



MEMORANDUM

*District of Columbia**Bowie**College Park**Frederick County**Gaithersburg**Greenbelt**Montgomery County**Prince George's County**Rockville**Takoma Park**Alexandria**Arlington County**Fairfax**Fairfax County**Falls Church**Loudoun County**Manassas**Manassas Park**Prince William County*

March 3, 2005

To: TPB Technical Committee**From:** Wendy Klancher
Transportation Planner IV**Re:** 2005 CLRP Project Submissions and the Regional Activity Centers

In the Solicitation Document for the 2005 CLRP and FY2006-20011 TIP, the TPB highlighted three priority areas for project submissions related to the TPB Vision (attached). The three priority areas include: implement traffic signal optimization; further improve interagency coordination for incident management, and identify how projects or proposals support the regional core and regional activity centers. A report will be made to the TPB on the relationship between the three priority areas and the 2005 CLRP project submissions.

The subject of this memo is the third priority area:

- **Identify how projects or proposals support the regional core and regional activity centers**, as stated in Goal 2, Strategy 4 of the Vision: *“Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another”*.

Figures 1 and 2 attached to this memo show the regional activity centers, the proposed significant changes for the 2005 CLRP and the major 2004 CLRP project improvements. An assessment of how the 2005 CLRP supports the regional core and regional activity centers will be conducted over the next month.

2005 PRIORITY AREAS FOR PROJECT SUBMISSIONS

At the December 15, 2004 TPB meeting the incoming chair of the TPB, Phil Mendelson, asked that the Solicitation Document highlight three specific priority areas related to the TPB Vision for consideration by the implementing agencies when submitting projects, proposals and strategies to be included in the 2005 CLRP and FY 2006-2011 TIP:

1. **Implement traffic signal optimization** as stated as part of Goal 3, Strategy 3 in the TPB Vision: *“Support the implementation of effective safety measures, including red light camera enforcement, skid_resistant pavements, elimination of roadside hazards, and better intersection controls”*, and Goal 4, Strategy 1: *“Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate”*.

In 2002, the TPB adopted the traffic signal "optimization" program as a Transportation Emissions Reduction Measure (TERM) as well as a goal of optimizing 856 signals by 2005. In addition to cutting emissions, signal optimization has been recommended as a cost_effective way to reduce congestion.

2. **Further improve interagency coordination for incident management**, as stated in Goal 4, Objective 3: *“Improved management of weather emergencies and major incidences”* and Goal 4, Strategy 2: *“Improve incident management capabilities in the region through enhanced detection technologies and improved incident response”*.

On November 17, 2004, the TPB endorsed a concept for strengthening regional transportation coordination during incidents. The concept would build upon the existing partnership for the Capital Wireless Integrated Network (CapWIN). Although individual agencies would continue to be the responders to incidents, the “enhanced CapWIN” would keep transportation, police and other agencies across the region in the information loop so that they could make quick decisions to manage sudden transportation system surges or other effects from major incidences.

3. **Identify how projects or proposals support the regional core and regional activity centers**, as stated in Goal 2, Strategy 4 of the Vision: *“Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another”*.

In 2002, the TPB accepted the maps and data depicting the regional activity centers as a tool for linking land use and transportation planning. Maps of the regional activity centers and clusters are shown on pages 1-10 and 1-11. The resolution adopted by the TPB in 2002 stated that the maps and data “have been developed for use by local jurisdictions, the TPB and other regional bodies to encourage mixed-use development and to significantly increase the percentage of jobs and households that are found in regional activity centers”.

Figure 1: Proposed Significant Highway Changes
for the 2005 CLRP and the Regional Activity Centers

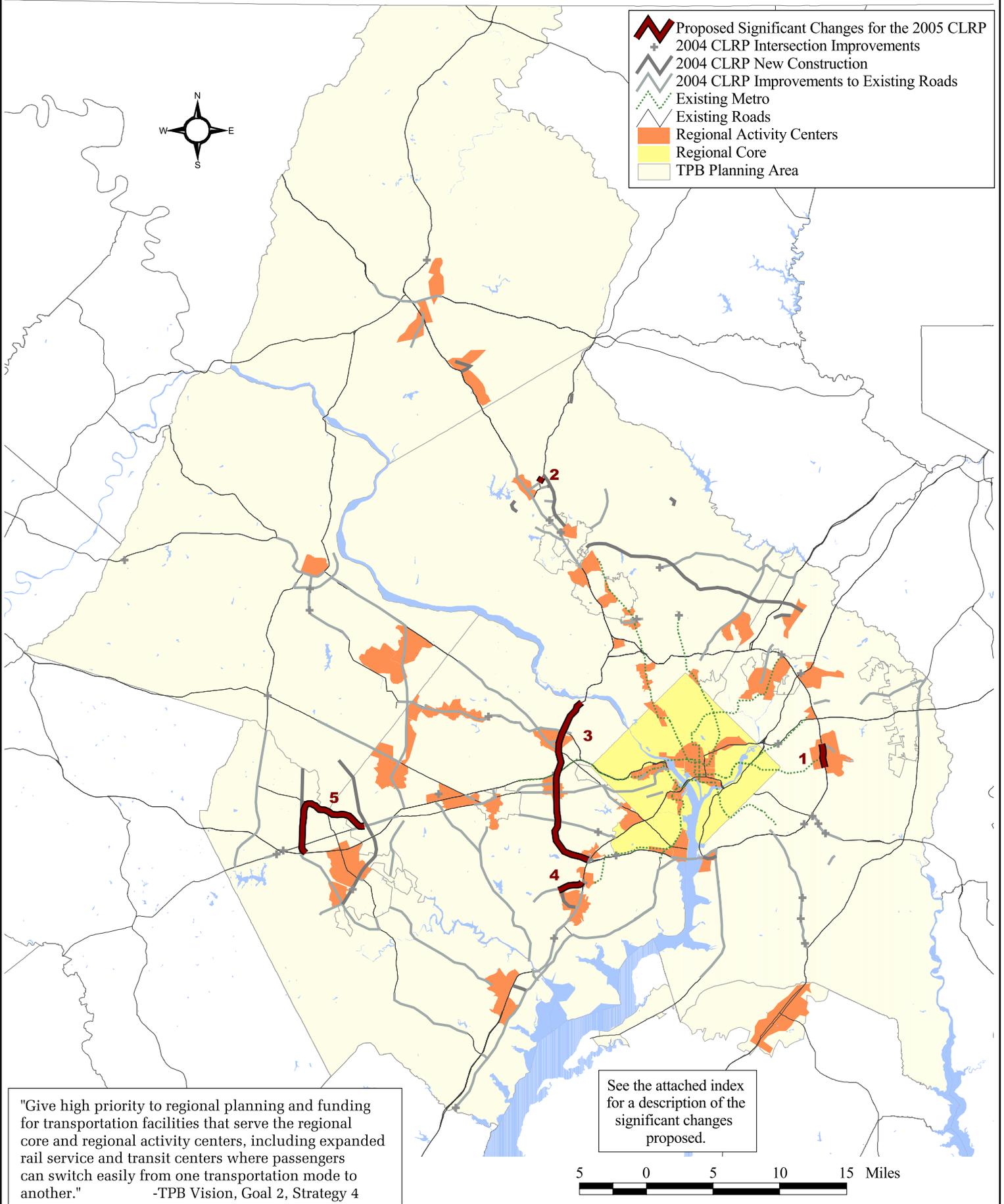
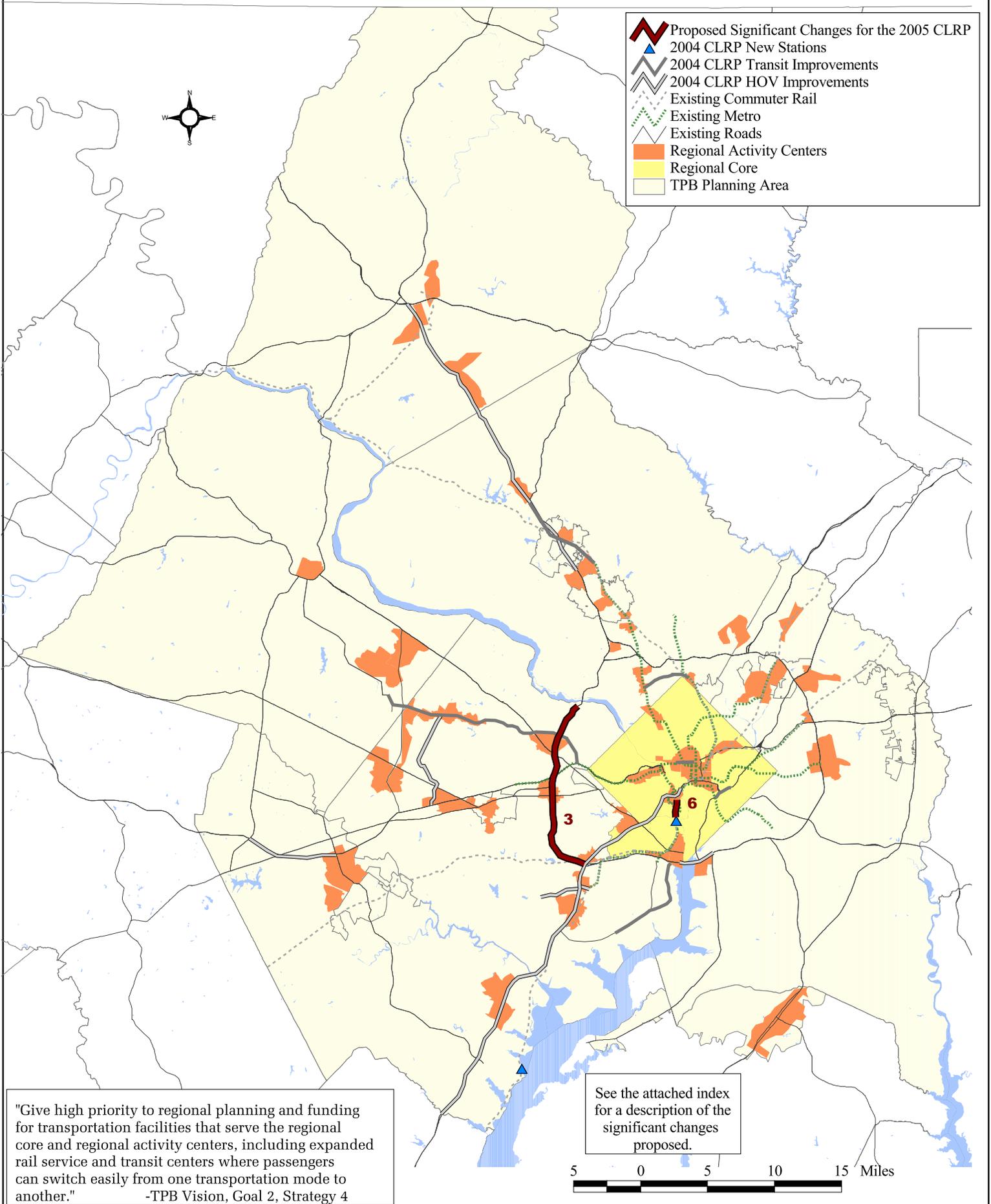


Figure 2: Significant Transit and High Occupancy Vehicle (HOV) Changes for the 2005 CLRP and the Regional Activity Centers



Index to Figures 1 and 2
Proposed Significant Changes for the 2005 CLRP

Maryland

1. Add auxiliary lanes to the interchange construction project at the Capital Beltway (I-95/I-495) and Arena Drive in Prince George's County. The CLRP already includes this project, which will convert the existing interchange from a part-time facility to a full-time interchange. The proposed change for the 2005 CLRP would add auxiliary lanes north and south of the interchange, between MD 214 and MD 202.

- **Length:** Less than 2 miles
- **Completion date:** 2010
- **Cost:** \$29.7 million (entire project)

2. Widen MD 27 between Brink Road and Skylark Road from 4 to 6 lanes to support proposed development in Clarksburg, Montgomery County.

- **Length:** Less than 2 miles
- **Completion date:** 2006
- **Cost:** Funded by the private developer

Virginia

3. Widen the Capital Beltway (I-495) by adding High-Occupancy/Toll (HOT) lanes between the Springfield Interchange and a point just south of VA 123 (Georgetown Pike). Two new lanes will be added in each direction, widening this portion of the Beltway to a total of 12 lanes. Access will be provided directly onto the HOT lanes by separate ramps at VA 620 (Braddock Road), US 29 (Lee Highway – to and from the south only), I-66, VA 123 (Chain Bridge Road), and VA 267 (Dulles Airport Access and Toll Road). The project will be funded under Virginia's Public-Private Transportation Act of 1995. Financing will be arranged by a private contractor, and therefore will not make use of traditional funding sources. HOT lanes typically are open to carpools for free or at a discount, while others pay a toll.

- **Length:** 15 miles
- **Completion date:** 2010
- **Cost:** \$899 million

4. Upgrade VA 7900. The CLRP already includes a project to build HOV lanes along VA 7900 from Rolling Road (where the Fairfax County Parkway begins) to Frontier Drive, less than one mile east of I-95. The proposed change for the 2005 CLRP would upgrade the facility to a limited access freeway, including the construction of a new interchange at VA 1220 (Neuman Street).

- **Length:** 3 miles

- **Completion dates:** 2010 (HOV); 2020 (upgrade)
- **Cost:** \$16 million (entire project)

5. Construct a new 4-lane roadway bypassing Manassas Battlefield Park. The new road will begin at US 29 at Luck Stone Quarry and will go north around the park, ending at the junction of I-66 and the VA 234 Bypass. Sections of US 29 and VA Business Route 234 inside the Battlefield Park will be closed to public through-traffic. Currently, the road through the park is two lanes and cannot be widened for historic preservation reasons.

- **Length:** Approximately 6-8 miles
- **Completion date:** 2021
- **Cost:** Not yet available

6. Construct a new busway between Crystal City Metro Station and Potomac Yard in

Arlington to provide dedicated right-of-way for frequent bus service. The project is planned in two phases: 1) The southern portion between the Alexandria City line (south of S. Glebe Road) and 26th Street, and 2) the northern portion between 26th Street and Crystal City Metro Station. The project is designed to be upgraded to higher capacity rapid transit in 2012.

- **Length:** A little more than a half mile (phase one); 0.75 mile (phase two)
- **Completion dates:** 2006 (phase one); 2008 (phase two); 2012 (upgrade)
- **Cost:** \$6.3 million