve traffic capacity, safety and appearance. I have walked on the Route 1 sidewalks for over 30 years, and have had occasion to observe the situation. I feel that unless a proposal fully addresses all three elements, it should not proceed.

There can be no doubt that my business will suffer during the construction phase. It seems to me that for the community to endure a multi-year construction project, the result should include increased traffic capacity as well as improved safety and aesthetics. The 4 and 5 lane alternatives do not provide for the projected traffic increase. We certainly do not want to have to do the project over again when people realize that we are still in gridlock.

I have seen an instance where priorities were not recognized and a county rebuilt a major intersection only for the state to rebuild it again within 2 years. Business suffers during these construction projects. While the impact on business may be unintended, it is, nevertheless, unavoidable.

I have specific comments on the build alternatives.

1. Use the 5th lane to help bear the traffic load. Allow the middle lane to be a third lane going south during the morning rush hour and as a third lane going north during the evening rush hour. It is obviously a less than ideal solution, but at least it provides for 50% more traffic during the times when it is most needed.

2. We need a light to control traffic at Rhode Island Avenue and Edgewood Road. Rhode Island Avenue can take some of the burden off Route 1, between Edgewood and Greenbelt Roads.

3. Use medians in those areas where the history of accidents types show that a median would ameliorate a dangerous situation. This would address both the safety issue, and the need for emergency vehicles to move elsewhere on Rt.1.

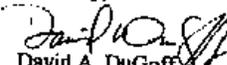
4. If we must have medians, provide for and permit U-turns at intersections, in signage, space and light timing. If we restrict the ability of people to go where they want to go, they will find alternative and less safe ways to do it. Specifically, permit U-turns going south to north at Berwyn Road and going north to south at Greenbelt Road.

5. After the Maryland drought experience of 1999 the car wash industry learned about the need to use water wisely. Will the landscaping use drought resistant materials? Grass is particularly susceptible to drought damage, and requires the most care to look really good. My facility has no grass in over 20,000 square feet of landscaping. We do not water the landscaping, and do not have a lawnmower. To water a 6-foot landscaping strip really means watering the sidewalk and the street. It is very wasteful. New landscaping should apply the principles of xeriscaping. While, we all appreciate a well-kept lawn, the goal of streetscaping should be to create green spaces, not necessarily putting greens. The cost should include the life cycle costs of maintaining the streetscaping. For example:
<http://www.swfwmd.state.fl.us/watercon/xeris/swfxeris.html>.

6. The figures for the proposed 4 and 5 lane alternatives, IV-5 and IV-15, show a reduction of my driveways. However, it is not clear how the new curbing will tie into existing interior curbing. It appears that the effect of the driveway reduction on traffic flow within my site has not been fully thought out. Accordingly, I would appreciate an opportunity to discuss these proposals in detail as they affect my site if one is finally selected by SHA.

I appreciate this opportunity to comment on the Study.

Sincerely,


David A. DuGoff
President

cc. College Park Business Association
City of College Park Planning Dept.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendonig
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 30, 2001

Mr. David A. DuGoff
President
College Park Car Wash, Inc.
8616 Baltimore Avenue
College Park MD 20740

Dear Mr. DuGoff:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your letter has been entered into the public record and we look forward to your continued involvement as the study proceeds. I look forward to meeting with you to discuss your issues. I will contact you shortly to schedule a meeting.

Your support of the No-Build Alternative has been noted for the record. Further, your concern regarding the need for the comprehensive improvement of capacity, safety and appearance of US 1 has also been noted. Your thoughts on the water appropriation and maintenance costs involved with the landscaping will be considered as the study progresses. A final decision on the selected alternative will be made later this Fall based on the feedback from the Public Hearing held on June 27, 2001.

Once an alternative is selected, Maryland State Highway Administration (SHA) project engineers will further evaluate the potential impacts to your property and business. During the final engineering design phase your concerns regarding access, internal circulation and landscaping details can be better addressed. Similarly, the location and design of medians, traffic signals and turning movements (including U-turns and improved intersection control) will be more thoroughly investigated. Please note that the Study Team has already incorporated several locations for U-turns (for 4-lane divided) to promote free and efficient movement in the area. I will gladly review with you the previously planned traffic management designs and the potential impacts to your property when we meet.

The Study Team, at the request of the US 1 Business Community, conducted a study of the possible use of "reversible lanes" on US 1. However, the Team and stakeholders soon eliminated this concept, as it would have involved the use of residential streets for providing turning movements as well as significantly restricting access to businesses.

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech

Mr. David A. DuGoff
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or wish to discuss your concerns in further detail, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H. Straus

Alan Straus
Project Manager

cc: Ms. Nicole Washington

July 24, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
PO Box 717
Baltimore, MD 21203

Subject: Project Number PG 253A11, US 1- College Park Study

I support the No-Build Alternative for US 1 between Sunnyside and College Avenues.

I urge you to suggest reallocation of the 63 to 87+ million dollars estimated for other alternatives to beautify U.S. 1 to be applied to developing a separate, limited access, direct link from US 95/495 to Hwy 193 and the University of Maryland which would alleviate some of the traffic volume currently dependent on U.S. 1.

Having attended several public meetings on the matter, I feel that the proposed expenditures for US 1 would not best serve the neighborhoods surrounding the US 1 Corridor as long as this is the main traffic route south to Hwy 193 and the U. of Maryland with such high traffic volume.

All of the proposed options other than no-build put pressure on the local businesses. Some businesses would need to relocate; others would lose parking space, or their access would be limited.

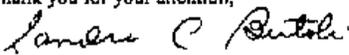
For business which would lose parking as a result of widening US 1 or beautification, there would be increased pressure on the adjoining residential area as these businesses have indicated they would work to develop additional parking spaces on adjoining residentially zoned property.

Emergency vehicle rapid response would be hindered by a 4 lane road with a median.

Encouraging bicycles would bring extra dangers to the riders as well as those driving on US 1. There is already a bicycle path from Cherry Hill Road south to College Park which is a good alternative. There are other quieter streets parallel to US1 and Rhode Island Avenue for bicycle riders.

I reiterate my support for a no-build alternative for US 1 but strongly support a direct link from US 95/495 to Hwy 193 and the University of Maryland which would alleviate some of the traffic volume currently dependent on U.S. 1.

Thank you for your attention,


Sandra Bertoli, 9141 Autoville Drive, College Park, MD 20740



Maryland Department of Transportation
State Highway Administration

August 15, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Sandra Bertoli
9141 Autoville Drive
College Park MD 20740

Dear Ms. Bertoli:

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support for the No-Build Alternative and a direct access road connecting I-495 and the University of Maryland has been noted for the record. The State Highway Administration (SHA) has been working diligently in coordination with the University and the City of College Park to investigate traffic calming programs. While congestion alleviation is an issue being investigated, the focus of this project is on the aesthetic streetscape and safety enhancements of the US 1 corridor.

As you may know, the No-Build alternative is one of three alternatives being considered by SHA. The other two alternatives being studied include 5-Lane Undivided and 4-Lane Divided Reconstruction alternatives. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-lane and 4-lane reconstruction alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2268 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

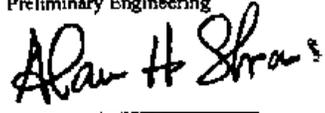
Ms. Sandra Bertoli
Page Two

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Alan Straus
Project Manager

cc: Ms. Nicole Washington

KNIGHT, MANZI, NUSSBAUM & LAPLACA, P.A.
Attorneys at Law

July 26, 2001

Mr. Neil J. Pedersen
Director of Planning
State Highway Administration
Maryland Department of Transportation
707 N. Calvert Street
Baltimore, MD 21202

and

Nicole Washington
Project Planning Division-Public Hearing Transcript
Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

*Re: Property: Days Inn
9137 Baltimore Blvd.
College Park
Owner: Capital Hospitality Inn, Inc.
Project: U.S. Route 1 - College Park*

Dear Mr. Pedersen and Ms. Washington:

Our firm represents Capital Hospitality Inn, Inc., the motel owner of the above property, which is substantially impacted by the proposed road alignment of Route 1 between Delaware and Cherokee Streets.

The existing Days Inn contains 68 rooms and an operating Korean restaurant (YiJo's). This restaurant services not only the general travelling public that chooses to stay at or near the Days Inn, but is a Korean restaurant with a substantial clientele throughout the local community. Therefore, this restaurant has become a full service facility for both travelers and local dining patrons. The entire hotel contains only 90 parking spaces for the 68 rooms and the restaurant. As you may know, the restaurant operation alone requires one (1) parking space for every three (3) patron seats. Days Inn, at the present time, has the bare minimum allowable parking under the Prince George's County Zoning Ordinance.

14440 OM Mill Road
Upper Marlboro, Maryland
20771

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Facsimile: 301-953-0221
Baltimore: 410-792-3786
E-mail: knml@knml-law.com

William E. Knight
Robert A. Manzi *
Ronald M. Miller *
William C. Brown, Jr. *
Harry J. Trainor, Jr.
Andrew W. Nussbaum *
Raymond G. LaPlaca *
John F. Shay, Jr.
Sheldon L. Goss *
Daniel A. LaPlaca
Roger C. Thomas
Merrick M. Haley-Pieron
Daniel F. Lynch III

Francine Silver Taylor *
Amy B. Glaser *
John M. McKenna
Linda M. Gann

Paul M. Nussbaum
(1928-1997)

* Also Admitted to the
District of Columbia

Neil Pedersen and Nicole Washington
Page Two



Maryland Department of Transportation
State Highway Administration

August 17, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Ronald M. Miller
Knight, Manzi, Nussbaum & LaPlaca, P.A.
14440 Old Mill Road
Upper Marlboro MD 20772

Dear Mr. Miller:

Thank you for your letter regarding the US 1-College Park Project Planning Study. Public input is an integral part of the project planning and highway development processes.

Your letter on behalf of Capital Hospitality Inn, Inc. has been entered into the project record, and we look forward to your continued involvement as the study proceeds.

Your concerns addressing the loss of frontage, parking, signage and possible displacement of the Days Inn canopy due to the re-configuration of the US 1 corridor has been noted for the record. The State Highway Administration has been making every attempt to create alternative designs to most efficiently provide a more aesthetically pleasing, safe and accessible corridor for the City of College Park.

Throughout the progression of the study, various shifts to the roadway design have been investigated in order to analyze the optimal use of land to meet the goals of the study. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a priority throughout the planning process. Your concerns addressing the economic impact on the ability of the Days Inn to operate at its full potential will be considered during the alternative selection process.

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Alan Straus, the project manager at 410-785-7220, or Nicole Washington, the project engineer at 410-545-8570. Your patience and understanding throughout this process are significantly appreciated.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'Neil J. Pedersen'.

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering
410-545-0411

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2266 Statewide Toll Free

In reviewing the proposed plan, it appears that the Days Inn will lose almost all parking in the front, as it appears an 18 to 22 foot strip is proposed to be taken. This would apparently take approximately 14 existing parking spaces in addition to the canopy and the existing out-front signage. There is no guarantee that the signage can be relocated to the building. This signage is essential to the identification of the Days Inn Motel.

More importantly, the effect of taking all this parking will have a dramatic economic impact on the ability of the Days Inn to not only service its debt requirements, but to be able to rent all the rooms existing in the motel. The proposed widening in this area will result in insufficient parking for the existing Days Inn. We request that the road be realigned in this area so that the required and existing parking places not be taken. The dramatic impact on this existing business can be avoided.

We appreciate the consideration of your staff in this matter.

Very truly yours,

KNIGHT, MANZI, NUSSBAUM
& LaPLACA, P.A.

A handwritten signature in dark ink, appearing to read 'Ronald M. Miller'.

Ronald M. Miller

RMM:ade

cc: Douglas H. Simmons, Director, Office of Planning and Engineering
Mr. Alan Straus, Project Manager, URS Corporation
Mr. Bala K. Akundi, URS Corporation

KNIGHT, MANZI, NUSSBAUM & LAPLACA, P.A.

Attorneys at Law

July 26, 2001

Mr. Ronald M. Miller
Page Two

cc: Mr. Alan Straus, URS Greiner Corporation
Mr. Douglas H. Simmons, State Highway Administration
Ms. Cynthia Simpson, State Highway Administration
Ms. Nicole Washington, State Highway Administration
Ms. Linda Strack, State Highway Administration (OPPE5255)

Mr. Neil J. Pedersen
Director of Planning
State Highway Administration
Maryland Department of Transportation
707 N. Calvert Street
Baltimore, MD 21202

and

Nicole Washington
Project Planning Division-Public Hearing Transcript
Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

*Re: Property: Route 1 Ramada and Howard Johnson Express Inn
9113 and Rear of 9113 Baltimore Blvd.
College Park, MD
Owner: Royal Hospitality, Inc.*

Dear Mr. Pedersen and Ms. Washington:

Our firm represents Royal Hospitality, Inc., the above-referenced property owner of the Ramada Inn and the Howard Johnson Express Inn. Both the Ramada Inn and the Howard Johnson Express Inn are located on one parcel of property between the intersections of Delaware Street and Cherokee Street on the east side of Baltimore Avenue, College Park, Maryland. My clients are concerned about the substantial economic impact proposed on these motels by the Route 1 widening. An adjustment in the roadway is requested to avoid essentially killing the business of the Howard Johnson Inn Express and damaging the parking and signage at the Ramada Inn.

With respect to the Howard Johnson Express Inn, the proposed Route 1 widening substantially damages its business. Howard Johnson has two (2) parking lots, both an upper lot and a lower lot, to serve the part of the motel facing Route 1 and on the side of the property. Only one interior roadway connects this inside parking lot to the upper level. A review of the proposed plan indicates that the upper lot will lose approximately three (3) to four (4) parking spaces, and will also take the interior roadway which leads down to the lower lot, making the side parking lot inaccessible and land-locked. There are four (4) lower parking spaces serving rooms on the lower level. The existing motel contains 29 rooms and has

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Upper Marlboro, Maryland
20772

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Baltimore: 410-792-3724
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William E. Knight
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Dorothy F. Lynch III

Francine Shew Taylor
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Linda M. Gantt

Paul M. Nussbaum
(1942-1997)

* Also Admitted in the
District of Columbia

Neil Pedersen and Nicole Washington
Page Two

30 present parking spaces. The entire taking of all the parking spaces as proposed would appear to be approximately 18 spaces. Since there are 30 existing spaces for 29 motel rooms, it is obvious that 18 parking spaces does not meet the minimum requirements to service this motel. Effectively, the plan appears to be taking the business without actually indicating the effect on the Howard Johnson Express Inn. It is my client's request that the roadway be relocated in this area such that the existing, required parking spaces not be taken by the road widening.

There is also an apparent taking of the existing identification sign and all entrance signs on the upper lot of the Howard Johnson Express Inn. These signs are extremely important identification icons. Because of the change in the requirements of the Prince George's County Sign Ordinance over the years, these signs might not be allowable under the current Ordinance and may not be able to be replaced in kind. It is extremely important for the travelling public to be able to identify the location with an up-front sign. We ask that the road in this area not be widened so as to take the existing signage and the parking spaces. There is no certainty that either the County or the City of College Park will make provisions for relocating the signs to other areas that allow for identification by the public travelling north and south on Route 1 in College Park.

With respect to the Ramada Inn, the proposed plan also appears to negatively impact both the parking and the signage to this motel. It appears that the roadway relocation may move very close to the existing front of the motel and, in fact, impact on the underground basement area which is a support wall for the front of the building. The traffic vibration generated by a roadway so close to that existing structure is certainly likely to cause substantial damage to the building both over the short term and long term. Moving the roadway slightly away from the front of the building appears to be required.

Additionally, by moving the road so close to the front ingress and egress of the Ramada, a dangerous traffic pattern for cars entering and leaving the motel will certainly be created. We ask that you mitigate this potential traffic hazard.

Additionally, the Ramada is also effected in its signage under the proposed Route 1 plan. It is equally important for the Ramada to retain their existing sign, and it would appear to provide no other area to relocate the sign in the front of the property. Again, prompt identification in the Ramada location to the travelling

public is essential along Route 1. We ask that the plan be modified so as to mitigate the possibility of removal of the existing sign. There is no likelihood that a new sign can be erected in front of the building based upon the proposed plan.

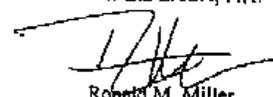
Additionally, it appears that the proposed road widening would take nine (9) parking spaces of the Ramada Inn on the front and side of the property, and lead to an internal derangement of the parking lot. The internal traffic circulation of the Ramada Inn will be disrupted and traffic flow will be negatively impacted. This impact should be mitigated in a redesign of the road in this area.

We appreciate your cooperation in reviewing these comments and working towards a meaningful solution that will minimize the impact on these existing businesses. As you know, motel space in the College Park area, particularly serving the University of Maryland, is at a premium. Therefore, we ask that the planners carefully review their options so as to avoid taking unnecessary parking and signage from the existing facilities.

Thank you for your consideration of this matter.

Very truly yours,

KNIGHT, MANZI, NUSSBAUM
& LaPLACA, P.A.



Ronald M. Miller

RMM:sde

cc: Douglas H. Simmons, Director, Office of Planning and Engineering
Mr. Alan Straus, Project Manager, URS Corporation
Mr. Bala K. Akundi, URS Corporation



Maryland Department of Transportation
State Highway Administration

August 17, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Ronald M. Miller
Knight, Manzi, Nussbaum & LaPlaca, P.A.
14440 Old Mill Road
Upper Marlboro MD 20772

Dear Mr. Miller:

Thank you for your letter regarding the US 1-College Park Project Planning Study. Public input is an integral part of the project planning and highway development processes.

Your letter on behalf of Royal Hospitality, Inc. has been entered into the project record, and we look forward to your client's continued involvement as the study proceeds.

Your concerns addressing the loss of frontage, signage, displacement of parking and internal circulation, and possible damage due to the reconfiguration of the US 1 corridor has been noted for the record. The State Highway Administration (SHA) has been making every attempt to create alternative designs to most efficiently provide for a more aesthetically pleasing, safe, inter-modally accessible corridor while attending to the needs and concerns of local businesses and residents.

The US 1 improvement study presents multiple challenges, both in terms of resolving to the greatest extent possible the traffic operations on the existing roadway and the aesthetic enhancements of the corridor. The SHA remains committed to working through these challenge in an effort to create a safe and vibrant transportation corridor and will continue to focus on minimizing the impacts of the various alternatives presented to the community. Please be assured that all property owners will be fully compensated under provisions of federal and state law associated with the displacement of businesses by roadway projects.

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Your letter raises several issues that we usually resolve in the detailed design phase of the studies. For instance, the exact location of signage, and detailed soils and foundation work - to maximize the benefits of the streetscape without compromising safety or business visibility - are issues that SHA designers will address if a reconstruction alternative is selected.

My telephone number is 410-545-0411

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Ronald M. Miller
Page Two

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Alan Straus, the project manager at 410-785-7220, or Nicole Washington, the project engineer at 410-545-8570. Your patience and understanding throughout this process are significantly appreciated.

Very truly yours,

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

cc: Mr. Alan Straus, URS Greiner Corporation
Mr. Douglas H. Simmons, State Highway Administration
Ms. Cynthia Simpson, State Highway Administration
Ms. Nicole Washington, State Highway Administration
Ms. Linda Strack, State Highway Administration (OPPE5256)

July 26, 2001

Mr. Neil J. Pedersen
Director of Planning
State Highway Administration
Maryland Department of Transportation
707 N. Calvert Street
Baltimore, MD 21202

and

Nicole Washington
Project Planning Division-Public Hearing Transcript
Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Re: Property: Days Inn
9137 Baltimore Blvd.
College Park
Owner: Capital Hospitality Inn, Inc.
Project: U.S. Route 1 - College Park

Dear Mr. Pedersen and Ms. Washington:

Our firm represents Capital Hospitality Inn, Inc., the motel owner of the above property, which is substantially impacted by the proposed road alignment of Route 1 between Delaware and Cherokee Streets.

The existing Days Inn contains 68 rooms and an operating Korean restaurant (Yijo's). This restaurant services not only the general travelling public that chooses to stay at or near the Days Inn, but is a Korean restaurant with a substantial clientele throughout the local community. Therefore, this restaurant has become a full service facility for both travelers and local dining patrons. The entire hotel contains only 90 parking spaces for the 68 rooms and the restaurant. As you may know, the restaurant operation alone requires one (1) parking space for every three (3) patron seats. Days Inn, at the present time, has the bare minimum allowable parking under the Prince George's County Zoning Ordinance.

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Baltimore: 410-792-5788
E-mail: kmnl@knml-law.com

William E. Knight
Robert A. Manzi *
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Andrew W. Nussbaum *
Raymond G. LaPlaca *
John E. Shay, Jr.
Sheldon L. Goss *
David A. LaPlaca
Roger C. Thomas
Maurice M. Haley-Person
Daniel F. Lynch III

Francine Silver Taylor *
Amy B. Glaser *
John M. McKenna
Linda M. Gantt

Paul M. Nussbaum
(172-8499)

* Also Admitted in the
District of Columbia.

Neil Pedersen and Nicole Washington

Page Two

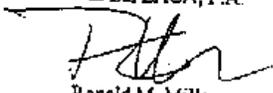
In reviewing the proposed plan, it appears that the Days Inn will lose almost all parking in the front, as it appears an 18 to 22 foot strip is proposed to be taken. This would apparently take approximately 14 existing parking spaces in addition to the canopy and the existing out-front signage. There is no guarantee that the signage can be relocated to the building. This signage is essential to the identification of the Days Inn Motel.

More importantly, the effect of taking all this parking will have a dramatic economic impact on the ability of the Days Inn to not only service its debt requirements, but to be able to rent all the rooms existing in the motel. The proposed widening in this area will result in insufficient parking for the existing Days Inn. We request that the road be realigned in this area so that the required and existing parking places not be taken. The dramatic impact on this existing business can be avoided.

We appreciate the consideration of your staff in this matter.

Very truly yours,

KNIGHT, MANZI, NUSSBAUM
& LAPLACA, P.A.


Ronald M. Miller

RMM:sde

cc: Douglas H. Simmons, Director, Office of Planning and Engineering
Mr. Alan Straus, Project Manager, URS Corporation
Mr. Bala K. Akundi, URS Corporation



Maryland Department of Transportation
State Highway Administration

August 17, 2001

Farris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Ronald M. Miller
Page Two

Mr. Ronald M. Miller
Knight, Marzi, Nussbaum & LaPlaca, P.A.
14440 Old Mill Road
Upper Marlboro MD 20772

cc: Mr. Alan Straus, URS Greiner Corporation
Mr. Douglas H. Simmons, State Highway Administration
Ms. Cynthia Simpson, State Highway Administration
Ms. Nicole Washington, State Highway Administration
Ms. Linda Strack, State Highway Administration (OPPE5255)

Dear Mr. Miller:

Thank you for your letter regarding the US 1-College Park Project Planning Study. Public input is an integral part of the project planning and highway development processes.

Your letter on behalf of Capital Hospitality Inn, Inc. has been entered into the project record, and we look forward to your continued involvement as the study proceeds.

Your concerns addressing the loss of frontage, parking, signage and possible displacement of the Days Inn canopy due to the re-configuration of the US 1 corridor has been noted for the record. The State Highway Administration has been making every attempt to create alternative designs to most efficiently provide a more aesthetically pleasing, safe and accessible corridor for the City of College Park.

Throughout the progression of the study, various shifts to the roadway design have been investigated in order to analyze the optimal use of land to meet the goals of the study. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a priority throughout the planning process. Your concerns addressing the economic impact on the ability of the Days Inn to operate at its full potential will be considered during the alternative selection process.

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Alan Straus, the project manager at 410-785-7220, or Nicole Washington, the project engineer at 410-545-8570. Your patience and understanding throughout this process are significantly appreciated.

Very truly yours,

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering
410-545-0411

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 - Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202

KNIGHT, MANZI, NUSSBAUM & LAPLACA, P.A.

Attorneys at Law

July 26, 2001

Mr. Neil J. Pedersen
Director of Planning
State Highway Administration
Maryland Department of Transportation
707 N. Calvert Street
Baltimore, MD 21202

and

Nicole Washington
Project Planning Division-Public Hearing Transcript
Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Re: *Route 1 Econo-Lodge (Kashinath, Inc.)*
Property: 9624 Baltimore Blvd.
Property: Apartment House, Naginbhat and Indumati Patel
9620 Baltimore Boulevard
College Park, Prince George's County, Maryland
Property: Parcel 33, Tax Map 25, Grid E-2
Route 1 adjacent to 9620 Baltimore Boulevard
College Park, Prince George's County, Maryland
(Owner: Naginbhat & Indumati Patel)

Dear Mr. Pedersen and Ms. Washington:

This letter constitutes a brief statement of our client's concerns pertaining to the proposed U.S. Route 1/College Park plan which would entirely displace both the existing Econo-Lodge and the small apartment building adjacent thereto, together with taking a substantial piece of frontage along Parcel 33, all between Cherry Hill Road and Hollywood Road on the west side of Baltimore Avenue. Additionally, this letter will comment on certain aspects of the public presentation at Ritchie Coliseum on Wednesday, July 27, 2001.

With respect to the proposed alternatives, that is (a) the no-build; (b) four lane divided alternative; and (c) five lane, undivided highway, it appears that not only my clients, but virtually all of the businesses affected up and down the Route 1 Corridor favor the five lane undivided highway, if any improvements are to be made. The disruption and unnecessary taking of long-time businesses in this area

14440 OM Mill Road
Upper Marlboro, Maryland
20772

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Facsimile: 301-957-0321
Baltimore: 410-792-3716
E-mail: kma@kma-law.com

William E. Knight
Robert A. Manzi *
Ronald M. Miller *
William C. Brennan, Jr. *
Harry J. Traylor, Jr.
Andrew W. Nussbaum *
Raymond G. Laplaca *
John F. Shay, Jr.
Sheldon L. Gross *
David A. LaPina
Roger C. Thoenen
Morticia M. Haley-Person
Daniel E. Lynch III

Francine Silver Taylor *
Amy B. Glaser *
John M. McKenna
Linda M. Garas

Paul M. Nussbaum
(1928-1997)

* Also Admitted in the
District of Columbia

Neil Pedersen and Nicole Washington
Page Two

can be greatly minimized, if not avoided, by this five lane, undivided highway alternative. The desirability and necessity of bike lanes along Route 1 is extremely dubious and is unacceptable when the installation of these lanes will, in effect, demolish or replace the existing businesses that have been long established in the corridor.

With respect to our client's properties, there are several concerns, even with respect to a five lane undivided highway. Both Ray LaPina and I have had the opportunity previously to meet with the staff on this matter and voice our concerns. The potential displacement of the Econo-Lodge and the small apartment building are completely avoidable. There was no justification to move the proposed widening of U.S. Route 1 fifteen feet west from the proposed December, 2000 plan to the June, 2001 plan. The traffic problem currently on Route 1 is predominately involving northbound traffic on the opposite side of the road from my clients' properties. The road widening can be accomplished without displacing any businesses between Cherry Hill Road and Hollywood Road, by moving the proposed line slightly east of the front of the Econo-Lodge and the apartment house. Additionally, my client's property on Parcel 33, currently undeveloped, is unfairly impacted by the bus drop-off and limitation of access in and out of the property. Each of these consequences can be mitigated by moving the proposed roadway slightly east and providing adequate access to each of the three (3) properties which my clients own.

Please note that my client built the right turn lane in front of his two (2) properties, which did not exist at the time of the construction of the Econo-Lodge. Therefore, my client has already dedicated a sufficient piece of his land to a prior road-widening, and should not be further penalized by the loss of their entire business and livelihood. Mr. and Mrs. Patel and Kashinath, Inc. are minority business people who have made their living from these properties, and there are alternatives to simply displacing the businesses. No median in this road is needed, no bike paths, just appropriate turning lanes. There are many compromises that can save the motel and rooming house without completely displacing the property.

With respect to the undeveloped parcel 33, which is commercially zoned property, there is a proposed bus pull-off which will effect access to the property and unnecessarily intrude into the property far beyond the necessary straight line of the roadway. This bus pull-off should be moved slightly east as the road is realigned to the east, so that access is available to my client's property, and does

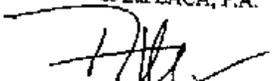
Neil Pedersen and Nicole Washington
Page Three

not unnecessarily impinge on the development of this lot. This request appears to be consistent with the testimony of most of the business people at the public hearing who suggested shifting the road slightly east in order to save businesses on both sides of the property. In this case, my client will ultimately develop the property and the intrusion of the bus drop-off point makes it difficult to meet potential parking and other development requirements required under the zoning ordinance. Consequently, we ask that you look carefully at moving the proposed roadway to the east slightly as part of the alternatives to be considered.

Thank you for your consideration in this matter.

Very truly yours,

KNIGHT, MANZI, NUSSBAUM
& LaPLACA, P.A.


Ronald M. Miller

RMM:sdc

cc: Douglas H. Simmons, Director, Office of Planning and Engineering
Mr. Alan Straus, Project Manager, URS Corporation
Mr. Bala K. Akundi, URS Corporation



Maryland Department of Transportation
State Highway Administration

August 17, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Ronald M. Miller
Knight, Manzi, Nussbaum & LaPlaca, P.A.
14440 Old Mill Road
Upper Marlboro MD 20772

Dear Mr. Miller:

Thank you for your letter regarding the US 1-College Park Project Planning Study. Public input is an integral part of the project planning and highway development processes.

Your letter on behalf of Kashinath, Inc. has been entered into the project record, and we look forward to your continued involvement as the study proceeds. I am responding to both your letters to me and to your letter to Alan Straus, our project manager for the US 1 Study.

Your concerns addressing the loss of frontage, parking and possible displacement due to the continuing re-configuration of the US 1 alternative planning designs has been noted for the record. Further, your support in favor of the 5-Lane Undivided Reconstruction Alternative has been noted for the record as well as your opposition of the bicycle lanes. Please be aware that the 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Bicyclists have the right to access US 1 and the Maryland State Highway Administration (SHA) is legally required to investigate measures to safely accommodate this type of vehicle. SHA has been making every attempt to create alternative designs to most efficiently provide a more aesthetically pleasing, safe, inter-modally accessible corridor for the City of College Park.

Throughout the progression of the study, various shifts to the roadway design have been investigated in order to analyze the optimal use of land to meet the goals of the study. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a fixture throughout the planning and design processes. Through the duration of both the planning and design phases, our engineers will continue to look for refinements to the study alternatives to minimize impacts. In fact, Alan and his study team are still investigating measures to minimize impacts to your property as he has previously discussed with you.

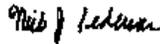
My telephone number is 410-545-0411

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Mr. Ronald M. Miller
Page Two

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Alan Straus, the project manager at (410) 785-7220, or Nicole Washington, the project engineer at (410) 545-8570. Your patience and understanding throughout this process are significantly appreciated.

Very truly yours,



Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

cc: Mr. Alan Straus, URS Greiner Corporation
Mr. Douglas H. Simmons, State Highway Administration
Ms. Cynthia Simpson, State Highway Administration
Ms. Nicole Washington, State Highway Administration
Ms. Linda Strack, State Highway Administration (OPPE5257)

July 26, 2001

10216 Edgewood Avenue
Silver Spring, MD 20901

Re: Comments on the Public Hearing Documents for the Route 1 Corridor Study - University of Maryland
Md SHA Planning Team

I am addressing these comments to the design layout of the proposed Cherry Hill Road interchange just south of the Route 1 interchange with I-95. This is based on the conceptual plans on display as I recall them. I understand the roadway configuration to be. I travel this intersection every working day which is the basis for my interest in the project.

My recollections:

Eastbound Cherry Hill at the underpass to be a single lane, left turn only
An single-lane eastbound to southbound ramp to Rte 1 southbound
Westbound Cherry Hill Road at the underpass is two westbound lanes

There is a two-lane ramp northbound for I-95 or Edgewood Road traffic and for left turns to Cherry Hill Road Westbound. North of Cherry Hill Road the two northbound ramp lanes will also provide for access to northbound Rte 1 and I-95 for left turns from EB Cherry Hill Road.

I believe the project impacts understate the impact on the corridor for the following reasons;

The tight turning radii available for NB to WB or EB to NB movements is not adequate for the semitrailer or transit bus movement (Metro Bus and U of MD shuttle) that now occur at that intersection. Significantly more property is needed to provide proper turning radii in final design. Currently there are two lanes of turning traffic which could never be adequately handled by a single lane left turn onto a two lane ramp that will probably be full of queued cars because they will still be stopped at Edgewood as at present by a signal. The present queue for these right turns extends to south of Cherry Hill Road.

The NB to WB movement from a left turn lane adjacent to and parallel to the overpass retaining walls will make it extremely difficult, if not impossible for the above mentioned busses to turn.

I would suggest that this interchange design needs to be re-evaluated as to its impacts by reviewing the conceptual design and making it suitable for traffic with characteristics observed at that intersection everyday. I have no doubt that this would be done during final design but the impacts should not come as a surprise to the public when it is too late to comment.

I hope I was wrong and your design is based on proper consideration of the actual traffic conditions and not as I recall seeing it.

Sincerely,



Charles E. Bowler, P.E.



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendonig
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 30, 2001

Mr. Charles E. Bowler, P.E.
10216 Edgewood Ave.
Silver Spring MD 20901

Dear Mr. Bowler:

Thank you for your interest in and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Highway Development Process. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your concerns with the current design of the Cherry Hill Road Interchange are noted for the record. As you know, the Cherry Hill Road Interchange is an option that can be included with either of the reconstruction alternatives; it could also be built as a separate project. A final decision on the selected alternative will be made later this Fall, based on the feedback received from the June 27, 2001 Public Hearing.

Your letter raises several issues that we usually resolve in the final engineering design phase of a project. For instance, the exact dimension and configuration of roadways and turning radii - to maximize traffic operations and the benefits of the streetscape without compromising safety - are issues that SHA design engineers will address if a reconstruction alternative is selected for the intersection.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free



4500 College Avenue
College Park, Maryland 20740
301-927-2510

July 26, 2001

Alan Straus, Project Manager
Project Planning Division,
MS C-301
SHA
P.O. Box 717
Baltimore, MD, 21203

Re: College Park US 1 Corridor Improvement Study

Mr. Straus,

I am writing to you on behalf of myself as both the manager of the Maryland Book Exchange, located on US Route 1 in College Park, and the President of the DCPMA, Downtown College Park Management Authority. I have been operating a business in College Park for over 36 years, and am very aware of the plight and problems of US Route 1, in it's current condition, between the Beltway and downtown College Park. It is my opinion that improvements to US Route 1 are long overdue. Therefore, I endorse the construction of the four lane divided alternative. It is my belief that the concept of a center median throughout the corridor will be a strong element creating a safe and visually attractive entrance to both the University of Maryland and downtown College Park.

I have also been involved with MNCPPC and the City for over a year in the implementation or rezoning this area of Route 1. I feel that with the zoning changes and the improvements to US Route 1 there is a tremendous potential to revitalize US Route 1 and downtown College Park, and thus enhance the image of the University of Maryland.

Another concern is the elimination of utility poles by placing the utility lines underground throughout the corridor. Aesthetically, this is one of the most important issues in the planning effort.

It is my hope that the SHA will move forward with these improvements. I appreciate the opportunity to express my views and concerns, on behalf of myself and the DCPMA.

Sincerely,

Ted Ankeney





Maryland Department of Transportation
State Highway Administration

Parris N. Glendonig
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Ted Ankeney
Page Two

August 24, 2001

Mr. Ted Ankeney
Maryland Book Exchange
4500 College Avenue
College Park MD 20740

Dear Mr. Ankeney,

Thank you for your interest in and meaningful comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support in favor of the 4-Lane Divided Alternative has been noted for the record. As you know, the other alternatives being studied by the Maryland State Highway Administration (SHA) include the 5-Lane Undivided Reconstruction Alternative and the No-Build Alternative. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the Five-Lane and Four-Lane alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Further, there have been several requests from US 1 stakeholders to consider burying the overhead utilities underground. As you may know, burying utilities is a very expensive undertaking. SHA has and will continue to work with the City of College Park along with other agencies to study funding opportunities to relocate the unsightly utilities.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Alan H. Straus
Alan Straus
Project Manager

cc: Ma. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Andre J. Gingles
Gerald W. Ueckerhausen, Jr.
Jane H. Merik
Christopher L. Poyosine

July 27, 2001

Ms. Nicole Washington, Project Manager
Project Planning Division
Mail Stop C-301
Maryland State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Route 1- College Park Alternatives Study/Environmental Assessment

Dear Ms. Washington:

I represent Enterprise Rent-A-Car, the owner of three (3) properties located at 9321, 9321-B, 9339 Baltimore Avenue, College Park, Maryland. These three properties are occupied by, respectively, the Enterprise Rent-A-Car Agency, Charlie's Crab House and the Water Craft Water Bed Store. Under the 4-lane divided alternative (Alternative 4), all three of these properties will be condemned. If that occurs these properties will be lost for the sake of a median strip, bike lanes along Route 1, and a bus stop. As attested to by several public safety agencies the existence of a raised median along Route 1 poses a hazard to the general public by preventing fast and easy access by police, firefighters and other emergency personnel. This alternative would thus irresponsibly threaten the public health, safety and welfare, which should not be acceptable if other alternatives are available.

It also appears that another factor in the proposed condemnation is the existence of proposed bike lanes along Route 1. There are far more reasonable alternatives to the provision of bike lanes along this road- the Paint Branch Trail System to the west and Rhode Island Avenue to the east, both of which are located parallel to Route 1, and proceed along most, if not all, of the length of this Study Area. Clearly the amount of vehicular traffic along Route 1 is very significant, and, especially given the air pollution generated by this traffic, this would not appear to be the most ideal route for bikers.

It is also important to know that within the Environmental Assessment for the Route 1 Reconstruction Alternatives, on pages II-5 to II-6, it states: "While exact and reliable data on the number of bicyclists is not available, those using their bicycles to recreate or commute in the

Ms. Nicole Washington, Project Manager
July 27, 2001
Page 2

corridor have become significant stakeholders in the US 1 study. According to a '1992 College Park Bicycle Route Survey' by the College Park Bicycle Coalition, 53 of the 161 bicyclists surveyed frequently bicycled along US 1 between Campus Drive (North Gate of the University of Maryland) and Navahoe Street. The College Park Area Bicycle Coalition is very active in promoting the use of bicycles in the US 1 corridor."

It is, quite frankly, astounding that property, as well as entire businesses, will be lost as a result of bike lanes on Route 1, when there is no justification for the provision of those lanes. The only Study referenced in the Environmental Assessment was done by a group that has an inherent bias toward bike lanes, and for which no information is available as to the number of participants in the study, the nature of the participants and how they were chosen, the questions that were asked, the options that were presented, whether the study was done pursuant to proper and accepted methodology, etc. Furthermore, the Study itself is almost 10 years old. For these reasons, this "Study" has no value at all, and thus there is no information presented to justify placement of bike lanes along the Route 1 corridor.

It is also noted that a Bus Pull-Off/ Bus Stop is proposed in front of and upon this property. On page IV-7 of the Environmental Assessment, however, it states as follows:

"The Washington Metropolitan Area Transit Authority (WMATA) and Shuttle UM Transit System of the University of Maryland operate buses between the study limits. Currently these buses stop in traffic lanes, therefore infringing upon the flow of traffic. To help improve the flow of traffic along this corridor, the State Highway Administration (SHA), along with WMATA and Shuttle-UM identified several existing locations where bus pull-off lanes can be accommodated without impacts to properties. However, there will continue to be other locations where buses will have to stop in traffic lanes where the TSM Alternatives 14 bus pull-off locations have been identified with seven on-street bus stops remaining." (Emphasis supplied.)

This statement appears to be at odds with the graphic description shown on Figure IV-18, which seems to show the loss of at least a portion of my client's property as the result of the proposed bus pull off/ bus stop in front of and upon this property. Throughout the many months I have attended the Route 1 Focus Group meetings, the SHA has consistently stated that it is interested in reducing impacts upon the local businesses fronting on Route 1. I urge the SHA to maintain that constructive attitude, and to work with my client in whatever manner is necessary to avoid this potential condemnation.

Ms. Nicole Washington, Project Manager
July 27, 2001
Page 3



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 27, 2001

Thank you for your kind attention to this matter. I respectfully request that this letter be made a part of the public record in the Reconstruction Alternatives Study. If you have any questions, or require additional information, please let me know.

Very truly yours,

A handwritten signature in black ink, appearing to read "Lawrence N. Taub".

Lawrence N. Taub

cc: Mr. Todd Heavner
Mr. Joe Long
Enterprise Rent-A-Car

Mr. Lawrence N. Taub
O'Malley, Miles, Nysten & Gilmore, P.A.
P.O. Box 689
Greenbelt MD 20768

Dear Mr. Taub:

Thank you for your and your client's interest in and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion on behalf of Enterprise Rent-a-Car, has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your concerns addressing the loss of frontage, parking, signage and possible displacement of the Enterprise Rent-a-Car, Charlie's Crab House, and the Water Craft Water Bed Store due to the re-configuration of the US 1 corridor has been noted for the record. The Maryland State Highway Administration (SHA) has been making every attempt to create alternative designs that most efficiently provide a more aesthetically pleasing, safer and accessible corridor for the City of College Park.

In your letter, you stated that the proposed condemnation of the businesses along US 1 was because of the proposed bike lanes along US 1. Since the beginning of the study, we have always provided safe accommodations for bicycles with a bicycle lane. The business displacements along US 1 are a result of the proposed roadway improvements, which include a wider travel lane, continuous sidewalks on both sides, utility easement, etc., not just the bicycle lanes.

In addition, your letter also stated that the bus pull-off lanes proposed in front of your client's property show a loss of a portion of their property. SHA in consultation with Washington Metropolitan Area Transit Authority (WMATA) and Shuttle UM worked together to determine the best, most feasible locations for bus pull-offs. If the reasoning for a property being displaced was solely due to a bus pull-off, the study team did not implement it at the location. Because your client's property was already a displacement with just the roadway improvements, not including the bus pull-off, we saw it as an opportune location to add it.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Lawrence N. Taub
Page Two

Throughout the progression of the study, various shifts to the roadway design have been investigated in order to analyze the optimal use of land to meet the goals of the study. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a priority throughout the planning process.

Thank you again for your interest in the US 1-College Park Study. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Please note Mr. Christopher Weber has recently become the SHA Project Manager. Mr. Alan Straus will continue to work with Mr. Weber. If you have any additional questions or concerns, please do not hesitate to contact Mr. Weber at 410-545-8519, or Nicole Washington, the Project Engineer, at 410-545-8570. Your patience and understanding throughout this process are significantly appreciated.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: Mr. Alan Straus, URS Corporation
Ms. Nicole Washington, SHA

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Sally Freiler McCask
Andre J. Cligdes
Gerald W. Ueckermann, Jr.
Luise H. Marks
Christopher L. Fontaine

July 27, 2001

Ms. Nicole Washington, Project Manager
Project Planning Divisions
Mail Stop C-301
Maryland State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Route 1- College Park Reconstruction Alternatives Study

Dear Ms. Washington:

I represent Kramon Realty Trust, owner of the Campus Village Shopping Center, which includes the Amoco Station in the front portion of that property, located at the southeast corner of Route 1 (Baltimore Avenue) and Navahoe Street. Within this Study, three alternatives are presented: (1) No-Build, which would involve no major improvements or construction, but only resurfacing, restriping, vegetation clearance in the right-of-way, etc.; (2) 4-lane divided alternative, which would include two 11-foot inside travel lanes and two 14-foot outside travel lanes, separated by a 16-foot raised grass median; and, (3) 5-lane undivided alternative, to include two 11-foot inside travel lanes, two 16-foot outside travel lanes, and a 13-foot center turn lane. In both the 4-lane and 5-lane alternatives, the outside lanes are intended to include and accommodate a 5-foot, separately marked bike lane. Additionally, at various locations along the Route 1 corridor, bus pull-offs and bus stops are being planned, and one is proposed on my client's property. The Amoco Station is shown to be condemned in both the 4-lane and 5-lane alternatives.

Since bike lanes at the very least provide the need for additional right-of-way further into the adjacent properties along Route 1, it is quite legitimate to question the basis for these lanes. On pages II-5 to II-6 of the Environmental Assessment, it states, "While exact and reliable data on the number of bicyclists is not available, those using their bicycles to recreate or commute in the corridor have become significant stakeholders in the US 1 study. According to a '1992 College Park Bicycle Route Survey' by the College Park Bicycle Coalition, 53 of the 161 bicyclists surveyed frequently bicycled along US 1 between Campus Drive (North Gate of the University of Maryland) and Navahoe Street. The College Park Area Bicycle Coalition is very active in

Ms. Nicole Washington, Project Manager
July 27, 2001
Page 2

promoting the use of bicycles in the US 1 corridor." It thus appears that the placement of bike lanes along Route 1 is based upon generalized assumptions and anecdotal evidence only. The only "Study" that is referenced in regard to this issue was done almost ten years ago, and by a group that could hardly be found to be unbiased in this regard. Furthermore, we have no idea as to the sampling of individuals participating in the survey, the specific questions asked, whether any options were presented, the specific methodology and assumptions used in this survey, etc. In short, the only "evidence" set forth in the Environmental Assessment can not in any way be found to justify the placement of bike lanes on Route 1. Additionally, it should also be noted that there are two very reasonable alternatives for bikers wishing to travel in this area- the Paint Branch Trail System to the west and Rhode Island Avenue to the east, both of which are located roughly parallel to Route 1, and proceed along most, if not all, of the length of this Study Area. In sum, there is no justification for the use of right-of-way as bike lanes along Route 1.

The issue of bus pull-off lanes is discussed on page IV-7 of the Environmental Assessment, as follows: "The Washington Metropolitan Transit Authority (WMATA) and Shuttle-UM Transit System of the University of Maryland operate buses along US 1 between the study limits. Currently, these buses stop in traffic lanes, therefore infringing upon the flow of traffic. To help improve transit operations and traffic flow along this corridor the State Highway Administration (SHA), along with WMATA and Shuttle-UM identified several existing locations where bus pull-off lanes can be accommodated without impacts to properties. However, there will continue to be other location where buses will have to stop in traffic lanes. For the TSM Alternative, 14 bus pull-off locations have been identified, with seven on-street bus stops remaining." (Emphasis supplied.)

This appears to imply that there will be no impact to properties as a result of these pull-off lanes, since either "they can be accommodated without severe impacts to properties", or "there will continue to be other locations where buses will have to stop in traffic lanes." The pull-off lane in front of my client's property, however, may be contributing to the proposed taking.

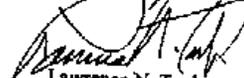
According to Figures IV-4 and IV-14, the proposed bus stop upon this property appears to be another reason for the proposed condemnation. It is, quite frankly, difficult to understand the need for a bus stop at this location so large as to require the loss of the existing Amoco station. As described within the Environmental Assessment, bus traffic along Route 1, especially in the vicinity of this property, is used predominantly by students at the University of Maryland who use the University's shuttle system, and commuters along Route 1. This type of usage would not seem to require anything more than a bus shelter along this route, which may help to avoid the loss of this business.

Throughout my participation in the Route 1 Focus Group, the SHA consistently stated that it was attempting to minimize the impact upon businesses on Route 1 as a result of the proposed reconstruction alternatives. I urge the SHA to closely review the need for bike lanes along Route 1, as well as the impact of bus pull-off lanes and a bus stop upon this property. The proposed taking of this Amoco station can not occur unless it is being done for a "public purpose", and all possible alternatives should be explored before that option must be considered. I thus respectfully request the SHA to more fully explore the need for this property under the various reconstruction alternatives, and to do all that is possible to avoid the proposed condemnation.

Ms. Nicole Washington, Project Manager
July 27, 2001
Page 3

Thank you for your kind attention to all of the above. I request that this letter be made a part of the public record for the Route 1 - College Park Reconstruction Alternatives Study. If you have any questions, or require additional information, please let me know.

Very truly yours,



Lawrence N. Taub

cc: Mr. Charles T. Mccrone
Kramont Realty Trust



Maryland Department of Transportation
State Highway Administration

October 1, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Lawrence N. Taub
O'Malley, Miles, Nylan & Gilmore, P.A.
P.O. Box 589
Greenbelt MD 20768

Dear Mr. Taub:

Thank you for your and your client's interest in and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion on behalf of Kramont Realty Trust, owner of the Campus Village Shopping Center, has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your concerns regarding the loss of frontage, parking, signage and possible displacement of the Amoco Station due to the reconfiguration of the US 1 corridor have been noted for the record. The SHA has been making every attempt to create alternative designs to most efficiently provide for the City of College Park a more aesthetically pleasing, safer and accessible corridor.

In your letter, you stated that the proposed condemnation of the businesses along US 1 was because of the proposed bike lanes along US 1. Since the beginning of the study, we have always provided safe accommodations for bicycles with a bicycle lane. The business displacements along US 1 are a result of the proposed roadway improvements, which include a wider travel lane, continuous sidewalks on both sides, utility easement, etc., not just the bicycle lanes.

In addition, your letter also stated that the bus pull-off lanes proposed in front of your client's property may be contributing to the proposed displacement. SHA in consultation with Washington Metropolitan Area Transit Authority (WMATA) and Shuttle UM worked together to determine the best, most feasible locations for bus pull-offs. If the reasoning for a property being displaced was solely due to a bus pull-off, the study team did not implement it at the location. Because your client's property was already a displacement with just the roadway improvements, not including the bus pull-off, we saw it as an opportune location to add it.

Throughout the progression of the study, various shifts to the roadway design have been investigated in order to analyze the optimal use of land to meet the goals of the study. Minimizing the impacts to local businesses and properties located within the study limits has been, and will remain, a priority throughout the planning process.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 - Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202

Mr. Lawrence N. Taub
Page Two

Thank you again for your interest in the US 1-College Park Study. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

Please note Mr. Christopher Weber has recently become the SHA Project Manager. Mr. Alan Straus will continue to work with Mr. Weber. If you have any additional questions or concerns, please do not hesitate to contact Mr. Weber at 410-545-8519, or Nicole Washington, the Project Engineer, at 410-545-8570. Your patience and understanding throughout this process are appreciated.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: Mr. Alan Straus, URS Corporation
Ms. Nicole Washington, SHA

LAW OFFICES
SHIPLEY & HORNE, P.A.

1101 Mercantile Lane, Suite 240
Largo, Maryland 20774
Telephone: 301-925-1800
Facsimile: 301-925-1803
e-mail: pgzoning@aol.com

Russell W. Shipley
Arthur J. Horne, Jr.*

Debbie Winkley, III*

July 30, 2001

**VIA FACSIMILE (410) 289-5004
And U.S. FIRST CLASS MAIL**

Ms. Nicole Washington, Project Manager
Project Planning Division - Public Hearing Transcript
Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: U.S. 1 Reconstruction
College Park, Maryland
Property: "Jenkins Garage"
NE Corner of U.S. 1 and Berwyn Road

Dear Ms. Washington:

I represent the owner (Ms. Elmer Seger) and lessee (Alvin Jenkins) of the property known as "Jenkins Garage" located at the N.E. Corner of U.S. 1 and Berwyn Road. This property is commercially zoned and has been used as an auto repair facility (and also sometimes as a gas station) since the 1920's. It has been owned by the same family during all that time. The current owner is in her 80's and relies on the income from this property.

Alvin Jenkins has been the tenant on this property for approximately 25 years and his repair business necessitates use of all the property. The building itself is very close to the highway and employing any alternate except Alternative 1 (no build) destroys the use of the property in its present configuration and in its entirety.

I attended the recent hearing at Ritchie Coliseum at the University of Maryland but was not registered to speak. It appeared that most of the speakers were in favor of Alternative 4 (lane-divided). This is the worst possible alternative for my clients as it also limits visibility and

July 30, 2001

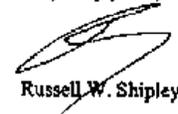
Page 2

access to the property. It also appears from the various plats and plans exhibited at the hearing that a very slight engineering modification could be employed to spare the destruction of this property. It even appears that the alignment was designed to take a small portion of the property. This is an important issue because the building canopy is approximately 8" from the right of way and the taking appears to take a part of the canopy. This small taking has the total effect of taking the whole building and destroying the use of all the commercial property which is several acres. It would seem prudent to realign the highway slightly to avoid this needless expense to the State.

I also might mention that the subject property has historical significance because it is probably the last original "filling station-garage" in this corridor in Prince George's County. It is an interesting brick structure and perhaps the last of its kind. It has been a gas station repair shop since almost the advent of the automobile.

Therefore, the owner and lessee wish to go on record in favor of Alternative 1 (no build) in opposition to the other alternatives.

Very truly yours,



Russell W. Shipley

RWS:d



**Maryland Department of Transportation
State Highway Administration**

August 27, 2001

Parris N. Glendonig
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Russell W. Shipley
Shipley & Horne, P.A.
1101 Mercantile Lane, Suite 240
Largo MD 20774

Dear Mr. Shipley:

Thank you for your and your client's interest in and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion on behalf of Ms. Eliner Seger and Alvin Jenkins has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your concerns addressing the loss of frontage, parking, signage and possible displacement of the Jenkins Garage canopy due to the reconfiguration of the US 1 corridor have been noted for the record. The SHA has attempted to create alternative designs that provide for the City of College Park a more aesthetically pleasing, safer and accessible corridor.

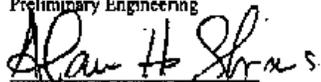
Throughout the progression of the study, various alignment shifts to the roadway have been investigated. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a priority throughout the planning process. Your concerns the potential economic impacts on the Jenkins Garage will be considered as part of the public record during the alternative selection process.

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570. Your patience and understanding throughout this process are significantly appreciated.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2288 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

LAW OFFICES
O'MALLEY, MILES, NYLEN & GILMORE, P.A.

P.O. Box 689
Greenbelt, Maryland 20758
Street Address
11785 Beltsville Drive
Tenth Floor
Calverton, Maryland 20705
(301) 578-7900
Fax No. (301) 478-6611

Annapolis
2007 Talbotton Colony Drive
Suite 211
Annapolis, MD 21401
(301) 970-8538

Of Counsel:
Peter F. O'Malley
John D. Gilmore, Jr.
(410) 196-0909

Edward W. Nylan
Michele D. O'Connell
John P. McKenna, Jr.
John K. Nihan
Lawrence N. Taub
John M. Miller

John P. McDonough
Mark G. Levin
Vernell B. Arrington
Stanley J. Klotz, Jr.
Angie Bruce-Watson

F. Robert Troil, Jr.
John P. Dawey
Marlyn J. Bender
William J. Selke
Robert D. Laurie

Sally Preater McCash
Andrew J. Gungler
Gerald W. Leckertman, Jr.
Isaac H. Marks
Christopher L. Fontaine

July 30, 2001

Ms. Nicole Washington, Project Manager
Project Planning Division
Mail Stop C-301
Maryland State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Route 1- College Park Alternatives Study/Environmental Assessment

Dear Ms. Washington:

I represent Republic Foods, Inc. operator of the Burger King Restaurant located on the west side of Route 1, just south of its intersection with Berwyn Road. Since a great deal of my client's business comes from northbound traffic, which turns left into the restaurant's parking lot, my client strongly opposes Alternative Four, proposing the four-lane divided road. The location of a sixteen-foot raised grass median in front of my client's property will obviously prohibit northbound traffic from easily accessing this property, and the nature of fast food is such that when a consumer can not easily access one such restaurant, he/she will simply proceed to the next such restaurant that can be more easily accessed. The existence of the median strip at this location, therefore, would truly have a very significant negative impact upon my client's business.

For this reason, my client supports either the No-build Alternative, or Alternative Three, the 5-lane undivided proposal. Throughout my involvement with the Route 1 focus group over the past year, the SHA has continually stated that it is interested in reducing the amount of negative impacts upon the businesses fronting on Route 1 as a result of the proposed reconstruction. We are hopeful that the SHA will remain true to that goal, and do whatever is necessary to avoid the location of a median strip in front of my client's property.

Ms. Nicole Washington, Project Manager
July 27, 2001
Page 2

Thank you for your kind attention to all of the above. I respectfully request that this letter be made a part of the public record for the Route 1/ College Park Alternatives Study. Furthermore I also incorporate by reference my verbal remarks made at the public hearing on this matter held June 27, 2001, in College Park. Please keep me informed of further progress, and of any additional meetings for the Route 1 Focus Group.

Very truly yours,



Lawrence N. Taub

cc: Carl Oppenheim
Republic Foods, Inc.

FK:\hml\RR\Republic Foods Inc. - 007402\Burger King - College Park - 00002\Letter\Letter to Nicole Washington - 07-27-01.doc



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 1, 2001

Mr. Lawrence N. Taub
O'Malley, Miles, Nylan & Gilmore, P.A.
P.O. Box 689
Greenbelt MD 20768

Dear Mr. Taub:

Thank you for your and your client's interest in and comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion on behalf of Republic Foods, Inc., operator of the Burger King Restaurant, has been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your concern regarding the loss of access from the northbound travel lanes due to the reconfiguration associated with the 4-Lane Divided Reconstruction Alternative have been noted for the record. The Maryland State Highway Administration (SHA) has been making every attempt to create alternative designs to most efficiently provide for the City of College Park a more aesthetically pleasing, safer and accessible corridor.

Throughout the progression of the study, various shifts to the roadway design have been investigated in order to optimize use of land to meet the goals of the study. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a priority throughout the planning process.

A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001. Please note Mr. Christopher Weber has recently become the SHA Project Manager. Mr. Alan Straus will continue to work with Mr. Weber. If you have any additional questions or concerns, please do not hesitate to contact Mr. Weber at 410-545-8519, or Nicole Washington, the Project Engineer, at 410-545-8570. Your patience and understanding throughout this process are appreciated.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 - Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202

Mr. Lawrence N. Taub
Page Two

cc: Mr. Alan Straus, URS Corporation
Ms. Nicole Washington, SHA

Neal McCarty, AIA
9203 Baltimore Ave.
College Park, MD 20740

July 30, 2001

Mr. Bala K. Akundi
Senior Traffic Engineer
URS Corporation
4 North Park Drive, Suite 300
Hunt Valley, MD 21030

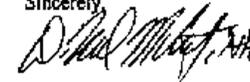
Re: Proposed US 1 Improvements

I am pleased to see the introduction of a retaining wall in front of my property in your current proposal. It is my hope that the proposed curb cut could be extended slightly south in order to allow entry to my storefront space (9203 1/2), without having to cross my neighbor's parking spaces at 9205 Baltimore Ave. (Dinette Gallery). This situation currently presents a problem, which could easily be resolved by adjusting the new curb cut to the south.

I have enclosed two plans which hopefully will be helpful in understanding my request. Please do not hesitate to call me with any questions. Office 301-345-3395, Cell 301-919-7770.

Your attention to this situation is greatly appreciated.

Sincerely,



D. Neal McCarty

Sent 8/17

August 17, 2001

Neal McCarty, AIA
9203 Baltimore Ave
College Park, MD 20740

Dear Mr. McCarty,

Thank you for your comments on the US 1-College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Processes. We appreciate your continued involvement in the study and look forward to working with you to resolve the issues you've raised.

The US 1 improvement study presents multiple challenges, both in terms of resolving to the greatest extent possible the traffic operations on the existing roadway and the aesthetic enhancements of the corridor. The SHA remains committed to working through these studies in an effort to create a safe and vibrant transportation corridor. At the same time, these studies have, and will continue to, focus on minimizing the impacts the various alternatives present to the community.

Your letter raises issues concerning access problems to your business, as shown on the proposed alternatives. These issues are usually resolved in the detailed design phase of the study. For instance, the exact location and dimensions of the access area - to maximize the benefits of the streetscape without compromising safety or business vitality - are issues that SHA design engineers will address if a reconstruction alternative is selected. A final decision on the selected alternative will be made later this Fall, based on the feedback received from the June 27 public hearing.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at (410) 785-7220, or Nicole Washington, the Project Engineer at (410) 545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG259A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

NAME Ted Ochs DATE 6/22/2004
ADDRESS Jordan Kitt's Music 9520 Belt Avenue
CITY College Park STATE MD ZIP 20740

/We wish to comment or inquire about the following aspects of this project:

1) We are very concerned about the 4-lane divided highway w/ a median option as it would erect a barrier for our northbound-traveling customers attempting to enter our store. Also, our deliveries via 16-wheeled tractor-trailers would be almost impossible to make.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr. Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Mr. Ted Ochs
Page Two

July 23, 2004

Mr. Ted Ochs
Jordan Kitt's Music
9520 Baltimore Avenue
College Park MD 20740

Dear Mr. Ochs:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your concerns regarding the 4-Lane Divided Alternate have been noted.

As you know, the 4-Lane Divided Reconstruction Alternate is one of two reconstruction alternates being considered by SHA. The other alternates being studied include a 5-Lane Undivided Reconstruction and a No-Build alternate. In your letter, you stated that the median of the 4-Lane Divided Alternate would affect your business access. Opportunities for cars, as well as trucks, to make U-turns are provided at several intersections within the corridor. In addition, wider travel outside lanes proposed under the alternate will make it easier for trucks to enter and exit the property.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 12, 2004

Mr. Jason Blackman
8 Austin Court
College Park MD 20740

Dear Mr. Blackman:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your concerns regarding the Autoville Drive Options have been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commissioner's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

PLEASE PRINT
NAME Jason Blackman DATE 6/22/04
ADDRESS 8 Austin Ct.
CITY College Park STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

None of the Autoville proposals seem to be viable options. Creating the access roads create two dead intersections instead of simply one. The road seems to have been planned primarily to benefit developers to place large houses or residences on the new road. This will actually create more traffic than it will alleviate. We as residents are firmly against any and all options that would displace houses and businesses to live the pockets of a few developers. The state needs to create an actual solution to the traffic problems as opposed to prioritizing favors to a few business interests that will solve nothing.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/fax number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2256 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410-545-0000 • www.marylandroads.com

Mr. Jason Blackman
Page Two

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE PRINT
NAME Cathy J. Hutchison DATE 6/23/04
ADDRESS 4715 Kierman Rd
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

Do not destroy our neighborhood
Do not choose one of the Annapolis Drive Express
no no - pollute our neighborhood

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 12, 2004

Ms. Caitlyn Hutchison
4710 Kiernan Road
College Park MD 20740

Dear Ms. Hutchison:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your concern regarding the Autoville Drive Options has been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commissioner's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at n.washington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE NAME Jeffrey L. Wickes, BEEF & Sons Farm DATE 6/23/04
PRINT ADDRESS 9136 Baltimore Ave
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

I UNDERSTAND THAT CRANE HAS TO COME WITH SECURITY, BUT I AM
TOTALLY AGAINST THE CONSTRUCTION OF MY FRIENDS BUSINESS
I AM FOR THE RE-BUILD OPTION SINCE THE STATE CANNOT
COME UP WITH ANY OPTIONS THAT DON'T CONDONE BUSINESS

JL Wickes

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1-800-733-2258 Statewide Toll Free

Street Address: 707 North Calvert Street - Baltimore, Maryland 21202 - Phone 410.543.0300 - www.marylandroads.com

Robert L. Ehrlich, Jr., Governor
Michael B. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Nell J. Pedersen, Administrator

Maryland Department of Transportation

July 13, 2004

Mr. Joe Lasick
Lasick's Beef and Seafood
9128 Baltimore Avenue
College Park MD 20740

Dear Mr. Lasick:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Process. Your support for the No-Build Alternate has been noted.

As you know, the No-Build is one of the many alternates and options being considered. The Maryland State Highway Administration (SHA) is also evaluating three other alternates and nine options as part of the detailed planning study. These alternates and options include the following:

Alternates along US 1

- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-Lane Divided Alternate
- 5-Lane Undivided Alternate

Options @ Cherry Hill Road

- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B, C
- At Grade Intersection Options A,B,C

The purpose of this study is to address safety and manage congestion along US 1 in the College Park area. The improvements to US 1 were developed to primarily address the need for safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic. In addition the study looked at ways to enhance the aesthetic appearance of the community's main thoroughfare, and provide improvements to transit accessibility.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Joe Lasick
Page Two

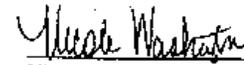
Your concern for the loss of property and business displacements associated with all the build options has been noted. These concerns will be considered throughout the decision-making process. We hope to make a final Alternate selection later this year.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the project manager Ms. Nicole Washington at 410 545-8570 or at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

Robert L. Ehrlich, Jr., Governor
Michael S. Steine, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Podarwan, Administrator

Maryland Department of Transportation

July 13, 2004

Mr. Eric Mongelli
9300 Rhode Island Avenue
College Park MD 20740

Dear Mr. Mongelli:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Process. Your requests and support for placing aerial utilities underground, the 4-Lane Divided Alternate along US 1, and the Full Bridge Interchange Option at Cherry Hill Road have all been noted.

In your letter, you expressed interest in relocating the utilities underground throughout the US 1 Corridor. It is not the Maryland State Highway Administration's policy to provide funding to place utilities underground. In addition the estimated cost of completing this task is in excess of \$40 million.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

PLEASE PRINT
NAME ERIC MONGELLI DATE 6/23/04
ADDRESS 9300 RHODE ISLAND AVE
CITY COLLEGE PARK STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

- REQUEST PLACING AERIAL UTILITIES UNDERGROUND
- REQUEST THE FOUR LANE DIVIDED OPTION
- REQUEST THE FULL BRIDGE OPTION FOR CHERRY HILL.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2258 Statewide Toll Free

Screen Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE
WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740



Robert L. Ehrlich, Jr., Governor
Michael B. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

July 13, 2004

Mr. Byrne H. Kelly
307 Circle Avenue
Takoma Park MD 20912

Dear Mr. Kelly:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your concerns with signage along I-495/95 were recorded.

Your request to be contacted by the person responsible for the signs on I-495/95 has been forwarded with your name and telephone number. As per our phone discussion your contact information was given to the Office of Traffic and Safety (OTS) who said they will contact you.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington

Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Tom Hicks, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 787 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

PLEASE PRINT NAME BYRNE H. KELLY DATE 6/23/04
ADDRESS 307 CIRCLE AVE
CITY TAKOMA PARK STATE MD ZIP 20912

I/We wish to comment or inquire about the following aspects of this project:

PLEASE TELL ME WHO I SHOULD CONTACT ABOUT ~~THE~~ HAVING SIGNS PUT ON 95 SOUTH ^{N OUTSIDE LOOP # 495 EAST (INNER LOOP)} DISPLAYING THE BUSINESSES ON US1 ROUTE 1 THAT SERVE TRAVELERS SUCH AS THE IHOP, STARBUCKS THE GAS STATIONS, DUNKIN DONUTS ETC. IN COLLEGE PARK PLEASE HAVE THE CONTACT PERSON CONTACT ME IMMEDIATELY AT (301) 440-8514

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 13, 2004

Ms. Julie Nguyen
9723-3 Baltimore Avenue
College Park MD 20740

Dear Ms. Nguyen:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process.

Your concerns regarding the impacts to your business have been noted. Throughout the progression of the study, various shifts to the roadway have been investigated in order to obtain the optimal use of land and to minimize impacts. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a priority throughout the planning process.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at n.washington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

PLEASE PRINT
NAME Julie Nguyen DATE 6/23/04
ADDRESS 9723-3 Baltimore Ave
CITY College Park STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

This will affect my business greatly.
I have more than 10 employees
who work for me who are all
concerned

There's a lot of space on the other
side of Route 1 to widen up
the lane.

I worked very hard ~~to~~ to open
my business. Please don't take it away

Sincerely,
Julie Nguyen

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2218 Statewide Toll Free

Street Address: 707 North Calvert Street - Baltimore, Maryland 21202 - Phone 410.545.0300 - www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PC253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740



Project Central File

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Transportation Department

July 14, 2004

Ms. Joan Sicher
4712 Lackawanna Street
College Park MD 20740

Dear Ms. Sicher:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your support for the At-Grade Option D and also the Full-Bridge Interchange Option at US 1 and Cherry Hill Road has been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

Thank you again for your interest in the US 1 College Park Study. If you have additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

PLEASE PRINT
NAME Joan Sicher DATE 6/23/04
ADDRESS 4712 Lackawanna St.
CITY Coll. PK. STATE Md ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

No Connector !!!
on Autoville Dr.

1st choice-Option D good

2nd choice-Full Bridge

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.345.0100 • www.marylandroads.com

Ms. Joan Sicher
Page Two

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE PRINT NAME SAMUEL TO DATE June 23, 2004
ADDRESS 9618 Antiochville Dr.
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

WE ARE CONCERNED THAT THE Highway Administration IS
CONTINUING TO DOWNPLAY THE IMPACT OF THE
Antiochville bypass. THE SUMMER 2004 NEWSLETTER
IS A CASE IN POINT. IT DESCRIBED THE
POTENTIAL IMPACT AS A WORST CASE SCENARIO: THE DISPLACEMENT
OF 3 RESIDENCES, 1 BUSINESS AND IMPACT TO THE WETLAND
SYSTEM.

IT DID NOT EVEN MENTION OUR CHURCH. A CHURCH
WITH A FEW HUNDRED PEOPLE CANNOT RELOCATE
LIKE A FAMILY HOME, EVEN WITH COMPENSATION.

IT IS IMPORTANT FOR SHA TO
ADDRESS OUR CONCERN.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Robert L. Earlleb, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

July 22, 2004

Mr. Samuel To
9618 Autoville Drive
College Park MD 20740

Dear Mr. To:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning. Your concern regarding the Autoville Drive Options has been noted.

It is not the intention of the State Highway Administration (SHA) to downplay the impacts of any alternate. SHA recognizes that relocating a church can have a tremendous impact on both the church and the congregation. It is part of the Project Planning process to document all impacts to churches, parks, and other meeting sites. Attached is the 'Summary of Impacts' table that was displayed at the Informational Public Workshop on June 23rd. Please note that the impacts to the church have been specifically identified for the Autoville Drive Options A and B.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, Environmental Manager
Mr. Alan Straus, URS

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

NAME JINBA GOIGLER - CPA, MPAE, IMBA DATE 5/04
PLEASE ADDRESS 4812 INCHAWANNA ST.
PRINT CITY COLLEGE PARK STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

THE WIDER (16') RIGHT LINE IS NOT ACCEPTABLE
BY ITSELF FOR BICYCLES. A LINE MUST BE
PAINTED - AT THE MINIMUM - TO DESIGNATE A DESIGNATED
BIKE LANE.

NOTE - THIS WOULD NOT IMPACT EMERGENCY VEHICLE ACCESS.

ALSO - NEED RAISED CROSSWALK @ CROSS ISLAND AVE AND
GREENBELT ROAD EASTBOUND

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Robert L. Ehrlich, Jr. Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

July 22, 2004

Mr. Andri Goglia
4812 Lackawanna Street
College Park MD 20740

Dear Mr. Goglia:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your support for a bike lane and a raised crosswalk at Rhode Island Avenue and Greenbelt Road has been noted.

In your letter, you stated that there should be a painted line separating the bicycle lane from the vehicular travel lane. In this stage of the Highway Development Process, details concerning the layout of the bicycle lanes are unknown. Once the project receives funding and proceeds to Final Design, design on the bicycle lanes will be finalized.

Your concern regarding the raised crosswalk at the intersection of Rhode Island Avenue and Greenbelt Road has been forwarded to Mr. Charles Watkins, District 3 Engineer.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/ incoming)
Mr. Alan Straus, URS (w/ incoming)
Mr. Charlie Watkins, SHA (w/ incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

NAME Hylle Shinn ^{GENERAL Auto Body} ^{9000 BURNS AVE} ^{College Park, Md 20740} DATE 6/23/04
PLEASE ADDRESS 2019 HERMITAGE AVE
PRINT CITY SILVER SPRING STATE MD ZIP 20912

We wish to comment or inquire about the following aspects of this project:

I would like to see Automobile Drive Run From Chelney Hill
RD to THE UNIV OF MD

I was displaced by the Meter in 1993, I FACE COMPENSATION
AGAIN IN THIS PROJECT.

I HAVE spent THOUSANDS OF DOLLARS TO IMPROVE MY PROPERTY,
AND FEEL THAT I AM AN ASSET to this Community,
* I DO NOT WANT to go through the HARDSHIP OF BEING SEVERELY
AGAIN AND FEEL that this is VERY UNFAIR.

Hylle Shinn
10/2/04

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Robert L. Ehrlich, Jr., Governor
Michael S. Steina, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

July 22, 2004

Mr. Hyun Shin
2018 Hermitage Avenue
Silver Spring MD 20902

Dear Mr. Shin:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your concerns about your property have been noted.

We also recognize the issues you raised regarding the impacts to your business. Throughout the progression of the study, various shifts to the roadway have been investigated in order to obtain the optimal use of land and to minimize impacts. Minimizing the impacts to local businesses and properties located within the study limits has been and will remain a priority throughout the planning process.

As you may know, the No-Build is one of the many alternates and options being considered. The Maryland State Highway Administration (SHA) is also evaluating three other alternates and nine options as part of the detailed planning study. These alternates and options include the following:

Alternates along US 1

- Transportation Systems Management/Transportation Demand Management (TSM/TDM)
- 4-lane Divided Alternate
- 5-lane Undivided Alternate

Options @ Cherry Hill Road

- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B,C
- At Grade Intersection Options A,B,C

Mr. Hyun Shin
Page Two

The purpose of this study is to address safety and manage congestion along US 1 in the College Park area. The improvements to US 1 were developed to primarily address the need for safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic. In addition the study looked at ways to enhance the aesthetic appearance of the community's main thoroughfare and provide improvements to transit accessibility.

In your letter, you asked that we evaluate extending Autoville Drive from Cherry Hill Road to the University of Maryland. At this time, as part of this study, we are not evaluating a connection to the University of Maryland; however, funding for the planning effort of the University of Maryland Connector between I-95/I-495 interchange and the campus is included in the Maryland Department of Transportation's draft FY 2004-2009 Consolidated Transportation Program. This project will begin once consensus is reached regarding the scope of the project.

Thank you again for your interest in the US 1 College Park Study. If you have additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

July 23, 2004

Mr. Robert H. Hedrick
Jordan Kitts Music
9520 Baltimore Avenue
College Park MD 20740

Dear Mr. Hedrick:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your support for the No-Build Option for this project has been noted.

As you know, the No-Build is one of the many alternates and options being considered. The Maryland State Highway Administration (SHA) is also evaluating three other alternates and nine options as part of the detailed planning study. These alternates and options include the following:

Alternates

- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-lane Divided Alternate
- 5-lane Undivided Alternate

Options

- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B, C
- At Grade Intersection Options A,B,C

The purpose of this study is to address safety and manage congestion along US 1 in the College Park area. The improvements to US 1 were developed to primarily address the need for safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic, enhance the aesthetic appearance of the community's main thoroughfare, and provide improvements to transit accessibility.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2235 Statewide Toll Free
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

PLEASE PRINT
NAME Robert H. Hedrick DATE 23 June 04
ADDRESS 9520 Baltimore Ave
CITY College Park STATE MD ZIP 20740

I/we wish to comment or inquire about the following aspects of this project:

The presentation has not really changed from the project select for the build.
By pass.
I have expressed our company's position that a median will affect our business severely because of the trucks that make deliveries as well as truck loads with customer instructions. Keep the median full turning traffic. This effectively is a no build position.
In this regard, as I have contended from the outset would have traffic subs. as it would be of some merit, but it does nothing for that problem.

The north business has made alternate routing not only to save their own but other business that would be affected especially alternate route through tunnels. I think the proposal was good when I discussed with Sec of Transportation, Bennett and others.

Please add my/our name(s) to the Mailing List.
 Please delete my/our name(s) from the Mailing List.
* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Mr. Robert H. Hedrick
Page Two

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE
WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.
COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

As you know, the 4-Lane Divided Reconstruction Alternate is one of two reconstruction alternates being considered by SHA. In your letter, you stated that the median of the 4-Lane Divided Alternate would severely affect your business. Specifically, you stated the median would affect your truck access. Opportunities for trucks to make U-turns are provided at several intersections within the corridor. In addition, wider outside travel lanes proposed under the alternate will make it easier for trucks to enter and exit the property.

Your letter also stated that the North College Park businesses made an alternative proposal to save businesses affected by the bicycle trails. Integrated as one of the five major goals of this project, bicycle access in the corridor is of vital concern to many parties involved. Bicyclists have the right to access US 1 and SHA feels inclined to investigate measures to safely accommodate this mode of transportation.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

PLEASE PRINT NAME Rich Sicker DATE 6-23-04
ADDRESS 4712 Lackawanna St
CITY College Park STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

I am opposed to Annapolis Drive options
A light at Hollywell in Ck. as in option D
Also, Full Bridge option is most
suggestive
- Median strip is positive. I don't
wish impacts on RT 1 businesses

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

The Road Center is open to the public.

Mr. Rich Sicher
Page Two

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at n.washington@sha.state.md.us.

July 27, 2004

Mr. Rich Sicher
4712 Lackawanna Street
College Park MD 20740

Dear Mr. Sicher:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your support for the 4-Lane Divided Alternate, At-Grade Option D, and the Full Bridge Interchange Option at Cherry Hill Road has been noted.

In your letter, you also stated that you were opposed to the Autoville Drive Options. The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SLINNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740



Robert L. Ehrlich, Jr. Governor
Robert L. Fanning, Secretary

Robert L. Fanning, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 27, 2004

Mr. William Wilson
4716 Riverdale Road
Riverdale MD 20737

Dear Mr. Wilson:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning. Your support for Autoville Drive Option B has been noted.

In your letter, you asked that we work closely with the Maryland Transit Administration (MTA) to improve the transit opportunities along the US 1 Corridor. A goal of the US 1 College Park Study is to investigate opportunities for improving transit in coordination with the City of College Park, University of Maryland, Prince George's County, the Maryland Transit Administration, and the Washington Metropolitan Area Transit Administration.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Nicole Washington*
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, Environmental Manager (w/incoming)
Mr. Alan Straus, URS (w/incoming)

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

PLEASE PRINT NAME W.M. Wilson DATE 6/23/04
ADDRESS 4716 RIVERDALE RD
CITY RIVERDALE STATE MD ZIP 20737

We wish to comment or inquire about the following aspects of this project:

*1. As for the Autoville Drive realignment
option to be the best compromise
to get traffic to freely move from
the College Park interchange
to the rest of the road without
too much delay than the bridge option
at Cherry Hill

also work with MTA to improve mass
transit in the vicinity to help get more
cars off the road entirely*

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PC253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

Robert L. Estlin, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

July 27, 2004

Mr. Roger C. Fung
4913 Enterprise Road
Bowie MD 20720

Dear Mr. Fung:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Process. Your concern regarding the Autoville Drive Option B and its impact to the Chinese Bible Church has been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commissions (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted.

Your support for the At-Grade options at Cherry Hill Road has been noted. A final decision on a selected alternate will be made later this Summer, based on the feedback received from the public and relevant local, state, and federal agencies.

Minimizing the impacts to the church and other properties within the study limits has been, and will remain a priority throughout the planning and design phases. We will continue to look for refinements to study alternates and opportunities to minimize impacts.

PLEASE PRINT NAME ROGER C Fung DATE 6/23/04
ADDRESS 4913 Enterprise Road
CITY Bowie STATE MD ZIP 20720

We wish to comment or inquire about the following aspects of this project:

I'm PART OF THE CHINESE BIBLE CHURCH OF COLLEGE PARK MD
Autoville Dr ONE OF THE AUTOVILLE OPTIONS (OPTION B)
WILL BE RIGHT IN THE MIDDLE OF OUR PARKING LOT
EVEN THOUGH THE PROPOSED ROAD WILL NOT TOUCH OUR
BUILDINGS, OUR PARKING LOT WILL DISAPPEAR
AT THE SAME TIME, ALL THE "AT GRADE" OPTIONS
ARE CHEAPER & DISPLACE LESS PROPERTIES THAN
ALL OF THE "AUTOVILLE OPTIONS"
I'm MORE THAN HAPPY TO BE OF ANY ASSISTANCE TO
YOUR PROJECT MY # IS 301-335-6682

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com



Robert L. Ehrlich, Jr., Governor
Michael B. Steele, Lt. Governor

Robert L. Mahagna, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 27, 2004

Mr. G. Stanley Doore
2913 Shanandale Drive
Silver Spring MD 20904-1822

Dear Mr. Doore:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your support for the Full Bridge Interchange Option and the University of MD (Auto) Connector has been noted.

In your letter, you expressed interest in constructing a monorail through the US 1 Corridor. As part of this study, we have analyzed ways to improve transit operations and traffic flow by using measures such as bus pull off lanes. Although investigating opportunities to improve transit throughout the corridor is a goal of the study, constructing a monorail along US 1 is beyond the scope of this study.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE	NAME	<u>North College Park Business Association</u>	DATE	<u>6/23/2004</u>
PRINT	ADDRESS	<u>410 Nichols Way Bldg 2A2</u>		
	CITY	<u>CP</u>	STATE	<u>MD</u> ZIP <u>20740</u>

I/We wish to comment or inquire about the following aspects of this project:

IT IS THE CONSENSUS OF THE NCPBA THAT
THE ONLY ACCEPTABLE INTERSTATE IS

NO BUILD

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Shriver, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Finanigan, Secretary
Neil J. Pedersen, Administrator

North College Park Business Association
Page Two

July 27, 2004

North College Park Business Association
c/o Lasick's Beef and Seafood
9128 Baltimore Avenue
College Park MD 20740

Dear North College Park Business Association:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your support for the No-Build Alternate has been noted.

As you know, the No-Build is one of the many alternates and options being considered. The Maryland State Highway Administration (SHA) is also evaluating three other alternates and nine options as part of the detailed planning study. These alternates and options include the following:

Alternates along US 1

- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-Lane Divided Alternate
- 5-Lane Undivided Alternate

Options at Cherry Hill Road

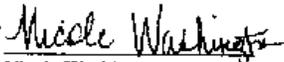
- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B, C
- At Grade Intersection Options A,B,C

A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies. Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.733.2258 Statewide Toll Free
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202 - Phone 410.545.0360 - www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

US 1 CR
Plan
20625854

July 29, 2004

Mr. Joseph Moise
12718 Saddlebrook Drive
Silver Spring MD 20906

Dear Mr. Moise:

Thank you for your interest in the US 1 College Park Project Planning Study. Public involvement is an integral part of the Project Planning and Highway Development Process.

In your letter, you stated that you own a business on US 1 and would like to know more about the project. Included in this letter is a general description of the project, including study limits, project background, purpose, and schedule. I have also included maps depicting the options to improve the US 1/Cherry Hill Road intersection. In trying to determine how this project affects your business, I have done property research of all of the property owners along the corridor. I could not find the location of your property; however, if you let me know the address of your property, I can give you more specific information on how your property will be affected.

The purpose of this project is to address safety and manage congestion along US 1 in the College Park area. A focus of project activities also aims to recognize US 1 in this area as College Park's Main Street by making it more pedestrian friendly and an aesthetically appropriate environment. The existing 5-lane roadway does not meet current design standards. Certain segments within the corridor experience crash rates higher than the statewide average.

The study limits of this project extend a distance of 3.3 miles from College Avenue in the south to Sunnyside Avenue in the north. We are currently considering four mainline alternatives to address the project needs of the corridor. Attached to this letter, I am including a briefing sheet that provides background of the study and an overview of the alternatives and options that are under consideration.

The study includes consideration of four alternatives to address the project needs of the corridor:

- Alternate 1: No-Build (no major improvements)
- Alternate 2: Transportation Systems Management/ Transportation Demand Management (TSM/TDM)
- Alternate 3: 4-lane Divided Reconstruction
- Alternate 4: 5-lane Undivided Reconstruction

PLEASE PRINT NAME MOISE, JOSEPH DATE JUNE 23 2004
ADDRESS 12718 Saddlebrook Dr
CITY Silver Spring STATE MD ZIP 20906

I/We wish to comment or inquire about the following aspects of this project:

I would like to know about the project
because I have a business on RT US 1
and in those drawings I did not see
how far they plan to go on US 1.

Thank you

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2238 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Mr. Joseph Moise
Page Two

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

Both the 5-lane and 4-lane reconstruction alternates include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Likewise, the five-foot sidewalks on either side of the roadway were designed to meet a goal of this study, to safely accommodate pedestrian activity. (See attached typical section).

In coordination with the mainline improvements, the Study Team evaluated several options to improve the capacity and level of service (LOS) at the intersection of Cherry Hill Road and US 1. Today, the US 1/Cherry Hill Road intersection is considered one of the worst failing intersections in Maryland with a need for capacity improvements for the future. Options for this interchange include a Full-Bridge Grade-Separated Interchange Option, a Half-Bridge Grade-Separated Interchange Option, Autoville Drive Realignment Options, and At-Grade Intersection improvements.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or would desire more information, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

Attachments

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

PLEASE NAME FRED M. JONES DATE 6/23/04
PRINT ADDRESS 4707 KIERHAN RD
CITY College Park STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

EYE WASH
WILL NOT SOLVE THE PROBLEM

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



20825884 - file

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Piasagnin, Secretary
Neil J. Pedarzac, Administrator

August 2, 2004

Mr. Fred M. Jones
4707 Kiernan Road
College Park MD 20740

Dear Mr. Jones:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process.

The goals of this Study are to improve driver safety and vehicle flow, to enhance aesthetics, to improve pedestrian and bicycle accommodations, and to investigate opportunities to improve transit.

I understand that US 1 in College Park is a heavily congested corridor. While congestion alleviation is an issue being investigated, the focus of this project is aesthetic streetscapes and safety enhancements. Some measures to improve traffic flow and to manage the demand of the roadway have been incorporated into the project; however, because of the constrained right-of-way and the close proximity of the intersections, it is not feasible to increase the capacity of the roadway and to improve each intersection within the corridor.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE PRINT	NAME	Nancy Rey	DATE
	ADDRESS	6817 Blackfoot Rd.	
	CITY	College Pk	STATE
			ZIP

We wish to comment or inquire about the following aspects of this project:

No Autoville Bypass!

Build Rt 1 Bridge or 1/2 Bridge

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Robert L. Patrick, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Ms. Nancy Rey
Page Two

August 3, 2004

Ms. Nancy Rey
4817 Blackfoot Road
College Park MD 20740

Dear Ms. Rey:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Process. Your opposition to the Autoville Drive Options has been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan.

Your support for the Full Bridge Interchange Option and the Half Bridge Interchange Option at the US 1/Cherry Hill Road intersection has been noted. A final decision on a selected alternate will be made later this Summer, based on the feedback received from the public and relevant local, state, and federal agencies.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

PG253A11
 INFORMATIONAL PUBLIC WORKSHOP
 US 1 COLLEGE PARK
 COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
 9218 BALTIMORE AVENUE
 COLLEGE PARK, MD 20740



Robert L. Ehrlich, Jr., Governor
 Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
 Neil J. Pedersen, Administrator

August 4, 2004

Ms. Carol Harbison
 9109 49th Avenue
 College Park MD 20740

Dear Ms. Harbison:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your concerns regarding development near Edgewood Road and the Autoville Drive Options have been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

In your letter, you also stated that you could not support any plan that does not address the whole US 1 corridor from MD 193 to the north. The actual limits of the US 1 College Park Study extend from College Avenue in the south to Sunnyside Avenue in the north. The Informational Public Workshop held on June 23rd only focused on the options developed to improve the US 1/Cherry Hill Road intersection. Prior to the Informational Workshop, the last opportunity citizens had to review the alternates and options under consideration was in 2001. Since that time, features of the corridor-wide alternates which include the 4-Lane Divided and 5-Lane Undivided Alternates have not changed; however, several new options to improve US 1 and Cherry Hill Road have been added. We felt that these new options needed to be presented to the community, to obtain feedback.

In your letter, you also stated that you find it disturbing that all of the plans leave Edgewood Road at a level of service (LOS) D or E. The LOS projected for the US 1 / Edgewood Road intersection is based on 2025 traffic volumes. If we do not make any improvements to this intersection it will operate at a LOS F. Although we understand your concerns, given the very tight right-of-way available and the close proximity of the intersections, it is not feasible to improve Edgewood Road to a LOS C or better. While congestion alleviation is an issue being investigated, the focus of this project is on the aesthetic streetscape and safety enhancements of the US 1 corridor.

PLEASE PRINT
 NAME Carol Harbison DATE 6/23/04
 ADDRESS 9109 49th Ave
 CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:
 I find it disturbing that all of the plans leave Edgewood Road at LOS D or E. There is a developer who wants to put up a large building at the N.E. corner of Edgewood and US 1. We cannot support any plan that doesn't address the whole corridor from 193 north.
 All of the autoville by-pass options leave us with I would rather see the half-work.

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
- * Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/toll-free number is _____
 Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2268 Statewide Toll Free
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.548.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A17
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
3218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

Ms. Carol Harbison
Page Two

Your support for the Half-Bridge option at US 1 and Cherry Hill Road has been noted. Public comments received on this project will be considered during the selection of an alternate later this summer.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

PLEASE PRINT
NAME Dr. Carol Harbison DATE 23 June 2004
ADDRESS 9680 Baltimore Ave
CITY College Park STATE MD ZIP 20740

We wish to comment or inquire about the following aspects of this project:

No Build U

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
- * Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland State Highway Administration

July 12, 2004

Dr. Baig and Mr. Geoff Trout
9680 Baltimore Avenue
College Park MD 20740

Dear Dr. Baig and Mr. Trout:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your support for the No Build Option has been noted.

As you may know, the No-Build is one of the many alternatives and options being considered. The Maryland State Highway Administration (SHA) is also evaluating three other alternatives and nine options as part of the detailed planning study. These alternatives and options include the following:

Alternates along US 1

- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-Lane Divided Alternate
- 5-Lane Undivided Alternate

Options @Cherry Hill Road

- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B, C
- At Grade Intersection Options A,B,C

The purpose of this study is to address safety and manage congestion along US 1 in the College Park area. The improvements to US 1 were developed to primarily address the need for safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic. In addition the study looked at ways to enhance the aesthetic appearance of the community's main thoroughfare and provide improvements to transit accessibility.

Dr. Baig and Mr. Geoff Trout
Page Two

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at n.washington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

Form 2004
5/10

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE PRINT NAME Bill Kelly DATE 6-24-04
ADDRESS 506 Federal Rd Advocate
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

Please Build US#1 in my-
life time I will be 65 next
birthday I only have 10 to 12
years left. We need relief
on 67,000 A.D.T. AUTO TRAFFIC
We need safe walks - BIKE LANES
and convenient BUS SERVICE
we have been working on US#1
for 12 to 15 years and have
seen no improvements
Please fix US#1

Thank you
Bill Kelly

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE PRINT NAME Bill Kelly DATE 6-24-04
ADDRESS 506 Federal Rd
CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

After visiting all the disasters (about 8)
at the American Legion Hall all I
can say is that to fix it all confusion
why was meeting held? We still
want US#1 built right the route.
By-pass is half a loaf or a Band Aid
to our TRAFFIC congestion - We need
A Full Inter-change at Cherry Hill
+ US#1 taking about 20% of the
North Bound to LEFT on Cherry Hill Interch
is not fixing anything. Expect Enhancement
Michael Peapack Build A Full Inter-
change of US#1. (Cherry Hill and State
Fix US#1. Before we all die or
have to leave North College Park

Thank you
Bill Kelly

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

We want off #4 - 4-Lane Divided - US#1 - Full Bridge
at Cherry Hill



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

August 4, 2004

Mr. Bill Kelly
5206 Paducah Road
College Park MD 20740

Dear Mr. Kelly:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your support for the 4-Lane Divided Alternate and the Full Bridge Interchange Option at Cherry Hill Road has been noted. Public comments received on this project will be considered during the selection of an alternate later this Summer.

Your support for bike lanes, sidewalks, and bus service has also been noted. One of the primary goals of this project is to increase safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic. Other primary goals of the study include enhancing the aesthetic appearance of the community's main throughfare and providing improvements to transit accessibility.

In your letter, you stated your concern for the Autoville Drive Options. Following the June 23, 2001 Location/Design Public Hearing presentation of the 4-Lane Divided and 5-Lane Undivided alternates and Full Bridge Interchange Option, issues were raised with the interchange option. Specifically, some members of the Study Team and some citizens were concerned about driver expectancy, signage, cost, and the failing level of service (LOS) at the intersection of Edgewood Road and US 1. In order to address these concerns, the team developed several additional improvement options, including the Autoville Drive Options, to provide traffic relief at the US 1/Cherry Hill Road intersection.

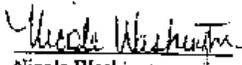
In your letter, you asked why the Informational Public Workshop was held. The purpose of the June 23rd Informational Workshop was to present the latest information on studies to improve the US 1/Cherry Hill Road intersection and to receive public input on the proposed options under consideration.

Mr. Bill Kelly
Page Two

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Harvey Muller, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Plunigis, Secretary
Neil J. Pedersen, Administrator

Department of Transportation

August 3, 2004

Ms. Dee Preston-Dillon
Mr. John Anthony
4700 Kiernan Road
College Park MD 20740

Dear Ms. Preston-Dillon and Mr. Anthony:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Process. Your concern regarding the Autoville Drive Options has been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan.

Your support for the Full Bridge Interchange Option has been noted. A final decision on a selected alternate will be made later this Summer, based on the feedback received from the public and relevant local, state, and federal agencies.

PLEASE PRINT
NAME DEE PRESTON-DILLON DATE June 28, 04
JOHN ANTHONY
ADDRESS 4700 KIERNAN RD.
CITY COLLEGE PARK STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

Please consider the following:
① I would like the full bridge at
RD-1 and Cherry Hill
WE ARE
② opposed to options for Autovilles
design which would affect
our neighborhood quality of life and
perhaps increase crime. I have a
negative effect on our Edison street
Thank you
Dee Preston-Dillon

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
- * Persons who have received a copy of this brochure through the mail are already on the project Mailing List

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2259 Nationwide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0800 • www.marylandroads.com

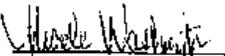
Ms. Dee Preston-Dillon
Mr. John Anthony
Page Two

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8370 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

From: "Sam Bronstein" <stein1123@comcast.net>
To: "SHANicole Washington" <nwashington@sha.state.md.us>
Date: 06/30/2004 10:07:53 PM
Subject: Rt. 1 comments

9026 Autoville Dr.

College Park, MD 20740

30 JUN 04

Dear sirs:

In response to the recent public workshop on Rt. 1 in College Park, asking for a consensus on this project is like asking all the voters to vote for one candidate. There are numerous factors compelling for their own interests: residents, businesses, city govt, etc.

I am a resident and think residents deserve a safer and more attractive Rt. 1. If you compare the improvements during the past decade or two on Rt. 1 to Rt. 5 just outside the Beltway, it is obvious that College Park has been left out in the cold. Rt. 5 has received numerous divided grade intersections at a huge cost. Meanwhile, Rt. 1 received a center lane, a little paint and a little asphalt.

Looking at the bigger picture, Rt. 1 just has too much traffic on it, mostly from UMCP. To address this problem, the UM Connector Road has been kicked around for 30 years. Today it is a political hot potato, but UM has finally gotten on the record as supporting the Connector Road. The UM Connector Road and the Rt. 1 Improvement Program are sister programs, joined at the hip. Trying to improve Rt. 1 without first building the Connector Road would be a futile, if not impossible, effort given the huge traffic load. Also, the Connector Road will furnish badly needed emergency egress from the area, a problem demonstrated during the recent tornado, as Rt. 1 turned into a parking lot. Lastly, the Connector Road will alleviate many of the problems on Rt. 1, especially if eastbound Cheryhill Road drivers are provided ramps to 495 as Cheryhill passes over 495. We very probably would not need to be considering nine or ten lanes for Rt. 1 and an expensive divided grade intersection at Cheryhill.

UMES opened their connector road in 2002 and their enrollment is one tenth that of UMCP. Also the entire region is much lower density than College Park. Nevertheless, they acknowledged the problem of their traffic on local roads and addressed the issue. SHA should demonstrate their technical expertise and acknowledge the importance of the Connector Road to the Rt. 1 Improvement Program.

Next, the four lane with median option is the correct approach. Even the city council supports this option. The no-build option supported by the business community is selfish and shortsighted. They are outnumbered 100 to 1 by residents who support improving the Rt. 1 traffic problem, not just living with it. While I generally support small business, they need to reevaluate their position based on long term goals. They will definitely share our pain when construction starts, especially if the Connector Road is not in operation. Complaints about medians restricting first responders are unfounded. In fact, emergency vehicle access will be greatly improved

overall. Business concerns about medians affecting business are overblown. If any business offers a good product, the average consumer will not mind making a U turn, which will generally be safer than a left turn across the present Rt. 1.

The Autoville bypass is a joke, a giveaway to developers who want the taxpayers to buy a road to support their development. It will provide little or no traffic improvement and degrade the quality of life for the residents of Cherryhill subdivision. Suggesting to add a new traffic light at Hollywood and Rt. 1 with an expected LOS of E should be an embarrassment to SHA. Any money spent on this turkey of a project is wasted.

I request that SHA move forward immediately on both the Rt. 1 Improvement Program and the UM Connector Road and start to address the long-term lack of transportation improvements in the College Park area that are so badly needed.

Regards,

Sam Bronstein



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Finnegan, Secretary
Neil J. Pedersen, Administrator

July 26, 2004

Mr. Sam Bronstein
9026 Autoville Drive
College Park MD 20740

Dear Mr. Bronstein:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your support for the UM Connector Road and the 4-Lane Divided Alternate along US 1 have been noted.

Funding for the planning effort of the University of Maryland Connector between the I-95/I-495 interchange and the University of Maryland campus is included in the Maryland Department of Transportation's draft FY 2004-2009 Consolidated Transportation Program, and it will begin once a consensus is reached on the scope of the project. Prior to beginning the study, the State Highway Administration (SHA) will follow through on its commitment to meet with State and local elected officials, as well as officials from the University of Maryland and the Beltsville Agricultural Research Center, to discuss the scope of alternates to be evaluated.

In your letter, you stated that the Autoville Drive Options will provide little or no traffic improvement and degrade the quality of life for the residents. The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commissions (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies. A final decision on the selected alternate will be made later this summer. Feedback received from the public will be considered as part of the decision making process.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.543.0300 • www.marylandroads.com

Mr. Sam Bronstein
Page Two

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8370 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/ incoming)
Mr. Alan Straus, URS (w/ incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE
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COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE NAME Tianshea Cheng DATE 6/30/04
ADDRESS 14612 Oranewood Street
PRINT CITY Silver Spring STATE MD ZIP 20905

I/We wish to comment or inquire about the following aspects of this project:

We are concerned that the State Highway Administration (SHA) continues to downplay the impact of the Antoville by-pass.

Our church located in Antoville Drive has two hundred people. It cannot relocate easily like a single family home, even with compensation. As a church member, I urge SHA to address our concern seriously.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 12, 2004

Ms. Tianshea Cheng
14612 Oranewood Street
Silver Spring MD 20905

Dear Ms. Cheng:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning and Highway Development Process. Your concern regarding the Autoville Drive Options and their potential impact to the Chinese Bible Church has been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan.

In your letter, you asked that SHIA not deemphasize the impacts of the Autoville Drive Options on the Chinese Bible Church. We are committed to ensuring that the impacts of each affected property are represented as accurate and equitable as possible. Minimizing the impacts to the church and other properties within the study limits has been, and will remain a priority throughout the planning and design phases. Throughout the duration of both the planning and design phases, we will continue to look for refinements to study alternates and options to minimize impacts.

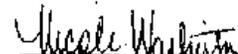
Ms. Tianshea Cheng
Page Two

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

From: "Stasia Hutchison" <myronhutchison@msn.com>
To: <nwashington@sha.state.md.us>
Date: 07/01/2004 10:51:36 AM
Subject: Comment Card from SHA Workshop on June 23

Nicole Washington,

The following are my comments regarding the SHA Workshop held on June 23.
Can you confirm receipt of my comments. Thank you. Myron Hutchison

Name: Myron Hutchison
Address: 4710 Kieman Road, College Park, MD 20740
Date: June 23, 2004

I would like all improvements to the Route 1 corridor to stay on Route 1. I do not want any bypass made on Autoville Drive. I also believe that bike lanes placed on Route 1 are dangerous and I, being a biker, probably would try not to use them. Making a bypass out of Autoville Drive will destroy our neighborhood.

CC: <myronhutchison@msn.com>

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

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COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

PLEASE NAME Myron Hutchison DATE 6/23/04
ADDRESS 4710 Kieman Rd.
PRINT CITY College Pk. STATE Md. ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

~~I~~ I would like all improvements to the Route 1 corridor to stay on Route 1. I do not want any bypass made on Autoville Drive. I also believe that bike lanes placed on Route 1 are dangerous and I, being a biker, probably would try not to use them. Making a bypass out of Autoville Drive will destroy our neighborhood.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil A. Pedersen, Administrator

Mr. Myron Hutchison
Page Two

August 4, 2004

Mr. Myron Hutchison
4710 Kieman Road
College Park MD 20740

Dear Mr. Hutchison:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your concerns regarding the Autoville Drive Options, and the bike lanes have been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commissions (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies

In your letter, you stated that bike lanes placed on US 1 are dangerous. Both the 4-Lane Divided and the 5-Lane Undivided alternates include 11-foot left lanes and 16-foot right lanes. The 16-foot outside lanes, which accommodate both vehicular and bicycle traffic, were designed to meet one of goals of this study: to establish bicycle access along US 1. Bicyclists have the right to access US 1 and SHA feels inclined to investigate measures to safely accommodate this type of vehicle.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

From: "Andy Mozynski" <a_kittles2@man.com>
To: <nwashington@sha.state.md.us>
Date: 07/01/2004 10:53:07 PM
Subject: Route 1/Cherry Hill Road Intersection Project

Dear Nicole Washington:

Please include our comments on this project in your report.

We support the no build option for this intersection. We are firmly opposed to an Autoville Drive bypass, as it will have significant negative impacts on our neighborhood, and will benefit only a small minority. We do not see any value to adding another traffic light to Route One and having vehicles make two left turns instead of one to get to Cherry Hill Road. We believe this will be a waste of taxpayer money, and would rather funds be spent on improving safety on both Route One and Cherry Hill Road.

Thank you.

Andy and Joanne Mozynski
4711 Kiernan Road
College Park, MD



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 14, 2004

Mr. and Mrs. Andy Mozynski
4711 Kiernan Road
College Park MD 20740

Dear Mr. and Mrs. Mozynski:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your support for the No-Build option rather than a build Autoville Drive Option has been noted.

As you may know, the No-Build is one of the many alternates and options being considered. The Maryland State Highway Administration (SHA) is also evaluating three other alternates and nine options as part of the detailed planning study. These alternates and options include the following:

Alternates along US 1

- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-lane Divided Alternate
- 5-lane Undivided Alternate

Options @ Cherry Hill Road

- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B, C
- At Grade Intersection Options A,B,C

The purpose of this study is to address safety and manage congestion along US 1 in the College Park area. The improvements to US 1 were developed to primarily address the need for safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic. In addition the study looked at ways to enhance the aesthetic appearance of the community's main thoroughfare and provide improvements to transit accessibility.

My telephone number/toll-free number is _____

Maryland Relay Service for impaired Hearing or Speech: 1.800.735.2338 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0100 • www.marylandroads.com

Mr. and Mrs. Andy Mozynski
Page Two

The Autoville Drive options were developed based on the Maryland National Capital Park and Planning (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

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COLLEGE PARK AMERICAN LEGION POST 217
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

NAME JOAN CAROL POOR DATE 7.1.04
PLEASE ADDRESS 9112 Autoville MD
PRINT CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

1. Reject the Autoville Bypass completely. It is illogical, invasive, and appears to be more a political solution than a sensible one.
2. Build the maximized solution for US-2 and Cherry Hill/Edgewood Rd. This major project and cost should solve current and future road/traffic function issues.
3. Build a parallel road to remove University traffic from US-2; US-2 would then function adequately for years to come. If no parallel road is built, US-2 must be redesigned to 3-lanes, emergency lanes, medians, sidewalks and a full bridge at Cherry Hill Road.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 12, 2004

Ms. Joan Carol Poor
9112 Autoville Drive
College Park MD 20740

Dear Ms. Poor:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your concern regarding the Autoville Bypass and your support for the Full Bridge Interchange Option and University of Maryland connector road has been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission (MNCPPC) Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive options has been noted. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

Funding for the planning effort of the University of Maryland Connector between the I-95/I-495 interchange and the University of Maryland campus is included in the Maryland Department of Transportation's draft FY 2004-2009 Consolidated Transportation Program, and it will begin once a consensus is reached on the scope of the project. Prior to beginning the study, the State Highway Administration (SHA) will follow through on its commitment to meet with State and local elected officials, as well as officials from the University of Maryland and the Beltsville Agricultural Research Center, to discuss the scope of alternates to be evaluated.

Ms. Joan Carol Poor
Page Two

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nswashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

From: Kevin Lau <kevinlau@juno.com>
To: <nwashington@sha.state.md.us>
Date: 07/05/2004 10:08:51 AM
Subject: Autoville Drive Realignment

Dear Ms. Washington,

Thank you for the informative workshop and the recent SHA Project newsletter.

My wife and I are members of Chinese Bible Church located on 9618 Autoville Drive and residents of the PG county over 20 years. For the past 17 years, our church has been serving the students of the University of Maryland and the residents of this area. We would continue to serve the community in PG county.

The presented three options will have a great impact on our church. Both option A and C will increase traffic volume and noise level. We have over three hundred attendees and over 70 of them are kids. The widening of the road and the increase of traffic volume will definitely affect the safety of our children. Option B will cut our church into two halves. We will have to be forced to relocate. However, it is very difficult for a church with this size to be relocated.

We also know that there are other options to upgrade Rt. 1 to ease the traffic at a lower cost. Please consider those options so that our neighborhood and our church will not be affected.

Thank you for your service to the State.

Sincerely,

Kevin & Glorianna



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Finnegan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 13, 2004

Mr. Kevin and Ms. Glorianna Lau
KevinLau@Juno.com

Dear Mr. and Ms. Lau:

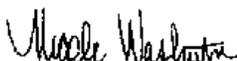
Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your comments regarding the impact of the Autoville Drive Options on the Chinese Bible Church have been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commissioner's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive Options has been noted. A final decision on a selected alternate will be made later this summer based on the feedback received from the public and relevant local, state, and federal agencies.

Thank you again for your comments. If you should have any additional questions or comments, please feel free to contact Mrs. Nicole Washington, the Project Manager at 410-545-8570 or 1-800-548-5026. She can also be reached via email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering --

By: 
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.345.0300 • www.marylandroads.com

QUESTIONS AND/OR COMMENTS

PG253A11
INFORMATIONAL PUBLIC WORKSHOP
US 1 COLLEGE PARK
COLLEGE AVENUE TO SUNNYSIDE AVENUE

WEDNESDAY, JUNE 23, 2004, 6:00 P.M. - 9:00 P.M.

COLLEGE PARK AMERICAN LEGION POST 317
9218 BALTIMORE AVENUE
COLLEGE PARK, MD 20740

Robert L. Shelton, Jr., Governor
Michael S. Steane, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

July 26, 2004

Mr. Mark Shroder
4909 Muskogee
College Park MD 20740

Dear Mr. Shroder:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Process. Your concerns regarding the Autoville Drive Options, and support for the 4-Lane Divided Alternate have been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies.

In your letter, you stated that we need to increase intersection capacity and install a median to protect pedestrians. As part of the project, mainline alternates have been developed for the entire US 1 segment, which extends from College Avenue to Sunnyside Avenue. These alternates include the following:

Alternates along US 1

- No Build Alternate
- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-Lane Divided Alternate
- 5-Lane Undivided Alternate

In addition the team is evaluating several proposals at the intersection of US 1 and Cherry Hill Road these include:

PLEASE PRINT
 NAME Mark Shroder DATE 7/6/04
 ADDRESS 4909 Muskogee
 CITY College Park STATE MD ZIP 20740

I/We wish to comment or inquire about the following aspects of this project:

Autoville bypass options just move the
congestion south from Cherry Hill to
Hollywood. They do not solve the problem.
State Highway needs to expand intersection
capacity and install a median to
protect pedestrians.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

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Mr. Mark Shroder
Page Two

Options @ Cherry Hill Road

- No Build Alternate
- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B, C
- At Grade Intersection Options A,B,C

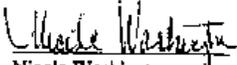
Increasing capacity on US 1 is not one of the goals of the study. However, two intersections with very poor operating characteristics have been selected for improvement under the TSM/TDM Alternate. These intersections are US 1 at Cherry Hill Road and US 1 at Greenbelt Road. The TSM/TDM Alternate has been incorporated into all of the build alternates.

Another goal of the study is to identify methods for reshaping US 1 as a pedestrian friendly facility that will improve pedestrian safety and circulation. Therefore, as part of the study, 5 foot sidewalks have been incorporated into all the build alternates. In addition, the 4-Lane Divided Alternate includes a 16 foot median to allow pedestrians refuge as well as protection for left turning vehicles.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/ incoming)
Mr. Alan Straus, URS (w/ incoming)

From: <NANCYW@ANRI.barc.usda.gov>
To: <Nwashington@sha.state.md.us>
Date: 07/08/2004 7:49:16 AM
Subject: US-1 - College Park Study

Dear Ms. Washington,

This is in reference to the College Park - Autoville Drive study. My husband and family were hoping that things could just stay like they are (peaceful, serene) but since that's not the case we opt for Option C. It appears to have the least amount of impact on our neighborhood. It was nice meeting you at the last meeting and thanks for listening to all of our concerns.

Thank You,

Nancy Woodhouse
9608 Autoville Drive
College Park, MD 20740



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Division of Design and Construction

July 12, 2004

Ms. Nancy Woodhouse
9608 Autoville Drive
College Park MD 20740

Dear Mrs. Woodhouse:

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning process. Your concern regarding the Autoville Drive Options has been noted. Your support for Autoville Option C has also been noted.

The Autoville Drive Options were developed based on the Maryland National Capital Park and Planning Commission (MNCPPC) Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive options will be used in making a final decision on a selected alternate later this Summer.

Thank you so much for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

My telephone number/toll-free number is _____
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From: "Nicole Washington" <myronhutchison@msn.com>
To: "CP-NICOLE WASHINGTON" <nwashington@sha.state.md.us>
Date: 07/20/2004 4:01:25 PM
Subject: Fw: Request

Nicole,

This is the information that Chris Weber provided to me that listed the potential displacements. I am just asking for an updated list along with the list showing the properties that the road options cut across but do not require displacement.

Thank you.

Stasia

----- Original Message -----

From: CHRIS WEBER
To: myronhutchison@msn.com
Sent: Wednesday, April 14, 2004 10:32 AM
Subject: Re: Request

Sorry, as the map is loading the names are visible, but here are the potential displacements:

Option 'A' -
4801 Cherry Hill Road
9700, 9628, 9621 Autoville Drive
9600, 9604, 9620, 9624, 9667, 9723 Baltimore Ave.: Auto Repair Shop,
Auto Effects, College Park Glass, Jung's Auto Service, Econolodge,
Amoco, Allstate, Masters Tuxedo

Option 'B' -
4801 Cherry Hill Road
9624 Autoville Drive: I think this is a garage, or a shed
9600, 9604, 9620, 9624, 9667, 9723 Baltimore Ave.: Auto Repair Shop,
Auto Effects, College Park Glass, Jung's Auto Service, Econolodge,
Amoco, Allstate, Masters Tuxedo

Option 'C' -
4801 Cherry Hill Road
9600, 9604, 9620, 9624, 9667, 9723 Baltimore Ave.: Auto Repair Shop,
Auto Effects, College Park Glass, Jung's Auto Service, Econolodge,
Amoco, Allstate, Masters Tuxedo

We will be updating our information as you suggested to make sure the structures and businesses are properly represented. As shown, we also cut across several properties with each option, but they would not require displacement.

- Chris

CC: "CHRIS WEBER" <CWeber@sha.state.md.us>



Robert L. Ebeling, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Finnegan, Secretary
Neil J. Pedersen, Administrator

July 26, 2004

Ms. Stasia Hutchison
4710 Kierman Road
College Park MD 20740

Dear Ms. Hutchison:

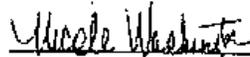
Thank you for your recent email expressing concerns about the US 1 College Park Project Planning Study. I appreciate your continued interest and involvement in the highway development process.

In your email, you requested an updated list of the properties impacted by the Autoville Drive options. We have contacted Doug Mills, the District #3 Chief of Right-of-Way and he has informed us that his office can not forward the list of affected properties, as it is privileged information. However, attached to this email, are Autoville Drive maps that show the different road options and the properties that are potentially displaced by the project.

Thank you for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHA (w/incoming)
Mr. Doug Mills, SHA (w/incoming)
Mr. Alan Straus, URS (w/incoming)

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

From: "Stasia Hutchison" <myronhutchison@msn.com>
To: "NICOLE WASHINGTON" <nwashington@sha.state.md.us>
Date: 7/21/2004 10:51:49 PM
Subject: Re: Re: Garage and Impacts

Nicole,

Can you give me the specifics about the impact that Autoville Drive Option C has in regards to my property?

Thanks,

Stasia

----- Original Message -----
From: NICOLE WASHINGTON
To: myronhutchison@msn.com
Cc: CYNTHIA SIMPSON ; DENNIS ATKINS ; Emily Reeder
Sent: Tuesday, July 20, 2004 12:15 PM
Subject: Fwd: Re: Garage and Impacts

Stasia,

I have received the following information from Doug Mills, District #3 Chief of Right-of-way. He says that his office will not be forwarding that type of information because it is privileged information. As I emailed to you earlier, the new system that Right-of-way is using only identifies the total cost. I talked to Chris and the only information that he sent you were the maps of the Autoville Drive options and the Corridor Fact Sheet which shows the lane configurations, AM/PM Peak, and business displacements. The information on this sheet has not changed. I can resend you the maps of the if you need it; however, we will not be able to send you a list of all of the displacements and affected properties, including addresses.

FYI. I talked to Cleora Salles from the Prince George's County Department of Public Workshop and the County support the Autoville Drive Options. Since they are part of the study team, you may want to also contact his office to let them know that your community does not support these options.

Thanks,
Nicole

>>> DOUG MILLS 07/18/2004 1:24:24 PM >>>
All cost estimates contain legally privileged information and are not for public dissemination.

>>> NICOLE WASHINGTON 07/19/2004 11:48:36 AM >>>
Paul,

The new right-of-way program that you are using does not spell out all of the impacts like the previous version. Please read the email below. This citizen is asking for a list of all of the displacements, including addresses. She also would like a list of the affected properties along with the addresses for all of the Autoville Drive options.

Thanks,
Nicole

>>> "Stasia Hutchison" <myronhutchison@man.com> 07/19/2004 11:42:55 AM

>>>
Nicole,

I am requesting a list of all properties impacted by the different
Autoville
Drive Bypass Options. I would like this broken out by Option A, B, and
C.

Back on April 14, 2004, Chris Weber sent me a list of potential
displacements; however, this list did not show those properties that
the
roads cut across and therefore are not considered displacements. I am

requesting the addresses of such properties. Also, Chris indicated
that SHA
would be updating the impact/displacement information to make sure that
all
structures and businesses are properly represented. I confirmed with
you
that SHA did send someone out to make sure that the impact/displacement

information was up to date. Also, I would like the updated list,
including
the addresses, of potential displacements for each Autoville Drive
Bypass
Option.

You are correct that I spoke with Mr. Lednak at the workshop; however,
he
did not know whether Option C cut through our garage. He did state
that any
impacts were accounted for in the costs, but could not tell me what
properties were impacted and again, whether our garage was actually
impacted. This is why I hesitate to go to him for the information. I

would have thought that he would have been prepared at the workshop.
In the
past, Chris Weber, the project manager, was able to supply me with
impact
information. So, that is why I contacted you.

You state that "A garage is not counted as a separate property." In
the
April 14, 2004, email from Chris Weber, Option B shows "5824 Autoville

Drive; I think this is a garage, or a shed." In this case, the garage
or
shed was accounted for. Also, what happens if you choose Option C and
it
takes our garage and the back part of our property. Obviously, we
would not
want to live with a road that close to our house - a road where our
garage

once stood - a road that runs through out backyard. I find it hard to

believe that we would not be considered a potential displacement?
Again, I
asked Mr. Lednak this question at the workshop and he was unable to
provide
me an answer.

In a March 29, 2004, letter to me from Neil Pedersen, he states, "While
it
may be true that roads were constructed in the past without regard to
their
impacts, the same is not true today. The SHA is committed to
understanding
and evaluating the effects of all of its highway projects, along with
the
needs and concerns of the affected communities." If this is correct,
then
the Autoville Drive Options should not even be considered, for the road
has
a very detrimental impact to the residential community, it does not
improve
the Route 1 corridor in this area, and it serves one purpose - to give
a
road to a developer so that he can develop the surrounding property and
not
have to pay for it. This last statement has been reiterated by
different
people in our neighborhood along with different businesses within the
Route
1 corridor in North College Park.

Stasia

>From: "NICOLE WASHINGTON" <nwashington@sha.state.md.us>
>To: <myronhutchison@man.com>
>CC: "Emily Reeder" <ereeder@sha.state.md.us>, "PAUL LEDNAK"
><PLednak@sha.state.md.us>
>Subject: Re: Garage
>Date: Fri, 16 Jul 2004 12:27:23 -0400

>
>Stasia,

>
>There are several items that are accounted for in our right-of-way
>estimates that are not shown on our impact charts. These items
>includes, signs, parking, sheds, garages, etc. A garage is not
>counted
>as a separate property. As I stated in my previous email, if you
>would
>like more information on our right-of-way estimates or have
>additional
>questions, let Paul Lednak know.

>
>Thanks,
>Nicole

>
> >>> "Stasia Hutchison" <myronhutchison@msn.com> 07/16/2004 12:23:36
PM
> >>>
> Nicole,
>
> If our garage is accounted for in the right-of-way cost, why isn't it
> listed
> on the impact sheet?
>
> Stasia
>
>
> > From: "NICOLE WASHINGTON" <nwashington@sha.state.md.us>
> > To: <myronhutchison@msn.com>
> > CC: "PAUL LEDNAK" <PLEdnak@sha.state.md.us>
> > Subject: Re: Garage
> > Date: Thu, 15 Jul 2004 15:02:21 -0400
> >
> > Stasia,
> >
> > Your garage is accounted for in our right-of-way cost. Paul Lednak
> > from SHA District #3 Right-of-Way was at the workshop and discussed
> > this
> > issue with you. If you would like additional information on how
> > the
> > right-of-way is broken out for the project, please contact him.
> >
> > Thanks,
> > Nicole
> > >>> "Stasia Hutchison" <myronhutchison@msn.com> 07/13/2004 1:54:42
PM
> > >>>
> > Nicole,
> >
> > I talked to you at the SHA workshop about this, but forgot to
> > follow
> > through
> > with an email.
> >
> > Autoville Drive Bypass Option C appears to go through our yard -
4710
> > Kieman Road. If you are facing our house from Kieman Road, to
> > the
> > right
> > side, behind our house, we have a garage. Option C appears to go
> > through
> > our garage. What do your records show? Our garage is not listed
> > under
> > the
> > impact information, so it appears to have been left off.
> >
> > Thanks for checking into this for me.
> >
> > Stasia Hutchison
> >

>
>
>

164

From: "Stasia Hutchison" <myronhutchison@man.com>
To: <rwwashington@sha.state.md.us>
Date: 07/13/2004 1:58:02 PM
Subject: Garage

Nicole,

I talked to you at the SHA workshop about this, but forgot to follow through with an email.

Autoville Drive Bypass Option C appears to go through our yard - 4710 Kiernan Road. If you are facing our house from Kiernan Road, to the right side, behind our house, we have a garage. Option C appears to go through our garage. What do your records show? Our garage is not listed under the impact information, so it appears to have been left off.

Thanks for checking into this for me.

Stasia Hutchison



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

2007 10 16
Robert L. Thurgood, Secretary
Neil J. Pedersen, Administrator

August 6, 2004

Ms. Stasia Hutchison
myronhutchison@man.com

Dear Ms. Hutchison:

Thank you for your recent emails regarding the US 1 College Park Study.

In your email, you requested information regarding the specific impacts that Autoville Drive Option C will have on your property. We have determined that Autoville Drive Option C will affect 9,335 square feet (0.214 acre) of your property. For your information, we have also determined that Autoville Drive Option B will require 658 square feet (0.015 acres) of your property, and Autoville Drive Option A will require 486 square feet (0.011 acres). Attached to this letter, I have included three maps, one for each Autoville Drive option. These maps display all displacements required for each of the Autoville Drive options.

In your correspondence, you also stated your fear that Autoville Option C would cut through your yard, possibly relocating your garage. You are correct that your garage is not listed on the Summary of Impacts table. The impact table shown at the Informational Public Workshop only included complete displacements. If the proposed improvements require some partial taking of the property, which includes garages, signs, sheds, or parking, the entire property is not purchased; and therefore, not considered a displacement. We did not show the number of properties that were affected by the project. Since that time, we have revised the table to also include the number of affected properties. I am including a revised table for your review.

Please be aware that this project is still in the Project Planning stage. The right-of-way shown is a worst-case scenario. More specific and detailed right-of-way information will be available once the project enters the Final Design phase and surveys are conducted. It is at this time, that the necessary actions will be taken to reduce impact, such as retaining wall construction and alignment shifts.

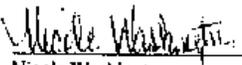
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Ms. Stasia Hutchison
Page Two

Thank you for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Nicole Washington
Project Manager
Project Planning Division

Attachments

cc: Ms. Patricia Greene, SHA (w/ incoming)
Mr. Alan Straus, URS (w/ incoming)

From: "Fung, Roger" <rfung@bibla.edu>
To: "nwashington@sha.state.md.us" <nwashington@sha.state.md.us>
Date: 7/22/2004 10:57:04 AM
Subject: recommendation made?

Hi Ms Washington,

It was my pleasure to meet you at the public hearing last month. I hope your summer is going well for you. I'm wondering if the study group has finalized its recommendation.

Also, I've been trying to navigate on the SHA website to find out more about this study, yet have failed. I would appreciate any assistance.

Feel free to call me any time at 301-335-8882.

Thanks,
Roger

Roger C. Fung
Vice President of Strategic Planning
Washington Bible College / Capital Bible Seminary
6511 Princess Garden Parkway
Lanham, MD 20706
240-387-1239
www.bibla.edu

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166



Robert L. Ehrlich, Jr. Governor
Michael B. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

August 4, 2004

Mr. Roger Fung
rfung@bible.edu

Dear Mr. Fung:

Thank you for your continued interest in the US 1 College Park Study. In your email you asked if the Study Team has made its final recommendation on a chosen Alternate. The Team Recommendation meeting will take place later this week. At that time members of the study team will decide which alternate and option should be recommended and presented to the State Highway Administration's Administrator. The following week, the Administrator's Selection Meeting will take place. At this meeting, the Administrator will review the team recommendation and select an alternate.

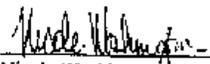
In your email, you inquired about researching the project on the internet. The US 1 College Park Study webpage can be reached at the following address:
http://www.marylandroads.com/businesswithsha/projects/d4/plan_projects.pdf.

The information shown on this site includes such topics as project limits, purpose and need, and funding status. If you wish to have further information on any of the project topics, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, (w/incoming)
Mr. Alan Straus, (w/incoming)

From: NICOLE WASHINGTON
To: Emily Reeder
Date: 7/23/2004 6:40:47 AM
Subject: Fwd: Upcoming Meetings

Please prepare a response.

Thanks,
Nicole

>>> "Stasia Hutchison" <myronhutchison@msn.com> 07/21/2004 11:18:27 PM >>>
Nicole,

Senator Glanville has informed me that there is a meeting July 22 regarding Autoville Drive. Will representatives from SHA be there?

Also, what are the dates for the Team Recommendation Meeting and the Final Meeting with Mr. Pedersen?

Thanks for the info.

Stasia
----- Original Message -----
From: NICOLE WASHINGTON
To: myronhutchison@msn.com
Sent: Wednesday, July 21, 2004 9:21 AM
Subject: Re: RI. 1 meeting

Stasia,

I have seen you send a couple emails to Neil. The reason he has probably not responded yet is he is on vacation this week. You probably will not get a response from him until next week when he returns.

Nicole

>>> "Stasia Hutchison" <myronhutchison@msn.com> 07/21/2004 8:37:44 AM
>>>
Mr. Pedersen,

I am checking on the status of my email.

Thank you in advance.

Stasia

----- Original Message -----
From: myronhutchison@msn.com
To: npedersen@sha.state.md.us; nwashington@sha.state.md.us
Cc: smaged_70@yahoo.com; marvcpk42@hotmail.com;
myronhutchison@msn.com
Sent: Wednesday, July 14, 2004 3:28 PM
Subject: RI. 1 meeting

Mr. Pedersen,

I am quite disappointed that the City Planner for College Park was not contacted prior to SHA rescheduling the Team Recommendation Meeting for July 29. As the City of College Park is greatly affected by any improvements or projects along the Route 1 corridor, especially those at Route 1 and Cherry Hill Road, one would think that it was essential that the City of College Park have adequate representation at the meeting.

Also, I am quite discouraged that the residents in this area are not allowed to attend the meeting. Will the Michael Company have a representative at the meeting? Also, will the North College Park Business Association and Property Owners have representatives at the meeting? Have Senators Giannetti and/or Currie shown an interest in attending the meeting? I understand that Councilmember Tom Demoga or a representative from his office was notified that he or a representative would not be able to attend the meeting. As Councilmember Demoga represents District 21 and has shown an interest in the improvements to Route 1, one would think that SHA would allow him or a representative to be at the meeting to adequately represent his constituents; therefore, I am requesting that you reconsider excluding him.

Thank you for your assistance in this matter.

Stasia Hutchison
4710 Kiernan Road
College Park, MD 20740

301-345-0218

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

August 2, 2004

Ms. Stasia Hutchison
myronhutchison@msn.com

Dear Ms. Hutchison:

Thank you for your recent email on the US-1 College Park Study. In your email, you questioned whether the State Highway Administration (SHA) would be represented at a meeting on July 22nd, regarding the Autoville Drive Options. There was no meeting scheduled for July 22nd; however, on July 21st, we met with the Beltsville Community to discuss the different options developed to improve the traffic conditions at the US 1/Cherry Hill Road intersection. The Beltsville Community expressed their concern that most of the options will push congestion further down US 1 toward Beltsville. The community stated their support for the Autoville Drive Options, as these options in their estimation do not increase congestion near Beltsville.

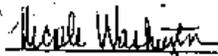
The Team Recommendation meeting will take place later this week, at that time members of the study team will decide which alternate and option should be recommended and represented to the SHA Administrator. Following this meeting, the Administrator's Selection Meeting will take place. At this meeting, the Administrator will review the team recommendation and select an alternate.

Thank you for your continued interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Nicole Washington
Project Manager
Project Planning Division

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0200 • www.marylandroads.com

Ms. Stasia Hutchison
Page Two

cc: Ms. Patricia Greene (w/incoming)
Mr. Alan Straus (w/incoming)

From: <TVZap@aol.com>
To: <Nwashington@sha.state.md.us>
Date: 6/11/2004 3:35:37 PM
Subject: 9604 Baltimore Avenue

Hi Nicole,
Thank you for your help with information on this project.

I have a few other questions you may be able to answer:

1. I understand that the possible extension to Hollywood Drive (Autoville Drive Alignment) is very much alive, and noticed that there are 3 options for this scenario. As of today, is there a preferred option? I ask this because option "A" severely impacts our site.
2. Does SHA have a target date on which final decisions will be made regarding Baltimore Avenue and Hollywood Drive?

Thanks for your help,
Tony Velazquez

August 25, 2004

Mr. Tony Velazquez
TVZap@aol.com

Dear Mr. Velazquez:

Thank you for your recent email regarding the US 1 College Park Study. Public input is an integral part of the Project Planning Process.

The Maryland State Highway Administration (SHA) is evaluating three alternates and nine options as part of the detailed planning study. These alternates and options include the following:

Alternates along US 1

- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-Lane Divided Alternate
- 5-Lane Undivided Alternate

Options @ Cherry Hill Road

- Full Bridge Interchange Option
- Half Bridge Interchange Option
- Autoville Drive Options A, B, C
- At Grade Intersection Options A,B,C, D

The Autoville Drive options were developed based on the Maryland National Capital Park and Planning Commission's (MNCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive options has been noted. A final decision on a selected alternate will be made later this year based on the feedback received from the public and relevant local, state, and federal agencies. We understand the adverse impacts the alternates and options have on the community and we are committed to working with them to minimize these impacts.

Mr. Tony Velazquez
Page Two

In your email, you asked whether the Autoville Drive Options were still being considered. At the Team Recommendation Meeting earlier this month, the Project Team reached a consensus to recommend to the Administrator the 4-Lane Divided Alternate and the At-Grade Option B for the Cherry Hill Road/US 1 Intersection. This is the team's preferred alternate; however, no formal decision has been made by the Administrator.

The conclusion of this study is anticipated by the Winter of 2005, with the recommendation of a selected alternate and Location and Design approvals. Once the planning phase is complete, we will work with County and State elected officials to determine funding eligibility for the other phases.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8370 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Erin R. Reider FOR
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, SHIA (w/incoming)
Mr. Alan Straus, URS (w/incoming)



20825784 f.t

Robert L. Ehrlich, Jr., Governor
Michael B. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 13, 2004

The Honorable Brian R. Moe
Maryland House of Delegates
210 Lowe House Office Building
6 Bladen Street
Annapolis MD 21401-1991

Dear ~~Delegats-Moe:~~ Brian

Thank you for your comments on the US 1 College Park Project Planning Study. Public input is an integral part of the Project Planning Phase. Your concern about adverse effects on the constituents of College Park is appreciated and has been noted.

The primary purpose of this study is to address safety and manage congestion along US 1 in the College Park area. The improvements to US 1 were developed to primarily address the need for safety for all modes of transportation within the corridor, including pedestrian and bicycle traffic. A second goal of the improvements was to enhance the aesthetic appearance of the community's main thoroughfare, and to provide improvements to transit accessibility.

As you know, the Autoville Drive Options A, B, and C are some of the many alternates and options being considered. The Maryland State Highway Administration (SHA) is also evaluating three other alternates and nine options as part of the detailed planning study. These alternates and options include the following:

Alternates along US 1

- Transportation Systems Management / Transportation Demand Management (TSM/TDM)
- 4-Lane Divided Alternate
- 5-Lane Undivided Alternate

Options at Cherry Hill Road

- Full Bridge Interchange Option
- Half Bridge Interchange Option
- At Grade Intersection Options A,B,C

The Honorable Brian R. Moe
Page Two

The Autoville Drive options were developed based on the Maryland-National Capital Park and Planning Commission's (M-NCPPC) Sector Plan. The Sector Plan recommended realigning Autoville Drive, creating a signalized intersection at the existing traffic signal from the Market Place Shopping Center. Although the plan recommends a different type/width of roadway, the team decided to utilize general features from this plan. Your position with regard to the Autoville Drive options has been noted. I plan to personally brief you and the other relevant elected officials and to receive your input before making a decision on our selected alternative. A final decision on a selected alternate will be made later this Summer based on the feedback received from the public and relevant local, state, and federal agencies and elected officials. We understand the adverse impacts the alternates and options have on the community and we are committed to working with them to minimize these impacts.

A final alternate has not been selected at this time. The conclusion of this study is anticipated by the Winter 2005, with the recommendation of a selected alternate and Location and Design approvals. Once the planning phase is complete, we will work with County and State elected officials to determine funding eligibility for the other phases.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact Mrs. Nicole Washington, the Project Manager, at 410-545-3570, 1-800-548-5026 or nwashington@sha.state.md.us or Mr. Raja Veeramachaneni, our Director of Planning and Preliminary Engineering, at 410-545-0412, 1-888-204-4828, or rveeramachaneni@sha.state.md.us. Either will be happy to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA
Ms. Nicole Washington, Project Manager, Project Planning Division, SHA

bcc: Mr. Dennis Atkins, Assistant Division Chief, Project Planning Division, State Highway Administration
Mr. Mike Bailey, Access Permits, State Highway Administration
Ms. Kimberly Booker, Administrative Assistant, Project Planning Division, State Highway Administration
Ms. Patricia Greene, Environmental Manager, Project Planning Division, State Highway Administration
Mr. Faramarz Mokhtari, Maryland-National Capital Park and Planning Commission
Mr. Cicero Salles, Prince George's County Department of Public Works
Ms. Nanette Schieke, State Legislative Liaison, Maryland Department of Transportation
Ms. Terry A. Schum, City of College Park
Ms. Linda Singer, Legislative Manager, SHA
Mr. Alan Straus, URS Corporation
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

August 18, 2004

Ms. Stasia Hutchison
myronhutchison@msn.com

Dear Ms. Hutchison:

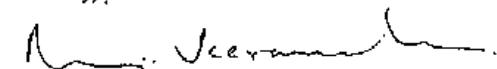
Thank you for your recent e-mails to the Administrator, Neil Pedersen, regarding the US 1 College Park Study. The Administrator received your correspondence and asked me to respond to you on his behalf.

The Team Recommendation Meeting was held on August 6th. At this meeting, the Project Team reached a consensus to recommend to the Administrator the 4-Lane Divided Alternate and At-Grade Option B for the Cherry Hill Road/US 1 intersection. At the Administrator's Selection Meeting on August 9th, the Administrator consented to the 4-Lane Divided Alternate and it's selection has been approved. However, before selecting an option for the US 1/Cherry Hill Road intersection, he requested that the US 1 College Park Project Team research the Autoville Drive Options more extensively.

The conclusion of this study is anticipated by the Winter of 2005, with the recommendation of a selected alternate and location and design approvals. Once the planning phase is complete, we will work with county and state elected officials to determine funding eligibility for the other phases.

Thank you again for your interest in the US 1 College Park study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570, toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Sincerely,



Raja Veeramachandeni, Director
Office of Planning and
Preliminary Engineering

cc: Ms. Nicole Washington, Project Manager, Project Planning Division, State Highway Administration
Mr. Charlie Watkins, District Engineer, State Highway Administration

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Ms. Stasia Hutchison
Page Two

cc: Mr. Dennis M. Atkins, Assistant Division Chief, Project Planning Division, State Highway Administration
Mr. Mike Bailey, Access Permits, State Highway Administration
Ms. Patricia Greene, Environmental Manager, Project Planning Division, State Highway Administration
Mr. Faramarz Mokhtari, Maryland National Capital Park and Planning Commission
Mr. Neil J. Pedersen, Administrator, State Highway Administration
Mr. Cicero Salles, Prince George's County Department of Public Works
Ms. Terry A. Schum, City of College Park
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State Highway Administration
Mr. Alan Straus, URS Corporation

Robert L. Ehrlich, Jr., Governor
Michael B. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

August 25, 2004

Ms. Christine Nagel
cnagel_70@yahoo.com

Dear Ms. Nagel:

Thank you for your recent email regarding the US 1 College Park Planning Study.

In your email, you asked whether I am still in the process of responding to comments received regarding the US 1 College Park Planning Study. I have indeed received your comment and due to the extent and detail of the questions presented, it has taken more time to respond. It is important that the questions be thoroughly researched and clear answers given. A response is in the final stages of completion and should be in the mail very soon. I appreciate your patience.

In your email, you also stated that a complaint will be forthcoming from Stasia Hutchinson and you, regarding the PIA request and the way it was handled by the State Highway Administration (SHA). We look forward to addressing your concerns.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Nicole Washington*
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, Environmental Manager, SHA
Mr. Alan Straus, URS Corporation

My telephone number/toll-free number is _____
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2004/08/25

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

Ms. Stasia Hutchison
Page Two

August 25, 2004

Ms. Stasia Hutchison
4710 Kiernan Road
College Park MD 20740

Dear Ms. Hutchison:

Thank you for your recent emails and your continued interest in the US 1 College Park Planning Study.

In your email, you questioned whether the State Highway Administration (SHA) is required to inform residents of their impacted property. An Informational Workshop was held on June 23rd in which all property impacts and displacements were clearly shown. Individual meetings may be scheduled with SHA if a resident would like a more thorough discussion about a property impact. The Summary of Impact charts were not delivered to Senator Giannetti or Senator Curie. However, the Senators were each provided detailed information, including property impacts, about each alternate and option.

In your email, you also requested a copy of the latest summary of comments received from the Informational Workshop. Attached to this email is the most recent summary.

You also expressed some confusion regarding the Project Planning phase and the Final Design Phase. Each alternate and option described in the Project Planning phase is researched under a worst-case scenario. Once the project proceeds to the Final Design phase, more extensive surveys and research is conducted, and exact right-of-way information can be calculated.

Finally, in your email, you asked about the status and purpose of the 2-Lane Autoville Drive alignment. At the Administrator's Selection Meeting, Mr. Pedersen requested that the US 1 College Park Project team evaluate the Autoville Drive Options further, due to interest expressed by elected officials. A 2-Lane Autoville Drive alignment was suggested as a way to minimize property impact and displacements. The engineering has begun on the 2-Lane Autoville Drive alignment and it is currently being reviewed internally.

Thank you again for your interest in the US 1 College Park Study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mrs. Nicole Washington, at 410-545-8570 or toll free at 1-800-548-5026 or by email at nwashington@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Emily Reader For
Nicole Washington
Project Manager
Project Planning Division

cc: Ms. Patricia Greene, Environmental Manager, SHA
Mr. Alan Straus, Group Leader, URS Corporation

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GANDAL
PORDY &
ECKER, P.A.**

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Donald R. Egan
Earl L. Egan
David A. Fealy
David D. Feinberg
Martin R. Glickler
Christopher C. Roberts
Jeffrey A. Stone
Edward M. Hannon, Jr.
David M. Kozlowski
Thomas M. Kozlowski
Robert A. Kozlowski
David R. Kozlowski
Kevin P. Kennedy
Alan E. Rosenzweig
Henry Z. Rogovin

Stanley M. Bickman
Martha Levine
Walter H. H. Thayer, Jr.
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Simon M. Miller
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Gregory A. Smith
* Virginia also
* Maryland only * D.D. 447
* Kentucky

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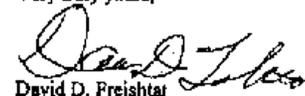
Mr. Douglas H. Simmons
September 2, 2004
Page 2

continue south on US Route 1.

I realize that you cannot commit to this concept until further design has been completed, but I wanted to place this possible solution and design concept on your table at the earliest possible time, so that it can be considered in sequence.

My best regards.

Very truly yours,


David D. Freishtat

DDF/grs
cc: Precision Small Engines
Mr. Alan Strauss ✓

September 2, 2004

Mr. Douglas H. Simmons
Deputy Administrator
State Highway Administration
7907 N. Calvert Street
Baltimore, MD 21203

Re: Route 1; College Park; Precision Small Engines
Our File No. 063156.00008

Dear Mr. Simmons:

I wanted to thank you, on behalf of myself and my clients, Tammy Hnarakis, Greg Hnarakis and Thomas Stokes, and Precision Small Engines, Inc. for meeting with us on September 1, 2004, and explaining the status of the road widening project for the portion of US Route 1 in College Park.

We appreciate the candor and honesty you and your staff showed us, as well as the willingness to work together to achieve a mutually satisfactory result. Precision Small Engines is the owner of the parcel located at the northeast corner of US Route 1 and Lackawanna, in College Park. The business is engaged in the sale and repair of small to mid-size engines, such as lawnmowers, garden equipment and plows. As was stated to you, Precision Small Engines receives deliveries by tractor-trailer and many of their customers come to them in mid- to large size trucks, to either pick up or drop off equipment for repair, or to pick up new equipment.

We would like to expand upon a discussion we had at our meeting, which may provide a mutually agreeable solution to the access problem that may be created by the proposed road improvement. It is my clients' understanding that the adjacent property to the north will be taken as part of the construction project. At this time, and prior to final engineering, the State Highway Administration plans indicate that our left turn into Lackawanna from southbound US Route 1 will be prohibited after the construction. If the property to the north is taken, it may be possible to provide left turn access from southbound US Route 1 at the Cherry Hill Road intersection, through an access road to the Precision property. This could all be accomplished as part of the acquisition of the necessary right of way from Precision as part of the road improvement. My clients are looking for only the left turn into the site at Cherry Hill and the left turn out, to

*Brian Lays
FYE
US 1 File
20025884*

SUMMARY OF RELOCATION ASSISTANCE PROGRAM

**SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
MARYLAND STATE HIGHWAY ADMINISTRATION**

All State Highway Administration projects utilizing Federal funds must comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), Public Law 105-117 in 1997, and Title 49 CFR Part 24 in 2005. State-funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212, of the Real Property Article of the Annotated Code of Maryland.

The State Highway Administration's Office of Real Estate administers the Relocation Assistance Program for the Maryland Department of Transportation.

The aforementioned Federal and State laws require that the State Highway Administration provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. There are two categories of residential occupants: 180-day owner-occupants and 90-day tenants and short-term owner-occupants. Non-residential occupants may be businesses, farms or non-profit organizations.

Non-residential displaced persons such as businesses, farms or non-profit organizations may also receive reimbursement for the expense of relocating and re-establishing operations at a replacement site on either an actual cost or fixed payment basis.

Under the actual cost method, a non-residential displaced person may receive reimbursement for necessary and reasonable expenses for moving its personal property, the loss of tangible personal property that is not moved, the cost of searching for a replacement site and a re-establishment allowance of up to \$10,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after

an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses.

If the business elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to \$10,000 for the actual reasonable and necessary expenses of re-establishing at the replacement site. Generally, re-establishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location, and other fees paid to re-establish. Receipted bills and other evidence of these expenses are required for payment. The total maximum re-establishment payment eligibility is \$10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than \$1,000 nor more than \$20,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage; the business is not part of a commercial enterprise having more than three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expense payment, the average annual net earnings of the business is to be one-half of the net earnings before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to

\$2,500 and re-establishment expenses up to \$10,000 or a fixed payment “in lieu of” actual moving expenses of \$1,000 to \$20,000. The State may determine that a displaced farm may be paid a minimum of \$1,000 to a maximum of \$20,000 based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments “in lieu of” actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an “in lieu of” actual moving cost payment, in the amount of \$1,000 to \$20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the brochure entitled, “Relocation Assistance – Your Rights and Benefits,” that will be distributed at the public hearing for this project and be given to all displaced persons.

Federal and State laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced persons.

In addition, the requirements of Public Law 105-117 provides that a person who is an alien and is not lawfully present in the United States shall not be eligible for relocation payments or other assistance under the Uniform Act. It also directed all State displacing agencies that utilize Federal funds in their projects to implement procedures for compliance with this law in order to safeguard that funding. To this end, displaced persons will be asked to certify to their citizenship or alien status prior to receiving payments or other benefits under the Relocation Assistance Program.

ACCIDENT DATA 1994 TO 2002



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Mr. Robert L. Piazza
Travel Forecasting Section
Project Planning Division

FROM: Dennis McMullen *D.M.*
Traffic Safety Analysis Division

DATE: October 1, 2003

SUBJECT: Contract No. PG253A11
Pedestrian Accident Data
US 1 from Campus Drive to Sunnyside Avenue
Prince George's County

Post-It Fax Note	7677	Date	10/1/03	# of Pages	5
To	MR. ROBERT PIAZZA	From	D. McMullen		
Company	TRAVEL FORECASTING	Co.	T.S.A.D.		
Phone #	410-545-5645	Phone #	410-282-5834		
Fax #	410-282-5825	Fax #	410-282-5823		

Thank you for your recent memorandum requesting pedestrian/bicycle accident information for the above-cited location. Attached are a study worksheet, accident summary, accident history and line diagram for the five-year study period, 1998 through 2002. These forms depict the accident experience by year, severity, collision type, probable cause, accident rate per 100 million vehicle miles of travel (acc/100mvm) and comparable weighted statewide average accident rate for all similarly designed highways under state maintenance. For the purpose of deriving accident rates, we utilized the AADT's provided to us by your office.

There were 35 pedestrian /bike accidents within the study area (there were 927 total accidents). These 35 accidents did not occur at a significantly high rate, compared to the respective statewide average accident rate for pedestrian collisions. US 1 at Cherry Hill Road was a priority Candidate Safety Improvement Intersection (CSII) in 1998, 2000 & 2002. There were no priority Candidate Safety Improvement Sections (CSIS) within the study area during the five-year study period. Should you have any questions regarding this information, please contact me at (410) 787-5834.

Attachments

cc: Mr. Majid Shakib
Mr. Gene Simmers
Mr. Charlie Watkins

My telephone number/toll-free number is _____
 Fax: 410.787.4062, 410.563.6399, 410.582.9489, 410.787.5923, 410.787.2860, 410.787.5796
 Maryland Relay Services for Impaired Hearing or Speech: 1-800-735-2868 Statewide Toll Free
 Street Address: 7491 Connelley Drive • Hanover, Maryland 21076 • Phone: 410.787.5900 • www.marylandroads.com

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA:52.1 ADC Study Worksheet Output rev. 12/99-3

Name: Robert Booker, Jr.
 Date: 10/01/2003

Location: US 1 From CAMPUS DR To SUNNYSIDE AVE
 County: Prince George's Period: January 1, 1998 To December 31, 2002
 Type Controls: 5U-264 0U-374 6U-174

Logmile: From 004.32 To 007.11 Length: 2.79
 Note(s): PEDESTRIAN ACC. ONLY
 * Significantly Higher than Statewide

YEAR	1998	1999	2000	2001	2002	TOTAL	STUDYRATE	STDRATE
FATAL			1	2		3	1.0	1.5
NO. KILLED			2	2		4		
INJURY	3	10	4	6	6	29	9.7	140.3
NO. INJURED	3	11	4	6	7	31		
PROP DAMAGE		2			1	3	1.0	177.5
TOTAL ACC	3	12	5	8	7	35	11.7	319.3
RATE	5.2	20.6	8.4	13.2	11.3			
A D T	58200	57200	58500	59700	40900			
VMT (millions)	57.2	58.4	59.7	60.7	62.0	298.0		
OPPOSITE DIR								
REAR END							0.0	8.8
SIDESWIPE							0.0	192.6
LEFT TURN							0.0	20.5
ANGLE							0.0	44.8
PEDESTRIAN	3	12	5	8	7	35	11.7	31.1
PARKED VEH							0.0	4.3
FIXED OBJECT							0.0	21.8
OTHER							0.0	37.0
U-TURN								
BACKING								
ANIMAL								
RAILROAD								
EXPL./FIRE								
OVERTURN								
OTHER/UNK								
TRUCK REL ACC							0.0	19.8
NIGHTTIME	1	5	4	1	2	13	37.4	32.4
WET SURFACE	1	2	1	1	2	7	17.4	19.4
ALCOHOL REL	1	2		1		4	11.4	8.4
INTERSEC REL	3	3	2	2	2	10		
TOTAL VEH	3	12	6	8	7	35		
TOTAL TRUCKS								
PERCENT TRKS	0.0	0.0	0.0	0.0	0.0	0.0		

Comments:

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SEA 52.1 ACC Combined Summary Output rev. 12/98-1

Name: Robert Booker, Jr.
 Date: 10/01/2003

Location: US 1 FROM CAMPUS DR To SUNNYSIDE AVE
 County: Prince George's Period: January 1, 1998 To December 31, 2002

Logmile: From 004.32 To 007.11 Length: 2.79
 Note(s): PED/BIKE ACC. ONLY

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK								
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Accidents	3	29	3	35									
Veh Occ		1											
Pedestrian	4	30			4	7	4	4	8	7	1		

MONTH OF THE YEAR													COMOTION:	DRIVER	PED	
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK				
4		5	2	3	1	3	1	1	2	5	6			Normal:	31	29
														ALCOHOL:		4
														Other:	4	3

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT						TOTAL		
AM:							2			2				1	2	3	4	5	6+		UNK	
PM:	3	2	1	6	3	1	1	5	2	2				25								35

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	Trk_Trailer	5 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
28 Passenger Veh	Passenger Bus	28 DRY												
2 Light Truck	School Bus	1 SNOW/ICE		16	1		13							
1 Heavy Truck	1 Emergency Veh	MUD											1	4
4 Other Types		OTHER												

PROBABLE CAUSES		COLLISION TYPES					
		OPPOSITE DIR	RELATED:	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		UNRELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.		UNRELATED:				
Inf. of Medication	Illegally in Roadway		UNRELATED:				
Inf. of Combined Substance	Bicycle Violation		UNRELATED:				
Physical/Mental Difficulty	1 Clothing not Visible		UNRELATED:				
Fell Asleep/Painted etc.	Smog, Smoke		UNRELATED:				
6 Fail to give full attent.	Sleet, Hail, Frr. Rain		UNRELATED:				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:				
Fail to Yield Rightofway	Severe Crosswinds		UNRELATED:				
Fail to obey stop sign	Rain, Snow		UNRELATED:				
Fail to Obey Traffic Sig	Animal		UNRELATED:				
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect		UNRELATED:				
Fail to stop for Sch. Bus	Wet		UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		UNRELATED:				
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:				
1 Too Fast for Conditions	Ruts, Holes, Bumps		UNRELATED:				
Followed too Closely	Road Under Construction		UNRELATED:				
Improper Turn	Traffic Cntrl Device Inop.		UNRELATED:				
Improper Lane Change	Shoulders Low, Soft, High		UNRELATED:				
Improper Backing			UNRELATED:				
Improper Passing	2? Other or Unknown		UNRELATED:				
Improper Signal			UNRELATED:				

WEATHER	ILLUMINATION	TOTALS
20 CLEAR/CLOD	18 DAY	1998 3
FOGGY	4 DAWN/DUSK	1999 22
4 RAINING	11 DARK - LIGHTS ON	2000 5
1 SNOW/SLEET	2 DARK - NO LIGHTS	2001 8
OTHER	OTHER	2002 7

OTHER MOVEMENTS	TOTAL
F BRIDGE	02
I BUILDING	02
X CULVERT/DITCH	03
E CURB	04
D GUARDRAIL/BARRIER	05
EMBANKMENT	06
O FENCE	07
B LIGHT POLE	08
V SIGN POST	09
E OTHER POLE	10
C TREE/SHRUBBERY	11
X CONSTR. BARRIER	12
S CRASH ATTENUATOR	13
OTHER FIXED OBJECT	

Maryland State Highway Administration
Office of Traffic and Safety - Traffic Safety Analysis Division
SHA 52.1 ADC Combined Logmile History Output rev. 12/98-1

Name: Robert Booker, Jr.
Date: 10/01/2003

Location: US 1 From CAMPUS DR To SUMMERSIDE AVE
County: Prince George's Period: January 1, 1998 To December 31, 2002

Logmile: From 004.32 To 007.11 Length: 2.79
Note(s): PED/BIKE ACC. ONLY

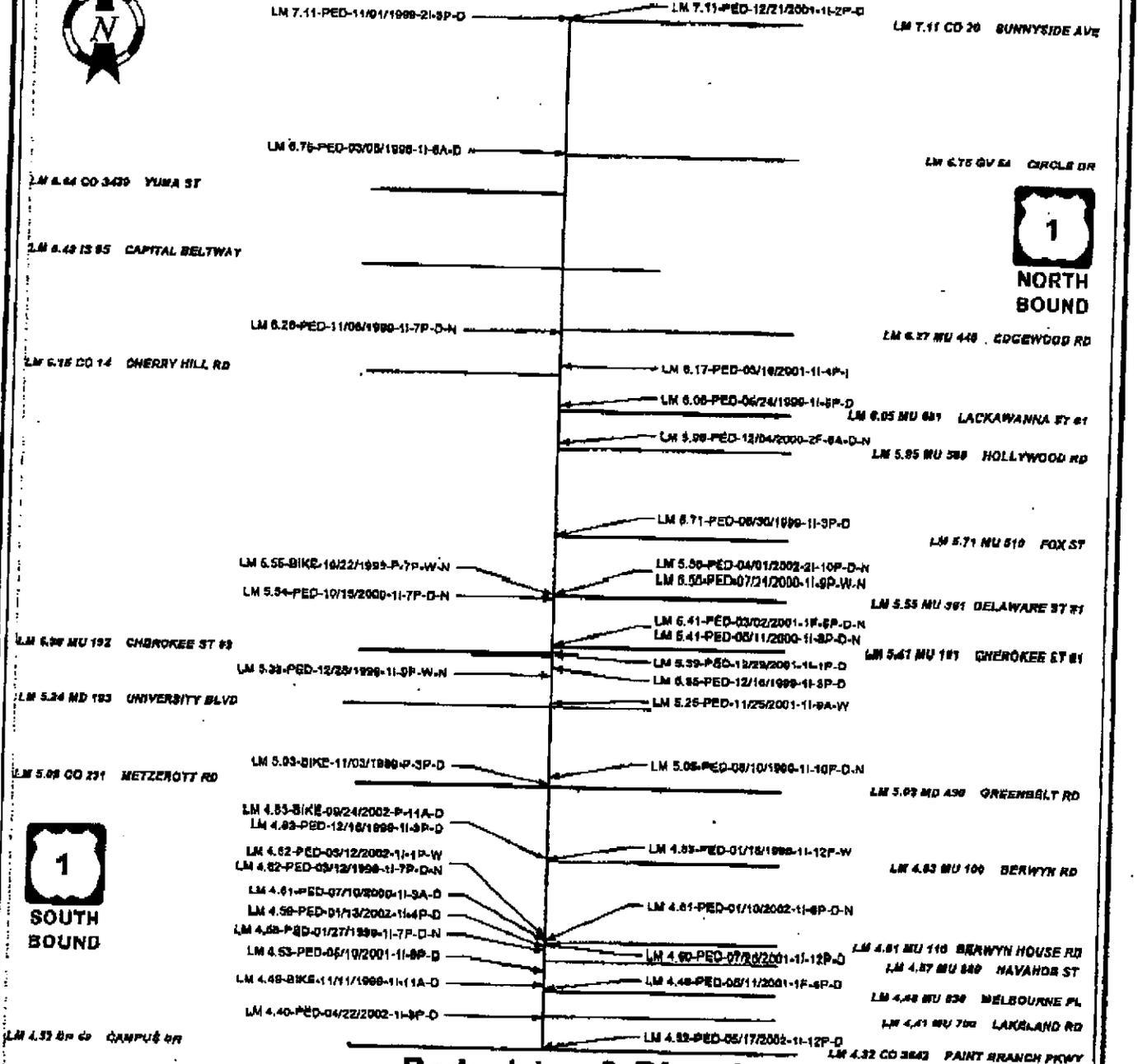
LOGMILE	TR	DATE	SEVERITY	TIME	LIGHT	SURFACE	FX	CLAS	MOVE	PROBABLE CAUSE	
						FACE	ALC	OR	TYPE	V1 V2	
US0001											
4.32	✓	051702	1 Inj.	12P	DAY	DRY			PED	SR na	FAIL TO GIVE FULL TIME/ATTENT
4.40	✓	042202	1 Inj.	3P	DAY	DRY			PED	SS na	UNKNOWN OR OTHER CAUSE
4.48	✓	051101	1K OI	6P	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
4.49		111199	1 Inj.	11A	DAY	DRY			PED	NS na	FAIL TO GIVE FULL TIME/ATTENT
4.53		051001	1 Inj.	8P	DAY	DRY			PED	SS na	UNKNOWN OR OTHER CAUSE
4.58		012799	1 Inj.	7P	NIGHT	DRY			PED	SS na	UNKNOWN OR OTHER CAUSE
4.59		011302	1 Inj.	4P	DAY	DRY			PED	SS na	CLOTHING NOT VISIBLE
4.60		072501	1 Inj.	12P	DAY	DRY	✓		PED	NS na	UNKNOWN OR OTHER CAUSE
4.61		071000	1 Inj.	9A	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
4.61		011002	1 Inj.	6P	NIGHT	DRY			PED	NS na	FAIL TO GIVE FULL TIME/ATTENT
4.62		011298	1 Inj.	7P	NIGHT	DRY			PED	SE na	UNKNOWN OR OTHER CAUSE
4.62		011202	1 Inj.	1P	DAY	WET			PED	SS na	UNKNOWN OR OTHER CAUSE
4.63	✓	011898	1 Inj.	12P	DAY	WET	✓		PED	NS na	UNKNOWN OR OTHER CAUSE
4.83	✓	121898	1 Inj.	3P	DAY	DRY			PED	SS na	FAIL TO GIVE FULL TIME/ATTENT
4.83		092402	PROPERTY	11A	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.03	✓	110399	PROPERTY	3P	DAY	DRY			PED	NS na	FAIL TO GIVE FULL TIME/ATTENT
5.05		081099	2 Inj.	10P	NIGHT	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.28		112501	1 Inj.	9A	DAY	WET			PED	NS na	UNKNOWN OR OTHER CAUSE
5.33		122899	1 Inj.	9P	NIGHT	WET	✓		PED	SS na	TOO FAST FOR CONDITIONS
5.35		121699	1 Inj.	1P	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.39	✓	122901	1 Inj.	1P	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.41		051100	1 Inj.	8P	NIGHT	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.41		030201	1K OI	6P	NIGHT	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.54	✓	101500	1 Inj.	7P	NIGHT	DRY			PED	SS na	UNKNOWN OR OTHER CAUSE
5.55		102299	PROPERTY	7P	NIGHT	WET			PED	SE na	FAIL TO GIVE FULL TIME/ATTENT
5.55	✓	072100	1 Inj.	9P	NIGHT	WET			PED	NS na	UNKNOWN OR OTHER CAUSE
5.55		040102	2 Inj.	10P	NIGHT	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.71		062099	1 Inj.	3P	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.96		120400	2K OI	6A	NIGHT	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
5.96		052499	1 Inj.	5P	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
6.17		031501	1 Inj.	4P	DAY	ICE			PED	NS na	UNKNOWN OR OTHER CAUSE
6.26		110899	1 Inj.	7P	NIGHT	DRY	✓		PED	SS na	UNKNOWN OR OTHER CAUSE
6.75	✓	030598	1 Inj.	6A	DAY	DRY			PED	SS na	UNKNOWN OR OTHER CAUSE
7.11		110199	2 Inj.	2P	DAY	DRY			PED	SS na	UNKNOWN OR OTHER CAUSE
7.11		122101	1 Inj.	2P	DAY	DRY			PED	NR na	UNKNOWN OR OTHER CAUSE

FX01=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
(08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Concrete Barrier (13)=Crash Attenuator



Office of Traffic and Safety
Traffic Safety Analysis Division

Location: US 1-CAMPUS DRIVE To SUNNYSIDE AVENUE
County: Prince George's
Study Period: 01/01/1998 to 12/31/2002
Analyst: Robert L. Booker, Jr. Date: 09/30/2003



Pedestrian & Bicycle Accidents ONLY

KEY: LogMile-Collision Type (FixedObject/Truck) -Date-Severity-Time-Surface-Illumination-Alcohol

F - Fatalities	PANV - Parked Vehicle	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	04 - Light Support Pole	N - Night
I - Injury	PED - Pedestrian	OOBJ - Other Object	FRWY - Downhill Runaway	01 - Bridge or Overpass	08 - Sign Support Pole	X - Alcohol
P - Property Damage	BIRE - Bicycle	OT - Overturn	FRSE - Escaped Fire	02 - Building	10 - Street Pole	D - Dry Surface
OD - Opposite Direction	PCYCL - Other Pedestrian	SPILL - Spilled Cargo	BCRNG - Backing	03 - Culvert or Drch	14 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	COMVY - Other Car/Vehicle	JCKNUP - Jackknif	LITURN - U-Turn	04 - Curve	15 - Construction Barrier	I - icy Surface
RE - Rear End	TRAIL - Railway Train	SPRTD - Urns Separated	OTHR - Other	05 - Crossing of Barrier	16 - Crash Attenuator	S - Snow Surface
ANG - Angle	ANML - Animal	MCOLL - Other Veh Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	89 - Unknown	

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Study Worksheet Output rev. 12/99-3

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From CHERRY HILL RD To CAPITAL BELTWAY
 County: Prince George's Period: January 1, 1999 To December 31, 2001
 Type Controls: 5U-1004

Logmile: From 006.15 To 006.43 Length: 0.28

Note(s):

* Significantly Higher than Statewide

YEAR *	1999	2000	2001	TOTAL	STUDYRATE	STMDRATE
FATAL					0.0	1.6
NO. KILLED						
INJURY	21	28	11	60	113.8 *	112.4
NO. INJURD	21	40	17	68		
PROP DAMAGE	14	32	30	76	408.0 *	134.0
TOTAL ACC	37	60	41	138	721.8 *	247.9
RATE	593.0	939.8	611.1			
A D T	61100	62300	63600			
VMT(millions)	6.2	6.4	6.5	19.1		
OPPOSITE DIR	1	3	1	5	26.2 *	4.3
REAR END	22	23	13	58	103.4 *	91.8
SIDESWIPE	2	4	4	10	52.3 *	17.6
LEFT TURN	8	9	8	25	130.8 *	27.2
ANGLE		9	1	10	52.3 *	38.1
PEDESTRIAN	1		1	2	10.5	7.3
PARKED VEH					0.0	4.2
FIXED OBJECT	1	2	2	5	26.2	22.6
OTHER	2	10	11	23	120.3 *	30.3
U-TURN						
BACKING			1	1		
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	2	10	10	22		
TRUCK REL ACC	1	5	5	11	57.5 *	16.4
NIGHTTIME	15	21	19	55	39 %	32 %
WET SURFACE	8	10	5	23	16 %	28 %
ALCOHOL REL	2	3	3	8	5 %	8 %
INTERSEC REL	17	40	20	77		
TOTAL VEH	86	153	91	310		
TOTAL TRUCKS	1	5	5	11		
PERCENT TRKS	1.2	3.8	5.5	3.5		

Comments:

AADT's provided by OPPE.

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Combined Summary Output rev. 12/98-1

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From CHERRY HILL RD To CAPITAL BELTWAY Logmile: From 006.15 To 006.43 Length: 0.28
 County: Prince George's Period: January 1, 1999 To December 31, 2001 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							
Accidents	60	78	118		SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ	86				18	18	19	17	21	20	25	
Pedestrian	2											

MONTH OF THE YEAR													CONDITION: DRIVER PED		
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	108	1
15	6	6	15	14	5	9	11	14	13	19	11		ALCOHOL:	7	1
													Other:	23	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	4	2	4	1				5	2	5	6	4		1	2	3	4	5	6+	UNK	TOTAL
PM:	6	11	10	13	12	3	5	15	5	7	11	7		8	99	23	6	1	1		310

VEHICLE TYPE		SURFACE		MOVEMENTS											
3 M Cycle/Moped	1 Trk_Trailer	23 WET		NORTH			SOUTH			EAST			WEST		
191 Passenger Veh	3 Passenger Bus	113 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
36 Light Truck	2 School Bus	2 SMO/ICE		23	118	1	6	81		6	3	2	1	5	1
11 Heavy Truck	3 Emergency Veh	MUD												
60 Other Types		OTHER		OTHER MOVEMENTS 63											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:		4		4
7 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:			1	1
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:		19	7	20
1 Inf. of Combined Substance	Bicycle Violation			UNRELATED:		17	21	38
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:			5	5
Fell Asleep/Painted etc.	Smog, Smoke			UNRELATED:			5	5
70 Fail to give full attent.	Sleet, Hail, Ftz. Rain		LEFT TURN	RELATED:		14	10	24
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:		1		1
12 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:		4	3	7
Fail to Obey Stop Sign	1 Rain, Snow			UNRELATED:		1	2	3
Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:				
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:		2		2
1 Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	1 Wet			UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:		1	12	13
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:		1	9	10
3 Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE		01			
5 Followed too Closely	Road Under Construction		B BUILDING		02			
1 Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH		03			
2 Improper Lane Change	Shoulders Low, Soft, High		E CURB		04	1	2	3
Improper Backing			D GUARDRAIL/BARRIER		05	1	1	2
2 Improper Passing	31 Other or Unknown		EMBANKMENT		06			
1 Improper Signal			O FENCE		07			
			B LIGHT POLE		08			
			J SIGN POST		09			
			E OTHER POLE		10			
			C TREE/SHRUBBERY		11			
			T CONSTR. BARRIER		12			
			S CRASH ATTENUATOR		13			
			OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS	
121 CLEAR/CLOY	77 DAY		
3 FOGGY	6 DAWN/DUSK		
19 RAINING	51 DARK - LIGHTS ON	1999	37
1 SNOW/SLEET	4 DARK - NO LIGHTS	2000	60
OTHER	OTHER	2001	42

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Study Worksheet Output rev. 12/99-3

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From MD 193 To CHEROKEE ST #1
 County: Prince George's Period: January 1, 1999 To December 31, 2001
 Type Controls: DU-100%

Logmile: From 005.24 To 005.41 Length: 0.17
 Note(s): * Significantly Higher than Statewide

YEAR +	1999	2000	2001	TOTAL	STUDYRATE	STWDRATE
FATAL			1	1	9.8	1.4
No. KILLED			1	1		
INJURY	11	7	10	28	245.0 *	152.1
No. INJURED	16	9	25	50		
PROP DAMAGE	6	11	6	23	201.2	195.5
TOTAL ACC	17	18	17	52	454.9 *	349.0
RATE	455.9	471.6	437.7			
A D T	60100	61400	62600			
VMT(millions)	3.7	3.8	3.9	11.4		
OPPOSITE DIR			2	2	17.5	9.5
REAR END	3	8	6	17	148.7	113.6
SIDESWIP	4		3	7	61.2 *	21.6
LEFT TURN	3	4	1	8	70.0	54.5
ANGLE		3		3	26.3	70.0
PEDESTRIAN	2	1	3	6	52.5 *	13.4
PARKED VEH					0.0	3.9
FIXED OBJECT					0.0	20.2
OTHER	5	2	2	9	78.7 *	35.7
U-TURN	1		1	2		
BACKING						
ANIMAL						
RAILROAD						
EXPL./PIRE						
OVERTURN						
OTHER/LNK	4	2	1	7		
TRUCK REL ACC			3	3	26.3	21.1
NIGHTTIME	5	6	7	18	34 %	32 %
WET SURFACE	5	3	3	11	21 %	29 %
ALCOHOL REL	1		1	2	3 %	8 %
INTERSEC REL	6	5	7	18		
TOTAL VEH	34	39	36	109		
TOTAL TRUCKS			3	3		
PERCENT TRKS	0.0	0.0	8.3	2.8		

Comments:

AADT's provided by OPPE.

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Combined Summary Output rev. 12/98-1

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 3 From MD 193 To CHEROKEE ST #1

Logmile: From 005.24 To 005.41 Length: 0.17

County: Prince George's Period: January 1, 1999 To December 31, 2003

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK								
Accidents	1	28	23	52	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Veh Occ		45			5	7	5	10	7	8	10		
Pedestrian	1	5											

MONTH OF THE YEAR													CONDITION:	DRIVER	PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	43	4
2	2	3	1	3	6	7	5	6	4	3	10		ALCOHOL:	1	1
													Other:	8	1

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	1	1	1						5	1	2	4		3	2	3	4	5	6+	UNK	TOTAL
PM:	2	3	3	4	4	4	4	3	2	4	1	1		6	36	9	1				109

VEHICLE TYPE		SURFACE	MOVEMENTS											
M_Cycle/Moped	1 Trk_Trailer	11 WET	NORTH			SOUTH			EAST			WEST		
61 Passenger Veh	Passenger Bus	41 DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
22 Light TRUCK	School Bus	ENO/ICE	4	42	1	7	29		1	3		1	2	1
2 Heavy Truck	Emergency Veh	MUD	-----											
23 Other Types		OTHER	OTHER MOVEMENTS 18											

PROBABLE CAUSES		COLLISION TYPES					
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:	PAT	INV	PROP	TOTAL
Inf. of Alcohol	Passenger Interfere/Obstr.		UNRELATED:		2		2
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:		4	1	5
Inf. of Combined Substance	Bicycle Violation		UNRELATED:		5	7	12
Physical/Mental Difficulty	Clothing not Visible	EIDSWIPE	RELATED:		3	1	4
1 Fall Asleep/Dozed etc.	Smog, Smoke		UNRELATED:		2	1	3
19 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:		3	2	5
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:		1	2	3
8 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:			1	1
Fail to Obey Stop Sign	Rain, Snow		UNRELATED:			2	2
Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:		1		1
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:	1	4		5
2 Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	Wet		UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered	OTHER CT	RELATED:		1	1	2
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:		2	5	7
3 Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE			01		
2 Followed too Closely	Road Under Construction	B BUILDING			02		
1 Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH			03		
1 Improper Lane Change	Shoulders Low, Soft, High	S CURB			04		
Improper Backing		D GUARDRAIL/BARRIER			05		
Improper Passing	15 Other or Unknown	E EMBANKMENT			06		
Improper Signal		O FENCE			07		
		B LIGHT POLE			08		
		J SIGN POST			09		
		E OTHER POLE			10		
		C TREE/SHRUBBERY			11		
		T CONSTR. BARRIER			12		
		S CRASH ATTENUATOR			13		
		OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS
42 CLEAR/CLDY	34 DAY	
FOGGY	DAWN/DUSK	
9 RAINING	14 DARK - LIGHTS ON	1999 17
1 SNOW/SLEET	4 DARK - NO LIGHTS	2000 18
OTHER	OTHER	2001 17

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Study Worksheet Output rev. 12/99-3

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From TECUMSEH ST To MD 193
 County: Prince George's Period: January 1, 1999 To December 31, 2001
 Type Controls: DU-100t

Logmile: From 004.97 To 005.24 Length: 0.27
 Note(s):

* Significantly Higher than Statewide

YEAR *	1999	2000	2001	TOTAL	STUDYRATE	STDRATE
FATAL					0.0	1.4
NO. KILLED						
INJURY	12	9	11	32	195.6	152.1
NO. INJURED	15	12	15	42		
PROP DAMAGE	18	15	16	49	299.4 *	195.5
TOTAL ACC	30	24	27	81	495.0 *	349.0
RATE	561.6	439.2	485.8			
A D T	54200	55300	56400			
VMT(millions)	5.3	5.5	5.6	16.4		
OPPOSITE DIR	2	1		3	18.3	9.5
REAR END	3	13	10	26	158.9 *	113.6
SIDESWIPE	3	2	6	11	67.2 *	21.6
LEFT TURN	9	4	5	18	110.0 *	54.5
ANGLE	4	1	1	6	36.7	70.0
PEDESTRIAN	2			2	12.2	13.4
PARKED VEH	1			1	6.1	3.9
FIXED OBJECT	2		1	3	18.3	20.3
OTHER	4	3	4	11	67.2 *	19.7
U-TURN						
BACKING						
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	4	3	4	11		
TRUCK REL ACC		1	2	3	18.3	21.1
NIGHTTIME	15	5	7	27	33 %	32 %
WET SURFACE	6	1	2	9	11 %	28 %
ALCOHOL REL	2	1		3	3 %	8 %
INTERSEC REL	20	7	13	40		
TOTAL VEH	60	54	56	170		
TOTAL TRUCKS		1	2	3		
PERCENT TRKS	0.0	1.9	3.6	1.8		

Comments:

AADT's provided by OPPE.

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Combined Summary Output rev. 12/98-1

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From TECUMSEH ST TO MD 193

Logmile: From 004.97 To 005.24 Length: 0.27

County: Prince George's Period: January 1, 1999 To December 31, 2001

Note(s):

SEVERITY				DAY OF THE WEEK													
Fatal	Injury	P-Damage	Total	SUN	MON	TUE	WED	THU	FRJ	SAT	UNK						
Accidents	32	49	81														
Veh Occ	41			8	15	10	13	10	11	14							
Pedestrian	1																

MONTH OF THE YEAR												CONDITION: DRIVER PED			
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:
7	7	4	7	7	10	8	10	6	3	7	5		61	3	17

TIME													VEHICLES INVOLVED PER ACCIDENT								
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL	
AM:	2	4	2	1		1	2	3	5	5	4			1	2	3	4	5	6+	UNK	TOTAL
PM:	5	5	6	5	6	5	6	3	5	2	4		5	65	9	2					170

VEHICLE TYPE		SURFACE		MOVEMENTS											
				NORTH			SOUTH			EAST			WEST		
				LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
2 M_Cycle/Moped	1 Trk_Trailer	9	WET												
110 Passengr Vch	1 Passenger Bus	71	DRY	8	75		15	37		1	1		3	4	2
30 Light Truck	School Bus	1	SNO/ICE												
2 Heavy Truck	Emergency Veh		MUD												
24 Other Types			OTHER	OTHER MOVEMENTS 26											

PROBABLE CAUSES			COLLISION TYPES			FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:			2	2	
2 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:			1	1	
1 Inf. of Medication	Illegally in Roadway		REAR END	RELATED:		4	4	8	
Inf. of Combined Substance	Bicycle Violation			UNRELATED:		9	9	18	
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:		2	3	5	
Fell Asleep/Fainted etc.	Smog, Smoke			UNRELATED:		2	4	6	
33 Fail to give full attent.	Sleet, Hail, Fra. Rain		LEFT TURN	RELATED:		7	9	16	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:		2	2	2	
22 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:		1	2	3	
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:		2	1	3	
Fail to Obey Traffic Sig	Animal		PEDBTRIAN	RELATED:			1	1	
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:			1	1	
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:			1	1	
Fail to Stop for Beh. Bus	1 Wet			UNRELATED:					
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:			3	3	
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:			1	7	
1 Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01					
6 Followed too Closely	Road Under Construction		I BUILDING	02					
Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03					
1 Improper Lane Change	Shoulders Low, Soft, High		B CURB	04			1	1	
Improper Backing			D GUARDRAIL/BARRIER	05					
Improper Passing			E EMBANKMENT	06					
1 Improper Signal	13 Other or Unknown		O FENCE	07					
			B LIGHT POLE	08					
			J SIGN POST	09					
			E OTHER POLE	10			1	1	
			C TREE/SHRUBBERY	11					
			T CONSTR. BARRIER	12					
			B CRASH ATTENUATOR	13					
			OTHER FIXED OBJECT						

WEATHER		ILLUMINATION		TOTALS	
72 CLEAR/CLDY		48 DAY			
1 FOGGY		6 DAWN/DUSK			
7 RAINING		27 DARK - LIGHTS ON	1999	30	
		DARK - NO LIGHTS	2000	24	
1 OTHER		OTHER	2001	27	

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Study Worksheet Output rev. 12/99-3

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From ROSSBOROUGH LA & DAIRY LA To LANGLAND RD
 County: Prince George's Period: January 3, 1999 To December 31, 2001
 Type Controls: 5U-100t

Logmile: From 004.08 To 004.41 Length: 0.33
 Note(s): * Significantly Higher than Statewide

YEAR	1999	2000	2001	TOTAL	STUDYRATE	STDRATE
FATAL					0.0	1.6
NO. KILLED						
INJURY	10	7	7	24	130.6	112.4
NO. INJURED	14	7	15	36		
PROP DAMAGE	19	14	7	40	217.6 *	134.0
TOTAL ACC	29	21	14	64	348.2 *	247.9
RATE	483.5	342.3	234.2			
A D T	49800	50800	51900			
VMT(millions)	6.0	6.1	6.2	18.4		
OPPOSITE DIR	1			1	5.4	4.3
REAR END	13	10	7	30	163.2 *	91.8
SIDESWIPE	1	1	2	4	21.6	17.6
LEFT TURN	3	1	1	5	27.2	27.2
ANGLE	3	3		6	32.7	38.1
PEDESTRIAN	1			1	5.4	7.3
PARKED VEH	1	1		2	10.9 *	4.2
FIXED OBJECT		2	1	3	16.3	22.6
OTHER	6	3	3	12	65.3 *	30.3
U-TURN						
BACKING		1		1		
ANIMAL	1			1		
RAILROAD						
EXPL./FIRE						
OVERTURN	1			1		
OTHER/UNK	4	2	3	9		
TRUCK REL ACC	1		2	3	16.3	16.4
NIGHTTIME	10	5	3	18	28 %	32 %
WET SURFACE	9	9	3	21	32 %	28 %
ALCOHOL REL	3	3	1	7	10 %	8 %
INTERSEC REL	21	15	8	44		
TOTAL VEH	63	41	33	137		
TOTAL TRUCKS	1		2	3		
PERCENT TRKS	1.6	0.0	6.1	2.2		

Comments:

AADT's provided by OPPE.

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Combined Summary Output rev. 12/98-1

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From ROSSBOROUGH LA & DAIRY LA TO LAKELAND RD
 County: Prince George's Period: January 1, 1999 To December 31, 2001

Logmile: From 004.08 To 004.41 Length: 0.33
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																
Accidents		24	40	64	SUN	MON	TUE	WED	THU	FRJ	SAT	UNK									
Veh Occ		35			3	7	14	12	9	8	11										
Pedestrian		1																			
MONTH OF THE YEAR																					
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	CONDITION: DRIVER	PED							
4	6	6	8	5	5	4	3	5	8	5	5		Normal:	46	1						
													ALCOHOL:	7							
													Other:	11							
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	4	1		4				3	3	2	3	4		1	2	3	4	5	6+	UNK	TOTAL
PM:	6	5	8	1	5	2	2	4	2	3	2			8	43	10	2	1			137
VEHICLE TYPE		SURFACE		MOVEMENTS																	
3 M_Cycle/Moped	1 Trk_Trailer	21	WET	NORTH			SOUTH			EAST			WEST								
77 Passenger Veh	1 Passenger Bus	38	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT						
22 Light Truck	2 School Bus	5	SNO/ICE	5	58		2	32		2			1	6	3						
2 Heavy Truck	2 Emergency Veh		MUD																	
27 Other Types			OTHER	OTHER MOVEMENTS 28																	
PROBABLE CAUSES				COLLISION TYPES				FAT	INJ	PROP	TOTAL										
1 Inf. of Drugs	Improper Parking			OPPOSITE DIR	RELATED:			1			1										
7 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:																	
Inf. of Medication	Illegally in Roadway			REAR END	RELATED:			11	10		21										
Inf. of Combined Substance	Bicycle Violation			UNRELATED:				3	6		9										
Physical/Mental Difficulty	Clothing not Visible			SIDESWIPE	RELATED:			1	2		3										
Fall Asleep/Fainted etc.	Smog, Smoke			UNRELATED:				2													
27 Fail to give full attent.	Sleet, Hail, Frz. Rain			LEFT TURN	RELATED:			1	4		5										
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:																	
1 Fail to Yield Rightofway	Severe Crosswinds			ANGLE	RELATED:			2	3		5										
Fail to Obey Stop Sign	1 Rain, Snow			UNRELATED:				1													
4 Fail to Obey Traffic Sig	Animal			PEDESTRIAN	RELATED:																
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:				1													
Fail to Keep Right of Ctr	Vehicle Defect			PARKED VEH.	RELATED:			1													
Fail to Stop for Sch. Bus	Wet			UNRELATED:				1													
Wrong Way on One Way	Icy or Snow Covered			OTHER CT	RELATED:			1	4		5										
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:				3													
4 Too Fast for Conditions	Ruts, Holes, Bumps			F BRIDGE	01																
2 Followed too Closely	Road Under Construction			I BUILDING	02			1													
2 Improper Turn	Traffic Cntrl Device Inop.			X CULVERT/DITCH	03																
1 Improper Lane Change	Shoulders Low, Soft, High			E CURB	04			2													
Improper Backing				D GUARDRAIL/BARRIER	05																
1 Improper Passing	12 Other or Unknown			I EMBANKMENT	06																
Improper Signal				O FENCE	07																
				B LIGHT POLE	08																
				J SIG POST	09																
				E OTHER POLE	10																
				C TREE/SHRUBBERY	11																
				T CONSTR. BARRIER	12																
				S CRASH ATTENUATOR	13																
				I OTHER FIXED OBJECT																	
WEATHER	ILLUMINATION	TOTALS																			
44 CLEAR/CLDY	43 DAY																				
FOGGY	3 DAMN/DUSK																				
16 RAINING	16 DARK - LIGHTS ON	1999	29																		
4 SNOW/SLEET	2 DARK - NO LIGHTS	2000	21																		
OTHER	OTHER	2001	14																		

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Study Worksheet Output rev. 12/99-3

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From OLIVER ST To TUCKERMAN ST
 County: Prince George's Period: January 1, 1999 To December 31, 2001
 Type Controls: OU-100*

Logmile: From 002.41 To 002.76 Length: 0.35
 Note(s):

* Significantly Higher than Statewide

YEAR	1999	2000	2001	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.4
NO. KILLED						
INJURY	10	16	11	37	339.0 *	152.7
NO. INJURED	17	19	23	59		
PROP DAMAGE	21	25	16	62	569.4 *	195.5
TOTAL ACC	31	41	27	99	909.3 *	349.0
RATE	872.9	1127.0	730.1			
A D T	27800	28400	29000			
VMT(millions)	3.6	3.6	3.7	10.9		
OPPOSITE DIR		2	1	3	27.6 *	9.5
REAR END	5	8	5	18	165.2 *	113.6
SIDESWIPE	2	4	2	8	73.5 *	21.6
LEFT TURN	5	2	5	12	110.2 *	54.5
ANGLE	9	11	3	23	211.2 *	70.0
PEDESTRIAN			1	1	9.2	13.4
PARKED VEH		1		1	9.2	3.9
FIXED OBJECT	6	4	1	11	101.0 *	20.3
OTHER	5	9	8	22	202.1 *	39.7
U-TURN						
BACKING		1		1		
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	5	8	8	21		
TRUCK REL ACC	3	2	4	9	82.7 *	21.1
NIGHTTIME	9	7	6	22	22 %	12 %
WET SURFACE	7	7	4	18	18 %	29 %
ALCOHOL REL	3	3	1	7	7 %	8 %
INTERSEC REL	21	24	19	64		
TOTAL VEH	57	80	62	199		
TOTAL TRUCKS	3	2	4	9		
PERCENT TRKS	5.3	2.5	6.5	4.5		

Comments:

AADT's provided by OPPE.

Maryland State Highway Administration
 Office of Traffic and Safety - Traffic Safety Analysis Division
 SHA 52.1 ADC Combined Summary Output rev. 12/98-1

Name: Robert Booker, Jr.
 Date: 02/05/2003

Location: US 1 From OLIVER ST TO TUCKERMAN ST
 County: Prince George's Period: January 1, 1999 To December 31, 2001

Logmile: From 002.41 To 002.76 Length: 0.35
 Note(s):

SEVERITY	Pct%	Injury	P-Damage	Total	DAY OF THE WEEK							UNK
Accidents		37	62	99	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ		59			7	14	21	17	7	18	15	
Pedestrian												

MONTH OF THE YEAR													CONDITION:	DRIVER	PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	65	1
7	4	12	12	8	5	8	7	9	9	8	10		ALCOHOL:	7	
													Other:	27	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	3		2		2		1	3	7	4	5	5		1	2	3	4	5	6+	UNK	TOTAL
PM:	4	10	12	4	10	7	3	4	5	4	1	3		14	73	11			1		189

VEHICLE TYPE		SURFACE		MOVEMENTS											
				NORTH			SOUTH			EAST			WEST		
				LP	ST	RT	LP	ST	RT	LP	ST	RT	LP	ST	RT
2 M_Cycle/Moped	2 Trk_Trailer	18	WET												
111 Passenger Veh	4 Passenger Bus	77	DRY	11	55	1	8	56		7	7	1	8	9	
32 Light Truck	3 School Bus	4	SND/ICE												
9 Heavy Truck	1 Emergency Veh		MUD												
35 Other Types			OTHER	OTHER MOVEMENTS 37											

PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:		2	1	3
5 Inf. of Alcohol	Passenger Interfere/Obetr.		UNRELATED:				
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:		7	5	12
Inf. of Combined Substance	Bicycle Violation		UNRELATED:		2	4	6
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPR	RELATED:			1	1
Fell Asleep/Fainted etc.	Smog, Smoke		UNRELATED:		2	5	7
48 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:		8	4	12
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:				
13 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:		6	10	16
Fail to Obey Stop Sign	1 Rain, Snow		UNRELATED:		3	4	7
5 Fail to Obey Traffic Sig	Animal	PEDBSTRIAN	RELATED:				
2 Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:			1	1
Fail to Keep Right of Ctr	1 Vehicle Defect	PARKED VEH.	RELATED:		1		1
Fail to Stop for Sch. Bus	Het		UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered	OTHER CT	RELATED:		2	9	11
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:		2	9	11
5 Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE	01				
2 Followed too Closely	Road Under Construction	I BUILDING	02				
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH	03				
Improper Lane Change	Shoulders Low, Soft, High	E CURB	04		1		1
1 Improper Backing		D GUARDRAIL/BARRIERR	05			1	1
Improper Passing	16 Other or Unknown	EMBARKMENT	06				
Improper Signal		O FENCE	07				
		N LIGHT POLE	08			3	1
		J SIGN POST	09			3	1
		E OTHER POLE	10		1	6	7
		C TREE/SHRUBBERY	11				
		T CONSTR. BARRIER	12				
		S CRASH ATTENUATOR	13				
		OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS	
85 CLEAR/CLDY	72 DAY		
FOGGY	5 DAWN/DUSK		
10 RAINING	19 DARK - LIGHTS ON	1999	31
4 SNOW/SLEET	3 DARK - NO LIGHTS	2000	41
OTHER	OTHER	2001	27



URS