

Metro SafeTrack and Coinciding Road Work Impact on Regional Traffic Conditions

Summary | April 12, 2017

The National Transportation Center (NTC@Maryland) in the University of Maryland Department of Civil and Environmental Engineering has previously developed an integrated travel behavior and traffic simulator that covers the entire Washington, D.C. metropolitan area. This modeling system is used to predict the regional traffic impact of individual SafeTrack projects. The predictions are for typical **weekday** traffic demands and conditions in the affected area.

There is an overlap between the Greenbelt and College Park station closures slated for April 15–29 as part of phase one of SafeTrack Surge #14 and road work on Route 1 between Campus Drive and Rossborough Lane that will close one lane in each direction between 9 a.m. and 3 p.m. through May 19. The combined impact of the SafeTrack surge phase and Route 1 lane closures are studied.

Based on the model runs completed on April 9, 2017, NTC@Maryland predicts that phase one of the SafeTrack surge will increase the overall number of vehicles on Route 1 from MD 410 to the Beltway, MD 410 and 193 near the University of Maryland, College Park campus, and other nearby roads by about 3%. The average drive time in this area will increase by 14% between 6 and 10 a.m. and 9% between 3 and 7 p.m. Average drive time increases for major corridors in the affected area are summarized in the table below.

Avg. Drive Time Increase (%)	AM Peak	PM Peak
MD193	16%	17%
MD410	6%	4%
US-1	24%	13%

Most drivers (or previous Metrorail riders who plan to drive, carpool, or take buses during the surge period) should not worry about total gridlock traffic jams during this SafeTrack surge phase. However, there will be moderate increases in travel times on major roads near the College Park campus, especially on Route 1 and MD 193. Commuters should budget an extra 5-10 minutes to allow for expected delays.

Metrorail riders should expect longer delays and significantly more crowding on bridging buses. [Previous survey-based studies](#) suggest that Metrorail riders will depart earlier during the SafeTrack project period, so longer delays and Metro station/bridging bus crowdedness will likely take place even before the beginning of the peak periods. Those who want to beat the crowds and avoid major Metro delays should plan departing at least an hour before the rush hour starts or after the peak period.

Statement on Release of Data

These information products include preliminary data as part of an ongoing effort by NTC@Maryland to inform the public, commuters, and local agencies with time-sensitive information needs. Due to the immediacy of SafeTrack work plans, these data are being made available prior to undergoing a peer-review process. All data are considered to satisfy the quality standards relative to the purpose for which the data were collected.