

IMPROVE UNIVERSITY CAMPUS ROAD SYSTEM WITH COMPLETE STREETS PRINCIPLES: THE CASE OF UNIVERSITY OF MARYLAND

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1 ABSTRACT

As a reflection of the evolving of the “Complete Streets” principles, the Safe and Complete Streets Act of 2011 (HR. 1780) addresses more on “safety” than its precedents. Based on the legal provisions, also as a response to the Complete Streets movement, this paper will discuss the legislation, safety, public demand, educational functions and sustainability aspects of the need for urban roadway systems to accommodate multimodal traffic on university campuses.

Through the review of the literature, this paper intends to document whether current roadway facilities of the University of Maryland College Park campus is adequate and efficient for daily behaviors of all user groups or whether facilities that ensure the order and safety on our streets are missing. According to a survey done by the Department of Transportation Services, University of Maryland, the important issues at the campus include cut-through traffic on main arterial (Campus Drive), lacking of bicycle facilities, and traffic congestion during rush hours. And further discussions the published results from a pilot trail of temporarily closure of Campus Drive. Therefore this paper will explore the improvement of campus roadways to accommodate some of travel means, especially cycling, currently used by the university community. Furthermore, the paper provides some suggestions on sustainability and education aspects and addresses how our campus roadway system could provide its user groups with more sustainable travel choices.

1.1 Keywords

complete streets principles, traffic conflicts, university campus roadway system