

National Capital Region Transportation Planning Board

Financially Constrained

# Long-Range Transportation Plan



# Draft 2008 Update

A SUPPLEMENT TO THE CLRP WEBSITE: [WWW.MWCOG.ORG/CLRP](http://WWW.MWCOG.ORG/CLRP)

## What is the TPB?

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB). The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments (COG).

Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia, and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies.

The TPB was created in 1965 by local and state governments in the Washington region to respond to a requirement of 1962 highway legislation for establishment of official Metropolitan Planning Organizations (MPOs). The TPB became associated with the Metropolitan Washington Council of Governments in 1966, serving as COG's transportation policy committee. In consultation with its technical committee, the TPB is responsible for directing the continuing transportation planning process carried on cooperatively by the states and local communities in the region.

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## WHAT IS THE CLRP?

The Financially Constrained Long-Range Transportation Plan, or CLRP, identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2008 and 2030. Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of these projects will be completed in the near future, while others are only in the initial planning stage.

The CLRP is updated annually and **this year's update has just been released for public comment** before its scheduled adoption on November 19, 2008.

## The TPB Planning Area

The TPB's planning area covers the District of Columbia and surrounding jurisdictions as shown on the map to the left. However, for many planning activities, such as air quality analysis and travel demand forecasting, a larger area is examined. Specifically, Census information for the Metropolitan Statistical Area is used to assess demographic changes over the life of the plan and travel modeling is done for the entire modeled area shown.



## The TPB Vision

Adopted in 1998, the TPB Vision is the policy framework guiding the development of the CLRP.

*In addition to goals listed here, the Vision includes a vision statement, strategies and objectives. The goals, objectives and strategies in the TPB Vision incorporate the eight federal planning factors. Each planning factor is included in the Vision goals, objectives and strategies; security is implicitly covered by the TPB Vision. The full Vision document is available at [www.mwcog.org/transportation](http://www.mwcog.org/transportation).*

- 1** The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.
- 2** The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including **a healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.
- 3** The Washington metropolitan region's transportation system will give priority to **management, performance, maintenance and safety of all modes and facilities**.
- 4** The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.
- 5** The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's **natural environmental quality, cultural and historic resources, and communities**.
- 6** The Washington metropolitan region will achieve better inter-jurisdictional **coordination of transportation and land use planning**.
- 7** The Washington metropolitan region will achieve an **enhanced funding mechanism(s)** for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- 8** The Washington metropolitan region will support options for **international and interregional travel and commerce**.

## WHAT IS THE CLRP?

### Federal Requirements

The long-range plan must meet several federal requirements related to Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU), the federal transportation authorization bill passed in 2005. The US DOT issued new requirements on February 14, 2007 and reaffirmed existing rules for metropolitan planning organizations (MPOs) in developing long-range transportation plans. Below is a summary of how the TPB has met all of the SAFETEA-LU requirements.



#### Financial Constraint

Federal law requires the long-range plan to be based on revenue sources that are “reasonably expected to be available.” The financial plan demonstrates that the estimated revenues reasonably expected to be available equal the estimated costs of expanding, while adequately maintaining and operating, the highway and transit system in the region from 2008 through 2030. Please see the financial plan information on page 18.



#### Air Quality

The TPB must make sure that the projects in the CLRP and TIP, taken collectively, contribute to air quality improvement goals for the region. This is a requirement of the federal Clean Air Act. The plan’s air quality conformity was assessed by comparing forecasted mobile source emissions of various pollutants to emissions ceilings (called “mobile emissions budgets”). The conformity analysis of the plan found that mobile emissions are within currently required budgets. See page 23.



#### Public Participation

A Participation Plan has been approved that articulates the TPB’s commitment to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. The TPB has two standing citizen committees: The Citizens Advisory Committee (CAC), the main standing body for providing citizen input into the deliberations of the TPB; and the Access for All (AFA) Advisory Committee, described below.



#### Environmental Justice and Access for All

To ensure on-going participation from low-income and minority communities and persons with disabilities, the TPB created the Access for All (AFA) Advisory Committee in 2001 to advise the Board on transportation issues, programs, policies, and services that are important to these communities and individuals. The AFA comments on the Draft CLRP each year. In addition, the long-range plan is analyzed for negative impacts on low-income, minority and disabled populations.



## Congestion Management

The TPB established a Congestion Management Process (CMP) to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion and enhance the mobility of persons and goods. The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).



## Transportation Safety

Transportation safety is a major concern in the Washington metropolitan region. In 2005, 386 people were killed as the result of traffic accidents in the Washington region, and approximately 40,000 were injured. SAFETEA-LU puts a greater emphasis on safety, and added safety as a separate planning factor to be considered in the creation of the Plan and TIP. Accordingly, the 2008 CLRP includes additional ways to integrate safety into its planning process. The TPB conducts a yearly “Street Smart” campaign to raise awareness and promote safer behavior among drivers, pedestrians and bicyclists.



## Freight Planning

The TPB is committed to giving full consideration to freight and goods movement in the overall regional transportation plan, through enhanced consideration of freight movement information, a regional freight planning committee, and additional stakeholder outreach and input activities. In 2007, TPB commissioned a freight planning study for the metropolitan area. The study found that annually approximately \$200 billion of goods are transported to, from or within the Washington region, with an additional estimated \$1.2 trillion of goods traveling through the region (through-trips). This freight movement, critical to the region’s economy, has impacts on and is impacted by the region’s congestion.



## Environmental Consultation and Mitigation

The TPB consults with natural resource, conservation, environmental protection and historic preservation agencies regarding the development of the CLRP. These agencies provided comments on the plan, contacts for future engagement and environmental GIS data. This regional data is used to create maps of environmentally and/or culturally sensitive areas for comparison with the CLRP. In 2007, the CLRP featured its first environmental mitigation discussion which identified potential activities to moderate the environmental impacts of the long range transportation plan.

## WHAT IS IN THE PLAN?

# Proposed New Projects and Significant Changes

These new projects and changes have been proposed for addition into the Draft 2008 CLRP. The adopted plan from 2007 plus these changes and new projects form the 2008 CLRP. Following a 30-day public comment period, this draft plan will be reviewed by the TPB for adoption on November 19, 2008.





## New Projects

### 1 Access to Ft. Belvoir Engineer Proving Ground: I-95 and Fairfax County Parkway, 2011, 2013



**Complete:** 2011, 2013

**Cost:** \$28.8 million (I-95 access), \$6.8 million (Fairfax Parkway access)

**Funding:** Federal

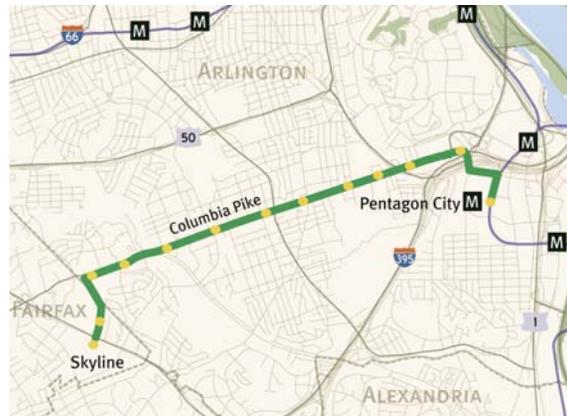
**Description:** Two projects have been proposed to meet expected demand at the Fort Belvoir Engineer Proving Ground (EPG) due to the Base Realignment and Closures (BRAC) act.

a) I-95 Access to Fort Belvoir includes the following improvements:

- Widen the existing ramp from southbound I-95 to the Fairfax County Parkway and EPG southern loop road with an additional barrier-separated lane, providing dedicated access to the EPG for DOD personnel only.
- A new reversible, single-lane approach bridge from the northbound HOV/Bus/HOT lanes to the EPG's southern loop road. This connection will provide access from the northbound I-95 HOV lanes in the morning. In the evening, access will reverse to the northbound I-95 general purpose

- lanes and the southbound HOV lanes.
- b) Fairfax County Parkway Access to Fort Belvoir:
- A one-lane ramp from the EPG Access Road to northbound Fairfax County Parkway and a two-lane ramp from the Access Road to southbound Fairfax County Parkway. The proposed ramps will connect to the proposed interchange at Rolling Road, which is already included in the CLRP.

### 2 Columbia Pike Streetcar from Skyline to Pentagon City, 2014



**Complete:** 2014

**Cost:** \$138.5 million

**Funding:** State, local

**Length:** 4.7 miles

**Description:** Design, construct and operate a streetcar system running approximately 4.7 miles between Pentagon City in Arlington County and Skyline in Fairfax County. For most of the route, streetcars will travel in mixed traffic.

### 3 Fairfax Connector Service Transit Development Plan, 2010 (not shown on map)



**Complete:** 2011

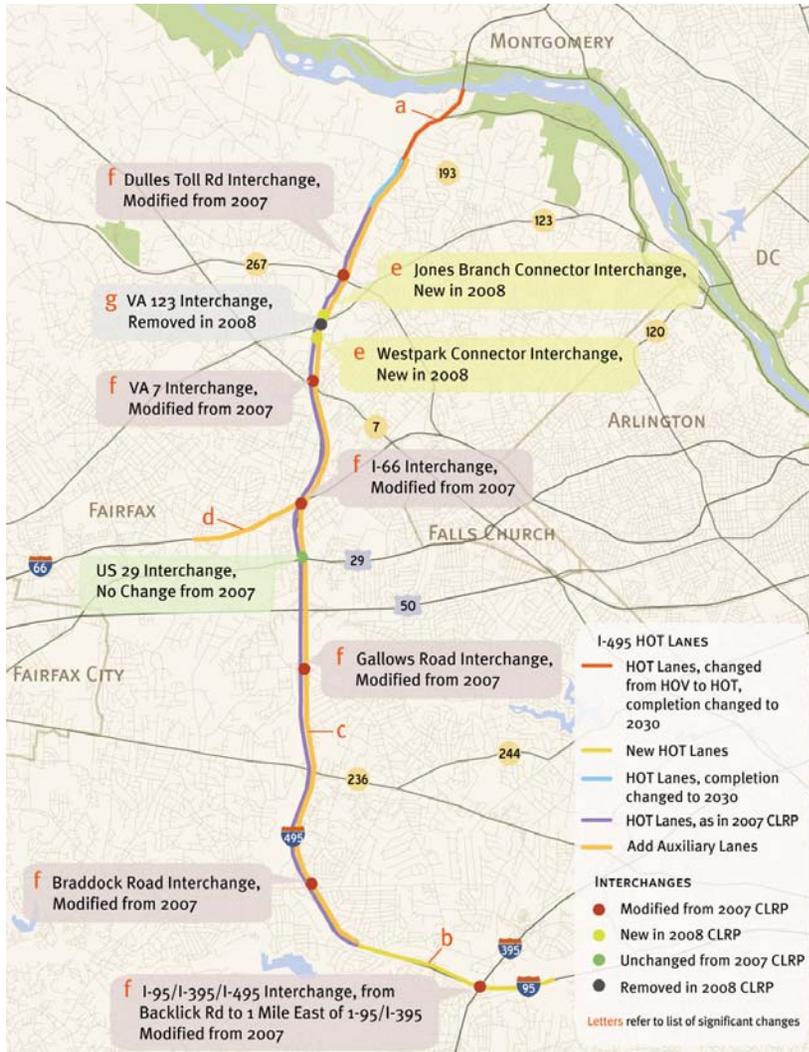
**Cost:** \$91.9 million

**Funding:** Local

**Description:** Increase bus service on priority routes and purchase 35 new Fairfax Connector buses. Expand the West Ox Bus Operations Facility to accommodate new buses and increased service. Also includes bus stop access and safety improvements identified as part of the Bus Stop Inventory and Safety Study.

## Significant Changes

### 4 I-495 Capital Beltway HOV-HOT Lanes, 2013, 2030



**Complete:** 2013, 2030

**Cost:** \$1.619 billion

**Funding:** Federal, state, private, bond

**Length:** 14 miles

**Description:** The 14 mile stretch of HOV-HOT Lanes on the Capital Beltway between Backlick Road and Old Dominion Drive is scheduled to be complete in 2013. The following changes have been proposed for the Capital Beltway HOT-HOV Lanes Project:

- a) The northern terminus of the HOT lanes will extend 2 lanes from Georgetown Pike to the American Legion Bridge. These were previously planned as HOV lanes to be complete in 2015 and are now proposed as HOT lanes to be complete in 2030. A 4 lane stretch of HOT lanes from Georgetown Pike (193) to Old Dominion Drive will be complete in 2030 instead of 2013.
- b) The southern terminus of the HOT lanes has been extended to include 2 HOT lanes from the Hemming Avenue underpass to one mile east of the I-95/395/495 Interchange. This segment is scheduled to be completed by 2013.
- c) One additional general purpose auxiliary lane from Georgetown Pike to the Hemming Avenue underpass will be added in each direction to connect the on-ramps and off-ramps between interchanges.
- d) Auxiliary lanes will be added on eastbound and westbound I-66 between the I-495 interchange and Cedar Lane.
- e) Two new interchanges are planned at the westbound Jones Branch Connector and the westbound WestPark Connector.
- f) Planned HOT lane interchanges at the Dulles toll Road, VA 7, I-66, Gallows Road, Braddock Road and I-95/395 will be modified.
- g) A planned HOT lane interchange at VA 123 is being removed from the project scope.



## 5 I-95/395 HOV-HOT-Bus Lanes Transit Plan revisions, 2010, 2011, 2013 (not shown on map)

*Description:* The Transit Plan for the I-95/395 HOT Lanes project has been revised to reflect the results of the Transit/Transportation Demand Management (TDM) Study conducted by the Virginia Department of Rail and Public Transportation (DRPT) and the Technical Advisory Committee. The following significant changes have been proposed for the Transit Plan:

The Transit/TDM plan's cost and revenue estimates have been revised to reflect the revised transit investment strategy for the corridor.

- Earlier capital investments of \$76 million revised to \$152 million to reflect increased investment into transit facilities
- Earlier operating expenses of \$314 million revised to \$245 million to reflect revised service plan, service duration and fare box recovery

Greater level of improvement/investment into transit facilities.

- 3 new transit stations along the corridor
- Improvements at 4 VRE stations – platform extension and overnight storage
- 9 new or enhanced TDM initiatives
- 3,750 park and ride spaces in addition to the 3,000 proposed earlier
- 3 new/improved transit centers instead of 1 bus maintenance facility
- 76 new buses and 6 VRE rail cars instead of 184 new buses

## WHAT ARE HOT LANES?



HOT (or High Occupancy/Toll) Lanes are HOV lanes that can be used by low-occupancy vehicles for a fee. Usually, the fee is variable and based on the number of people wanting to use the lane. Like HOV lanes, HOT lanes are free for carpools, transit buses and emergency vehicles and run alongside the regular lanes.

HOT lanes were first implemented in the US in 1993. HOT lanes now operate in 4 states: California (California State Route 91 is pictured here), Texas, Colorado and Minnesota.

HOT lanes aim to take cars off the regular lanes by providing new revenue-generating highway options for motorists, as well as expanded public transportation options operating within the HOT lanes.

## WHAT IS IN THE PLAN?

# Major Highway Improvements

Almost all planned highway construction involves widening or upgrading existing roads, rather than building new facilities. New lanes will be added to some of the region's busiest commuting arteries, and a few new major highways will provide cross-suburban links in Virginia and Maryland. Funding shortfalls have caused some projects' completion dates to be pushed back since the last update of the plan.

### District of Columbia

- 1 11th Street Bridge reconstruction, 2013
- 2 South Capitol Str/Bridge Reconstruction, including intersection with Martin Luther King Jr. Blvd, 2015

### Maryland

- 3 Baltimore Washington Parkway at MD 193, Intersection Improvement, 2025
- 4 Cross-County Connector (Phases 6 & 7) reconstruct 2009
- 5 Father Hurley Blvd. , construct, widen, 4, 6 lanes, 2011
- 6 I-270, interchange at Watkins Mill Rd. Ext., 2020
- 7 I-270, reconstruct interchange at MD 121, 2010
- 8 I-270/US 15 Corridor, Shady Grove to I-70, widen and HOV, 2020
- 9 I-70, widen to 6 lanes, 2020
- 10 I-95, interchange and CD lanes at Contee Road , 2020
- 11 I-95, Woodrow Wilson Bridge , build 12 lane bridge, 2008 (MD), 2009, 2011
- 12 I-95/495, interchange at Arena Drive , 2009
- 13 I-95/495, interchange at Greenbelt Metro, 2010
- 14 I-95/495: Branch Avenue Metro Access, construct 8 lanes, 2009
- 15 Intercounty Connector, construct 6 lanes, 2012
- 16 M-83, construct 4, 6 lanes, 2020
- 17 MD 117, widen to 4 lanes, 2020
- 18 MD 118 (Germantown Rd.), widen to 6 lanes, 2020
- 19 MD 124 extended, construct 2 lanes, 2011

- 20 MD 124, widen to 6 lanes, 2010, 2015
- 21 MD 201/Kenilworth Ave widen to 6 lanes, 2020
- 22 MD 202, reconstruct 6 lanes, 2020
- 23 MD 210, upgrade 6 lanes and interchange improvement, 2030
- 24 MD 212, construct 4 lanes, 2008
- 25 MD 223, widen to 4 lanes, 2008
- 26 MD 27, widen to 6 lanes, 2010
- 27 MD 27, widen, MD-355 to A 305, 2010
- 28 MD 28/MD 198, widen, construct 4, 6 lanes, 2020
- 29 MD 3, widen to 6 lanes, 2020
- 30 MD 355, construct 6 lanes, interchange at Montrose/Randolph Road, 2010
- 31 MD 355/MD 80, Urbana Bypass, construct 4 lanes, 2010
- 32 MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road and Suitland Parkway, 2010, 2011, 2020
- 33 MD 450, reconstruct, grade separate at Peace Cross, CSX, 2008
- 34 MD 450, widen to 4 lanes, 2020
- 35 MD 5, upgrade, widen to 6 lanes, including interchanges, 2010, 2030
- 36 MD 85, widen to 4, 6 lanes, 2020
- 37 MD 97, construct 2 lanes, 2020
- 38 MD 97, upgrade intersection at MD 28, 2020
- 39 MD 97, upgrade intersection at Randolph Road , 2015
- 40 Middlebrook Road Extended, widen, construct 6 lanes, 2015
- 41 Montrose Parkway East and West, construct 4 lanes, 2009, 2014
- 42 Randolph Road, widen to 5 lanes, 2010

- 43 Suitland Parkway, interchange at Rena/Forestville Road, 2025
- 44 US 1, reconstruct 4 lanes, 2020, widen to 6 lanes, 2010
- 45 US 15, construct interchange at Monocacy Blvd, 2010
- 46 US 29, upgrade, including intersections/interchanges, 2010, 2020
- 47 US 301, widen to 6 + 2 lanes, 2020
- 48 US 340/US 15, construct interchange at Jefferson Tech Park, 2010
- 49 US 50, westbound ramp to Columbia Park Road , 2025

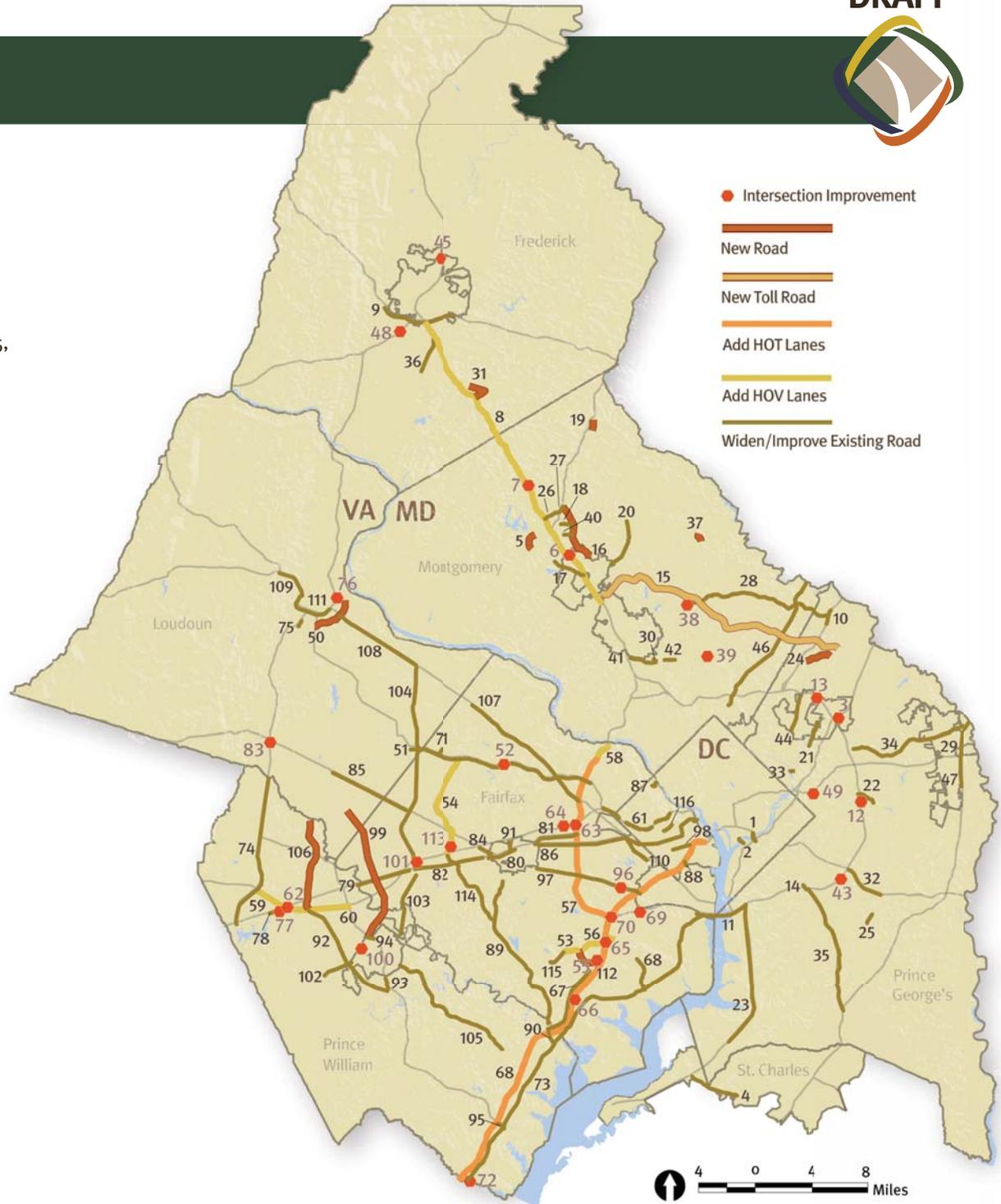
### Virginia

- 50 Battlefield Parkway, construct, widen, upgrade 4 lanes, 2008, 2010
- 51 Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
- 52 Dulles Toll Road, reconstruct interchange at VA 674, 2012
- 53 Fairfax County Parkway HOV, construct 2 lanes, 2015
- 54 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
- 55 **Fort Belvoir EPG access improvements, 2011, 2013**
- 56 Franconia/Springfield Parkway, HOV with interchange at Nueman Street, 2010, 2020
- 57 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
- 58 I-495, construct 2 HOV lanes, 2015
- 59 I-66 HOV, includes interchange reconstruction at US 15, 2015

- 60 I-66 HOV, widen to 8-lanes, 2010
- 61 I-66, spot improvements inside the Beltway, 2013
- 62 I-66, reconstruct interchange at US 29, 2014
- 63 I-66/I-495, reconstruct interchange, 2013
- 64 I-66, interchange at Gallows Road and Cedar Lane, 2030
- 65 I-95, interchange at VA 7900, 2015
- 66 I-95, reconstruct interchange at VA 642, 2010
- 67 I-95, widen to 8 lanes from Newington to VA 123, 2011
- 68 I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010
- 69 I-95/495, reconstruct interchange at VA 613, 2015
- 70 I-95/I-395/I-495, interchange reconstruction with access ramps to I-495 HOV, 2008, 2010
- 71 South Elden Street/Centreville Road, widen to 6 lanes, 2008
- 72 US 1, reconstruct interchange at Russell Road , 2010
- 73 US 1, widen to 6, 8 lanes including interchange at VA 123, 2009,2011, 2015, 2016, 2017
- 74 US 15, widen to 4 lanes, 2009, 2020
- 75 US 15, widen to 4 lanes, 2011
- 76 US 15 Bypass, interchange at Edwards Ferry Road, 2015
- 77 US 29, interchange at VA 55, 2014
- 78 US 29, widen to 5, 6 lanes, 2014, 2016
- 79 US 29, widen to 6 lanes, 2010
- 80 US 29, widen to 6 lanes, 2009, 2010, 2011



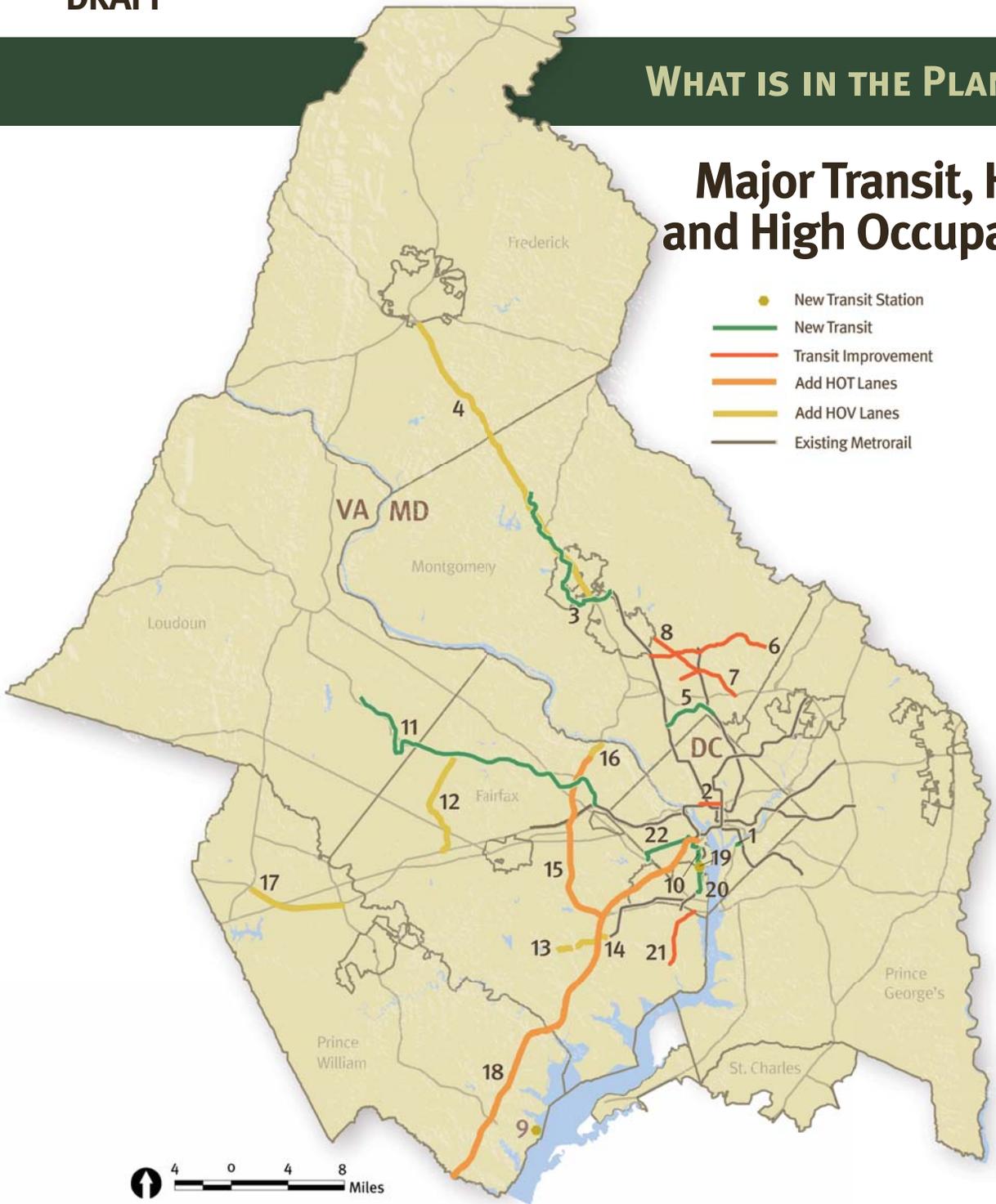
- 81 US 29, widen to 6 lanes, 2015, 2020
- 82 US 29, widen to 6 lanes, 2010
- 83 US 50, construct round-about at US 15, 2010
- 84 US 50, widen 3, 8 lanes, 2020
- 85 US 50, widen to 6 lanes, 2010, 2012
- 86 US 50, widen/reconstruct 6 lanes including interchanges, 2010, 2015, 2020
- 87 VA 120, reconstruct 2 lanes, 2020
- 88 VA 120, reconstruct 4 lanes, 2010
- 89 VA 123, widen 6 lanes, 2015, 2020
- 90 VA 123, widen to 6 lanes with interchange at US 1 (2017), 2008, 2015
- 91 VA 123, widen to 6 lanes, 2010
- 92 VA 234 Bypass, widen/upgrade, 6 lanes, 2020
- 93 VA 234, widen to 4 lanes, 2010
- 94 VA 234, widen to 5 lanes, 2010
- 95 VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2016
- 96 VA 236, reconstruct intersection at Braddock Road, 2009
- 97 VA 236, widen and reconstruct to 4, 6 lanes, 2008, 2020
- 98 VA 244, reconstruct interchange at VA 27, 2011
- 99 VA 28 Bypass, construct 4, 6 lanes, 2015, 2020
- 100 VA 28, interchange at Wellington Road , RR tracks, 2009
- 101 VA 28, remove movements at I-66, 2008
- 102 VA 28, widen to 6 lanes, 2012
- 103 VA 28, widen to 6 lanes, 2025
- 104 VA 28, widen to 6, 8 lanes, with interchanges, 2008, 2010
- 105 VA 3000, widen to 6 lanes, 2013
- 106 VA 411, ( Tri-County Parkway ), construct 4, 6 lanes, 2017
- 107 VA 7, Leesburg Pike, widen to 6, 8 lanes, 2013, 2020
- 108 VA 7, upgrade with interchanges, 2008, 2009, 2010, 2015
- 109 VA 7, widen to 6 lanes, 2015
- 110 VA 7, widen to 6 lanes, 2020
- 111 VA 7/US 15 Bypass, widen to 6 lanes, 2015
- 112 VA 7100, construct 6 lanes with interchanges at Rolling Road and Boudinot Drive, 2010, 2020
- 113 VA 7100, interchange at Fair Lakes Parkway, 2010
- 114 VA 7100, widen to 6 lanes, 2015
- 115 VA 7100, widen to 6 lanes (Hooes Rd to Sydenstricker Rd), 2015
- 116 Wilson Blvd., reconstruct 4 lanes, 2010



**Highlighted Projects** are proposed additions to this year's long-range plan

# WHAT IS IN THE PLAN?

## Major Transit, High Occupancy Vehicle (HOV) and High Occupancy/Toll (HOT) Improvements



- New Transit Station
- New Transit
- Transit Improvement
- Add HOT Lanes
- Add HOV Lanes
- Existing Metrorail

### District of Columbia

- 1 Anacostia Street Car Project Phase I, 2010
- 2 K Street Busway, 2008

### Maryland

- 3 Corridor Cities Transitway, from Shady Grove to COMSAT, 2016
- 4 I-270/US 15 Corridor, Shady Grove to I-70, HOV, 2020
- 5 Purple Line, Bethesda to Silver Spring, 2015
- 6 Randolph Rd Bus Enhancements from MD 355 to US 29, 2010
- 7 **University Blvd Bus Enhancements, 2020**
- 8 Veirs Mill Road Bus Enhancements, 2015

### Virginia

- 9 Cherryhill VRE Station, 2010
- 10 Crystal City Potomac Yard Bus Way, 2010
- 11 Dulles Corridor Rapid Transit, 2011, 2015
- 12 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
- 13 Fairfax County Parkway HOV, construct 2 lanes, 2015
- 14 Franconia/Springfield Parkway HOV, 2010, 2020
- 15 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
- 16 I-495, construct 2 HOV lanes, 2030
- 17 I-66 HOV, widen to 8-lanes, 2010, includes interchange reconstruction at US 15, 2015
- 18 I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010, 2011, 2013
- 19 Potomac Yard Metro Station, 2030
- 20 Potomac Yard Transit Way, Arlington and Alexandria, 2011
- 21 US-1 bus right turn lanes, 2025
- 22 **VA 244 Columbia Pike Streetcar from Skyline to Pentagon City, 2014**

*Highlighted Projects* are proposed additions to this year's long-range plan



# Major Studies

In addition to the facilities funded for construction, the CLRP includes many projects that are listed in the CLRP as “studies.” A study can become a CLRP project slated for construction, however they currently do not have financial plans, detailed project scopes, alignments or costs associated with them and they are not included in the CLRP’s air quality conformity analysis.

## District of Columbia

- 1 **16th Street Rapid Bus, Military Road to Rhode Island Ave**
- 2 Anacostia Street Car Project (Phases II - IV)
- 3 DC Circulator Bus (not mapped)
- 4 Southern Avenue
- 5 Whitehurst Freeway, Roosevelt Bridge

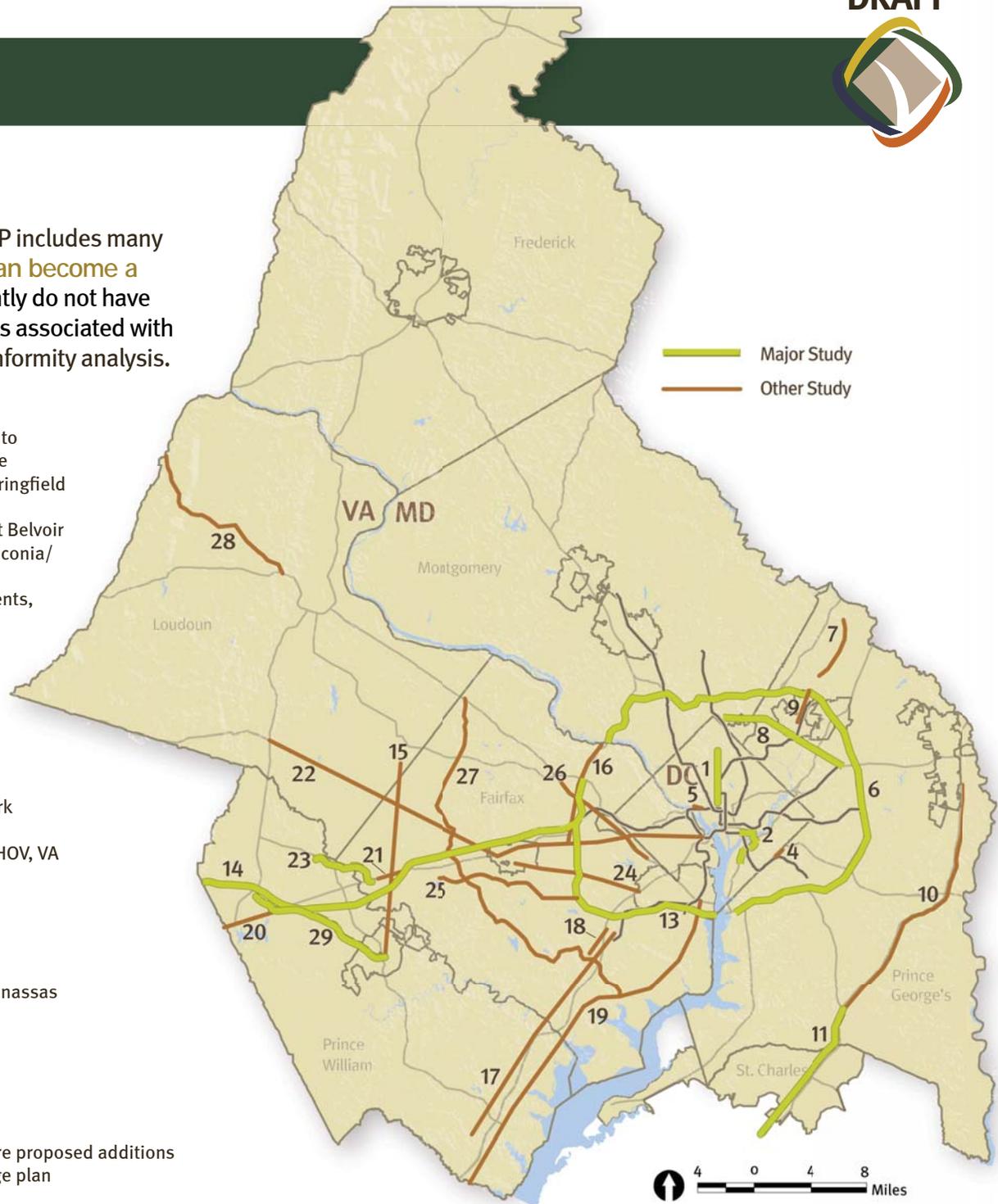
## Maryland

- 6 I-95/I-495, Capital Beltway, from American Legion Bridge to Woodrow Wilson Bridge
- 7 MD 201 Extended
- 8 Purple Line, Silver Spring to New Carrollton
- 9 University of Maryland Connector, I-95/495 to UMD
- 10 US 301 improvements
- 11 US 301 Waldorf Bypass Study

## Virginia

- 12 Alexandria Bus Lanes (not mapped)
- 13 I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
- 14 I-66, HOV and transit service improvements, includes park and ride lots, ramps at US 29 in Arlington
- 15 Light rail from Manassas to Dulles

- 16 Metrorail, Dunn Loring to American Legion Bridge
- 17 Metrorail, I-95 from Springfield to Potomac Mills
- 18 People Mover from Fort Belvoir Proving Ground to Franconia/Springfield
- 19 US 1 transit improvements, including priority bus
- 20 US 29 improvements I
- 21 US 29 improvements II
- 22 US 50, transit service improvements
- 23 US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park
- 24 VA 236 priority bus
- 25 VA 620 (Braddock Rd) HOV, VA 645 to Beltway
- 26 VA 7, transit service improvements
- 27 VA 7100, priority bus
- 28 VA 9 improvements
- 29 VRE Extension from Manassas to Haymarket

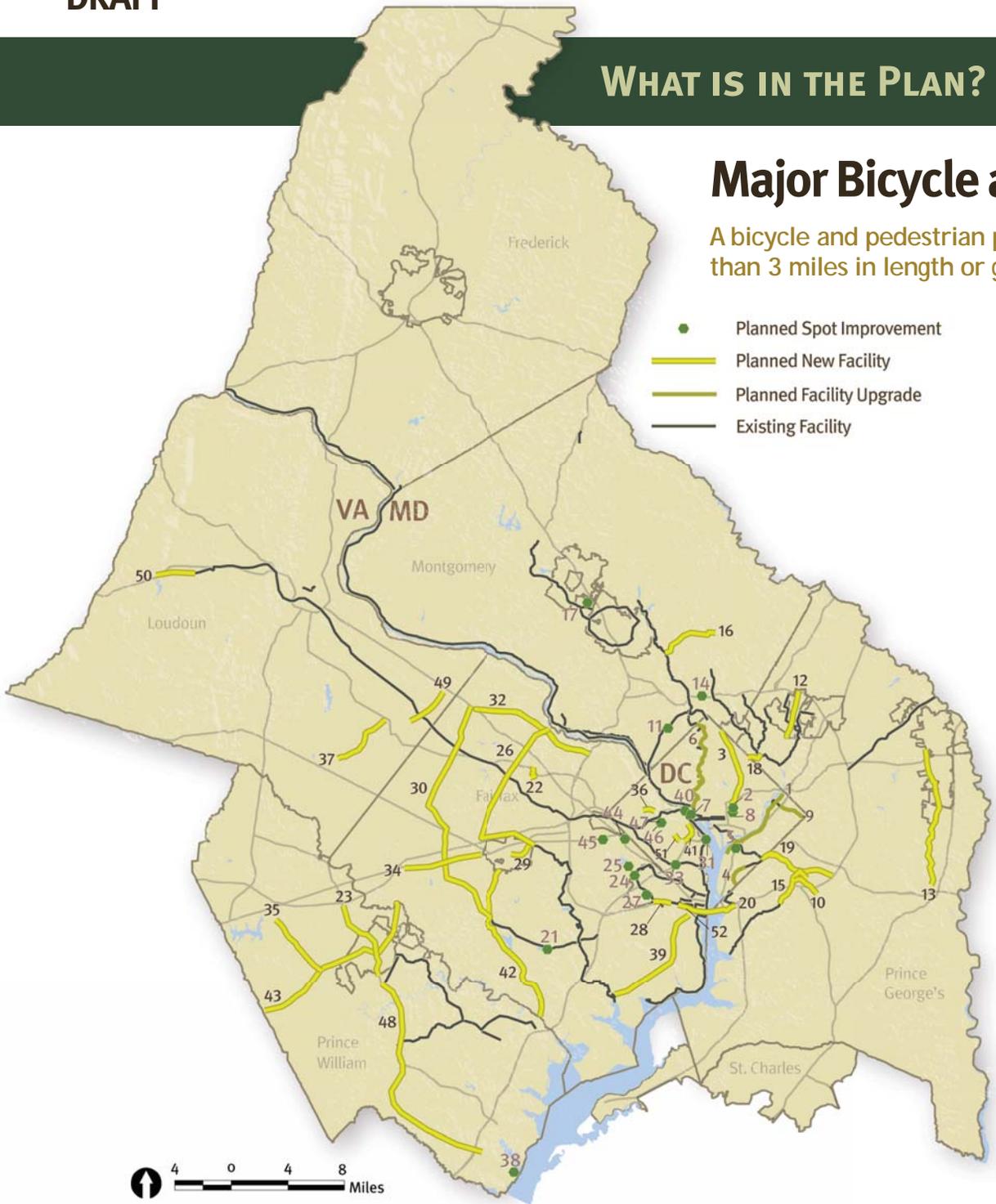


**Highlighted Projects** are proposed additions to this year’s long-range plan

# WHAT IS IN THE PLAN?

## Major Bicycle and Pedestrian Improvements

A bicycle and pedestrian project is considered major if the project is greater than 3 miles in length or greater than \$400,000 in cost.



### District of Columbia

- 1 Anacostia Riverwalk Trail, upgrade shared-use path
- 2 Construct Pedestrian Tunnel
- 3 Metropolitan Branch Trail, construct shared-use path
- 4 Oxon Run Trail Restoration, upgrade shared-use path
- 5 Pedestrian Bridge over Anacostia Freeway, construct pedestrian bridge
- 6 Rock Creek Park Trail Improvements, upgrade shared-use path
- 7 Theodore Roosevelt Bridge, construct pedestrian/bicycle bridge
- 8 Union Station Bike Station, bicycle parking
- 9 Watts Branch Trail, upgrade shared-use path

### Maryland

- 10 Auth Road Sidewalks and Bike lanes, construct sidewalks and bike lanes
- 11 Bethesda Bikeway and Pedestrian Facilities, streetscape improvements
- 12 College Park Trolley Trail, construct shared-use path
- 13 Collington Branch Trail, construct shared-use path
- 14 Forest Glen Pedestrian Bridge, construct bridge
- 15 Henson Creek Trail Extension, construct shared-use path
- 16 Matthew Henson Trail, construct shared-use path
- 17 Ped/Bike Bridge over I-270, construct pedestrian/bicycle bridge
- 18 Prince George's Connector, construct shared-use path
- 19 Suitland Parkway Trail, construct shared-use path
- 20 Woodrow Wilson Bridge, construct pedestrian/bicycle bridge

### Virginia

- 21 Accotink Gateway Connector, construct shared-use path
- 22 Boundary Channel Bridge Trails, construct shared-use paths
- 23 Bus 234 Add Signalized Crosswalks, construct streetscape/pedestrian improvements



- 24 Chambliss Stream Crossing, construct pedestrian/bicycle bridge
- 25 Columbia Pike, construct shared-use path
- 26 Cross County Trail, construct shared-use path
- 27 Duke Street Pedestrian Bridge, construct pedestrian/bicycle bridge
- 28 Eisenhower Trail, construct shared-use path
- 29 Fairfax County Parkway Bridge, add crosswalks, crosswalk signals, sidewalk on bridge
- 30 Fairfax County Parkway Train, construct 8-mile shared-use path
- 31 George Washington Parkway Crossing, construct pedestrian/bicycle bridge
- 32 Georgetown Pike Multi-Use Trail, construct shared-use path
- 33 I-395 Shirlington Underpass, Four Mile Run Trail, construct pedestrian/bicycle bridge
- 34 Lee Highway, construct shared-use path
- 35 Linton Hall Road Widening, construct shared-use path
- 36 Old Dominion Drive, streetscape/pedestrian facilities
- 37 Old Ox Road Widening (Rt. 606), construct shared-use path
- 38 Potomac Avenue, streetscape/pedestrian improvements
- 39 Richmond Highway (US 1) Ped and Bike Improvements, construct pedestrian intersection improvement
- 40 Rosslyn Circle Crossing, streetscape/pedestrian improvements
- 41 Route 110 Trail, construct shared-use path
- 42 Route 123 Widening, construct shared-use path
- 43 Route 28 Trail Extension, construct shared-use path
- 44 US 50 Pedestrian Bridge, construct pedestrian/bicycle bridge
- 45 US 50 Pedestrian Improvements, construct streetscape/pedestrian improvements
- 46 VA 120 (Glebe Road) at 27th St., install crosswalks, pedestrian signals, refuge areas
- 47 VA 120 (Glebe Road) at N. Randolph St., streetscape/pedestrian facilities
- 48 VA 234 Bike Trail, construct shared-use path
- 49 VA 846 (Sterling Boulevard) Landscaping, streetscape/pedestrian improvements
- 50 W&OD Trail Extension, construct shared-use path
- 51 Washington Boulevard Trail Phase II, construct shared-use path
- 52 Woodrow Wilson Bridge, construct pedestrian/bicycle bridge streetscape/pedestrian improvements



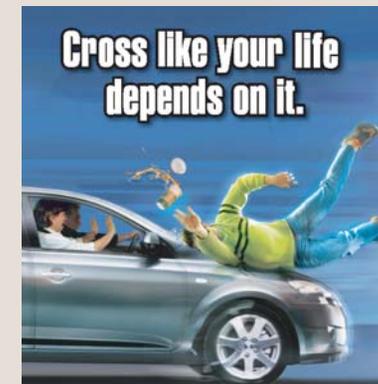
A **Bicycle and Pedestrian Plan** for the National Capital Region was adopted in 2006 by the National Capital Region Transportation Planning Board (TPB). The plan makes pedestrian safety a priority over vehicle movement, accommodates pedestrians and bicyclists in transportation projects (like the new Wilson Bridge), and connect trails throughout the District of Columbia, Maryland and Virginia.

**NOTE:** There have been **no additions or changes** to these projects from the 2007 CLRP to the 2008 CLRP.



The **Street Smart Campaign** is an ongoing public safety program for DC, suburban MD and northern VA aimed at drivers, pedestrians and cyclists. Since its inception in 2002, Street Smart's goal has been to save lives by educating the public about the severity of pedestrian and bicycle safety issues and increasing awareness about pedestrian and bicycle safety laws in the region. The program uses media advertising (radio, print, metro and outdoor transit advertising), with specific messages about crossing streets safely, among others.

The program has already resulted in measured changes in driver and pedestrian behavior. In a survey conducted by the program, awareness of law enforcement efforts among males aged 18 to 34 increased 64% between October 2007 and April 2008.



2008 Street Smart Poster

*Use crosswalks. Obey signals. Look left, right, left.*



streetsmart.mwco.org

Police are enforcing safety laws!

# WHAT IS IN THE PLAN?

## Selected Project Highlights

A number of key projects included in the plan have been the subject of special interest to the public over the past few years. Some of these projects are described below.

### 1 South Capitol Street/Bridge



DDOT

- Covers a 7.5-mile corridor. It includes four interchanges and two new drawbridges
- Cost: \$822.5 million
- Completion: 2015

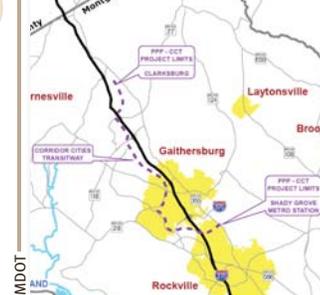
### 2 Purple Line



MDOT

- A) Covers a 3.75-mile corridor from the Bethesda to Silver Spring Metro Stations
- Cost: \$371 million
- Completion: 2015
- B) A continuation of 12.25 miles from Silver Spring to New Carrollton is in the plan as a study

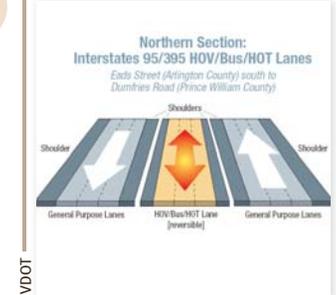
### 3 Corridor Cities Transitway



MDOT

- Cover a 14-mile corridor from Rockville to Clarksburg, and will be an LRT or BRT line
- Cost: \$871 million
- Completion: 2016

### 4 I-95/395 Hot Lanes



VDOT

- Reconfigure the HOV lanes between Eads Street and Dumfries to include HOT lanes for 36 miles
- Cost: \$889 million
- Completion: 2010

### 5 11th Street Bridges



DDOT

- Upgrade of the existing 11th Street bridges and ramps, connecting the Anacostia and Southeast Freeways
- Cost: \$475 million
- Completion: 2011

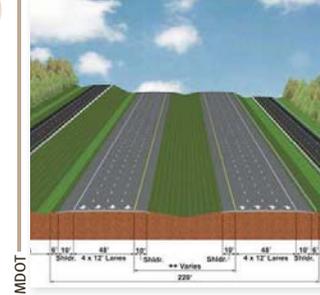
### 6 Dulles Corridor Rapid Transit



MWAA

- Covers a 23.1 mile extension of the Metrorail system from Fairfax County to Washington Dulles International Airport
- Cost: \$5 billion
- Completion: 2011, 2015\*

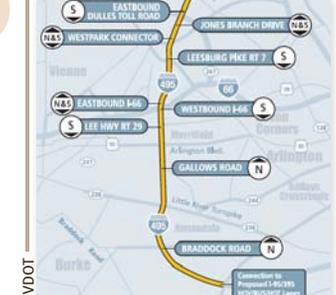
### 7 Inter-County Connector (ICC)



MDOT

- Construct a new 18-mile east-west highway in Montgomery and Prince George's counties between I-270 and I-95/US 1
- Cost: \$2.5 billion
- Completion: 2012

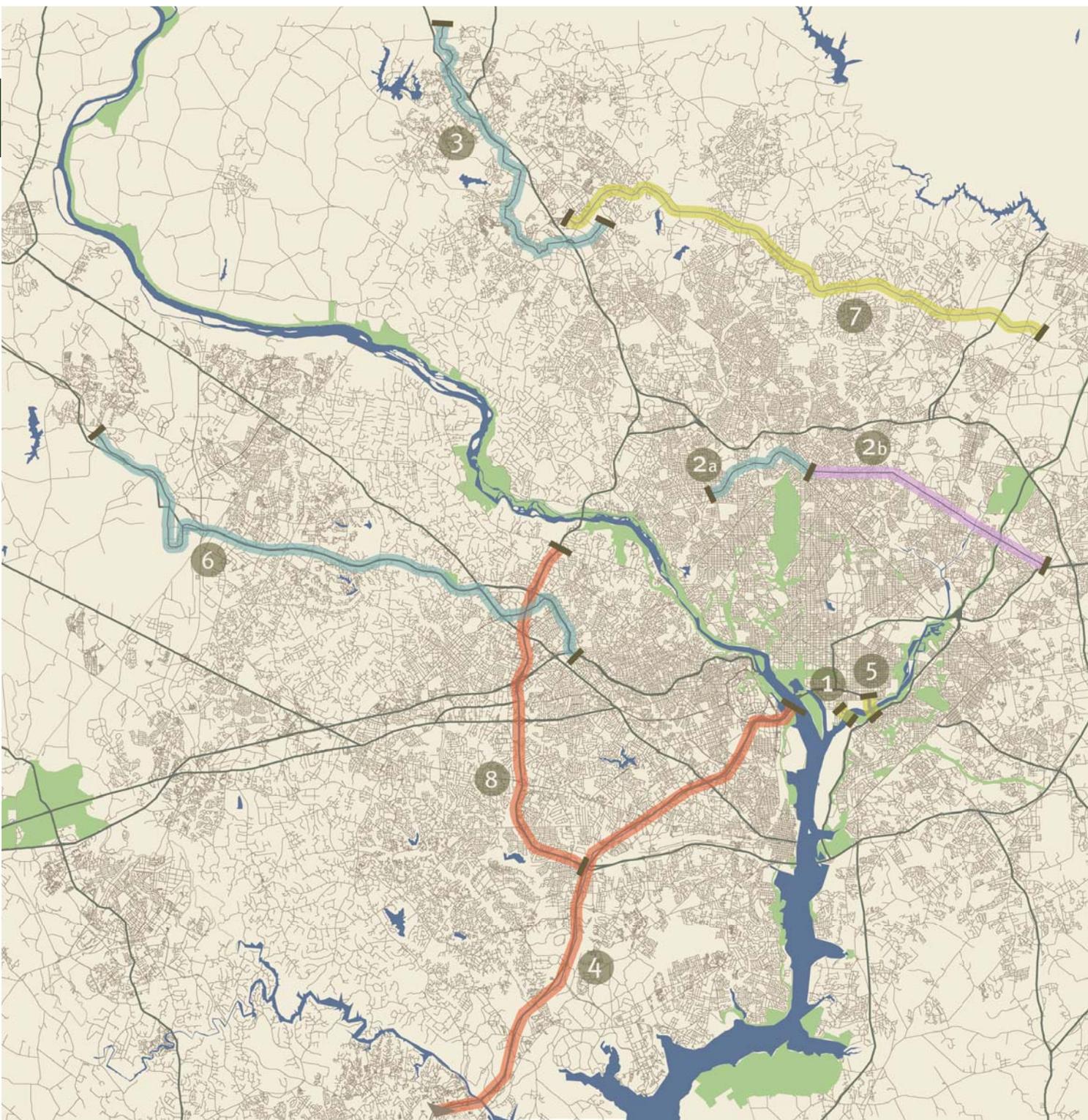
### 8 Beltway Hot Lanes



VDOT

- Widen I-495 to 12 lanes with 4 HOT lanes for 14 miles from VA 193 connecting to I 95/395 at the Springfield Interchange
- Cost: \$1.6 billion
- Completion: 2013, 2030\*

\*Two Phase Project



- 1 South Capitol Street/  
Bridge
- 2 Purple Line
- 3 Corridor Cities  
Transitway
- 4 I-95/395 HOT Lanes
- 5 11th Steet Bridges
- 6 Dulles Corridor Rapid  
Transit
- 7 Inter-County Connector  
(ICC)
- 8 Beltway HOT Lanes

## HOW CAN YOU GET INVOLVED?

### Contact the National Capital Region Transportation Planning Board (TPB).

There are several ways members of the public can get involved in the development of the long-range plan. The public comment period for the CLRP is from October 9 to November 9, 2008. Comments received after November 9, 2008 will not be included in the TPB's "Response to Comments."

**Write:** National Capital Region Transportation Planning Board  
777 North Capitol Street NE  
Suite 300  
Washington, DC 20002-4239

**Call:** (202) 962-3262, TDD: (202) 962-3213

**Email:** [TPBPublicComment@mwkog.org](mailto:TPBPublicComment@mwkog.org)

**Click:** [www.mwkog.org/transportation/publiccomment](http://www.mwkog.org/transportation/publiccomment)

**Speak:** Interested citizens may make a statement during the public comment period at the beginning of each TPB meeting, at 12 noon on the third Wednesday of every month, except August. To participate, call (202) 962-3315.



### Contact your state or regional transportation agency.

#### District of Columbia

Department of Transportation  
(202) 673-6813  
[ddot@dc.gov](mailto:ddot@dc.gov)  
[ddot.dc.gov](http://ddot.dc.gov)

#### Maryland

Department of Transportation  
(410) 865-1142  
Transit Administration  
[MTAInfo@mdot.state.md.us](mailto:MTAInfo@mdot.state.md.us)  
Highway Administration  
[shaadmin@sha.state.md.us](mailto:shaadmin@sha.state.md.us)  
[www.mdot.state.md.us](http://www.mdot.state.md.us)

#### Virginia

Department of Transportation,  
Northern Virginia District Office  
(703) 383-VDOT  
[NOVAinfo@virginiadot.org](mailto:NOVAinfo@virginiadot.org)  
[www.virginiadot.org](http://www.virginiadot.org)

Washington Metropolitan Area Transit  
Authority (WMATA)  
(202) 962-1234  
[csvg@wmata.com](mailto:csvg@wmata.com)  
[www.wmata.com](http://www.wmata.com)

Alternative formats of this document are available upon request. Contact us at [accommodations@mwkog.org](mailto:accommodations@mwkog.org), (202) 962-3300, TDD: (202) 962-3213





# Schedule for the 2009 Plan Update

This schedule may be revised. For the latest dates, see [www.mwcog.org/transportation](http://www.mwcog.org/transportation).

SEPTEMBER	<b>September 11, 2008</b> TPB hosted public forum on CLRP and TIP
OCTOBER	<b>October 15, 2008 *</b> TPB released Call for Projects
NOVEMBER	
DECEMBER	
<b>2008</b>	
<b>2009</b>	
JANUARY	<b>January 15, 2009</b> Plan and Transportation Improvement Program (TIP) project submissions are released for public comment
FEBRUARY	<b>February 14, 2009</b> Public comment period ends
MARCH	<b>February 18, 2009 *</b> TPB reviews public comments and is asked to approve project submissions for inclusion in the air quality conformity analysis
APRIL	
MAY	<b>June 11, 2009</b> Draft plan, TIP and air quality conformity assessment released for public comment and TPB Citizen Advisory Committee hosts a public meeting on the Draft TIP
JUNE	<b>July 11, 2009</b> Public comment period ends for draft documents
JULY	<b>July 15, 2009 *</b> TPB reviews public comments and responses to comments, and is presented the draft plan, TIP and air quality conformity assessment for adoption
AUGUST	

\* TPB Meeting



National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE | Suite 300  
Washington DC 20002-4239  
(202) 962 3200  
[www.mwcog.org](http://www.mwcog.org)