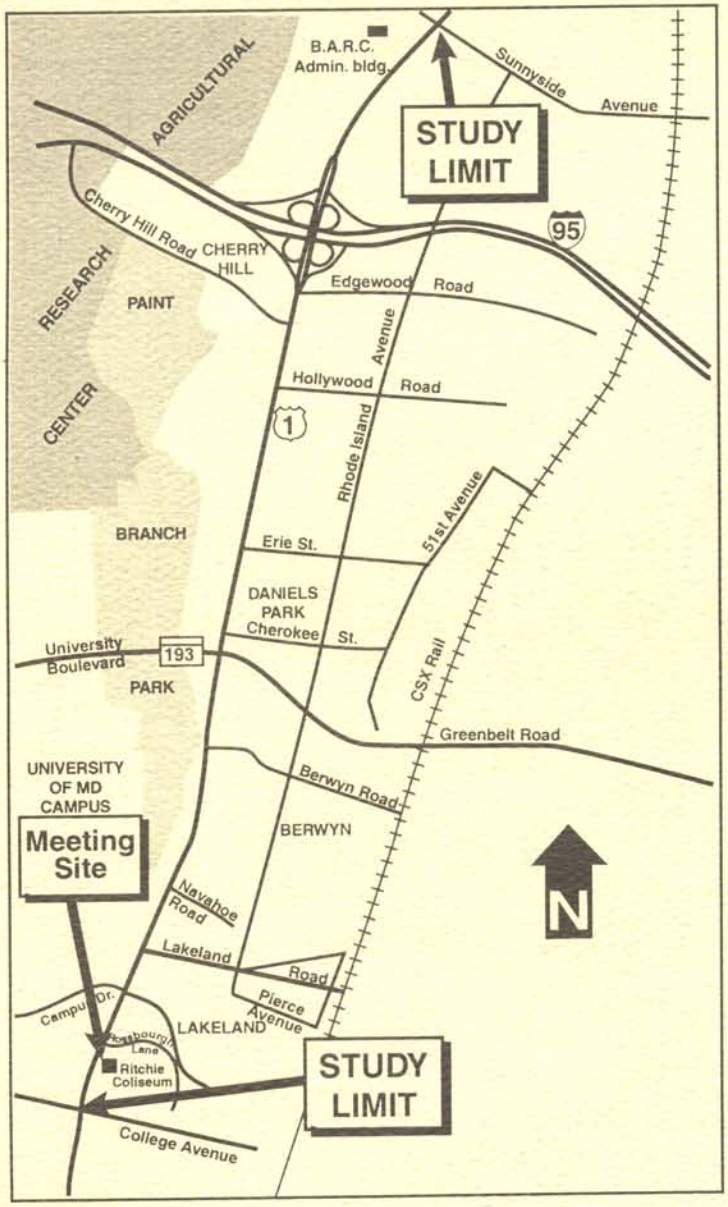
US 1 - College Park

LOCATION/DESIGN
Public Meetings



Wednesday, June 27, 2001

Displays Available - 5:30 PM

Presentation / Testimony - 7:00 PM

The Ritchie Coliseum

Rossbourgh Lane & US 1
College Park, Maryland

Project No. PG253A11

US Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION

Introduction

The State Highway Administration (SHA) is conducting a project planning study on US 1 (Baltimore Avenue) in Prince George's County. The segment of US 1 being considered for improvement is located in College Park, Maryland from Sunnyside Avenue in Beltsville to College Avenue (south entrance of the University of Maryland), a distance of 3.3 miles. A map of the Study Area is shown in Figure 1.

Purpose of the Study

The purpose of the project planning study is to address safety concerns and to manage congestion along US 1 in the College Park area. The project team has analyzed existing and projected vehicular, bicycle and pedestrian circulation, evaluated safety concerns and examined issues concerning access to and from US 1. A focus of early project activities also aimed to recognize US 1 in this area as College Park's "Main Street" by making it a more pedestrian friendly and an aesthetically appropriate environment.

Purpose of this Meeting

The purpose of the US 1-College Park Location/Design Public Hearing, that will be held on Wednesday June 27, 2001 at the Ritchie Coliseum, is to present the results of the engineering and environmental studies for the proposed improvements to the project area. The Public Hearing will also provide an opportunity for any interested individual, association, citizen group, or governmental agency to offer oral or written comments for the project record. Maps depicting the study alternatives will be on display for public viewing beginning at 6:00 p.m. State Highway Administration and Federal Highway Administration representatives, as well as representatives from Prince George's County and the City of College Park, will be available to answer questions relative to this project. The formal 30-minute presentation will be at 7:00 p.m., followed by public testimony. The entire proceedings will be recorded and a transcript will be prepared.

Your Comments

The public is encouraged to participate in the Public Hearing to ensure that their input is a factor in the decision-making process. A postage-paid return mailer is included in this brochure for your use. Additional copies of this mailer will also be available at the Public Hearing. Written comments for inclusion in the project record may be submitted until July 27, 2001. The brochure comment card can also be used to add your name to the project mailing list. You may also add your name by signing in with meeting receptionist located at the front door or by sending an email to the project engineer at nwashington@sha.state.md.us. If you have received a copy of this brochure in the mail, you are already on the list.

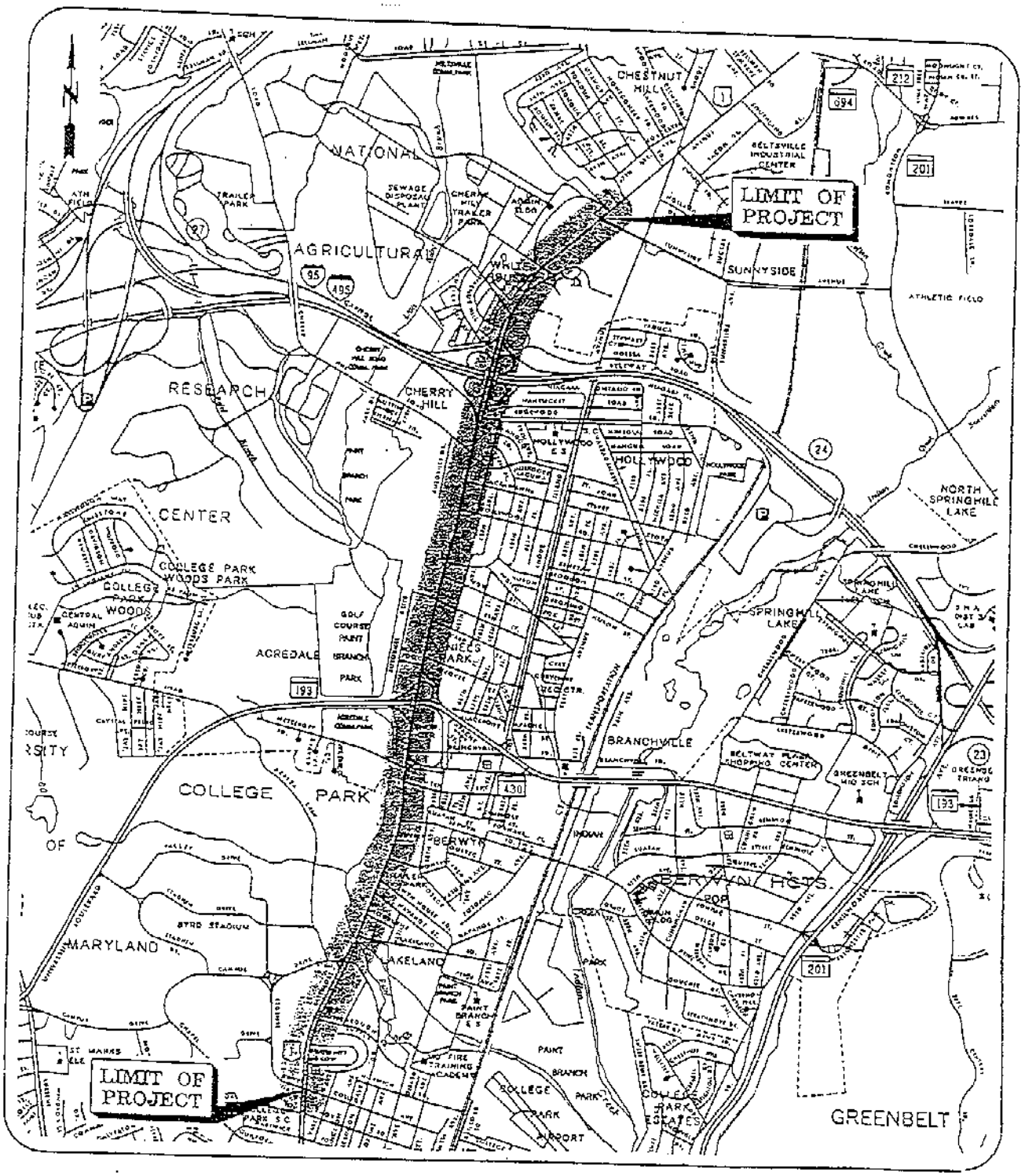

LIMIT OF PROJECT
LIMIT OF PROJECT
NATIONAL
AGRICULTURAL
RESEARCH
CENTER
CHERRY HILL
CHESTNUT HILL
SUNNYSIDE
HOLLYWOOD
NORTH SPRINGHILL LAKE
SPRINGHILL LAKE
COLLEGE PARK WOODS PARK
COLLEGE PARK WOODS
ACREDALE
BRANCHVILLE
COLLEGE PARK
BERWYN
BERWYN HGTS.
MARYLAND
LAKELAND
GREENBELT
ATHLETIC FIELD
BELTSVILLE INDUSTRIAL CENTER
BELTWAY PLAZA SHOPPING CENTER
GREENBELT MID SCH
PAINT BRANCH PARK
COLLEGE PARK AIRPORT
COLLEGE PARK ESTATES
BYRD STADIUM
SEWAGE DISPOSAL PLANT
CHERRY HILL TRAILER PARK
TRAILER PARK
GOLF COURSE PAINT BRANCH PARK
HOLLYWOOD E S
PAINT BRANCH E S
FIRE TRAINING ACADEMY
ST MARKS ELE
PARK S C
CENTRAL ADMIN
95
495
27
1
694
212
201
24
193
430
23

FIGURE 1

Program Status

The project is included in the Secondary Development and Evaluation Section of the Maryland Department of Transportation (MDOT) Consolidated Transportation Program (CTP) for 2001-2006. Funding is programmed for the project planning phase only. At the present time, funds for final engineering, right-of-way acquisition, and construction are not programmed.

Project Need

Access Issues:

US 1 within the project area is a major arterial (or roadway intended to carry traffic between local streets and major highways) with no control of access. The study area is comprised of commercial and retail development with adjacent low to medium density residential neighborhoods. Businesses line the corridor, access to these businesses is available through numerous curb cuts. Each of these streets and curb cuts creates a conflict point and potential safety concern.

Safety:

A review of three year (1997-2000) accident history indicates that 796 accidents occurred along US 1 from College Avenue to Sunnyside Avenue. This results in an accident rate more than double the statewide average for similar roadways.

The most prevalent accident types include, Opposite Direction, Rear End, Sideswipe, Left Turn, and Pedestrian. All of these types were higher than the statewide average.

Most of the accident experience can be directly attributed to increasing traffic volumes and numerous conflict or access points. The accident trend along this segment of US 1 is expected to continue if no improvements are made.

Traffic Congestion/Operations:

The existing Average Daily Traffic (ADT) volumes on US 1 range from approximately 40,000 vehicles per day (vpd) at the Paint Branch Parkway/Campus Drive intersection to 57, 500 vpd north of MD 430 (Greenbelt Road). The project volumes for this facility for the year 2020 are approximately 56,300 vpd at the Paint Branch Parkway/Campus Drive intersection, and approximately 80,800 vpd north of MD 193. The traffic volumes decrease to approximately 24,000 vpd near MD 410, south of the project limits.

The traffic flow along any type of highway or through any intersection is measured in terms of level of service (LOS). LOS at a given location is graded 'A' through 'F' with LOS 'A' representing excellent traffic with little or no delay, and LOS 'F' representing failing traffic flow with total congestion where several signal cycles are required to clear traffic through intersections.

Thirteen intersections have been analyzed within the Project Area. As can be seen in the Figure 2, two intersections, Cherry Hill Road and

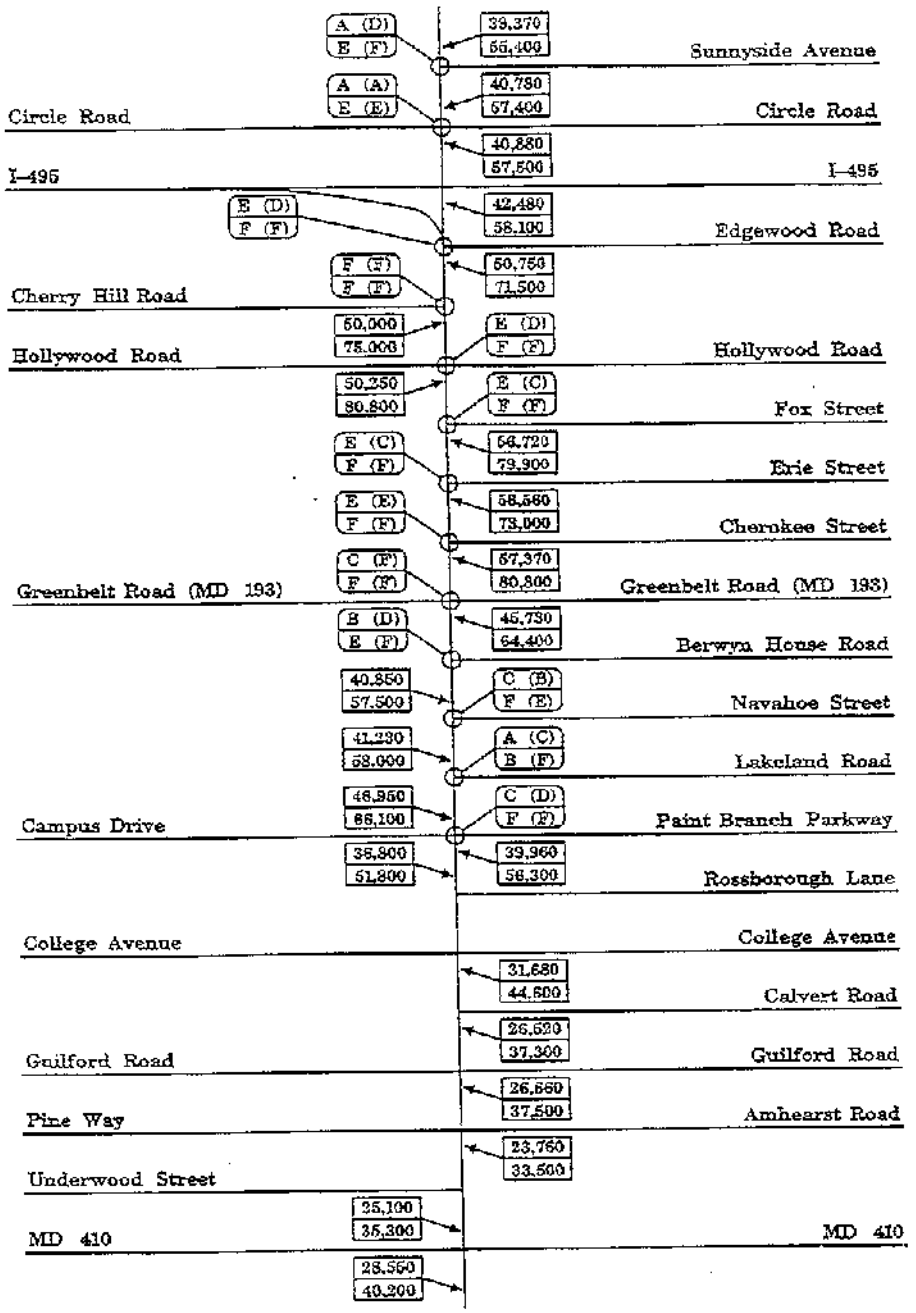

Sunnyside Avenue
Circle Road
I-495
Edgewood Road
Cherry Hill Road
Hollywood Road
Fox Street
Erie Street
Cherokee Street
Greenbelt Road (MD 193)
Berwyn House Road
Navahoe Street
Lakeland Road
Campus Drive
Paint Branch Parkway
Rossborough Lane
College Avenue
Calvert Road
Guilford Road
Pine Way
Amhearst Road
Underwood Street
MD 410
A (D)
E (F)
39,370
55,400
A (A)
E (E)
40,780
57,400
40,880
57,500
E (D)
F (F)
42,480
58,100
F (F)
F (F)
50,750
71,500
50,000
75,000
E (D)
F (F)
50,250
80,800
E (C)
F (F)
E (C)
F (F)
54,720
79,900
E (E)
F (F)
58,560
73,000
C (F)
F (F)
67,370
80,800
B (D)
E (F)
45,730
64,400
40,850
57,500
C (B)
F (E)
41,230
58,000
A (C)
B (F)
46,950
66,100
C (D)
F (F)
35,900
51,800
39,960
56,300
31,680
44,600
26,520
37,300
26,560
37,500
23,760
33,500
25,100
35,300
28,550
40,200
LEGEND
28,550 1997 A.D.T.
40,200 2020 A.D.T.
LEVEL OF SERVICE
C (D) EXISTING AM (PM)
F (F) 2020 AM (PM)

FIGURE 2

Greenbelt Road (MD 430) are currently operating at LOS 'F' during the evening peak period. In addition, all of the other intersections within the Project Area will be operating at a poor level of service, LOS 'E' during the evening peak period.

Pedestrian and Bicycle Traffic:

Pedestrian counts were done in a variety of locations in the corridor. These counts ranged from 32 in the northern section of the study near Sunnyside Avenue to over 900 in the southern section of the study near the University.

Goals of the Project

The goals of the US 1 project are as follows:

- Driver safety and vehicle flow

  To improve the ability of the roadway to safely manage current and predicted traffic volumes at a more appropriate level of service.

- Enhance Aesthetics

  To create a 'Sense of Place' along the US 1 corridor by developing streetscape plans that, through the use of landscaping, utility relocation and other unifying elements, present users with consistent and coherent visual themes.

- Pedestrian Accommodation

  To identify methods for reshaping US 1 as a pedestrian friendly facility that will improve pedestrian safety and circulation.

- Bicycle Accommodation

  To identify safe and practical measures to improve facilities for those who choose to bicycle within the area.

- Improve Transit

  To investigate opportunities for improving transit in the corridor in coordination with the City of College Park, University of Maryland, Prince George's County, the Mass Transit Administration, and Washington Metropolitan Area Transit Administration (WMATA).

Focus Group

A Focus Group comprised of local residents, business owners, elected officials, Prince George's County, City of College Park, and University of Maryland representatives and SHA team members have met periodically to assist in the development of potential solutions for traffic congestion, safety concerns, pedestrian and bicycle accommodations and aesthetic treatments along US 1. In addition, they have provided a much valued local perspective to the Project Team.

Alternatives Under Consideration

There are three alternatives being considered for the US 1-College Park Study. These include:

No-Build (Baseline)

The No-Build Alternative includes no major improvement along existing US 1 within the study limits. Normal highway maintenance such as resurfacing and restriping, vegetation clearance of the right-of-way and signing and safety improvements would be implemented as needed. No major improvements or construction that would measurably improve safety and ability of the highway to accommodate increased traffic volumes predicted for the design year 2020 would be undertaken.

4-Lane Divided Reconstruction Alternative

US 1 would be reconstructed from Sunnyside Avenue to College Avenue as a new 4-lane divided roadway, with 2-11 foot inside lanes and 2-16 foot outside lanes (in each direction) separated by a 16 foot raised grass median. The median would narrow to four feet at selected intersections to accommodate left and U-turning vehicles. The six foot panel will accommodate street trees, bordered by a five-foot sidewalk on both sides of US 1. Where necessary, alignment shifts, retaining walls, and a two-foot paver have been included to minimize right-of-way impact and property displacements. The typical sections are shown in Figure 3.

In addition, Transportation Systems Management (TSM) /Transportation Demand Management (TDM) components have been included in the alternative. TSM/TDM components aim to address as many of the project goals as possible, while minimizing impacts and construction costs. Termed Transportation Systems Management (TSM)/Transportation Demand Management (TDM), this option includes measures to optimize the existing transportation system (TSM), as well as measures to effect the demand on the existing system (TDM). Typical TSM/TDM components include options such as modest intersection improvements, employer work hour programs and parking restrictions/fees.

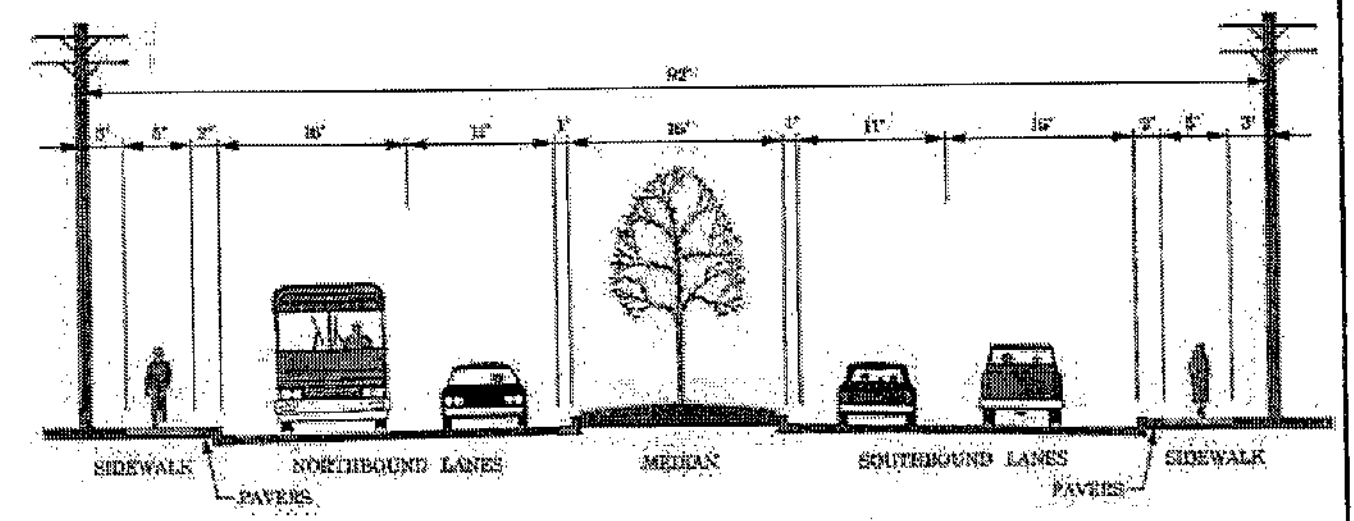
For the US 1 College Park Study, the TSM/TDM components that have been incorporated in both alternatives include:

Intersection Improvements at US 1 at Cherry Hill and US 1 at Greenbelt Road

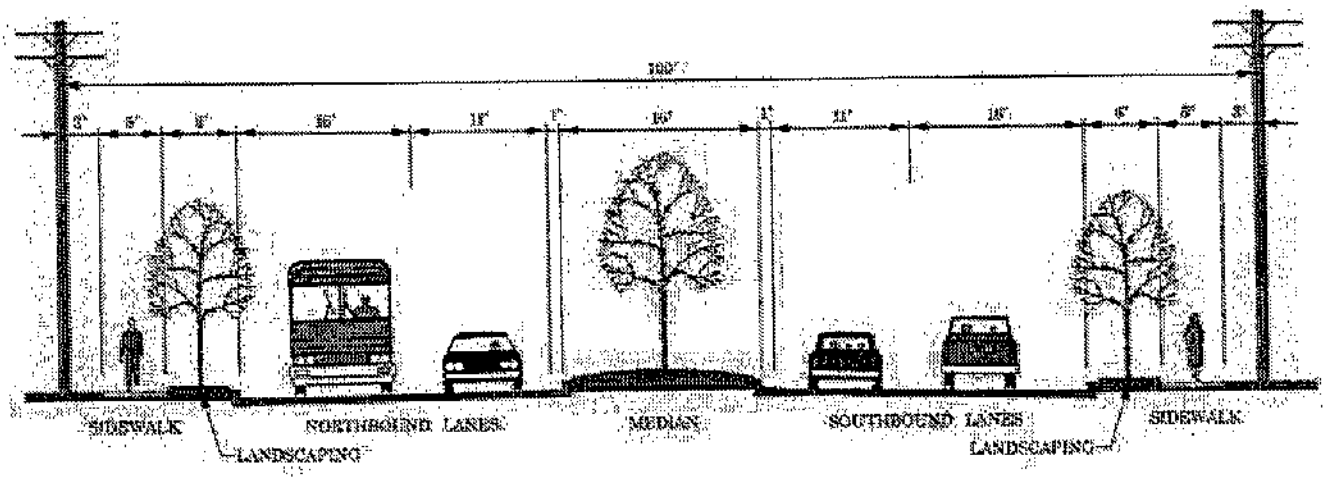
- Bus Pull-off Lanes
- Access Consolidation
- Signal Timing/System Optimization
- Travel Diversion Initiatives
- Staggered Work/Class Hours
- Parking Fee Structure on University of Maryland Campus

5-Lane Undivided Reconstruction Alternative

US 1 would be reconstructed from Sunnyside Avenue to College Avenue as a new 5-lane undivided roadway, with 2-11 foot inside travel lanes and 2-16 foot outside travel lanes (in each direction) separated by a 13 foot center turn lane. Streetscape features would include six-foot lawn panels with trees for the majority of the corridor. The six-foot



4-LANE DIVIDED HIGHWAY



4-LANE DIVIDED HIGHWAY

FIGURE 3

panels will accommodate street trees, bordered by a five-foot sidewalk on both sides of US 1. Where necessary, alignment shifts, retaining walls, and two-foot paver sections have been included to minimize right-of-way impacts and residential or business displacements. In addition, TSM/TDM components have been included in the alternative. The typical sections are shown in Figure 4.

CHERRY HILL ROAD INTERCHANGE OPTION

Although intersection improvements at Cherry Hill Road and US 1 are included with both the 4-Lane Divided and 5-Lane Undivided Alternative, this intersection will continue to operate at a poor level of service. A grade separated interchange option has been developed to address this poor level of

service. The Cherry Hill Interchange Option will help improve the level of service, helping to improve the overall safety and time delay at this location.

The interchange option is based on creating a grade separation between Cherry Hill Road and US 1. The signal located along US 1 will be removed to allow for the continuous flow of traffic in both northbound and southbound directions. Turning movements between Cherry Hill Road and US 1 will be accommodated by a series of ramps. Access to and from southbound US 1 will accommodate these movements. Access to and from northbound US 1 will be controlled by a traffic signal located at the intersection of Cherry Hill Road and US 1 access ramps. Refer to Figure 5 for a picture of the interchange.

Environmental Study Summary

A detailed analysis of the build alternatives was conducted to determine potential for impacts to socio-economic, natural environment, and cultural resources. A comparison of these impacts is provided in the Environmental Summary: Table 1, found in the brochure.

Socio-Economic Environment

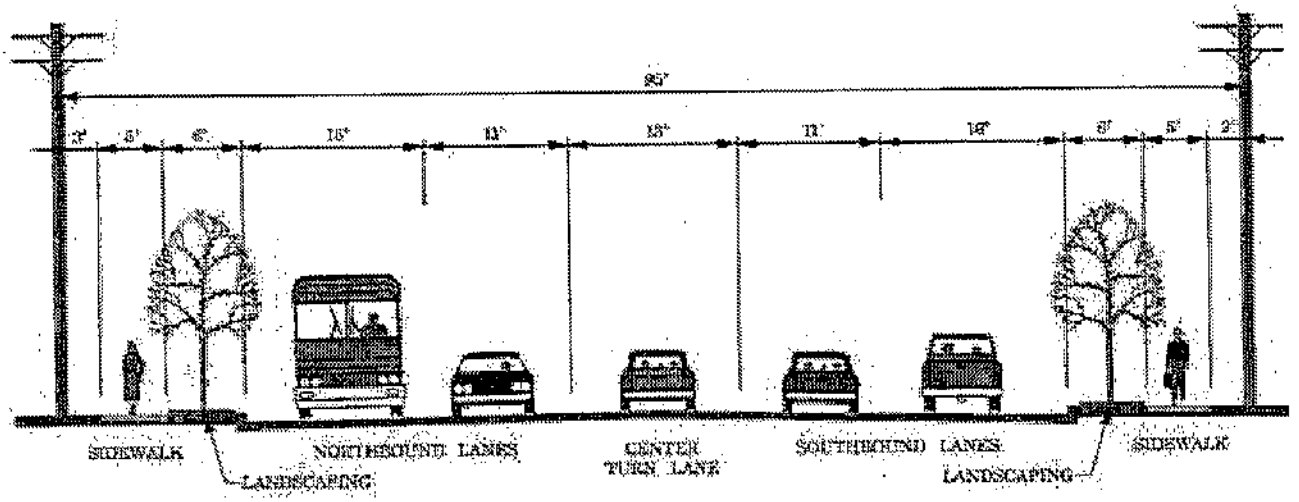
Depending on the alternative, between 11.8 and 12.6 acres of right-of-way. This would be strip of right-of-way acquisition, adjacent to the existing roadway. These right-of-way acquisitions will affect 76 properties within the study area. Of the 76 properties, 75 are commercial properties and one is a residential property. Refer to Table 1 for the number of property displacements for the 4-Lane Divided or 5-Lane Undivided Alternative.

If the Cherry Hill Interchange Option were selected, it would require 3.0 acres of right-of-way acquisition, affecting a total of 10 commercial properties above the 4-Lane and 5-Lane Alternative. Refer to Table 1 for the number of property displacements.

There will be no disproportionately high and adverse effects on low-income, minority, elderly, or handicapped populations by any of the build alternatives being considered for the US 1 project.

Cultural Environment

The State Highway Administration (SHA), in consultation with Maryland Historical Trust (MHT) and other consulting parties, has identified two historic resources in the study area that are eligible for the 'National Register of Historic Places'. The historic areas are the Beltsville Agricultural Research Center (BARC) and the University of Maryland-College Park Historic District (UMD-CP). For the 4-Lane and 5-Lane Alternatives, there will be eight individual locations where right-of-way is required from within the Historic District, totaling 0.95 acre. Within the UMD-CP Historic District, no single area of impact is greater than 0.24 acre of historic property. MHT concurred that the project will have no adverse effect on historic properties. In accordance with the Section 106 procedures of the National Historic Preservation Act, this Public Hearing provides the opportunity



5-LANE UNDIVIDED HIGHWAY

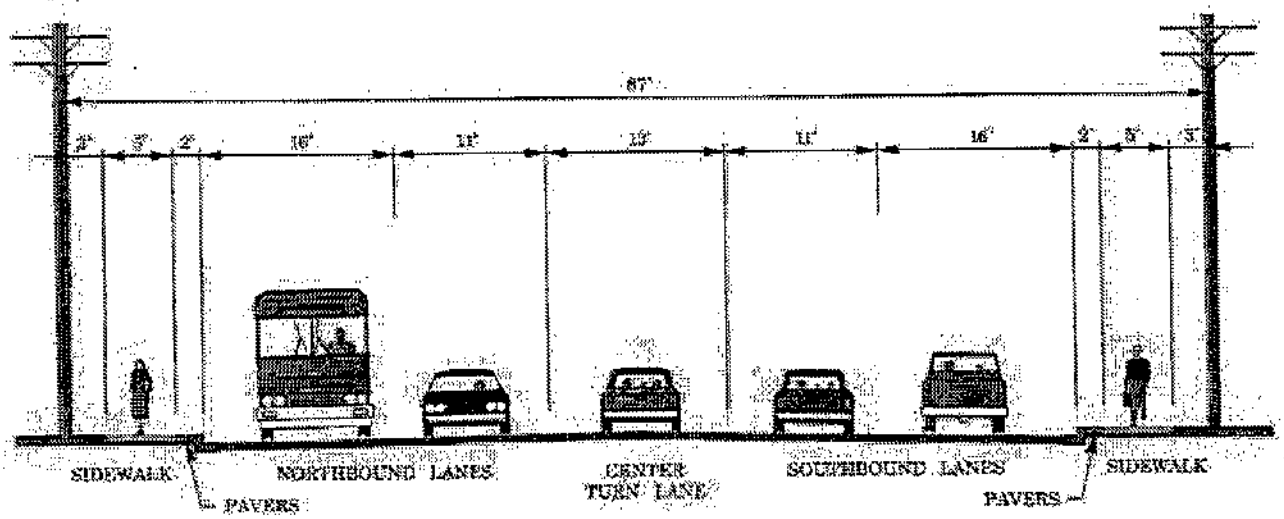


FIGURE 4 5-LANE UNDIVIDED HIGHWAY

for public input regarding effect to historic resources.

NATURAL ENVIRONMENT

Water Resources in the Study Area include Paint Branch and its associated wetlands and floodplain. There are no impacts to wetlands in the study and 0.6 acres of the Paint Branch floodplain within the right-of-way of the 5-Lane Undivided Alternative and 0.7 acres of the 100-year floodplain of Paint Branch within the right-of-way of the 4-Lane Divided Alternative. Refer to Table1 for additional information.

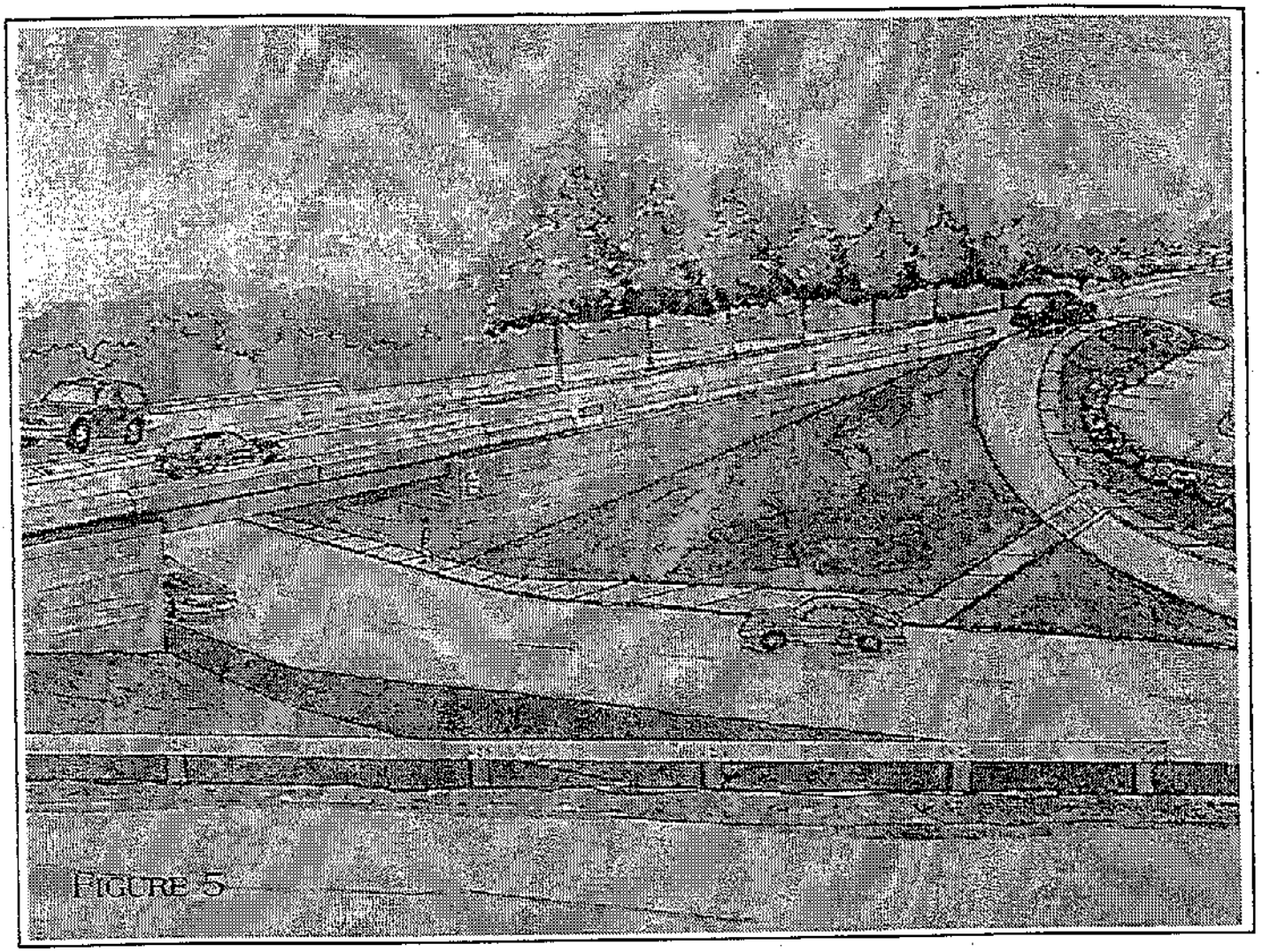


FIGURE 5

REMAINING PLANNING STEPS

Several steps remain in this project planning study including:

- Evaluate and address public and agency comments on the draft environmental document and from the Public Hearing, as well as perform additional studies (if necessary).

- Recommend a preferred alternative for to the State Highway Administrator.

- If a 'build' alternative is selected, complete and distribute the final environmental document addressing the selected alternative.

- Location Approval is obtained from the Federal Highway Administration and Design Approval from the State Highway Administrator for the selected alternative.

- Upon receipt of location approval, the project will be eligible to proceed to the final design.

TABLE 1: ENVIRONMENTAL SUMMARY

IMPACTS	NO BUILD	4-LANE DIVIDED	5-LANE UNDIVIDED	CHERRY HILL INTERCHANGE
Socio-economic				
I. Displacements				
a. Residence	0	0	0	0
b. Business/Commercial	0	11	8	6
c. Unoccupied Commercial Property	0	2	2	0
d. Community Facilities/Services	0	0	0	0
e. Historic/Archeological Sites	0	0	0	0
f. Parkland or Recreation Area	0	0	0	0
TOTAL	0	13	10	6
II. Right-of-Way Required (acres)				
a. Residences	0	0.4	0.4	0
b. Business/Commercial	0	7.6	6.9	3.0
c. Unoccupied Commercial Property	0	1.7	1.7	0
d. Community Facilities/Services	0	2.0	1.9	0
e. Historic/Archeological Sites	0	0.9	0.9	0
f. Parkland or Recreation Area	0	0	0	0
TOTAL	0	12.6	11.8	3.0
III. Consistent with Area Land Use Plans	No	Yes	Yes	Yes
Natural Environment				
I. Number of Stream Crossings	0	1*	1*	0
II. Affected Threatened or Endangered Species	0	0	0	0
III. 100-Year Floodplain Impacted (acres)	0	0.7	0.6	0
IV. Terrestrial and Aquatic Habitat (acres)	0	0	0	0
V. Wetlands Affected (acres)	0	0	0	0
Air Quality	N/A	N/A	N/A	N/A
Noise Quality	N/A	N/A	N/A	N/A
Approximate Cost (Millions)				
I. Preliminary Engineering	0	7.1	8.8	3.3
II. Right-of-Way	0	23.4	20.5	6.9
III. Construction	0	47.4	35.3	13.1
TOTAL	0	77.9	64.6	23.3

*** No Structure Modifications Required**

Non-Discrimination in Federally Assisted and State-Aid Programs

Should you have any additional questions concerning non-discrimination in federally assisted and State-Aid programs, please contact:

Mr. Walter Owens, Jr., Director
Office of Equal Opportunity
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
Phone: (410) 545-0315

Right-of-Way and Relocation Assistance

The proposed project may require additional right-of-way. For information regarding right-of-way and relocation assistance, please contact:

Mr. Richard Ravenscroft, Chief
District #3 Office of Real Estate
State Highway Administration
300 Kenilworth Avenue
Greenbelt, MD 20770
Phone: (301) 513-7455
Toll Free: (800) 749-0737

Document Available for Review

Environmental Assessment Document
(Available beginning May 29, 2001)

Location/Design Meeting Transcript
(Available beginning August 27, 2001)

To confirm availability, please call ahead.

Monday through Friday at:

State Highway Administration
District 3 Office
9300 Kenilworth Avenue
Greenbelt, MD 20770
Phone: 301-513-7300

State Highway Administration
Library – Room C-604
707 North Calvert Street
Baltimore, MD 21211
Phone: 410-545-5553

Beltsville Branch Library
4319 Sellman Road
Beltsville, MD 20705
Phone: 301-937-0294

Berwyn Heights Branch Library
8603 57th Avenue
College Park, MD 20740
Phone: 301-474-0018

Hyattsville Branch Library
6530 Adelphi Road
Hyattsville, MD 20782
Phone: 301-779-9330

City of College Park
City Hall
4500 Knox Road
College Park, MD 20740
Phone: 301-277-3445

University of Maryland-College Park
McKeldin Library, 2nd Floor
College Park, MD 20742-7011
Phone: 301- 405-9165

Media Used for Meeting Notification

Advertisements for the meeting appeared in the following newspapers:

- Washington Post
- Prince George's Journal
- Prince George's Gazette
- Prince George's Post
- Prince George's Sentinel
- Diamond Back

Thank You

Thank you for taking the time to review this project material and participate in this Public Hearing. Your comments are greatly appreciated! If you have any questions, please feel free to contact any of the project team members listed on last page of this brochure.

Project Planning Team Contacts

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Project Manager or
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Project Engineer
Project Planning Division
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Toll Free: 800-548-5026
Email: alan_straus@urscorp.com

Mr. Charles K. Watkins
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Greenbelt, MD 20770
Phone: 301-513-7300
Toll Free: 800-749-0737
Email: cwatkins@sha.state.md.us

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Office of Planning and
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State Highway Administration
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Baltimore, Maryland 21202-0717

Ms. Caryn J.G. Brookman
Environmental Specialist
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Email: caryn.brookman@fhwa.dot.gov

Ms. Terry Schum
Director of Planning
City of College Park
4500 Knox Road
College Park, MD 20740
Phone: 301-277-3445

NOTES

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

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

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In an effort to improve the effectiveness of our public involvement and outreach program, we would appreciate it if you would take a few minutes to answer this questionnaire.

Was the brochure laid out well and easy to follow? ☐ Yes ☐ No

Comments _____

_____

_____

_____

_____

Was each part of the brochure easy to understand?

Introduction	☐ Yes	☐ No
Purpose of Study	☐ Yes	☐ No
Purpose of the Meeting	☐ Yes	☐ No
Project Need	☐ Yes	☐ No
Goals of the Project	☐ Yes	☐ No
Alternatives Under Consideration	☐ Yes	☐ No
Environmental Summary	☐ Yes	☐ No
Remaining Planning Steps	☐ Yes	☐ No

Comments: _____

_____

_____

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Which part of the brochure was most valuable? _____

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What suggestions do you have for improvements? _____

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Baltimore, MD 21203

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GOVERNOR

Kathleen Kennedy-Townsend
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John D. Porcari
SECRETARY

Parker F. Williams
ADMINISTRATOR

To: