

# City of College Park Complete Streets Council Meeting





# Introduction

# The City of College Park: Complete Streets Policy & Implementation Plan

## 2008 - Transportation Study of the US Route 1 College Park Corridor I-495 to College Avenue

- **Goals and Objectives:**
  - **Create a place;**
  - **Make city and county development processes more predictable;**
  - **Ensure that transit supports additional development and is easy to use;**
  - **Provide the right amount and type of parking;**
  - **Provide safe, accessible, and convenient pedestrian infrastructure, and;**
  - **Accommodate bicyclists throughout the corridor.**
- **Recommended a series of short, medium, and long term strategies from policy to implementation**

Division 1 Transportation Study

Figure 48: Paint Branch Parkway/Campus Drive

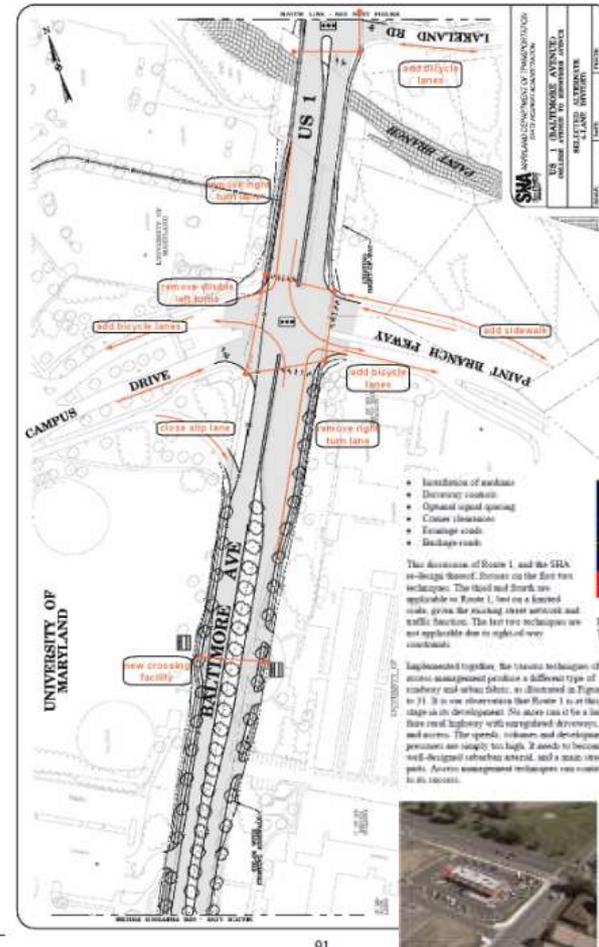


Figure 29: Model Access Management (right vs. Traditional Driveway Layout (bottom)



Figure 30: Example of Corner Property Access via Parking Lot

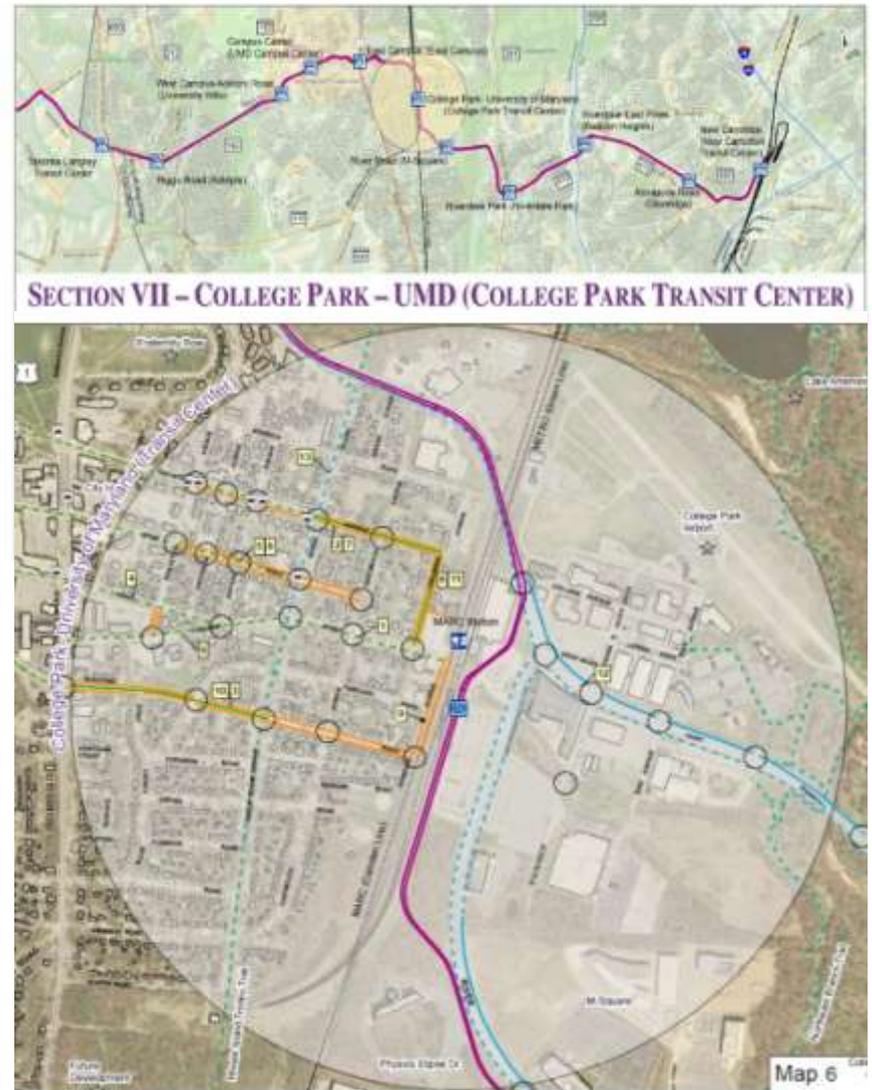


Figure 31: Variability Does Not Require Direct Access



## 2011 - Corridor Access Study (CAST) Purple Line College Park - UMD

- Proposed METRO Purple Line Alignment
- Station Location at College Park Transit Center
- Recommendations for Pedestrian Improvements within Radius including:
  - Intersection Improvements (ADA Upgrades; Signal Timing)
  - Traffic Calming (Curb Extensions)

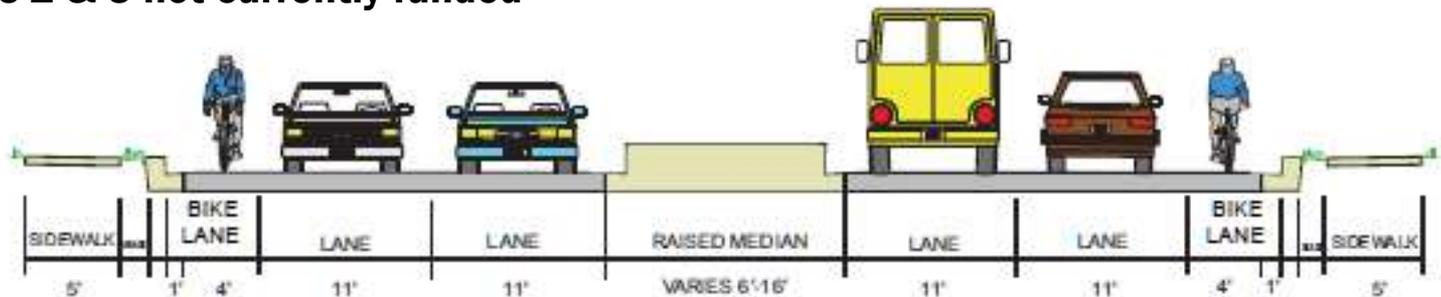


# The City of College Park: Complete Streets Policy & Implementation Plan

## Ongoing – State Highway Administration (SHA) US 1 College Park Corridor Improvement Projects

### Segment 1:

- University Avenue (MD 193) to College Avenue
- Fully-funded for Design;
- Not funded for utility relocation or construction
- Segments 2 & 3 not currently funded

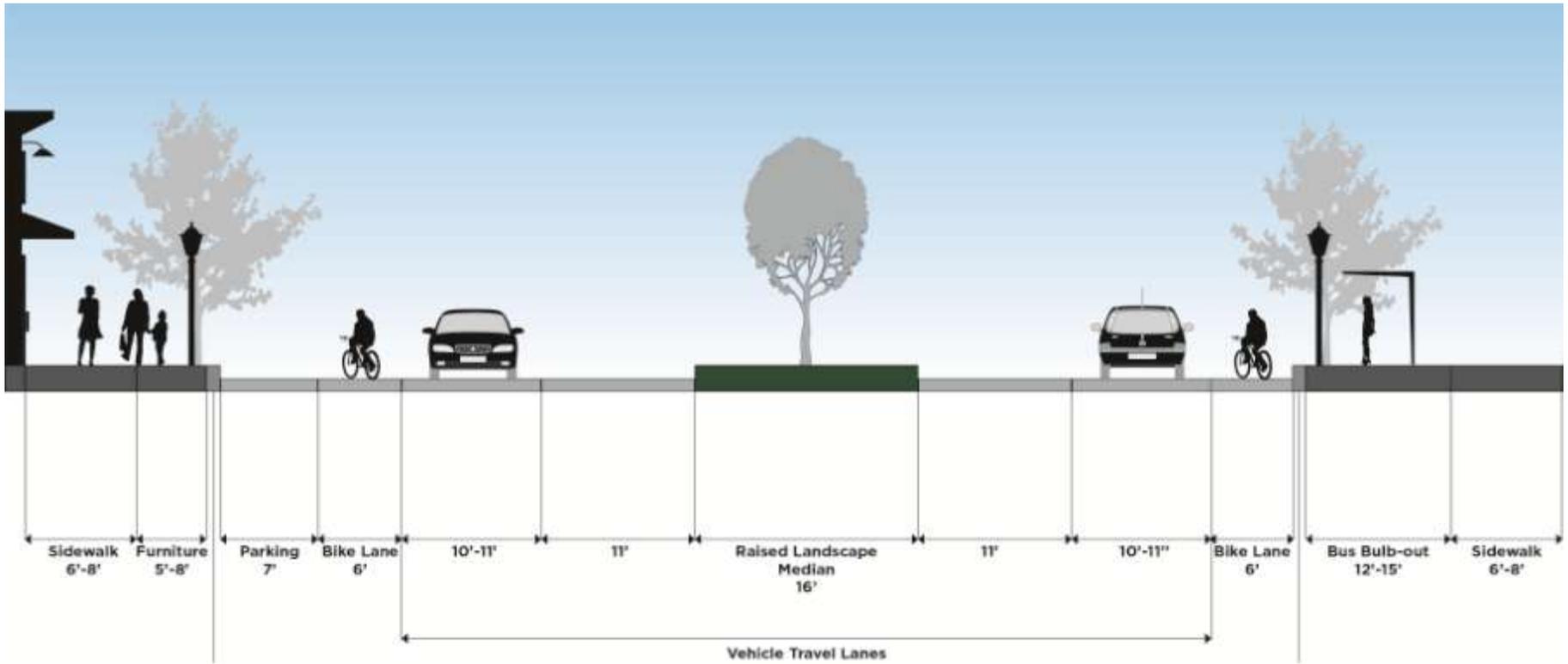


Typical Section – US 1 / Baltimore Avenue

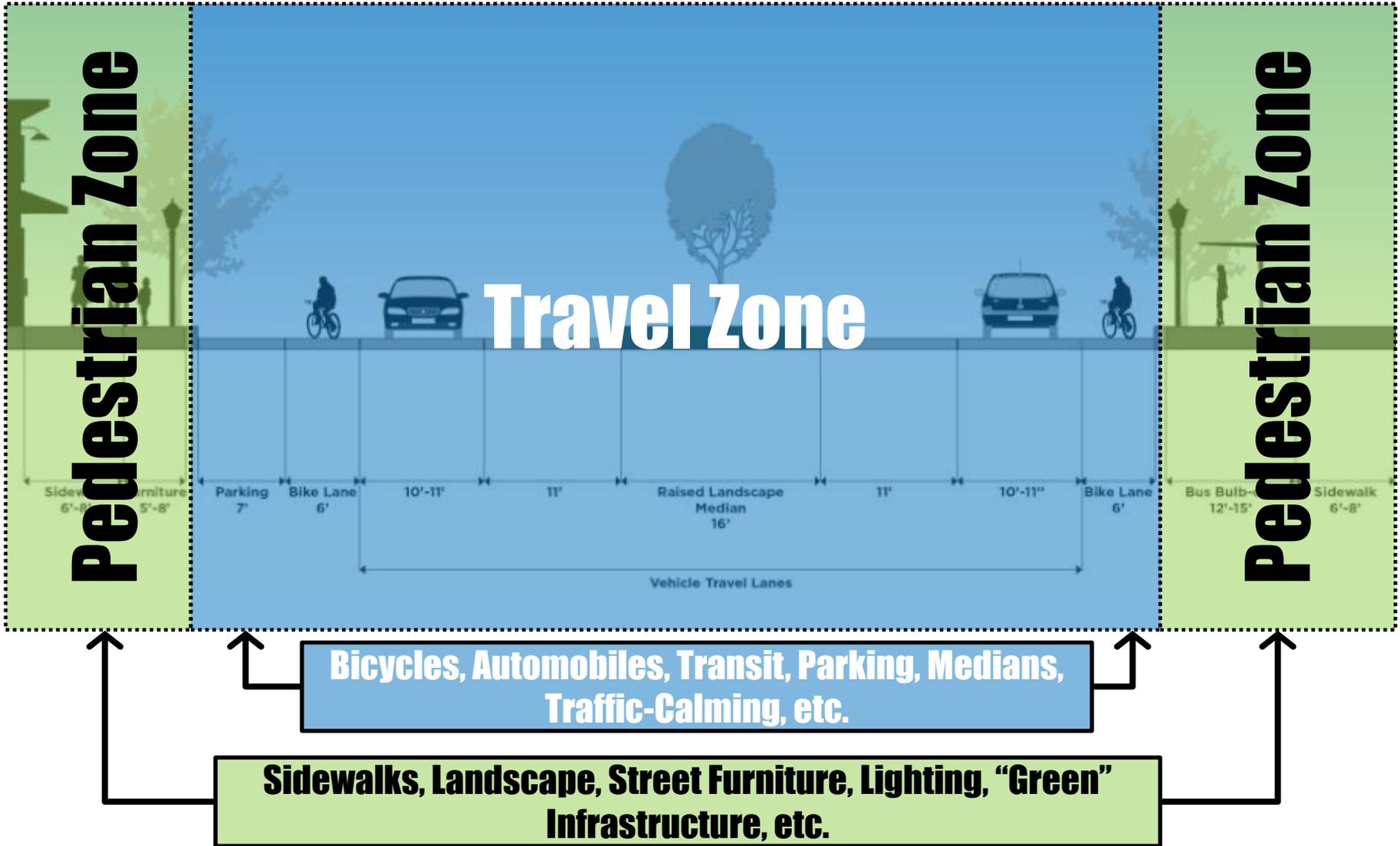


# What are Complete Streets?

**Complete Streets are**  
**streets designed and**  
**operated to enable**  
**safe access for**  
**ALL USERS**



# Complete Streets: **Typical Complete Street Section**



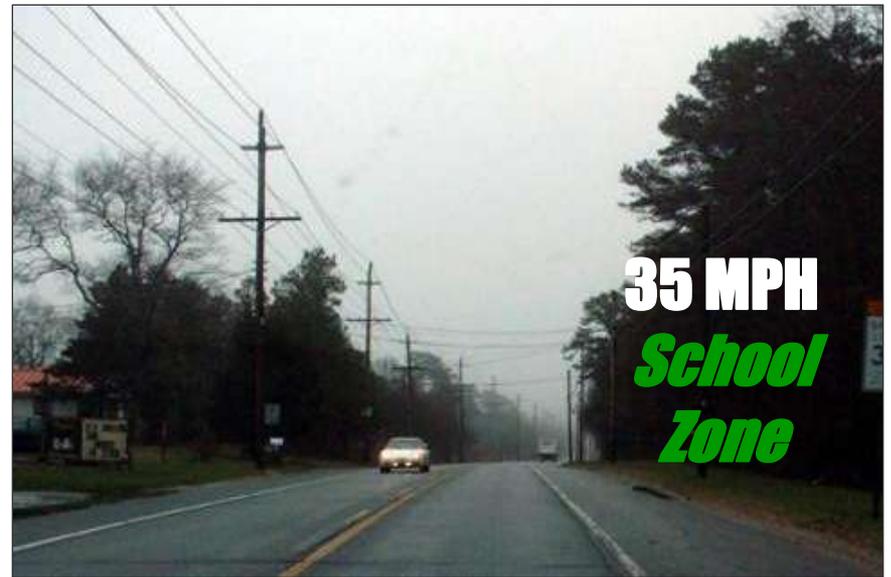
# Complete Streets: **Typical Section**

# Why are Complete Streets Important?

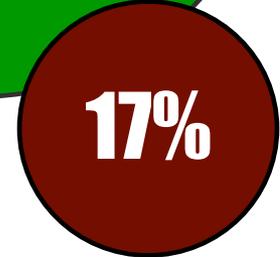
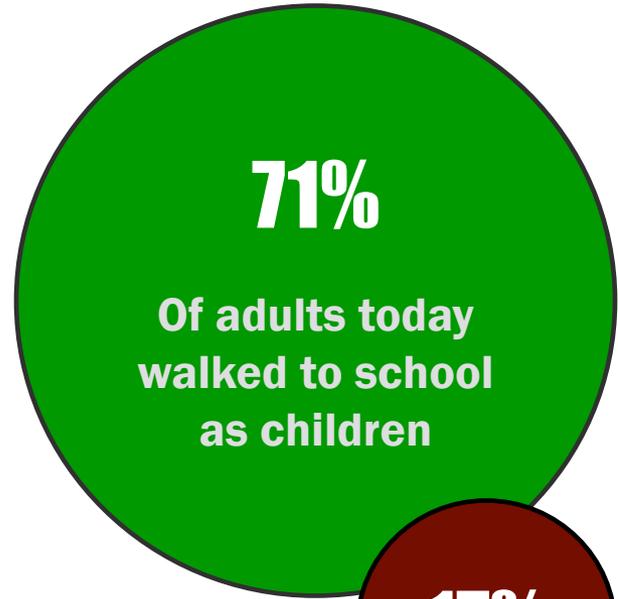




**Pop Quiz! What is the Speed is this Corridor?**



**Context Matters!**



**Of children today  
walk to school**

Rank	Metropolitan Area	Total pedestrian deaths (2003– 2012)	Annual Pedestrian Deaths per 100K (2008– 2012)	Pedestrian Danger Index (2008– 2012)
1	Orlando-Kissimmee, FL	583	2.75	244.28
2	Tampa/St Petersburg, FL	874	2.97	190.13
3	Jacksonville, FL	359	2.48	182.71
4	Miami/Ft. Lauderdale, FL	1,539	2.58	145.33
8	Atlanta, GA	839	1.59	119.35
19	Richmond, VA	167	1.32	94.98
27	Los Angeles, CA	2,435	1.79	66.91
<b>28</b>	<b>Baltimore, MD</b>	<b>482</b>	<b>1.78</b>	<b>66.42</b>
<b>35</b>	<b>Washington DC Metro Area</b>	<b>843</b>	<b>1.41</b>	<b>44.06</b>
50	Pittsburgh, PA	234	0.90	25.10

**1. Vehicle Speed**

**2. Vehicle Speed**

**3. Vehicle Speed**





**30 MPH**



**25 MPH**



*Source: Ian Lockwood*

**20 MPH**

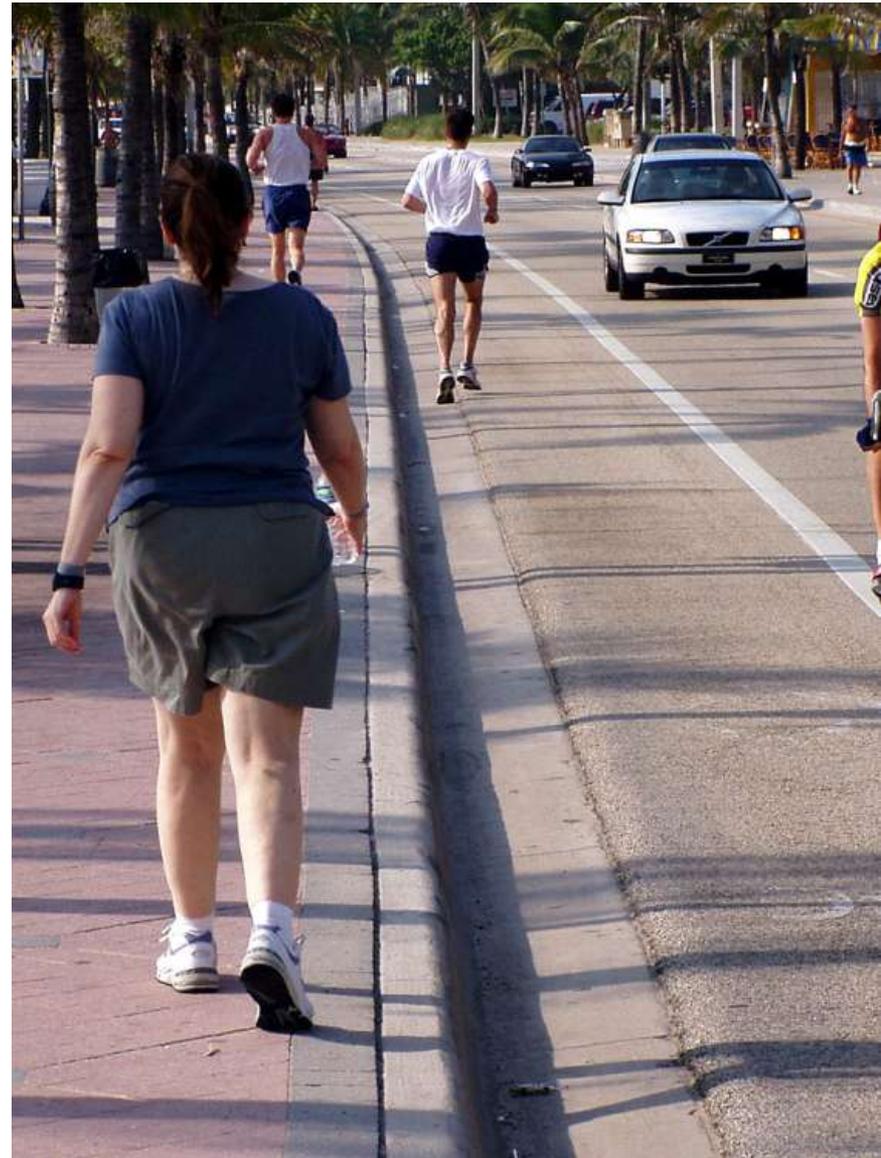


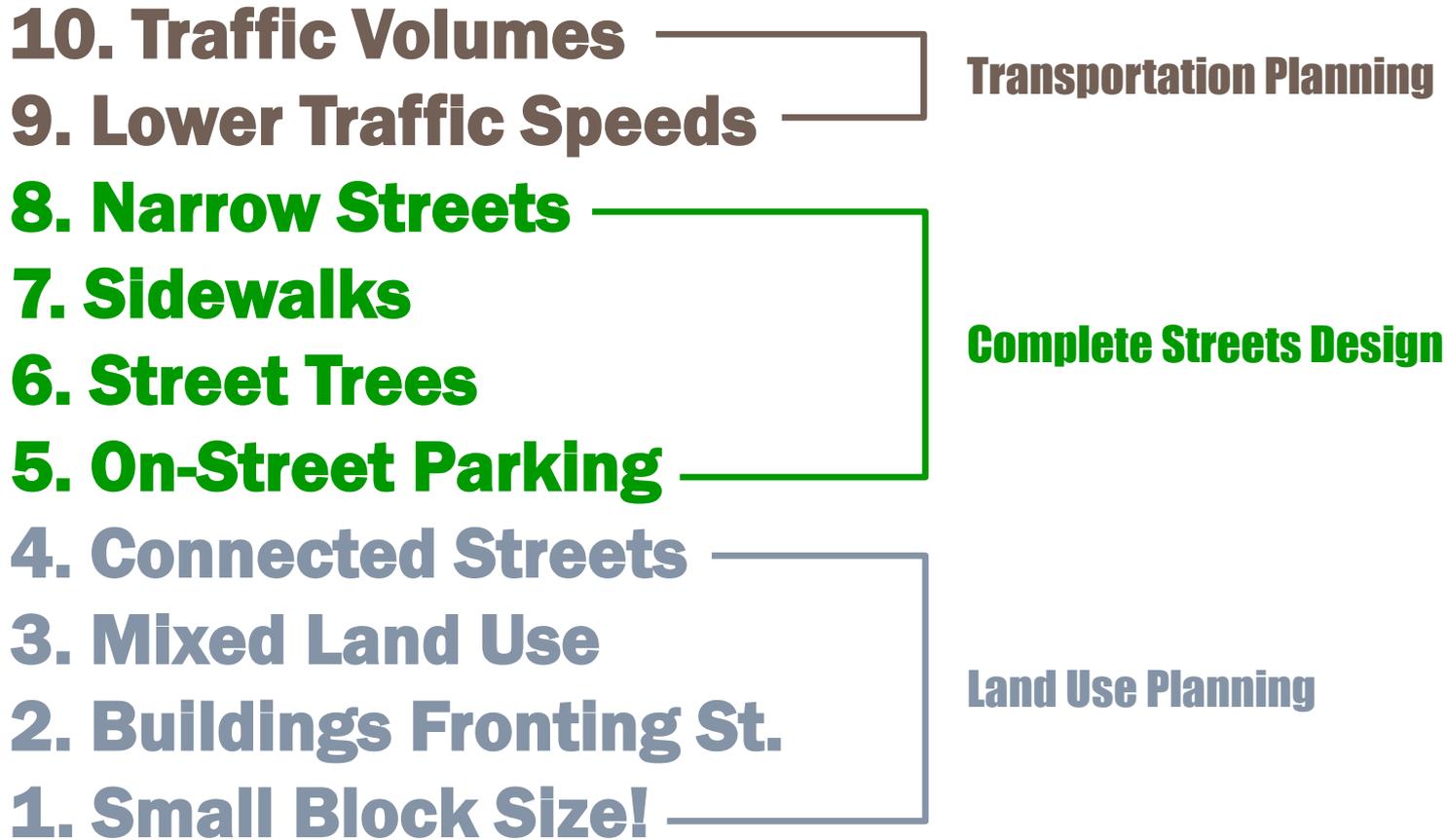
**15 MPH**

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**Driver's Cone of Vision: SPEED MATTERS!**

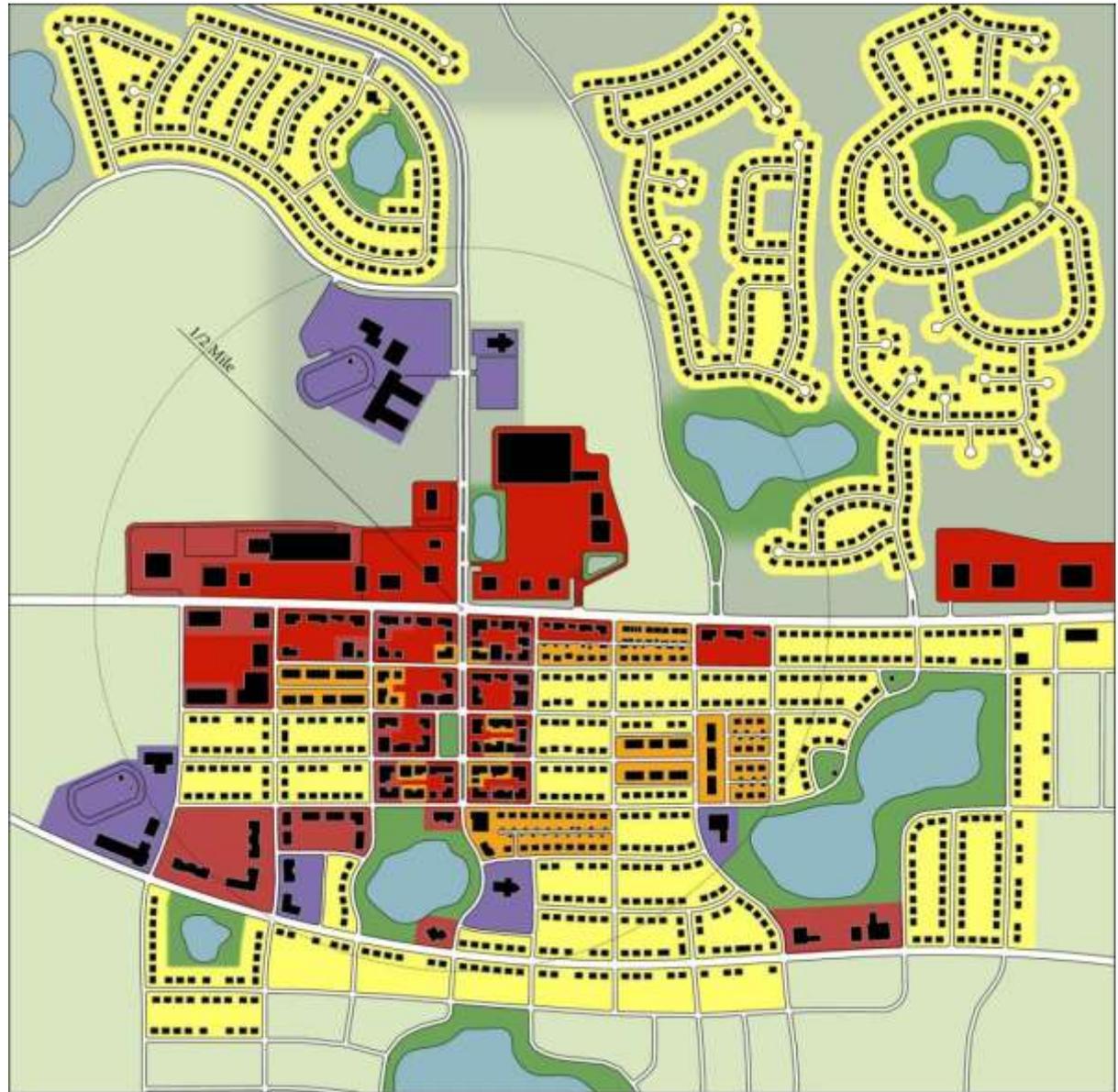
- 10. Narrow Streets**
- 9. Street Trees**
- 8. Traffic Volumes**
- 7. Sidewalks**
- 6. Connected Streets**
- 5. On Street Parking**
- 4. Lower Traffic Speeds**
- 3. Mixed Land Use**
- 2. Buildings Fronting St.**
- 1. Small Block Size!**

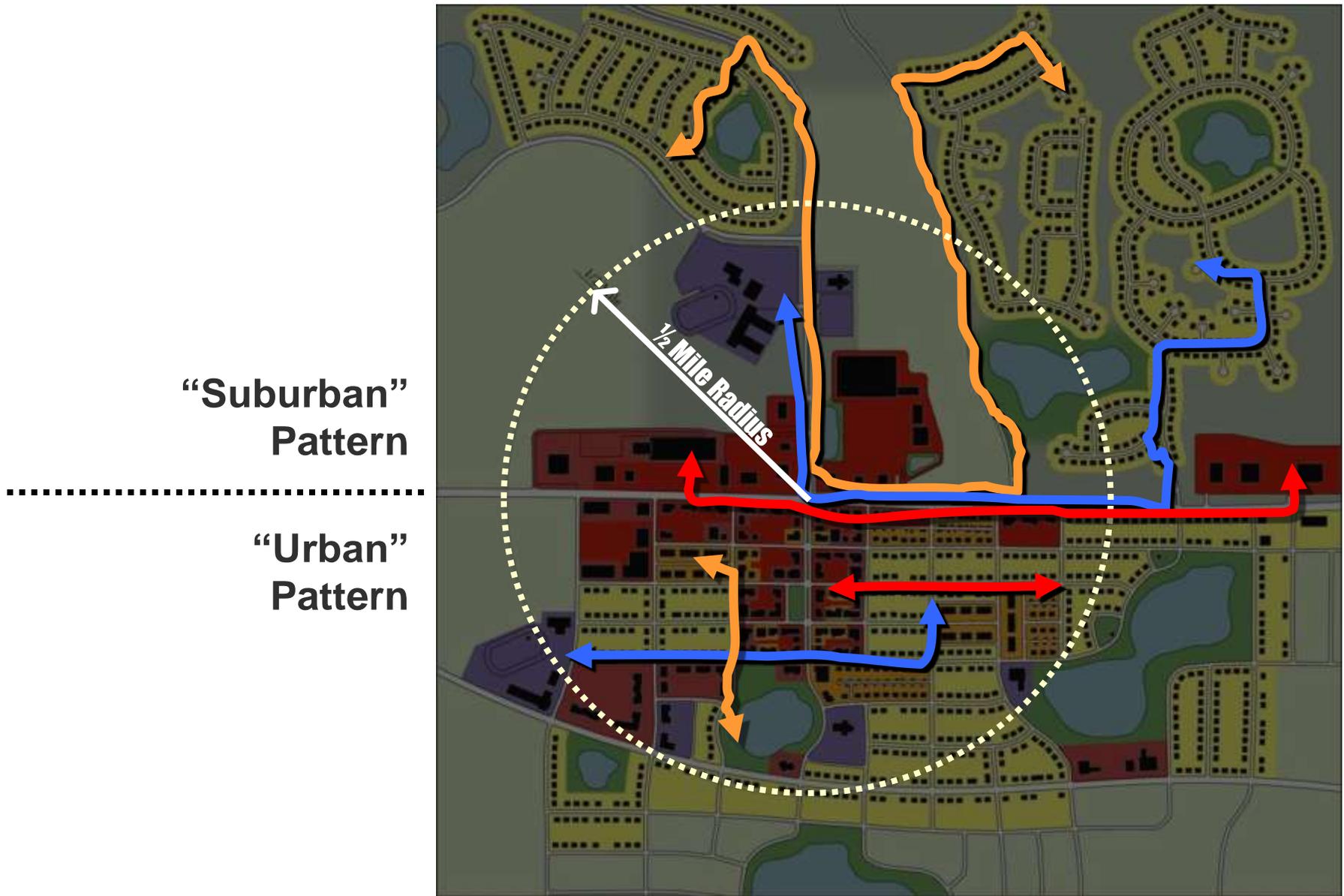




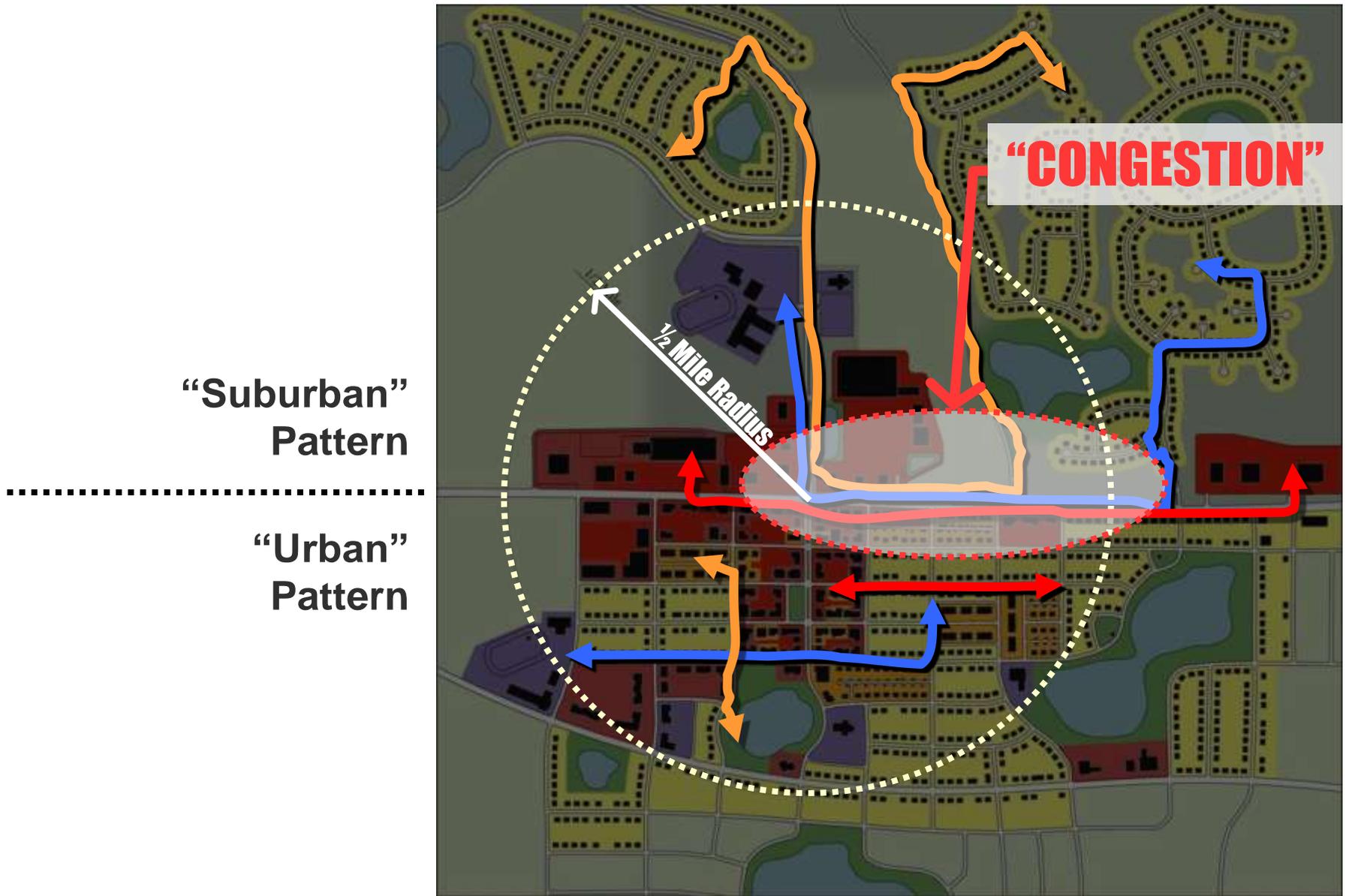
“Suburban”  
Pattern

.....  
“Urban”  
Pattern





# Transportation Implications





# Understanding the Problem



# Legend



**City of College Park**



**Interstate (I-495)**



**Principal Arterial**

- US 1 /Baltimore Ave
- MD 193/University Blvd



**Minor Arterial**

- Paint Branch Pkwy
- Adelpi Rd



**Major Collector**

- Rhode Island Ave
- Campus Dr; Guilford Dr; Hartwick Rd; Calvert Rd
- 50th Ave; River Rd



**Local**

- All the Rest!

## Legend



Existing Streets

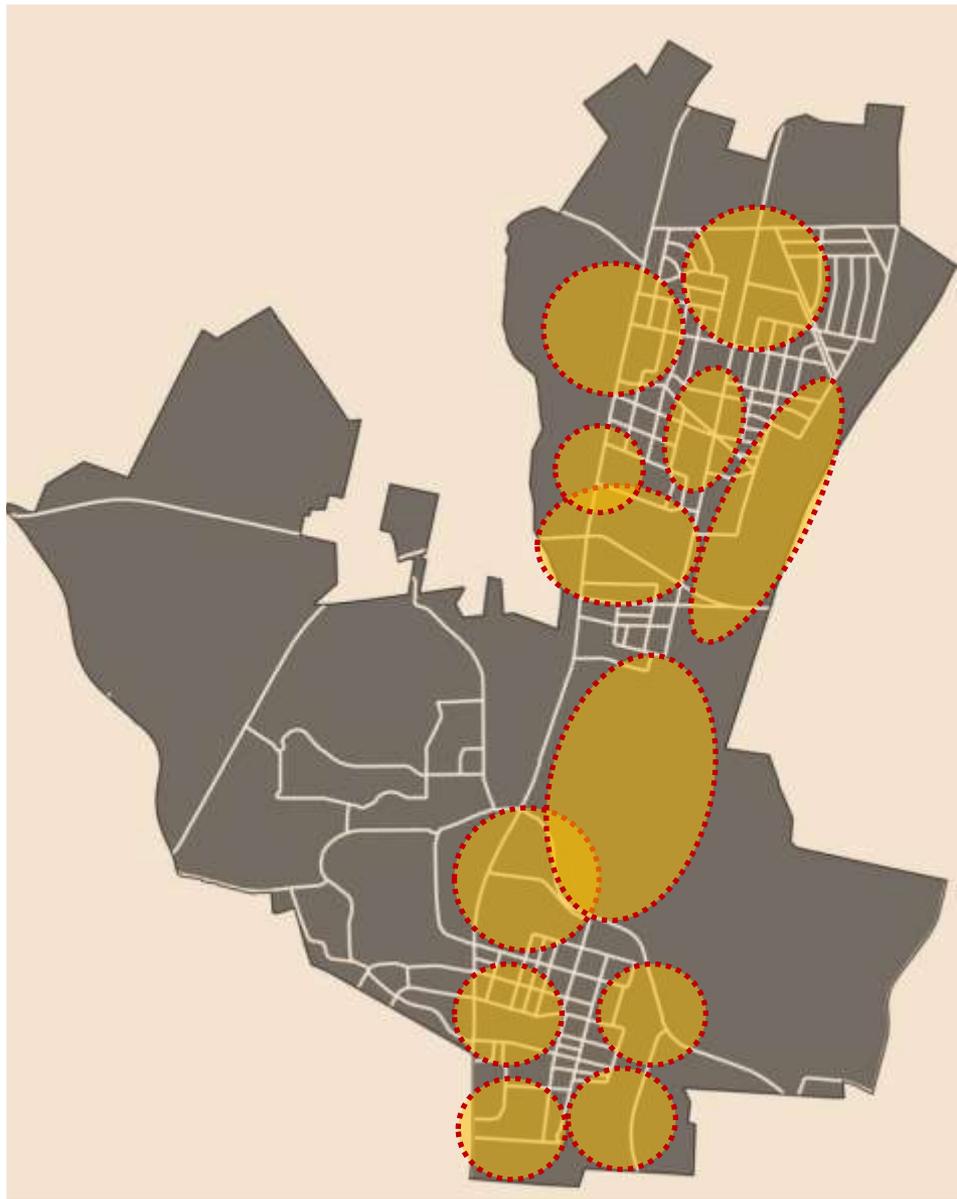


## Legend



Existing Streets

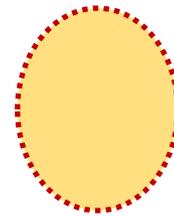




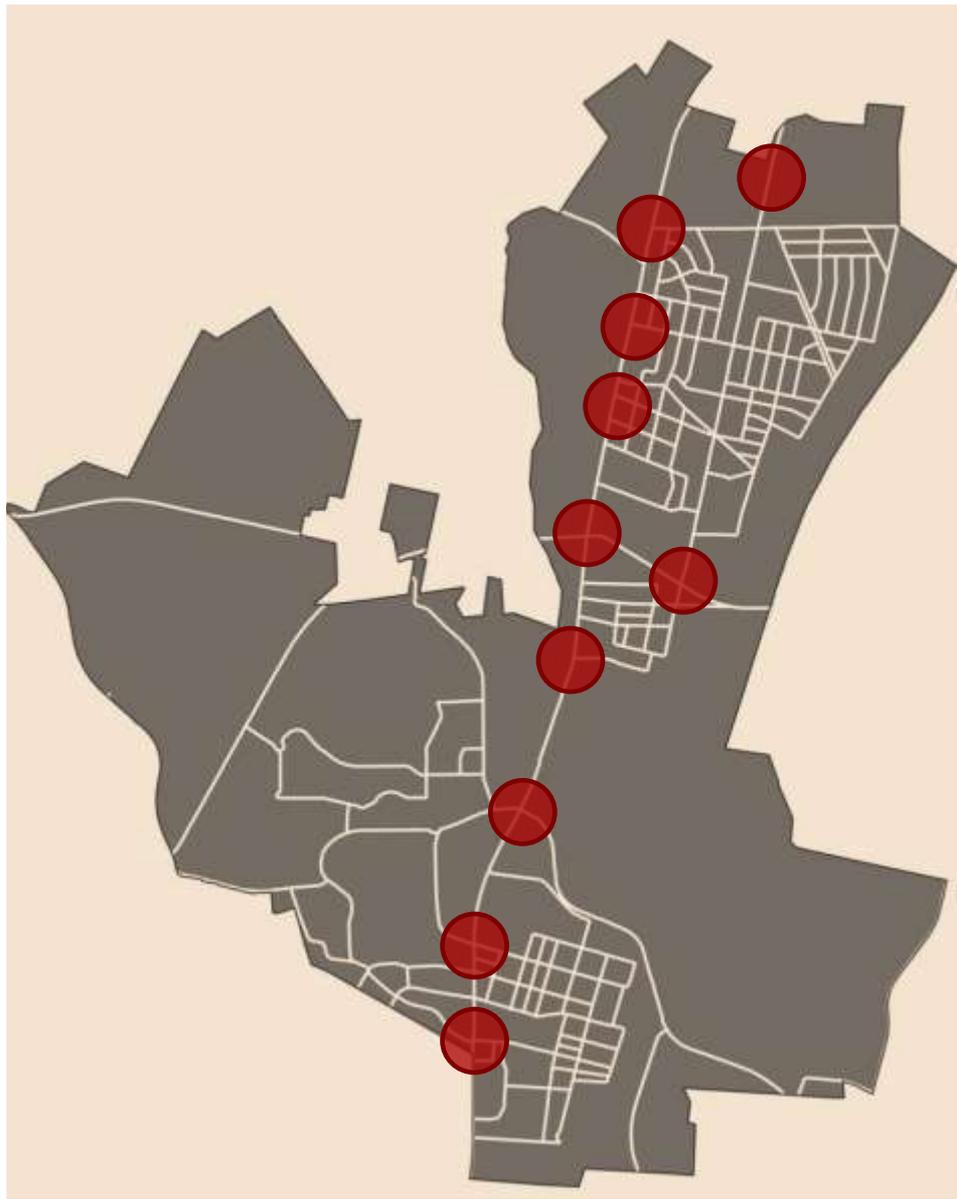
## Legend



Existing Streets



Large Blocks with  
Limited Connectivity



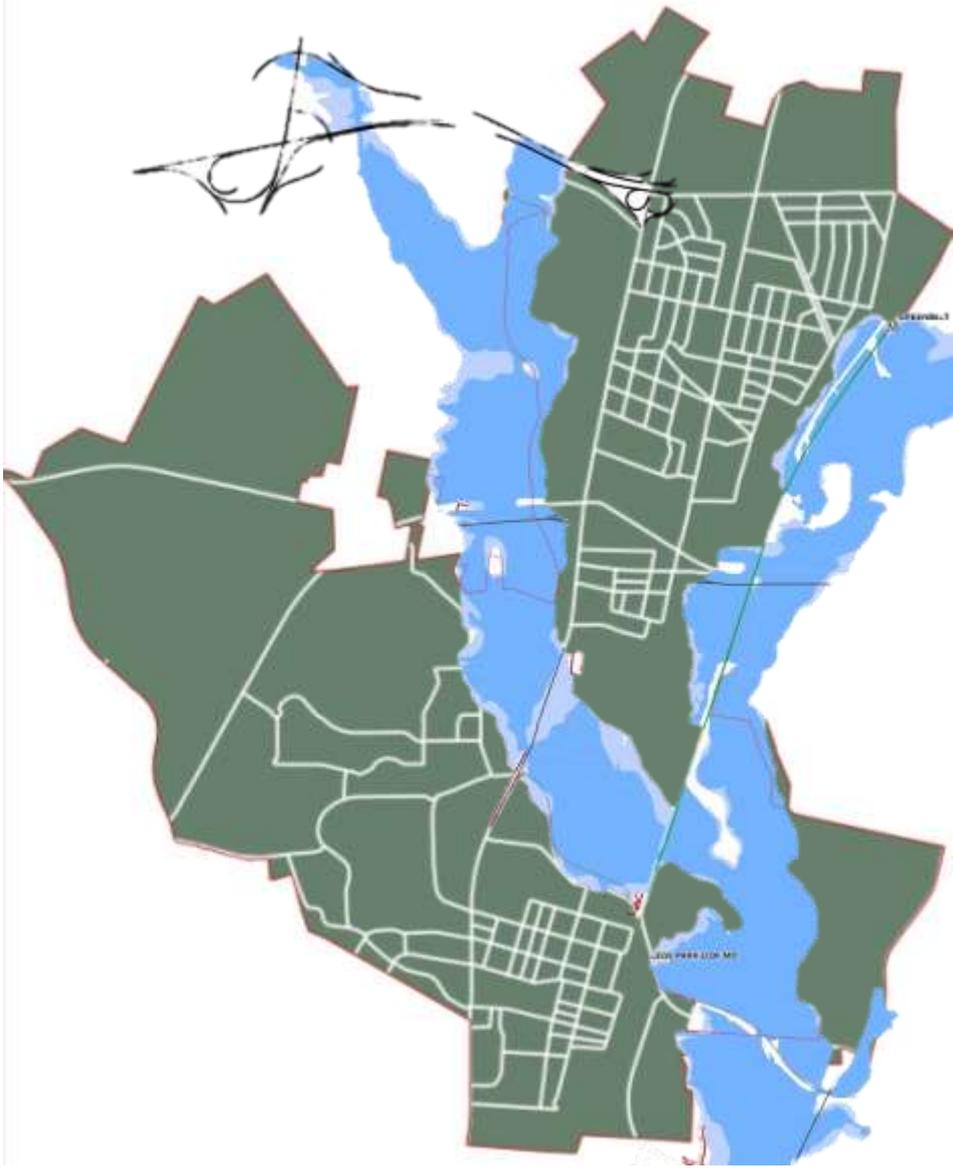
## Legend



Existing Streets



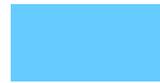
Areas "point-loaded"  
for trips from  
neighborhoods



## Legend



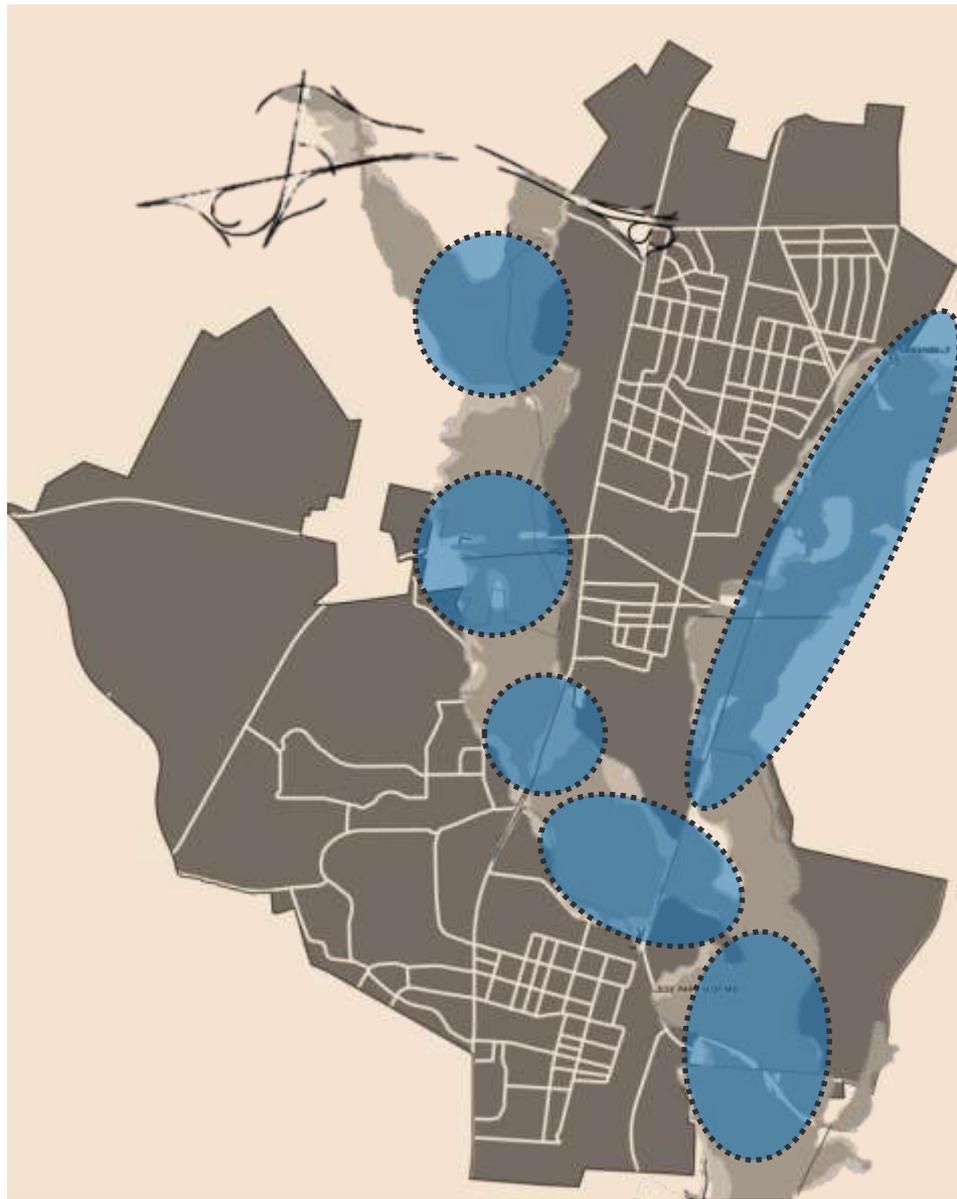
City of College Park



Flood Plain/Streams



Existing Streets



## Legend



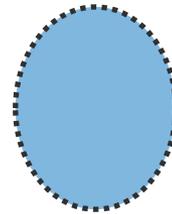
City of College Park



Floodplain/Streams



Existing Streets



Barriers to  
Connectivity (Water  
Crossings)



## Legend

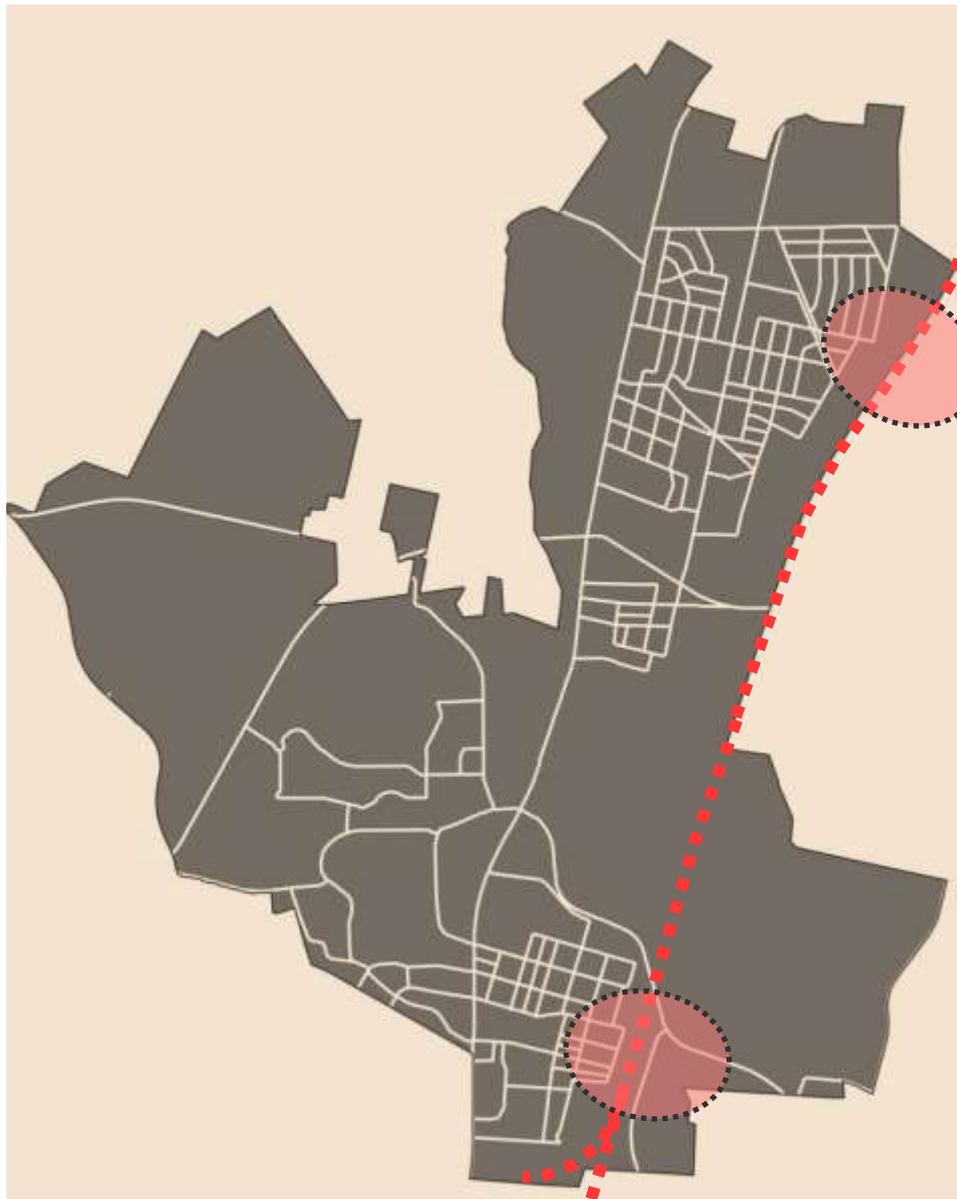


**Existing Streets**



**Metrorail**

- Green Line
- Yellow Line (Rush-Hour)
- MARC



## Legend

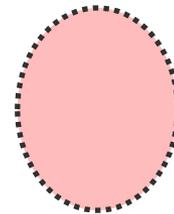


**Existing Streets**

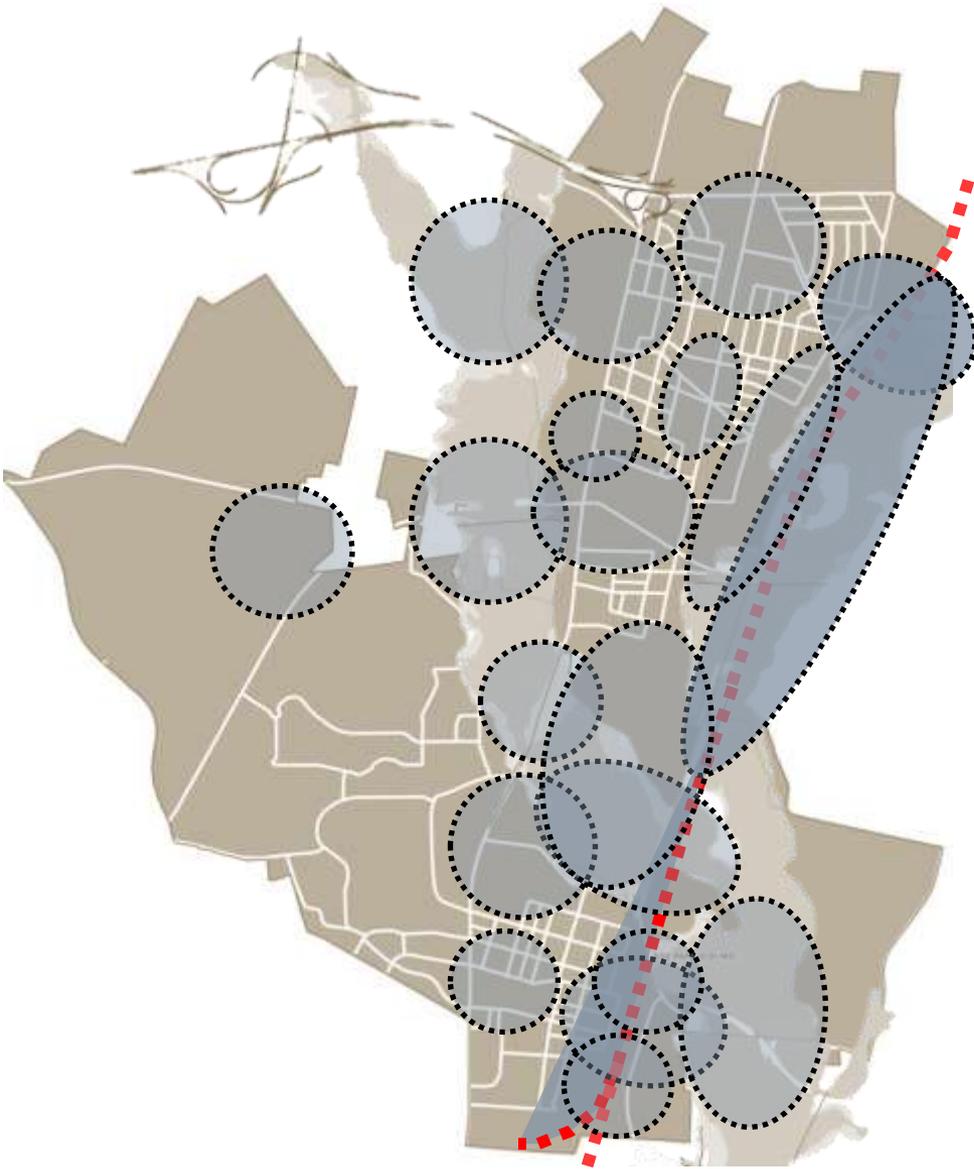


**Metrorail**

- Green Line
- Yellow Line (Rush-Hour)
- MARC



**Barriers to  
Connectivity (Rail  
Crossings)**



## Legend



**Existing Streets**



**Flood Plain/Streams**

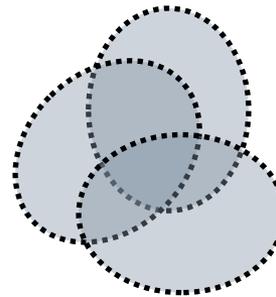


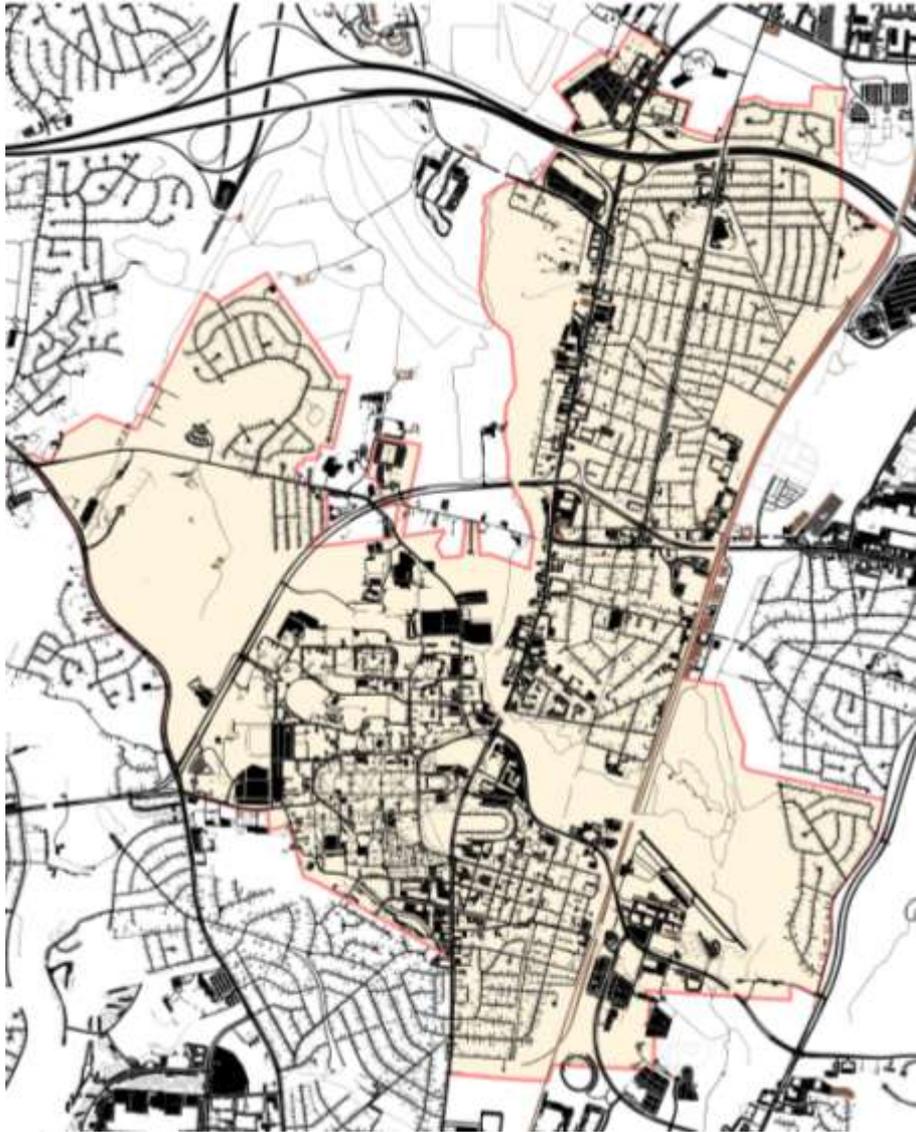
**Metrorail**

- Green Line
- Yellow Line (Rush-Hour)
- MARC

## Overlapping Barriers:

- *More Overlaps = Harder Barrier*
- *Less Overlaps = Easy Barrier*

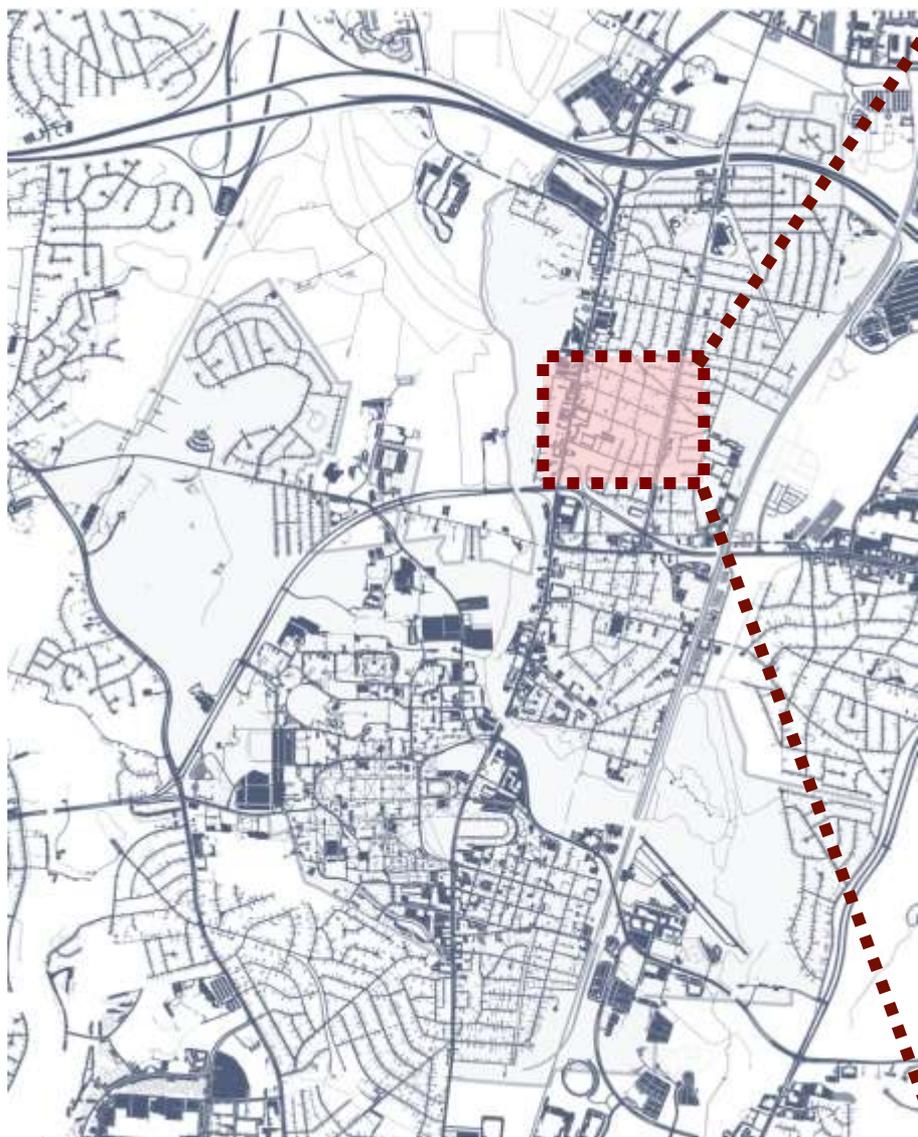




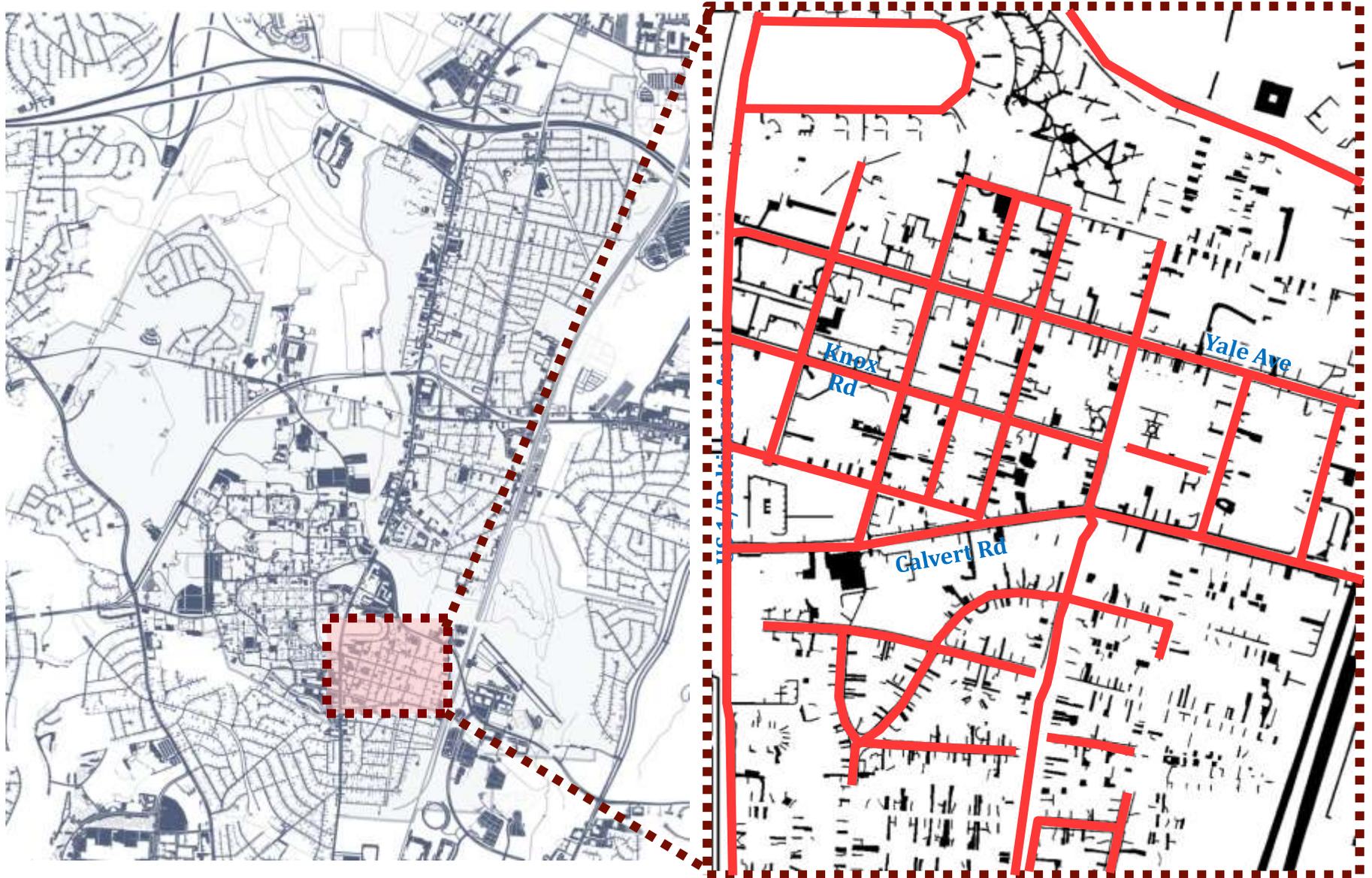
## Legend



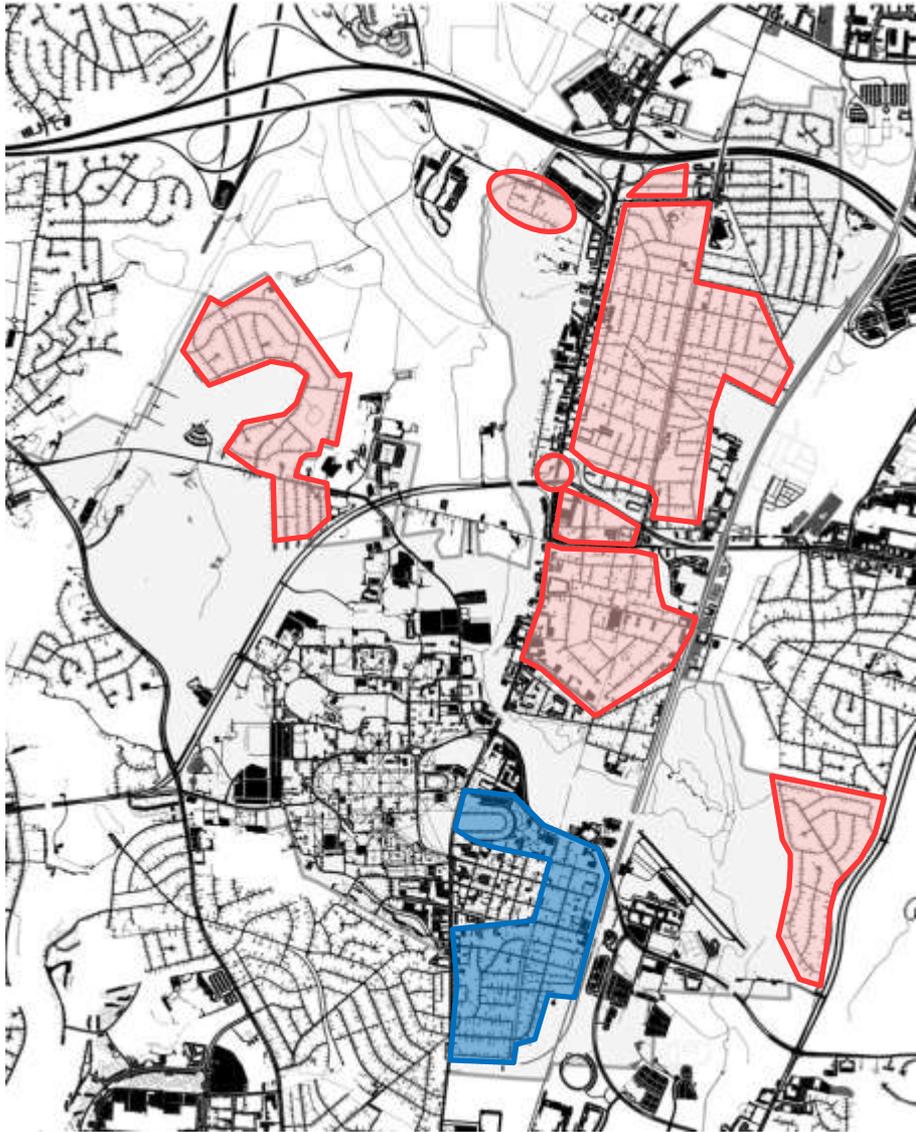
City of College Park



## Sidewalks Facilities: **Gaps in the Network**



## Sidewalks Facilities: **Gaps in the Network**



## Legend



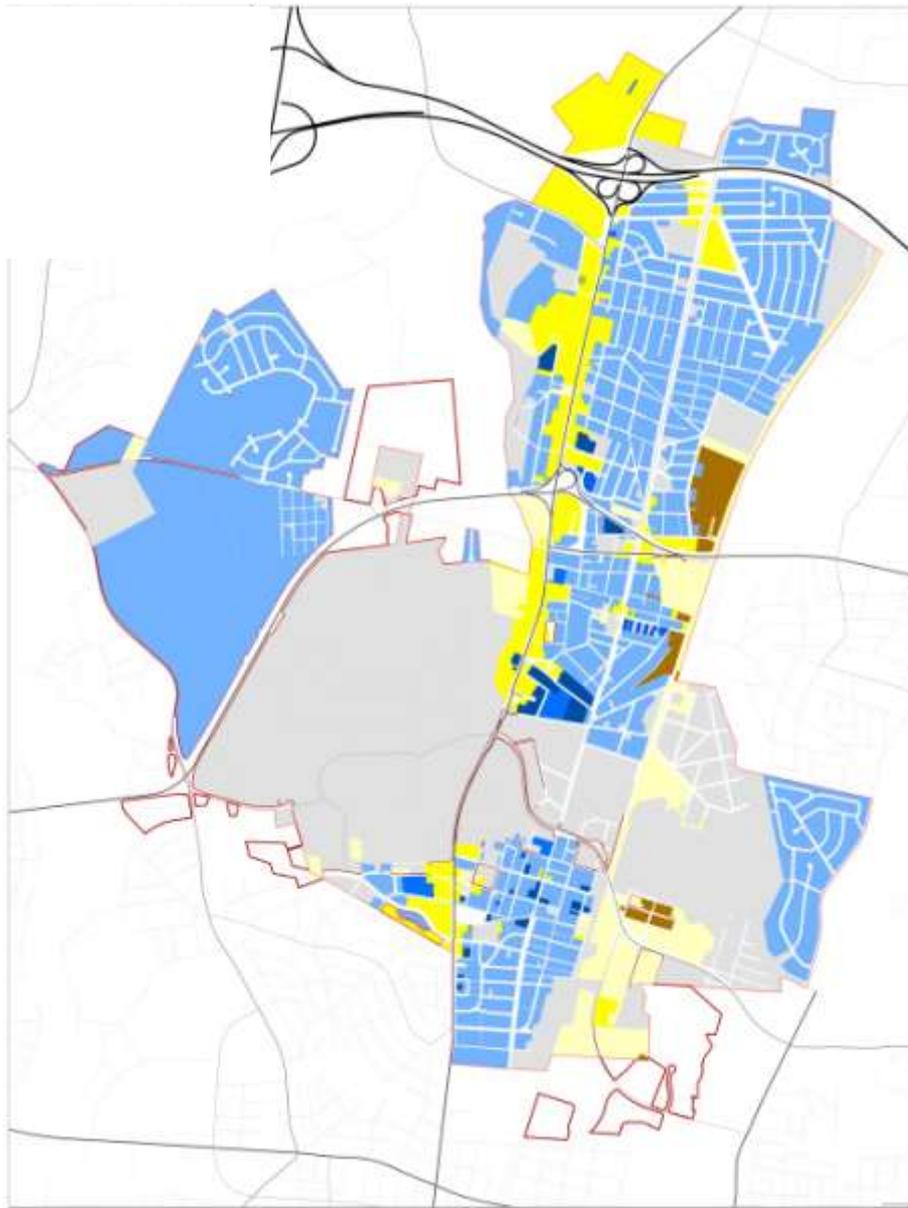
**Major Gaps in the Sidewalk Network**



**Moderate Gaps in the Sidewalk Network**

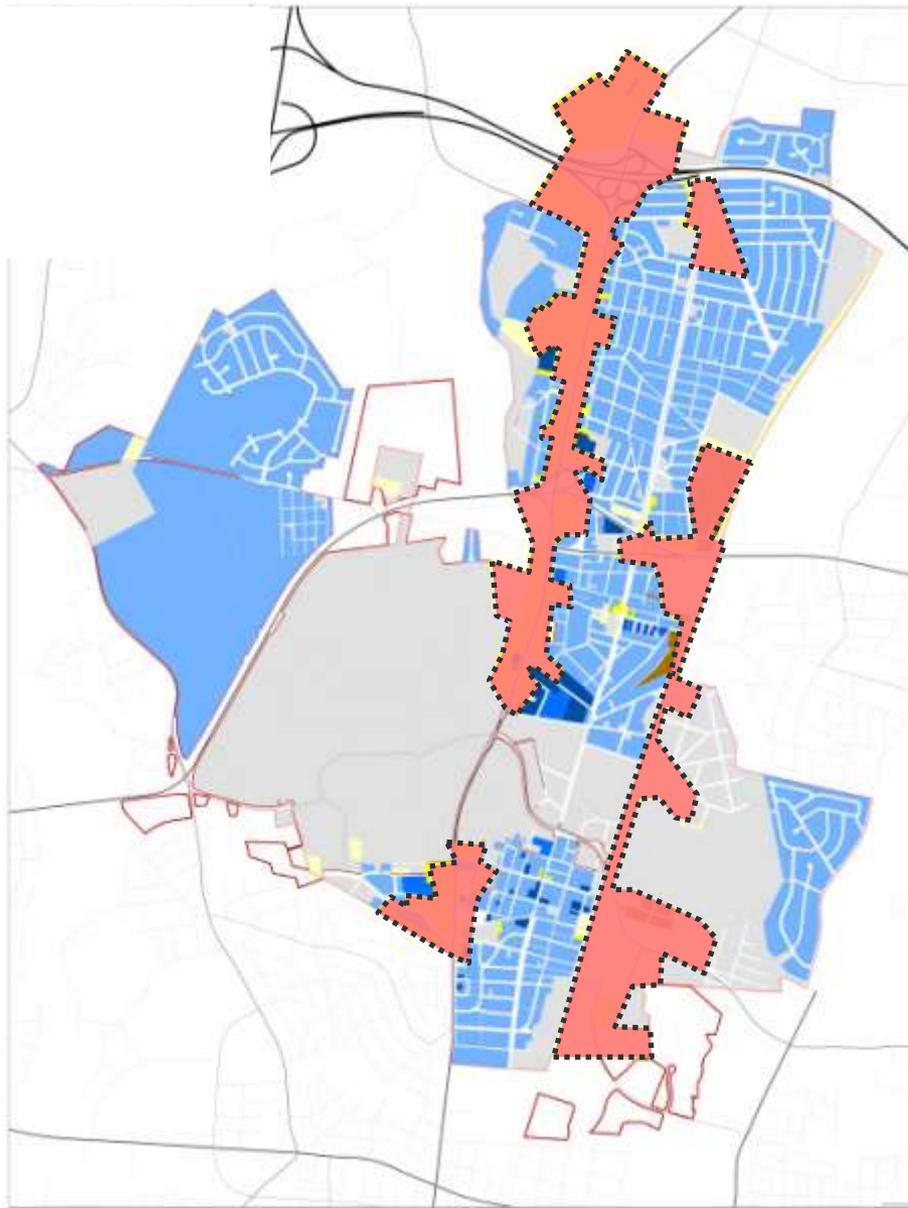


**Low Gaps in the Sidewalk**



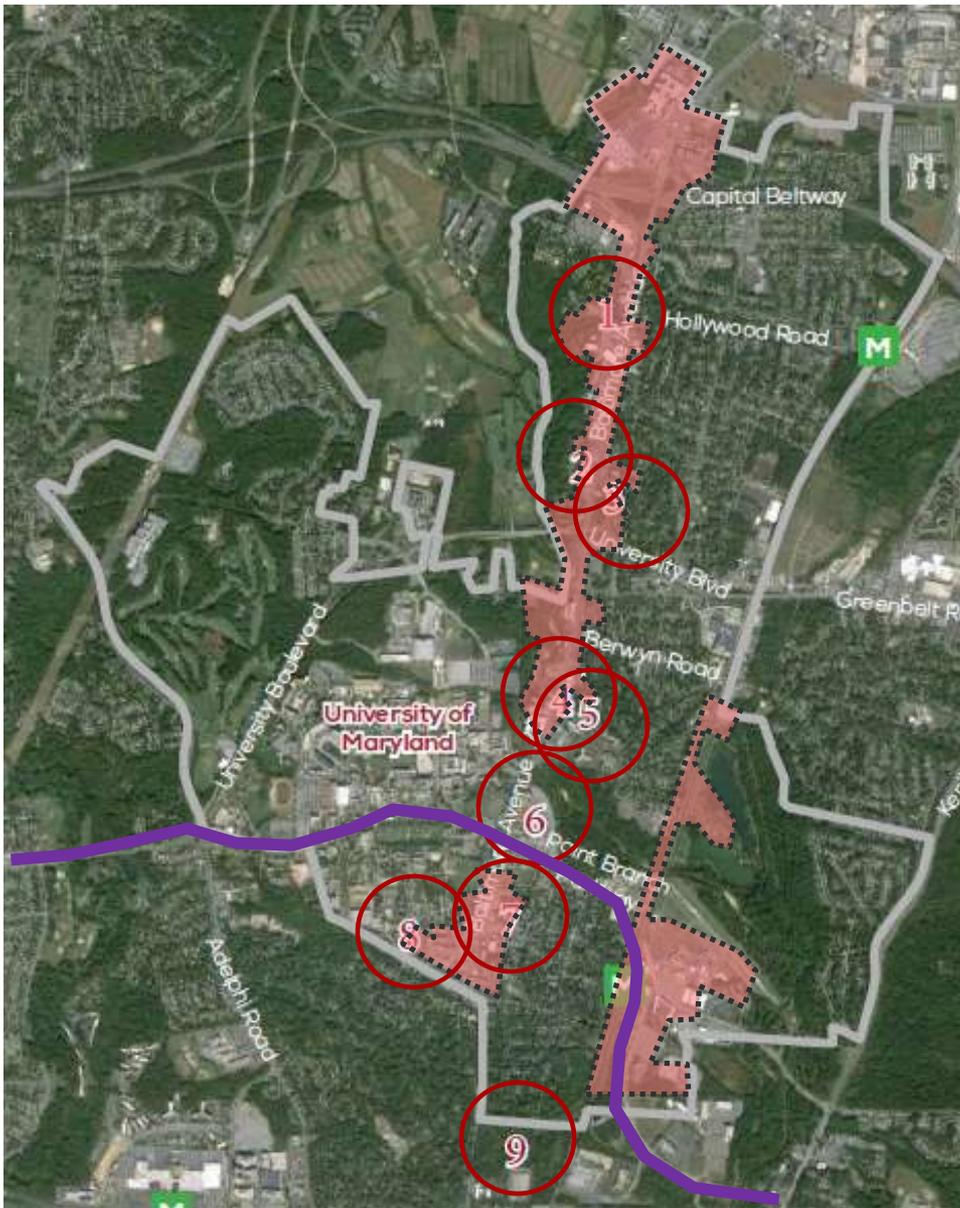
## Legend

-  **Single Family Residential**
-  **Residential Condominium**
-  **Town House**
-  **Apartments**
-  **Industrial**
-  **Commercial/Mixed-Use**
-  **Exempt Commercial**
-  **Exempt**



## Legend

- Single Family Residential**
- Residential Condominium**
- Town House**
- Apartments**
- Commercial/Mixed-Use**
- Exempt Commercial**
- Exempt**
  
- Areas Most Likely to Redevelop in the next 20 Years**

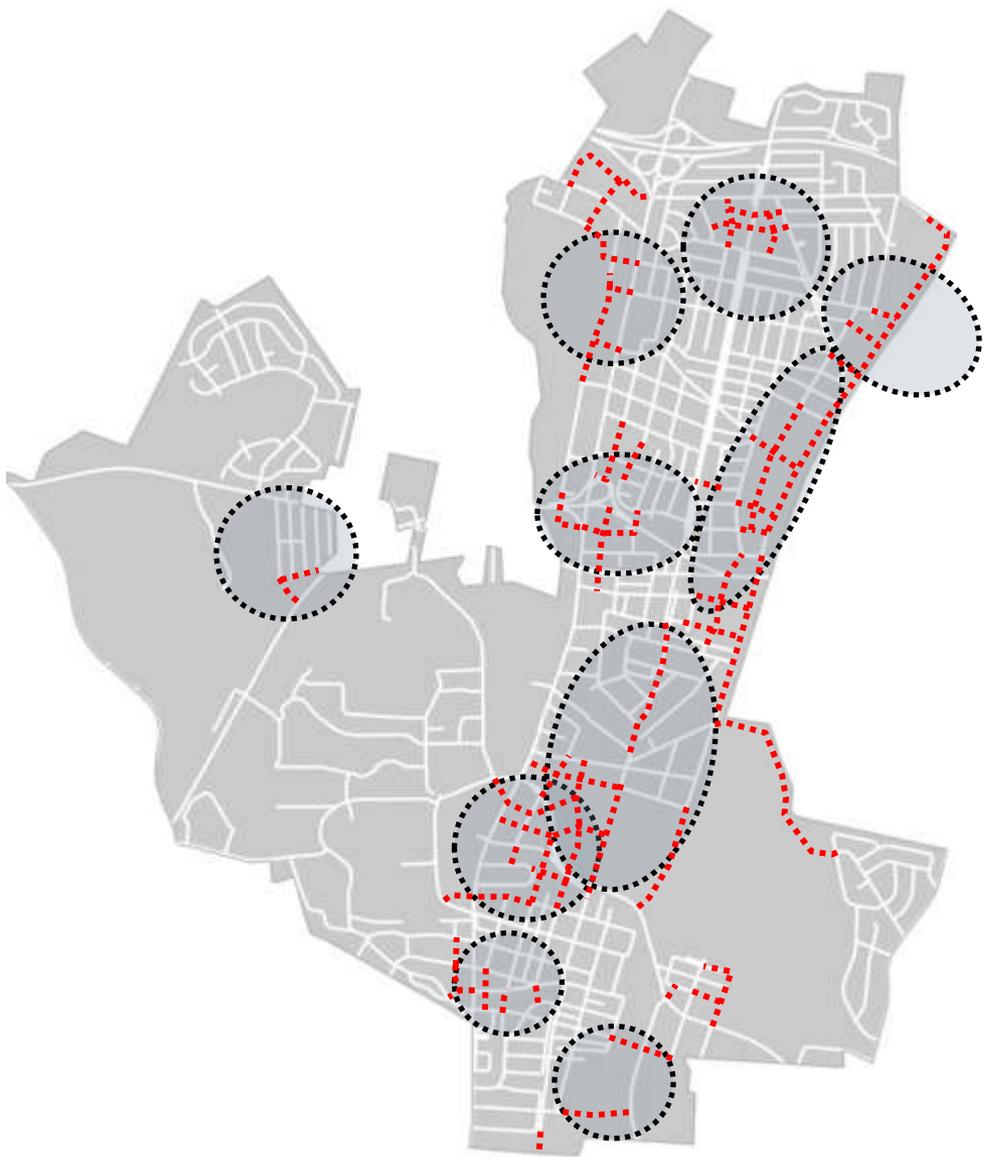


## Legend

- 1. Towne Place Suites**
- 2. Monument Village**
- 3. The Boulevard at 9091**
- 4. College Park Place (Ph1)**
- 5. College Park Place (Ph2)**
- 6. The Hotel at UMD**
- 7. Landmark College Park**
- 8. Terrapin Row**
- 9. Riverdale Park Station**
- Purple Line Alignment**



# **Establishing Principles**



## Legend



Existing Streets



New Street Connections\*



Potential Areas to add Street Connectivity

**\* Just a Conceptual “Idea”  
for Potential Connections –  
would need a lot more  
research and public  
participation**



## Legend



Existing Streets



New Street Connections\*

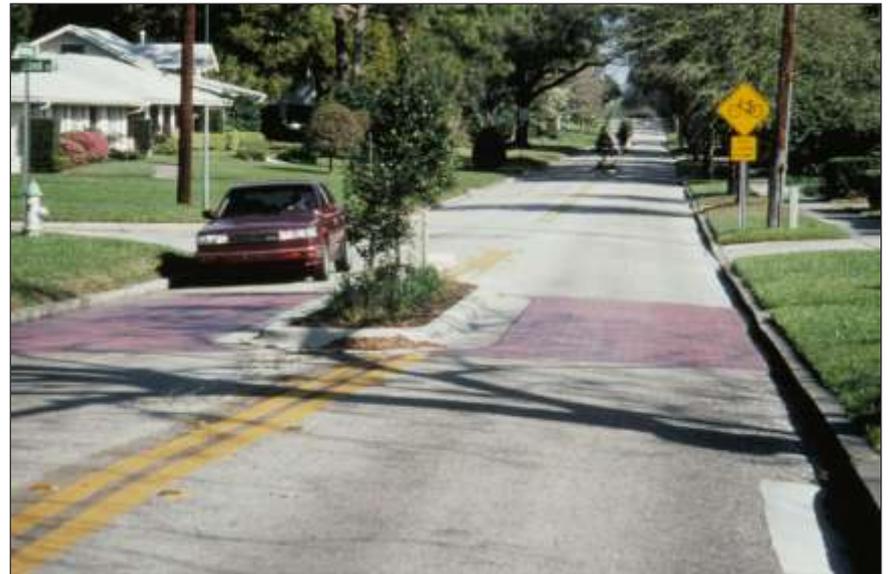


Only N/S Connection



New N/S Connections

**\* Just a Conceptual “Idea”  
for Potential Connections –  
would need a lot more  
research and public  
participation**



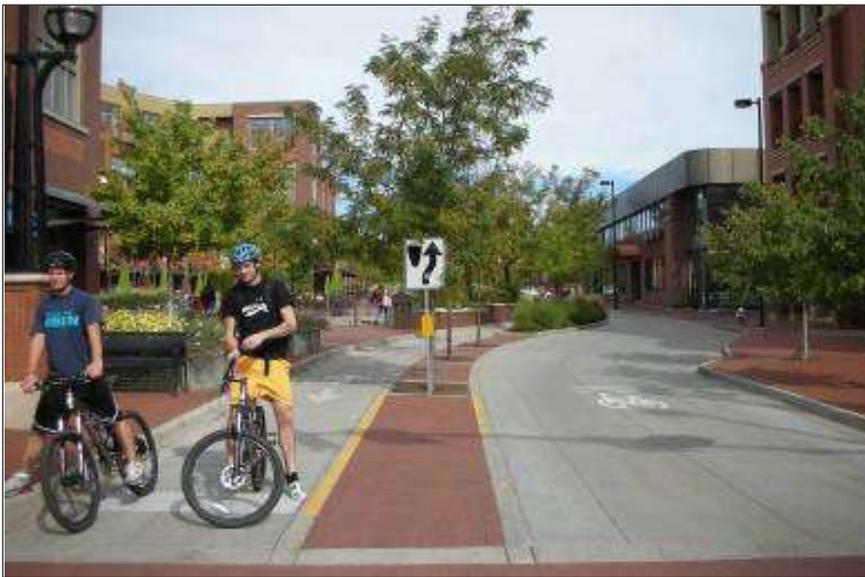
## Principle 2: Traffic Calming



## Principle 3: Increase Pedestrian Safety



# Principle 4: Expanding the Walkable Street Network



## Principle 5: Expanding Bicycle Facilities



# **Public Workshop Summary**

## 30' - 40' Right-of-Way

- **Typical Street:** Hollywood Road
  - No sidewalks;
  - Street trees on private property;
  - “Shared space” from curb to curb for pedestrians, bicyclists, automobiles, and on-street parking

## 40' - 50' Right-of-Way

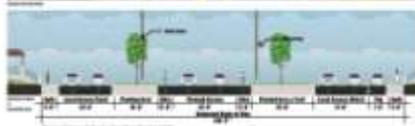
- **Typical Street:** Knox Road
  - 4'-0” sidewalks;
  - Street trees are on private property;
  - Some marked “sharrows” for bicyclists, otherwise no bicycle facility;
  - Some on-street parking

## 50'- 60' Right-of-Way

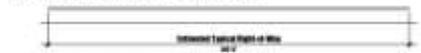
- **Typical Street:** Lakeland Road
  - Mostly 5'-0” sidewalks, some portions missing;
  - Street trees w/in ROW;
  - Some bike lanes;
  - Some on-street parking;

## 60'+ Right-of-Way

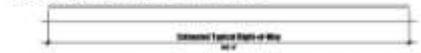
- **Typical Street:** Rhode Island Avenue
  - Mostly 5'-0” sidewalks, some portions missing;
  - Street trees w/in ROW;
  - Some bike lanes;
  - Some on-street parking;



Proposed Typical Section - Alternative 1



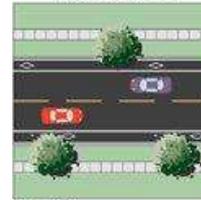
Proposed Typical Section - Alternative 2



Rhode Island Avenue

College Park | Complete Streets Workshop

### Narrowing the Street



Stripe Lanes

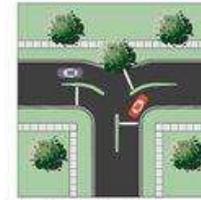


Parking

### Deflecting the Vehicle Path



Chicane

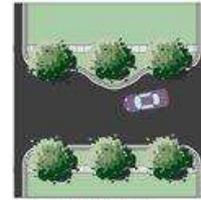


Modified Intersection

### Sharing the Pavement



Centered Mid-Block Yield Point



Offset Yield Point

Feature	Range of Widths	Downtown Streets			Neighborhood Streets			Shared Streets	
		Downtown One Way	Downtown Two Way	Downtown Thoroughfare	Neighborhood Main Street	Neighborhood Residential Street	Yield Street	Residential Shared Street	Commercial Shared Street
Bus-Only Lane	11'-15'								
Bike Lane	5'-7'								
One Way Separated Bike Lane	8'-11'								
Two Way Separated Bike Lane	11'-15'								
Curb Extensions	7'-9'								
"Bus Bulb" Curb Extensions	7'-9'								
Raised Median with Turn Pocket	10'-13'								
Bike Boxes	N/A								
"Parklets"	7'-9'								
Pedestrian Safety Island	5'-12'								
"Checkered" Parking Pattern	7'-9'								
Bike Racks in Roadway	4'-9'								
Public Furniture in Roadway	4'-9'								
Pervious Pavements	N/A								
Appropriate									
Context Dependent									
Not Recommended									

## Hollywood Road

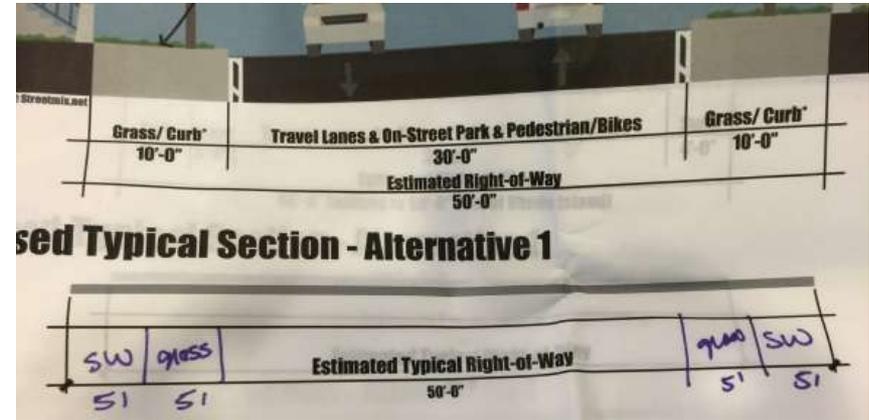
- Add sidewalks between Rt. 1 to Rhode Island;
- Add neck-downs (mid-block yield point) and/or speed humps at locations to reduce speeds;

## Knox Road

- Connect Campus to Metro;
- Sharrows with single-lane parking;
- Explore limiting parking to one side;
- Possibility of sidewalks on both sides;
- Maybe add consistent signage designating a bike corridor;

## Rhode Island Avenue

- Ped. Activated signals; Additional traffic signals;
- Protected bike lanes; Bicycle spaces inside the curb extension like 6<sup>th</sup> St in DC;
- Consider winter maintenance, especially when snow plows cover up sidewalk;
- Intersection at Rhode Island needs a roundabout or some sort of means to allow cars from Hollywood to access Rhode Island;

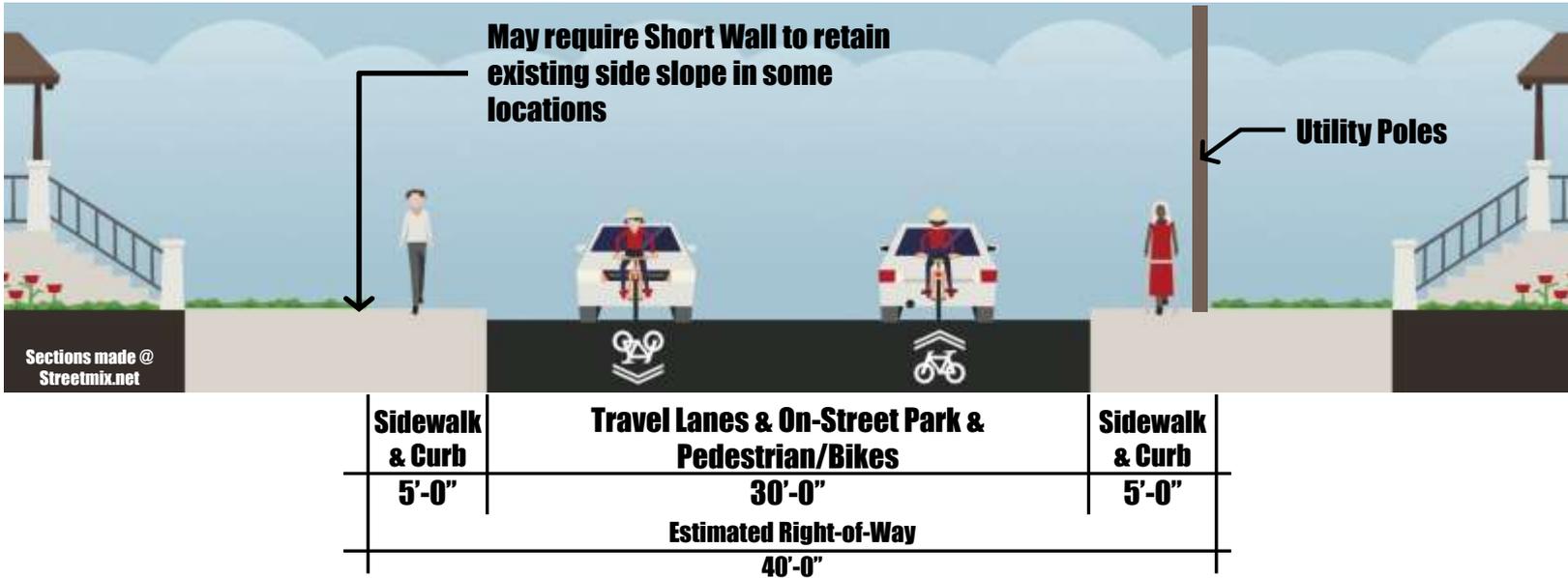


# Hollywood Road

## Existing



<b>Grass/ Curb*</b>	<b>Travel Lanes &amp; On-Street Park &amp; Pedestrian/Bikes</b>	<b>Grass/ Curb*</b>
<b>5'-0"</b>	<b>30'-0"</b>	<b>5'-0"</b>
<b>Estimated Right-of-Way</b>		
<b>40'-0"</b>		





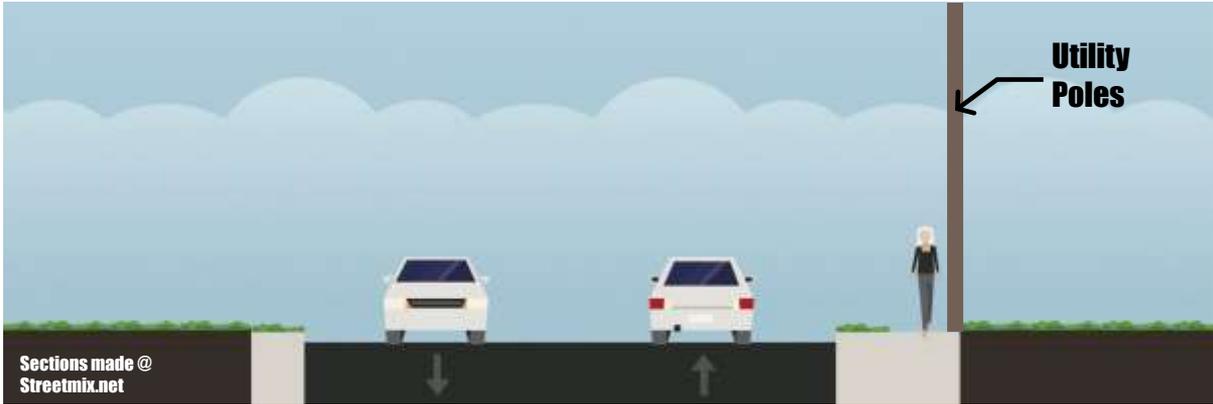
Sections made @ Streetmix.net

Existing Landscape & Trees Remain	5'-0"	Sidewalk, Curb 5'-0"	Travel Lanes (No On-Street Pkg, Sharrows) 20'-0"	Sidewalk, Curb 5'-0"	5'-0"	Existing Landscape & Trees Remain
Estimated Right-of-Way 40'-0"						



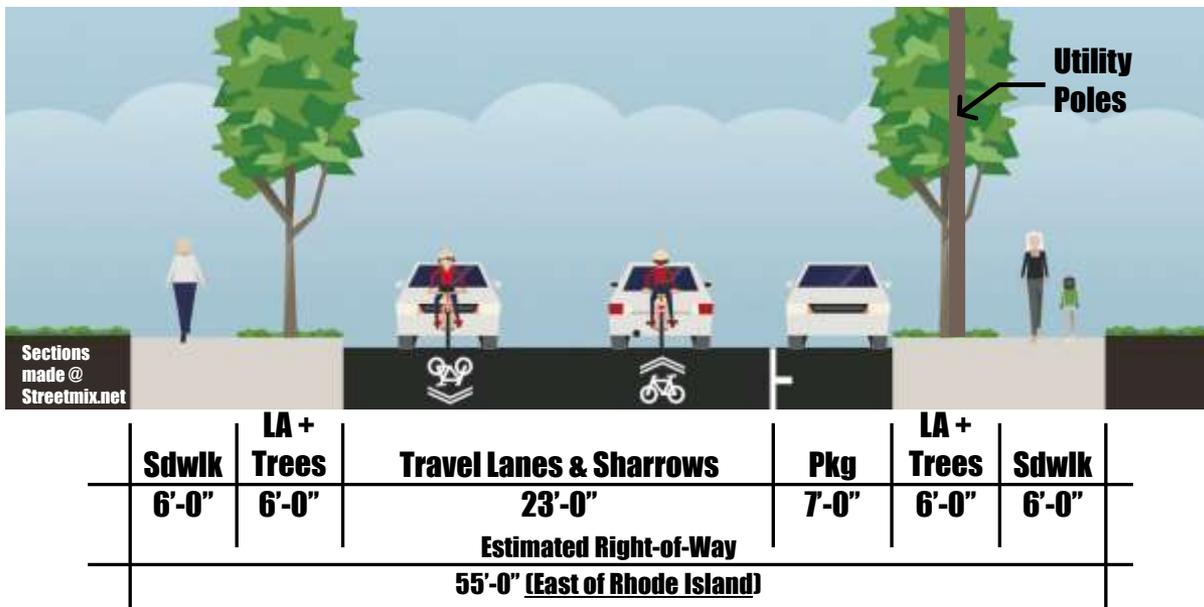
Sections made @ Streetmix.net

Sidewalk & Curb 5'-0"	Travel Lanes & On-Street Park & Pedestrian/Bikes 30'-0"	Sidewalk & Curb 5'-0"
Estimated Right-of-Way 40'-0"		



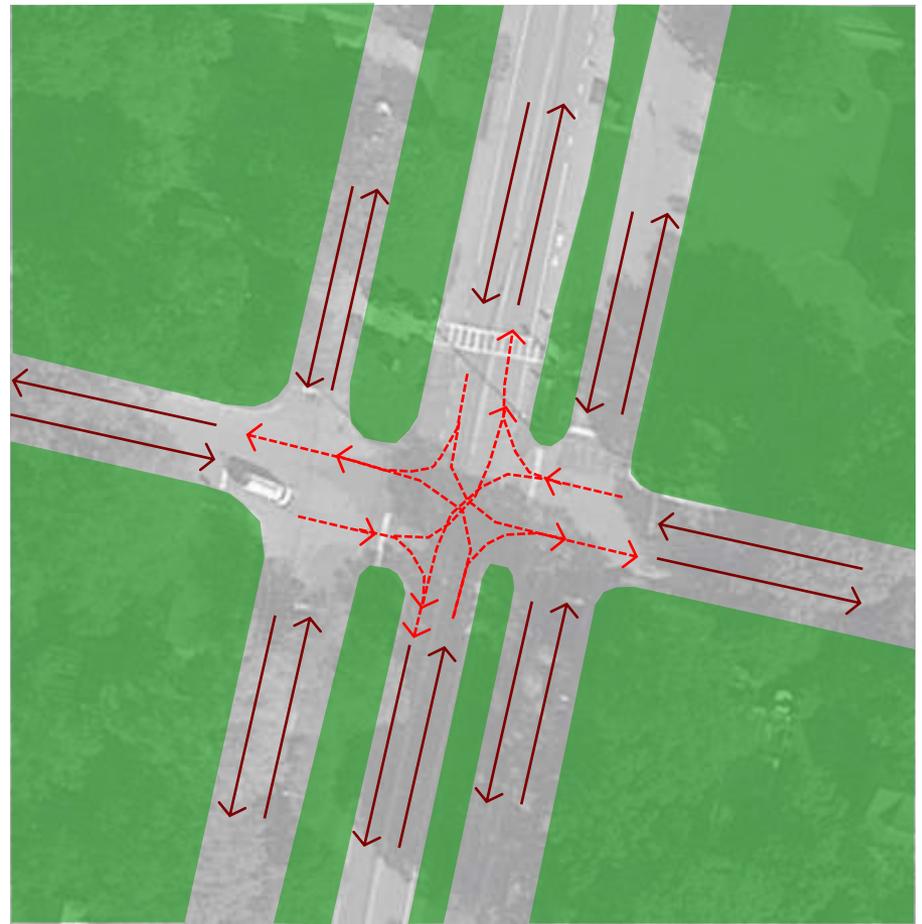
Grs	Travel Lanes & On-Street Park & Pedestrian/Bikes	Swlk
3'	30'-0"	3' 4'-0"
Estimated Right-of-Way		
40'-0" (widens to 55'-0" East of Rhode Island)		



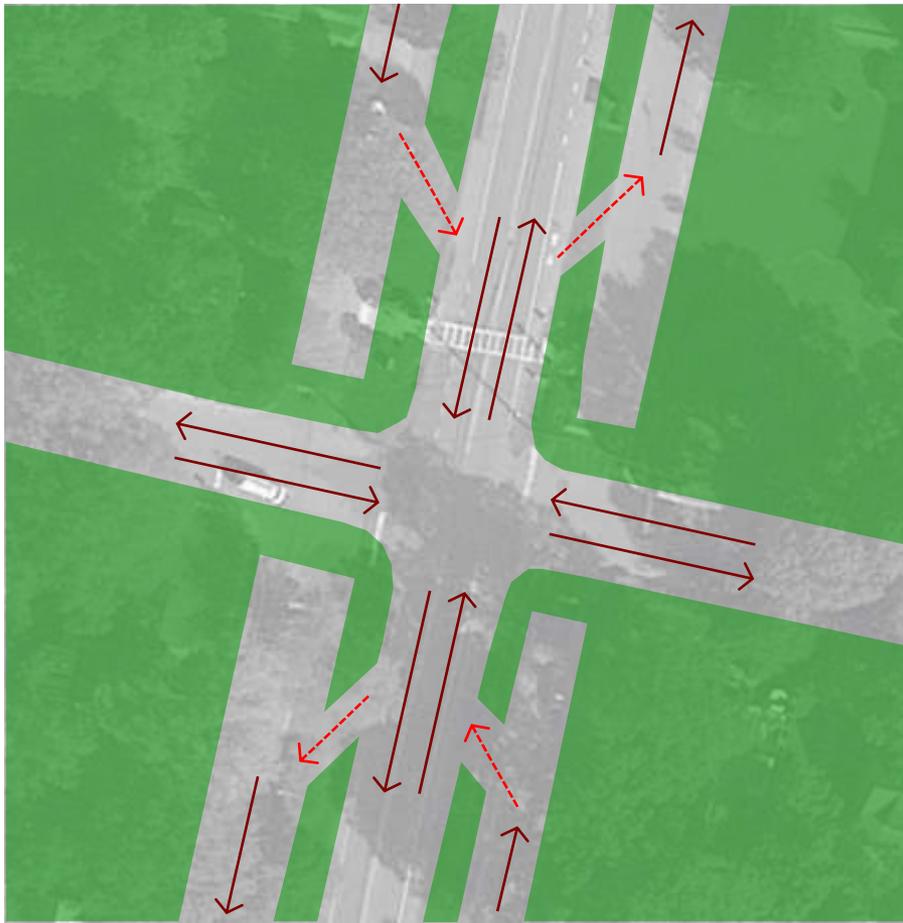




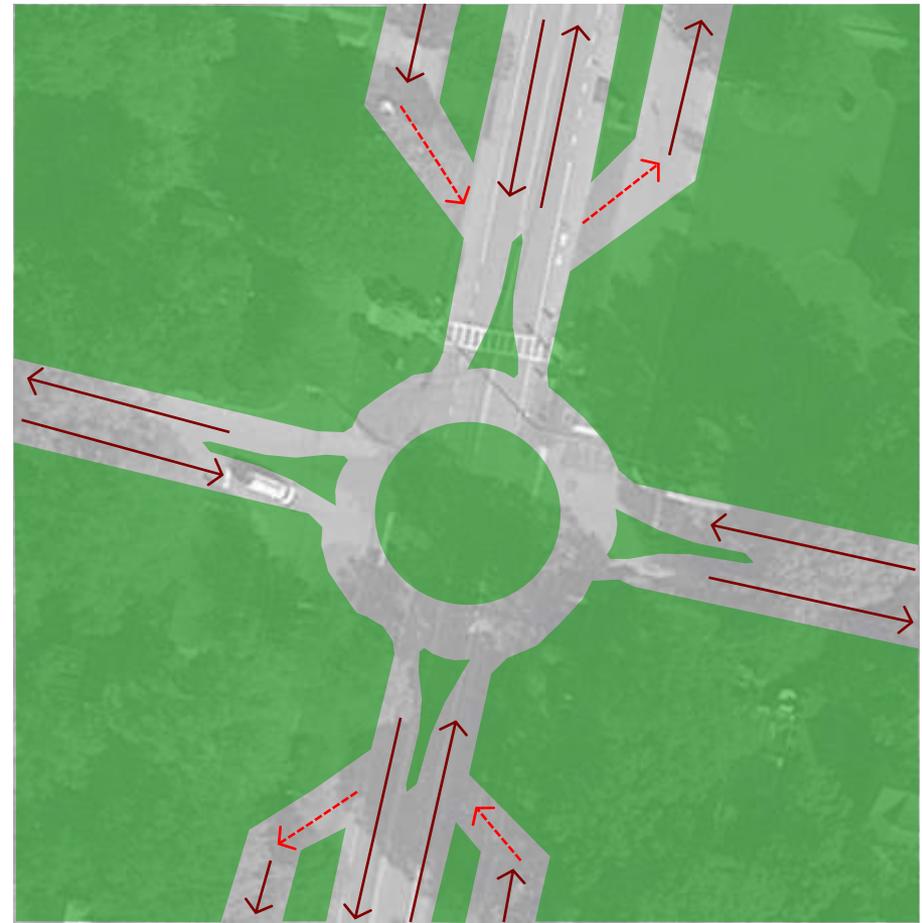
**Rhode Island Ave &  
Hollywood Ave Intersection**



**Many turning movements... conflicts for:**  
**Pedestrians.**  
**Automobile Drivers**  
**Bicyclists**



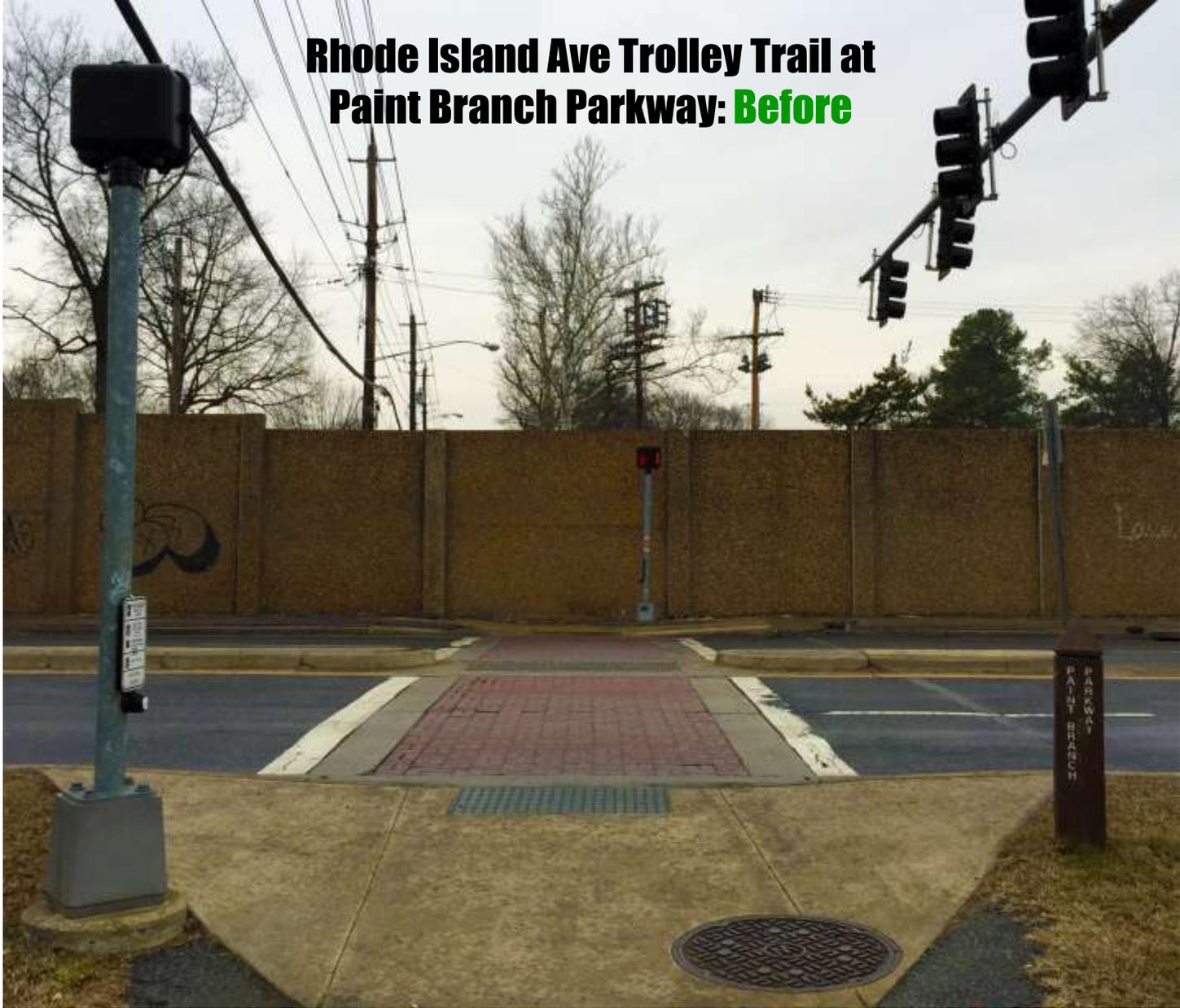
**Simplify Intersection:**  
**4-way with “slip lanes”**



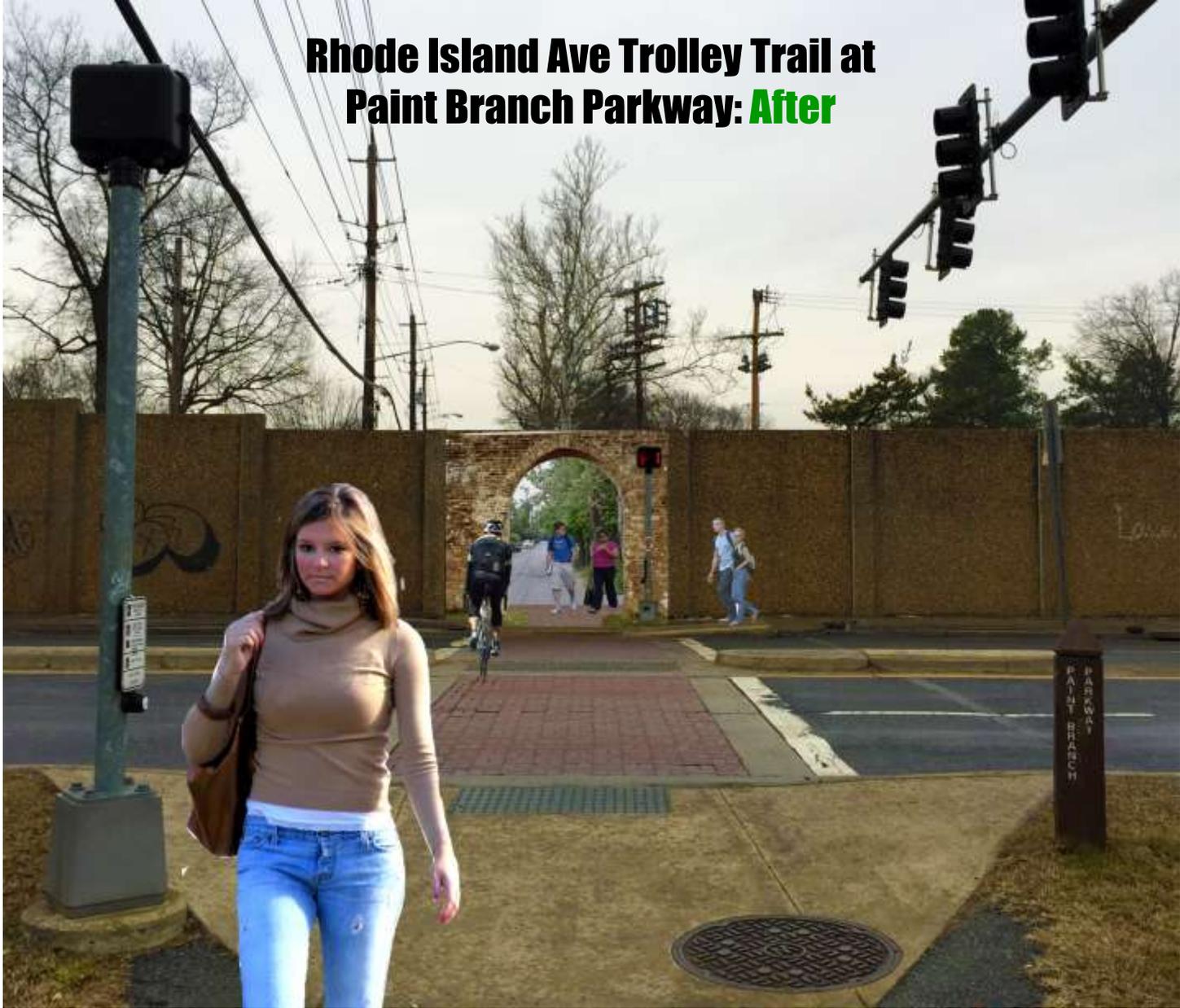
**Then consider:**

- **4-Way Stop**
- **Signal Warrant Analysis**
- **Roundabout**

**Rhode Island Ave Trolley Trail at  
Paint Branch Parkway: Before**



**Rhode Island Ave Trolley Trail at  
Paint Branch Parkway: **After****





# **Making Complete Streets a Reality**



Complete Street Prioritization Matrix		Berwyn Rd	Lakeland Rd	Calvert Rd	Greenwood Rd
		40' - 55'	50' - 70'	Varies, 40'	Varies, 40'
Prerequisites	Is funding available?	Yes	Yes	Yes	Yes
	Is there a request from the Community or Community support?	Yes	Yes	Yes	Yes
	Is ROW adequate for proposed modifications	Yes	Yes	Yes	Yes
Weighted priorities	Does the street connect major destinations? (Enter 0 for no, 1 for some, 2 for many)	0	1	2	2
	Does the street connect to existing or future trails? (No=0, Yes=1)	1	1	1	1
	Is the street highly visible? (No=0, Yes=1)	0	0	1	1
	Does the proposed project increase network connectivity for bicyclists and pedestrians? (No=0, Yes=1)	Unknown	Unknown	Unknown	Unknown
	Is the corridor a transit route? (No=0, Yes=1)	0	0	0	0
	Is there high population density near the corridor? (No=0, Yes=1)	0	0	0	0
	Are there documented safety problems? (No=0, High auto crashes=1, High bicycle or pedestrian crashes or a fatal crash=2)	Unknown	Unknown	Unknown	Unknown
	Is there an opportunity to make changes to to corridor during coincident routine resurfacing? (No=0, Yes=1)	Unknown	Unknown	Unknown	Unknown
	Is there new development planned within a 1/2 mile of the street corridor? (No=0, Yes=1)	Unknown	Unknown	1	1
	If assessing a new development: Does the proposed project increase network connectivity for automobiles? (No=0, Yes=1)	Unknown	0	0	0
	If assessing multiple alternatives for the same street: Are the proposed treatments cost effective? (No=0, Yes=1)	Unknown	Unknown	Unknown	Unknown
If assessing a project in a residential area: Does the proposed project include green infrastructure and/or traffic calming? (No=0, Yes=1)	Unknown	Unknown	Unknown	Unknown	
Prioritization Score		1	2	5	5

# Guidelines & Visioning: **Prioritization Matrix**

Goal	Unconstrained Right of Way Alternatives	Constrained Right of Way Alternatives
Accommodate Bicyclists	Two-way separated bike lane (cycletrack)	Shared lane markings (sharrows)
	One-way buffered bike lanes	Shared street design, with temporary treatments such as flexible curbs
	Standard painted bike lanes	Shared street design with permanent curbs
Accommodate Pedestrians	Complete the sidewalk network	Shared street design, with temporary treatments such as flexible curbs
		Shared street design with permanent curbs
Slow vehicle traffic	Speed humps (bicycle-friendly)	Speed humps (bicycle-friendly)
	Chicanes or pinch point, temporary/flexible curb	Chicanes or pinch point, temporary/flexible curb
	Chicanes or pinch point, permanent curb	Chicanes or pinch point, permanent curb
	Neighborhood traffic circle/miniroundabout	"Checkered" parking pattern
Discourage Cut-Through Traffic	Forced turns	Forced turns
	Chicanes or pinch point, temporary/flexible curb	Chicanes or pinch point, temporary/flexible curb
	Chicanes or pinch point, permanent curb	Chicanes or pinch point, permanent curb
	Full or partial diversion with curb/bollards	"Checkered" parking pattern
Create programmed space/reclaim some street space for non-auto uses	Parklets in parking spaces	Parklets in parking spaces
	Temporary café seating	Temporary café seating
	"Bike corrals" in parking stalls	"Bike corrals" in parking stalls
	Spray-chalk or other temporary paint to assign bike lane or other right of way reallocation	Spray-chalk or other temporary paint to assign bike lane or other right of way reallocation
	"festival street" design with permanent curbs	"festival street" design with permanent curbs



High Level of Investment



Low Level of Investment



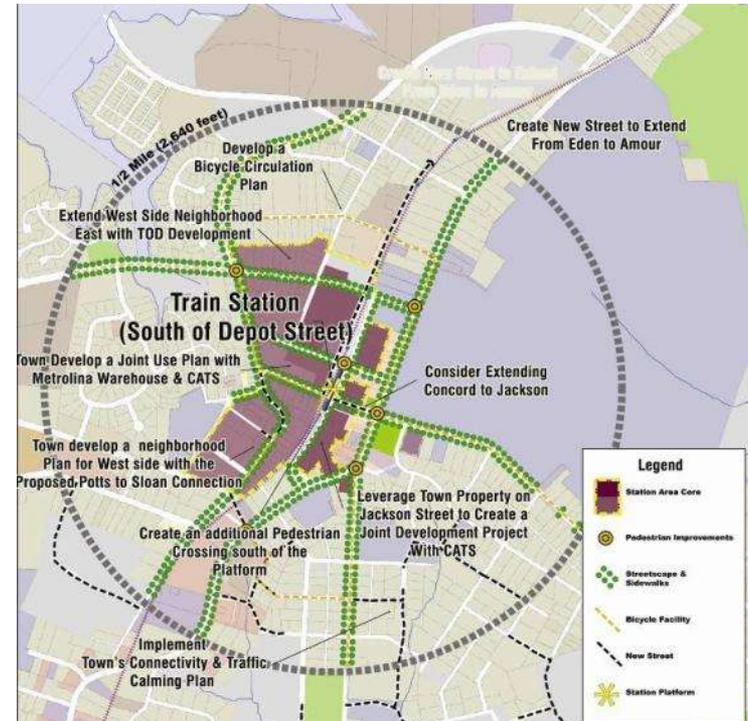
Medium Level of Investment



Minimal Level of Investment

## Create Complete Streets Policy that:

- Establishes high level vision;
- Involves all users and modes;
- Part of all projects & phases;
- Have clear exceptions;
- Creates integrated network;
- Involves other jurisdictions;
- Uses best practice design;
- Is context-sensitive;
- Includes clear goals & ways to measure performance;
- Has implementation steps



Source: City of Charlotte

**Design  
Lewiston, ME**

“The Cities, through their Public Works and Planning Departments, shall develop and adopt design criteria, standards, and guidelines based upon recognized best practices in street design, construction, and operation. To the greatest extent possible, the Cities shall adopt the same standards with particular emphasis on pedestrian and bicycle markings and wayfinding signage. Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Guide for Planning, Designing, and Operating Pedestrian Facilities, and Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual; and the Manual on Uniform Traffic Control Devices.”

“It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users.”

**Context Sensitivity  
Cedar Falls, IA**

“The Cities will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities... Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work.”

**Intent: Auburn, ME**



**Thank you!**