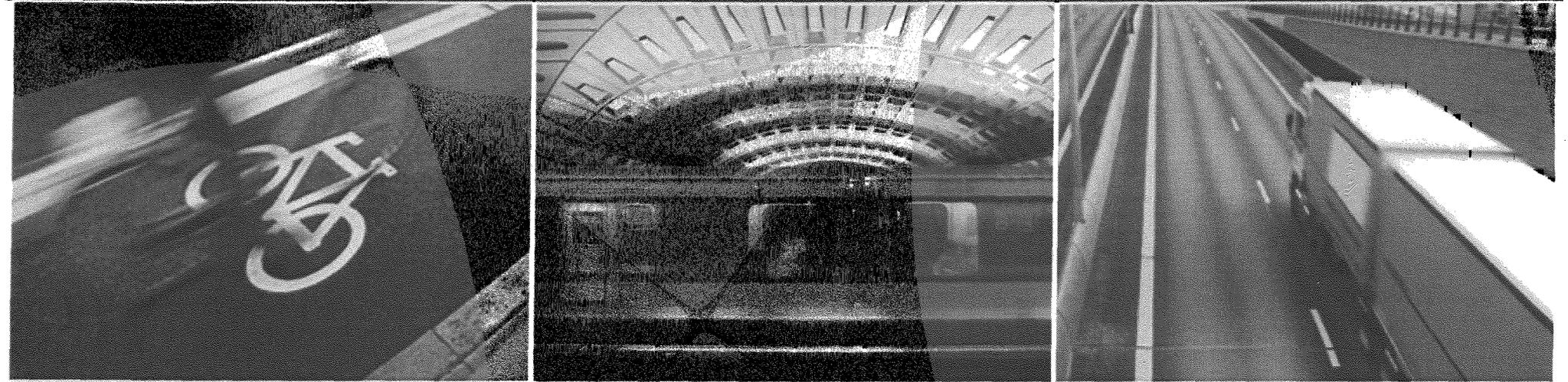
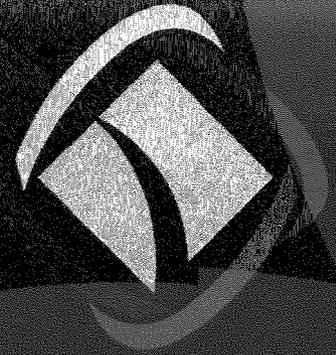


DRAFT DECEMBER 13, 2007 | CLRP SCHEDULED TO BE ADOPTED JANUARY 16, 2008 | DRAFT DECEMBER 13, 2007

National Capital Region Transportation Planning Board

Community Constrained
Long-Range Transportation Plan



Draft 2007 Update

A SUPPLEMENT TO THE CLRP WEBSITE: WWW.MWCOG.ORG/CLRP

III-C

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.

TPB Members 2007

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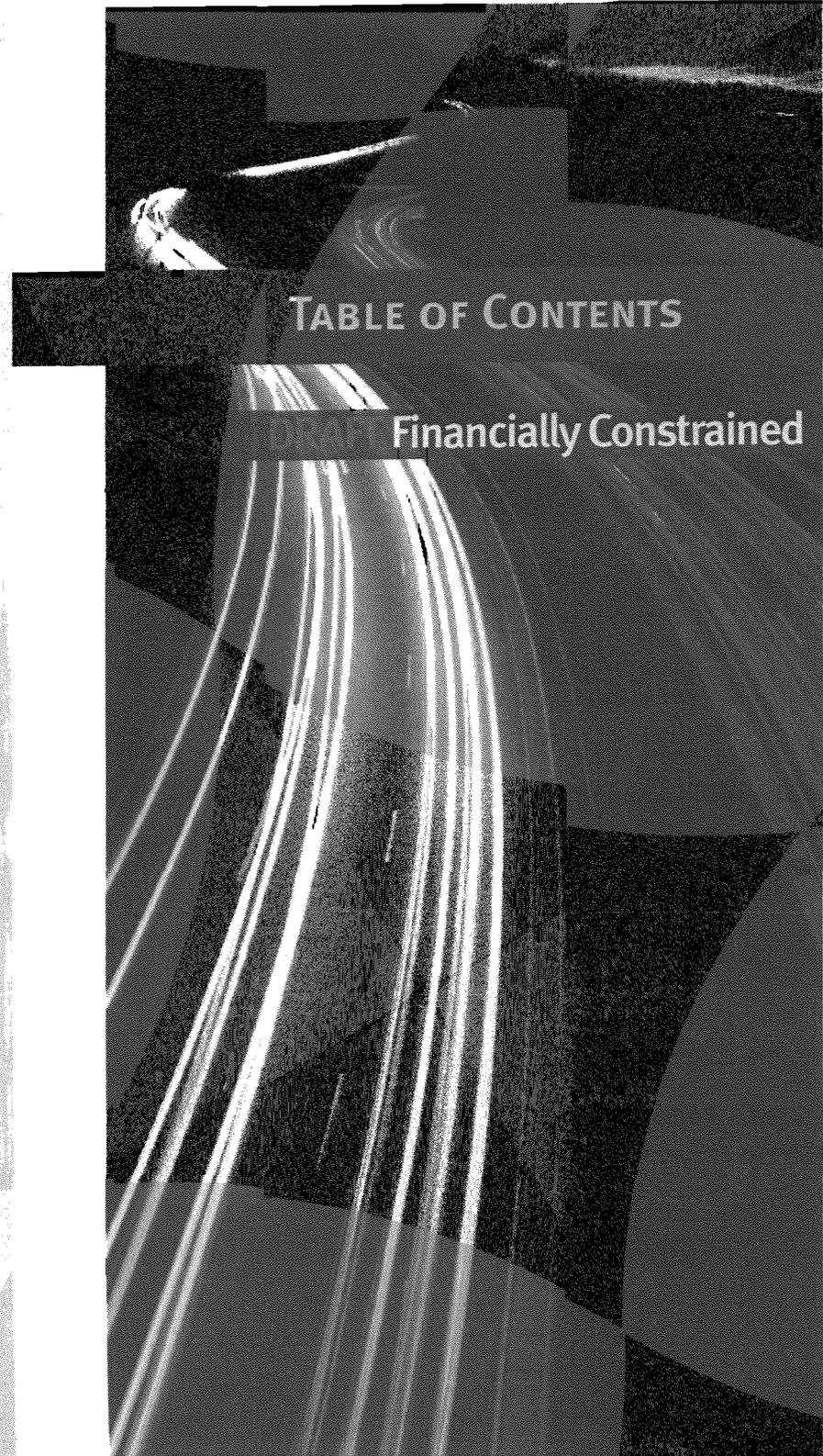


TABLE OF CONTENTS

Financially Constrained

Long-Range Transportation Plan for the National Capital Region

What is the Constrained Long-Range Plan?.....
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Major Highway Improvements
Major Transit and HOV Improvements
Major Studies
Major Bicycle & Pedestrian Improvements
Selected Project Highlights

How Can You Comment on the Plan.....

4

16

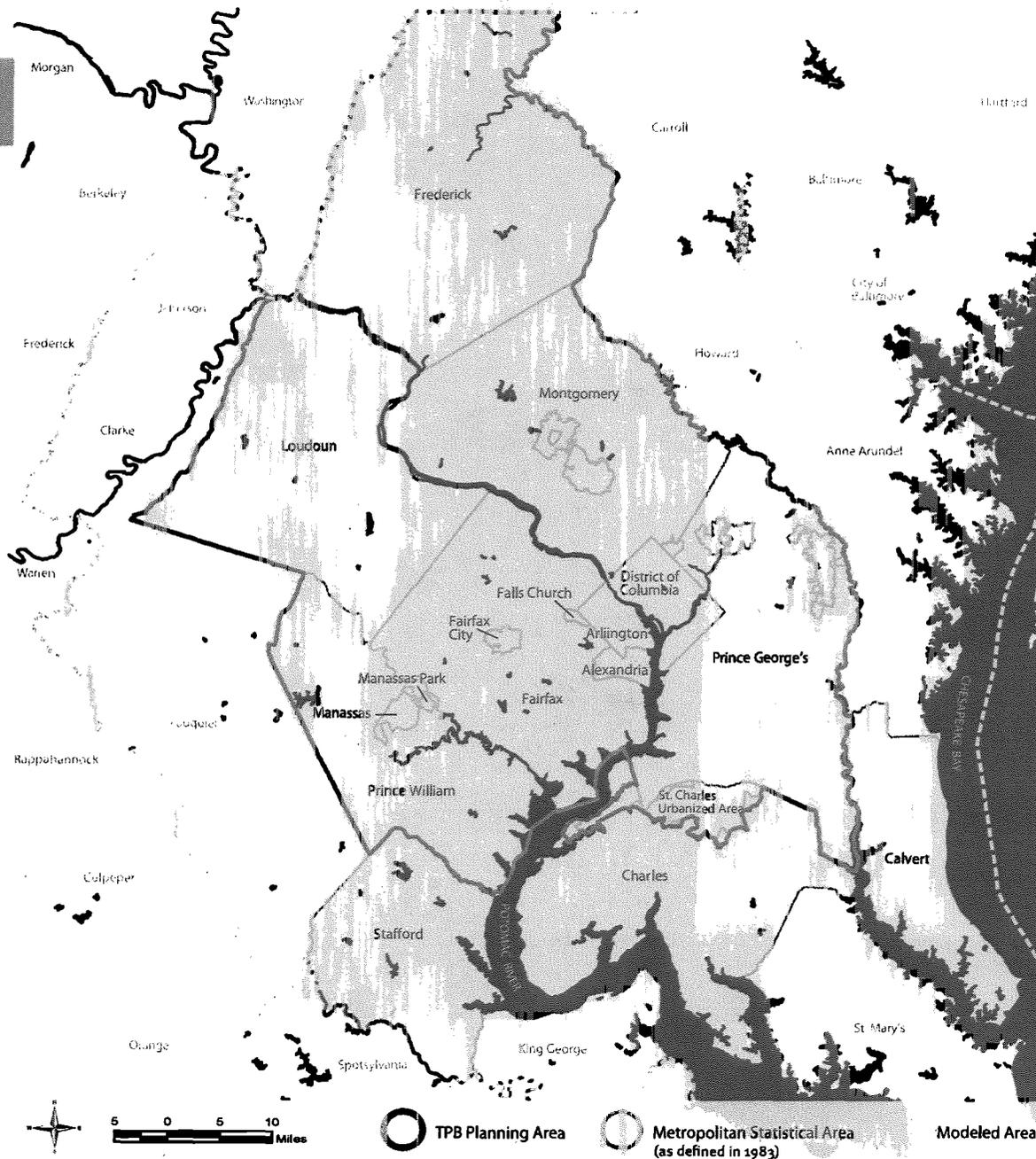
WHAT IS THE CLRP?

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 2007 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 will only be 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 January 16, 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.

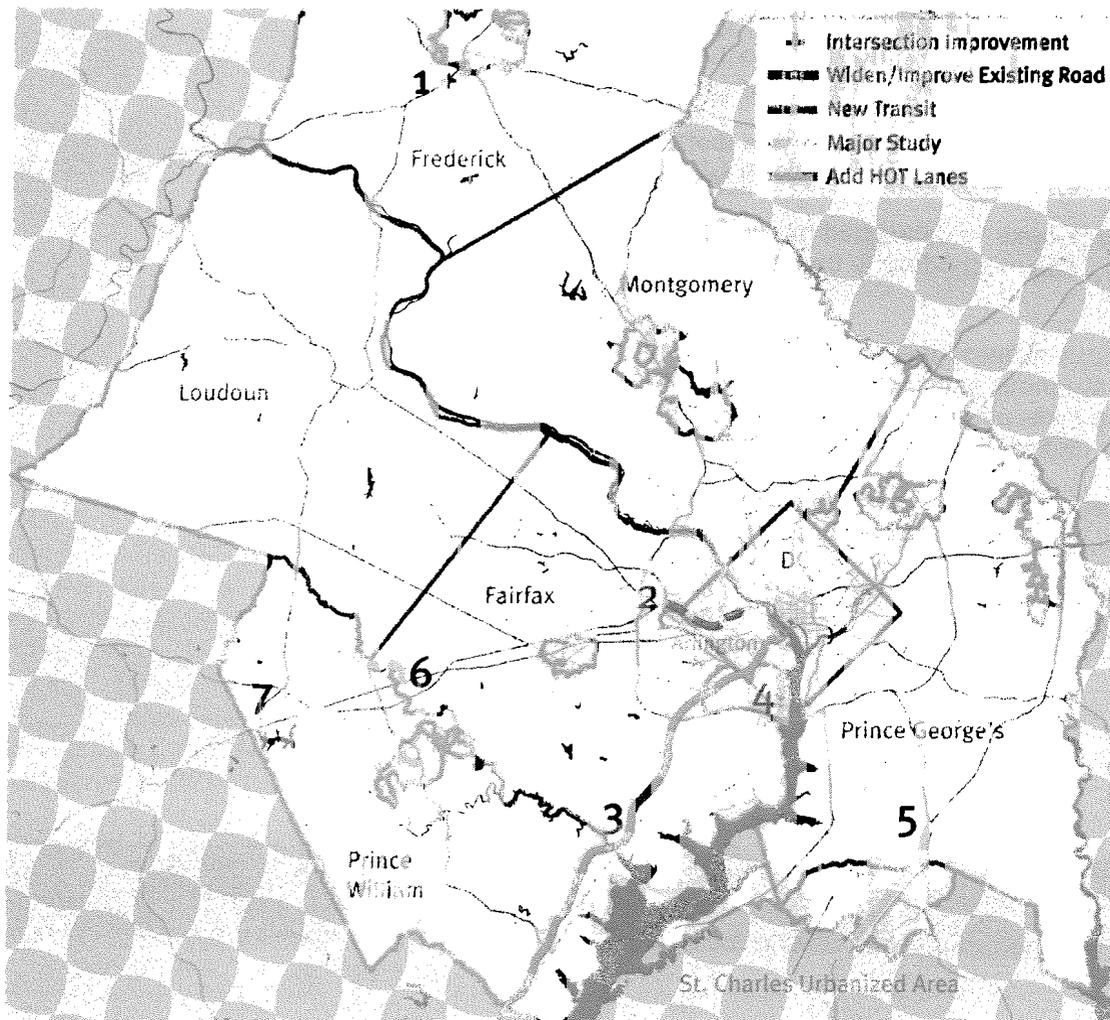
In addition to goals listed here, the Vision includes a vision statement, strategies, and objectives. The goals, objectives and strategies in the TPB Vision incorporate the eight federal planning factors. Each planning factor is included in the Vision goals, objectives and strategies; security is implicitly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

- 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 IN THE PLAN?

Proposed New Projects for Construction and Studies

These new projects and studies have been proposed for addition into the Draft 2007 CLRP. The adopted plan from 2006 plus these new projects and studies form the draft 2007 CLRP. After a 30-day public comment period, in January 2008, this draft plan will be reviewed by the TPB for adoption.

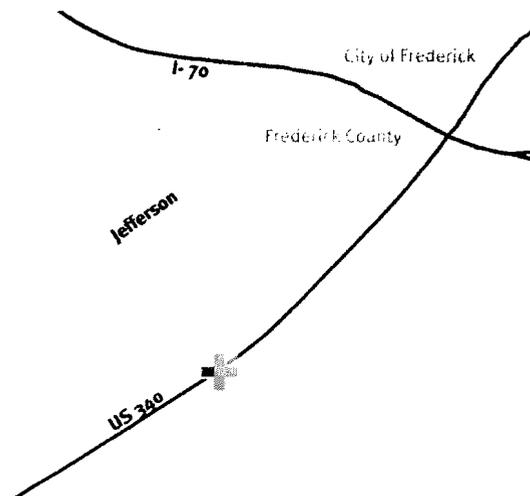


- 1 US 340/US 15, construct interchange at Jefferson Tech Park, 2009
- 2 I-66, spot improvements inside the Beltway, 2013
- 3 I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010
- 4 Potomac Yard Transit Way, Alexandria, 2011
- 5 US 301 Waldorf Bypass Study
- 6 US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park, Study
- 7 VRE Extension from Manassas to Haymarket, Study



New Projects for Construction

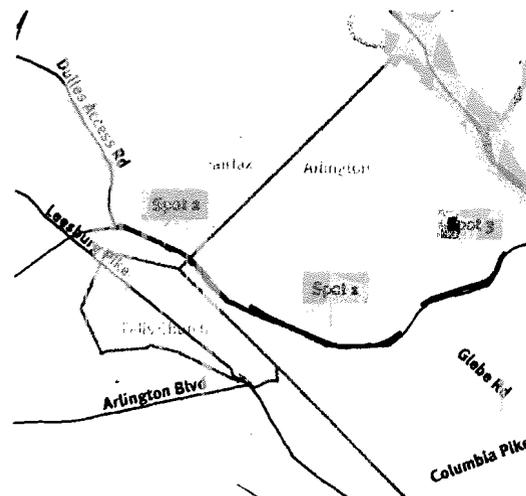
1 US 340/US 15, construct interchange at Jefferson Tech Park, 2009



Complete: 2009
Cost: \$10.9 million
Funding: Local

Description: Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.

2 I-66, spot improvements, Westbound, inside the Beltway, 2013



Complete: 2013
Cost: \$75.6 million
Funding: Federal, state
Length: 4 miles (total)

Description: Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:

- Spot 1 – Fairfax Drive to Sycamore Street, from 2 to 3 lanes,
- Spot 2 – Washington Boulevard to the Dulles Airport Access Road from 3 to 4 lanes, and
- Spot 3 – Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes.

More information: <http://www.idea66.com>

WHAT IS IN THE PLAN?

3 I-95/395 HOT Lanes, widen, construct 2, 3 lanes & 14 ramps, 2010

Complete: 2010

Cost: \$882 million (\$492 million – Preliminary engineering, right-of-way acquisition, & construction; \$390 million – Transit Service Plan capital & operating costs)

Funding: Private Equity, Debt (including bonds), Tolls, Federal Transit Capital and Transit Farebox Revenues

Extent: Eads Street to Garrisonville Road, 36 miles

Description: Reconfigure the existing HOV facility between Eads Street in Arlington County and just south of the Town of Dumfries from 2 to 3 lanes. Convert HOV to High Occupancy Toll (HOT) lanes.

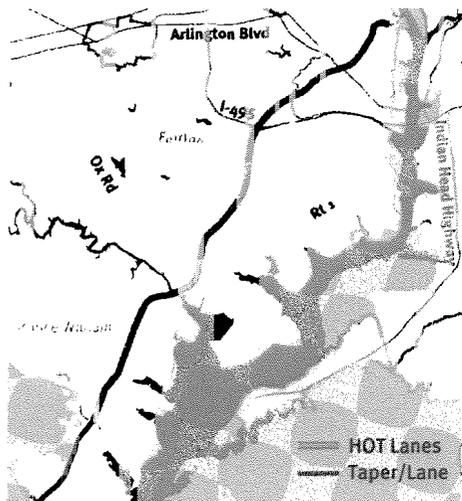
- HOV-3, transit and emergency response vehicles will use these lanes free of charge.
- Other vehicles may use the facility by paying an electronic toll.
- Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.

In the southbound direction, construct an extended transition lane and a new fly-over ramp, from the HOV/BUS/HOT lanes to ease congestion as traffic merges into the general purpose lanes. Create or modify a number of connections to the existing HOV lanes to improve access to the HOT lane system for HOV and transit users.

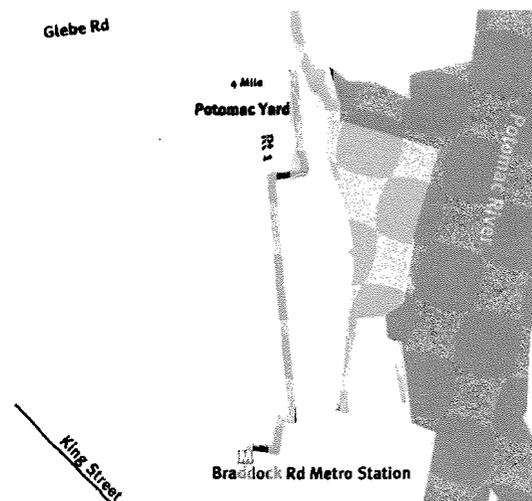
Transit Service Plan: The following enhancements to transit services are included as a part of the project:

- New bus routes
- Increased frequency of bus service on existing and new routes incrementally in 2010, 2020 and 2030.
- Addition of bus-only ramps in and out of the Pentagon at Eads St., an inline bus station near the Lorton VRE station, and a bus-only access ramp at Seminary Rd.
- New Park & Ride facilities with 3,000 additional parking spaces

More information: http://www.virginiadot.org/projects/ppta-i-95_l-395HOTLanes.asp



4 Potomac Yard Transit Way, Alexandria, 2011



Complete: 2011

Cost: \$18.1 million

Funding: Federal, state, local, private

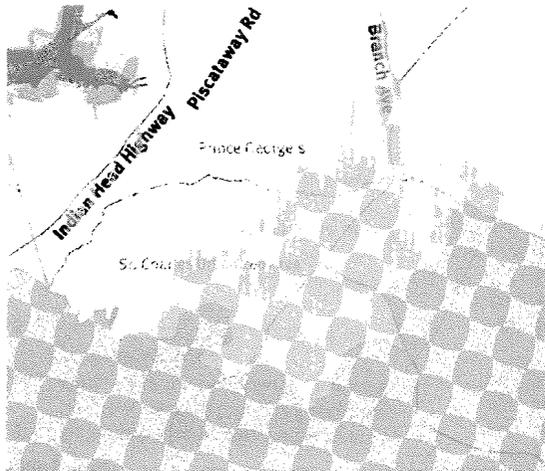
Extent: Four Mile Run to Braddock Road Metro Station, 2.5 miles

Description: Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to the Potomac Yard Town Center and on to Four Mile Run where it will connect with the Arlington County segment that runs to the Pentagon.

Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Avenue Bridge. From Monroe Ave. to E. Glebe Rd., buses will travel on a dedicated transit right-of-way. From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.

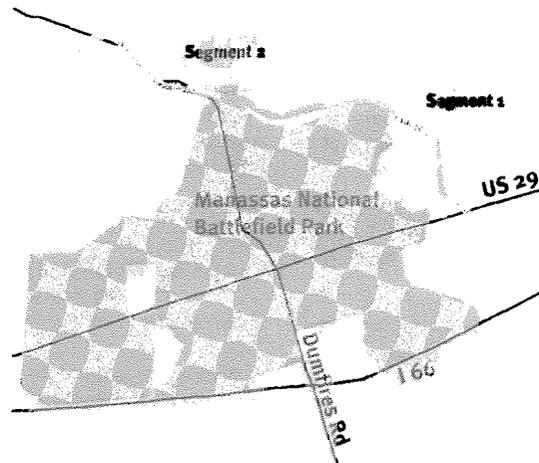
New Studies

5 US 301 Waldorf Bypass Study



Estimated Completion: 2030
Estimated Cost: \$1.5 billion (TPB area), \$2.78 billion (total)
Funding: Not Identified
Extent: Washington Avenue/Turkey Hill Road to North of the MD 5 Interchange at T.B.
Description: Study alternatives for upgrading and widening US 301 through Waldorf and/ or constructing an access-controlled bypass.
More information: <http://www.us301waldorf.org>

6 US-29 Bypass around the Manassas National Battlefield Park Study

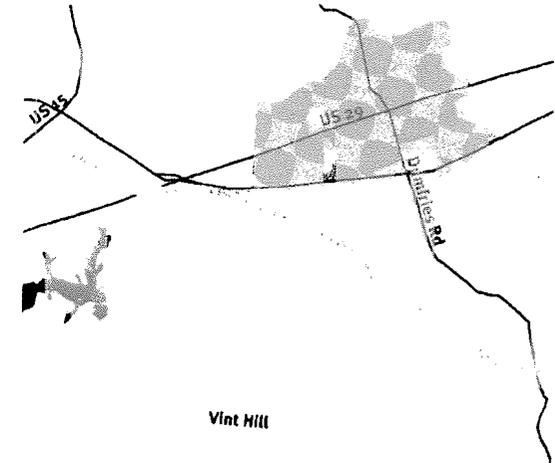


Estimated Completion: 2020
Estimated Cost: \$133 million
Funding: Not identified
Extent: US 29 to Planned Tri-County Parkway/ Route 234, 8.9 miles (total)
Description: Close Routes 29 and 234 through the Manassas Battlefield Park to through traffic. Construct a bypass north of the park in the following segments:

- Segment 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park
- Segment 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.

More Information: <http://www.battlefieldbypass.com>

7 VRE Extension from Manassas to Haymarket Study



Estimated Completion: 2018
Estimated Cost: \$280 million
Funding: Not Identified
Extent: City of Manassas to Gainesville and Haymarket, 11 miles
Description: Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket and Gainesville.

WHAT IS IN THE PLAN?

Major Highway Improvements

Almost all planned highway construction involves widening or upgrading of 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, 2011
- 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 Hurlley Blvd. , construct, widen, 4, 6 lanes, 2010
- 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, 2010
- 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, 2015
- 18 MD 118 (Germantown Rd.), widen to 6 lanes, 2020
- 19 MD 124 extended, construct 2 lanes, 2009
- 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, 2010
- 23 MD 210, upgrade 6 lanes and interchange improvement, 2030
- 24 MD 212, construct 4 lanes, 2007
- 25 MD 223, widen to 4 lanes, 2007
- 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, construct 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, 6 lanes, 2020
- 35 MD 5, upgrade, widen to 6 lanes, including interchanges, 2030
- 36 MD 85, widen to 4, 6 lanes, 2020
- 37 MD 97, construct 2 lanes, 2015
- 38 MD 97, upgrade intersection at MD 28, 2010
- 39 MD 97, upgrade intersection at Randolph Road , 2010
- 40 Middlebrook Road Extended, widen, construct 6 lanes, 2010
- 41 Montrose Parkway East and West, construct 4 lanes, 2008, 2015
- 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, reconstruct 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, 2009
- 49 US 50, westbound ramp to Columbia Park Road , 2025

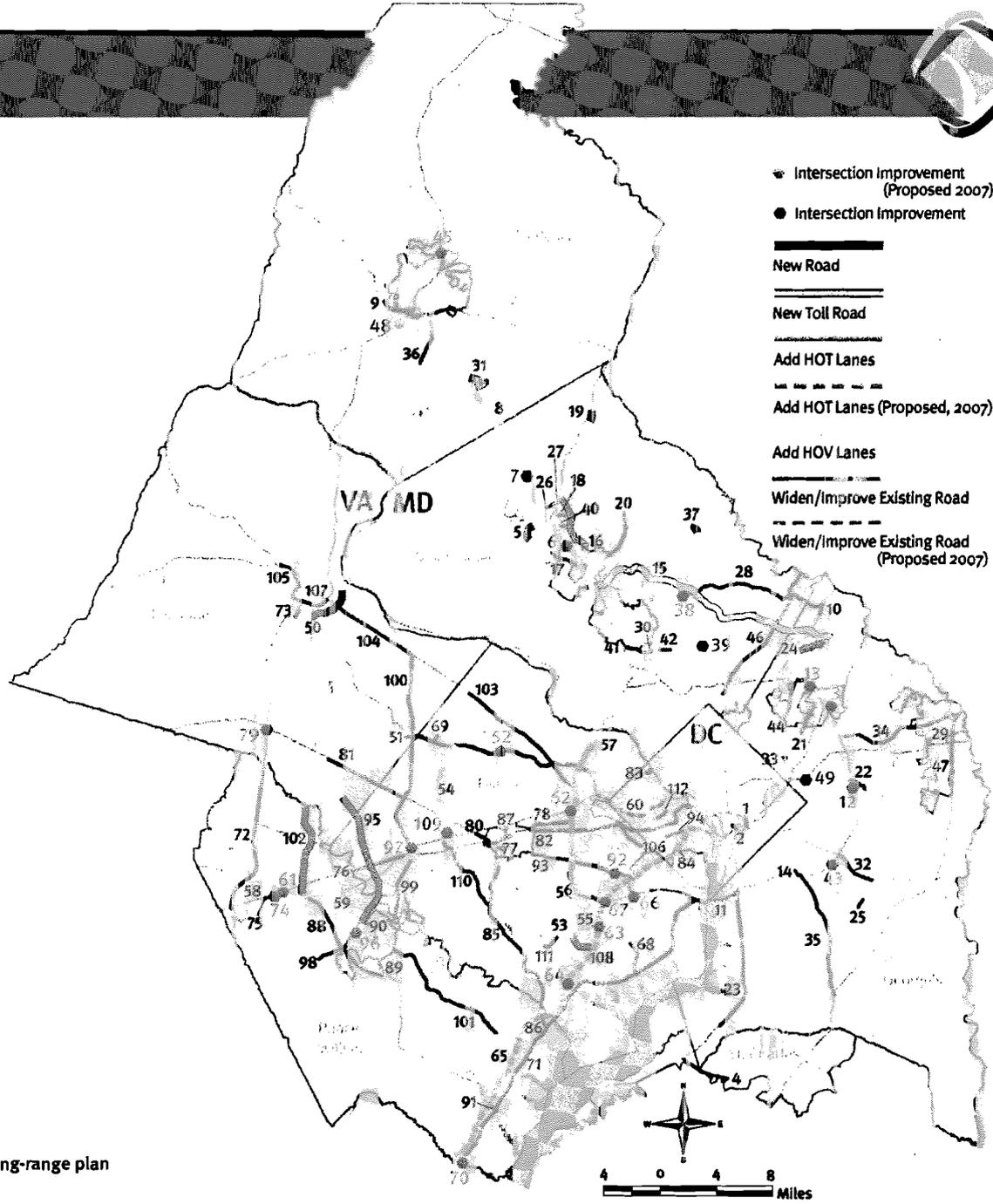
Virginia

- 50 Battlefield Parkway, construct, widen, upgrade 4 lanes, 2007, 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 Franconia/Springfield Parkway HOV, 2020
- 56 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
- 57 I-495, construct 2 HOV lanes, 2015
- 58 I-66 HOV, includes interchange reconstruction at US 15, 2015
- 59 I-66 HOV, widen to 8-lanes, 2010
- 60 I-66, spot improvements inside the Beltway, 2013
- 61 I-66, reconstruct interchange at US 29, 2017
- 62 I-66/I-495, reconstruct interchange, 2013
- 63 I-95, construct interchange at VA 7900, 2015
- 64 I-95, reconstruct interchange at VA 642, 2010
- 65 I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010
- 66 I-95/495, reconstruct interchange at VA 613, 2015
- 67 I-95/I-395/I-495, interchange reconstruction with access ramps to I-495 HOV, 2008, 2010
- 68 Old Mill Road, construct, widen 4 lanes, 2009
- 69 South Elden Street/Centreville Road, widen to 6 lanes, 2008
- 70 US 1, reconstruct interchange at Russell Road , 2010
- 71 US 1, widen to 6, 8 lanes including interchange at VA 123, 2009,2011, 2012, 2015, 2025
- 72 US 15, widen to 4 lanes, 2008, 2020
- 73 US 15, widen to 4 lanes, 2013
- 74 US 29, interchange at VA 55, 2016
- 75 US 29, widen to 5, 6 lanes, 2016
- 76 US 29, widen to 6 lanes, 2010
- 77 US 29, widen to 6 lanes, 2010, 2012
- 78 US 29, widen to 6 lanes, 2015, 2020
- 79 US 50, construct round-about at US 15, 2010
- 80 US 50, widen 3, 8 lanes, 2020
- 81 US 50, widen to 6 lanes, 2010, 2012
- 82 US 50, widen/reconstruct 6 lanes



- including interchanges, 2010, 2015, 2020
- 83 VA 120, reconstruct 2 lanes, 2020
- 84 VA 120, reconstruct 4 lanes, 2010
- 85 VA 123, widen 6 lanes, 2015, 2020
- 86 VA 123, widen to 6 lanes with interchange at US 1 (2012), 2008, 2015
- 87 VA 123, widen to 6 lanes, 2010
- 88 VA 234 Bypass, widen/upgrade, 6 lanes, 2015, 2020
- 89 VA 234, widen to 4 lanes, 2010
- 90 VA 234, widen to 5 lanes, 2010
- 91 VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2011, 2015
- 92 VA 236, reconstruct intersection at Braddock Road, 2009
- 93 VA 236, widen and reconstruct to 4, 6 lanes, 2008, 2009, 2020
- 94 VA 244, widen 5 lanes, 2010
- 95 VA 28 Bypass, construct 4, 6 lanes, 2015, 2020
- 96 VA 28, Interchange at Wellington Road , RR tracks, 2012
- 97 VA 28, remove movements at I-66, 2008
- 98 VA 28, widen to 6 lanes, 2012
- 99 VA 28, widen to 6 lanes, 2025
- 100 VA 28, widen to 6, 8 lanes, with interchanges, 2006, 2007, 2008, 2009, 2010
- 101 VA 3000, widen to 6 lanes, 2025
- 102 VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
- 103 VA 7, Leesburg Pike, widen to 6, 8 lanes, 2011, 2013, 2020
- 104 VA 7, upgrade with interchanges, 2008, 2010, 2015
- 105 VA 7, widen to 6 lanes, 2015
- 106 VA 7, widen to 6 lanes, 2020
- 107 VA 7/US 15 Bypass, widen to 6 lanes, 2015
- 108 VA 7100, construct 6 lanes, 2011
- 109 VA 7100, interchange at Fair Lakes Parkway, 2010
- 110 VA 7100, widen to 6 lanes, 2015
- 111 VA 7100, widen to 6 lanes (Hooes Rd to Sydenstricker Rd), 2015
- 112 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 and High Occupancy Vehicle (HOV)/HOT Improvements

-  New Transit Station
-  New Transit
-  New Transit, Proposed 2007
-  Transit Improvement
-  Add HOT Lanes
-  Add HOT Lanes, Proposed 2007
-  Add HOV Lanes
-  Existing Metrorail

District of Columbia

- 1 Anacostia Street Car Project Phase I, 2015
- 2 K Street Busway, 2008

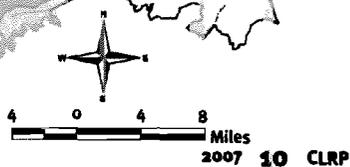
Maryland

- 3 Corridor Cities Transitway, from Shady Grove to COMSAT, 2010, 2020
- 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 Veirs Mill Road Bus Enhancements, 2015

Virginia

- 8 Cherryhill VRE Station, 2011
- 9 Crystal City Potomac Yard Transit Way, 2008, 2009, upgrade to BRT 2012
- 10 Dulles Corridor Rapid Transit, 2011, 2015
- 11 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
- 12 Fairfax County Parkway HOV, construct 2 lanes, 2015
- 13 Franconia/Springfield Parkway HOV, 2020
- 14 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
- 15 I-495, construct 2 HOV lanes, 2015
- 16 I-66 HOV, widen to 8-lanes, 2010, includes interchange reconstruction at US 15, 2015
- 17 **I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010**
- 18 Potomac Yard Metro Station, 2030
- 19 **Potomac Yard Transit Way, Alexandria, 2011**
- 20 US-1 bus right turn lanes, 2025

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 35 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 Anacostia Street Car Project (Phases II - IV)
DC Circulator Bus (not mapped)
- 2 Southern Avenue
- 3 Whitehurst Freeway, Roosevelt Bridge

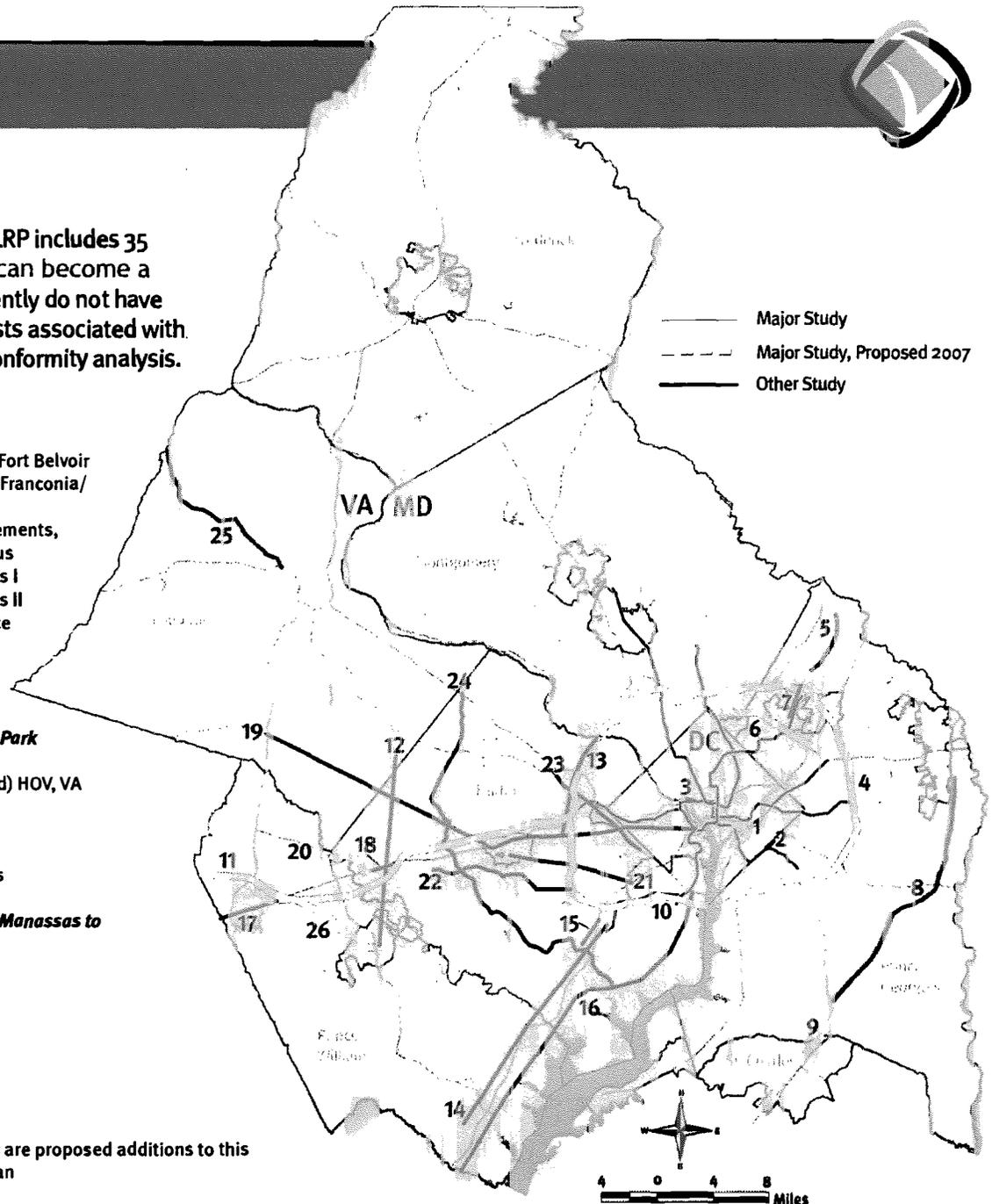
Maryland

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

Virginia

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

- Potomac Mills
- 15 People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
- 16 US 1 transit improvements, including priority bus
- 17 US 29 improvements I
- 18 US 29 improvements II
- 19 US 50, transit service improvements
- 20 **US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park**
- 21 VA 236 priority bus
- 22 VA 620 (Braddock Rd) HOV, VA 645 to Beltway
- 23 VA 7, transit service improvements
- 24 VA 7100, priority bus
- 25 VA 9 improvements
- 26 **VRE Extension from Manassas to Haymarket, 2007**



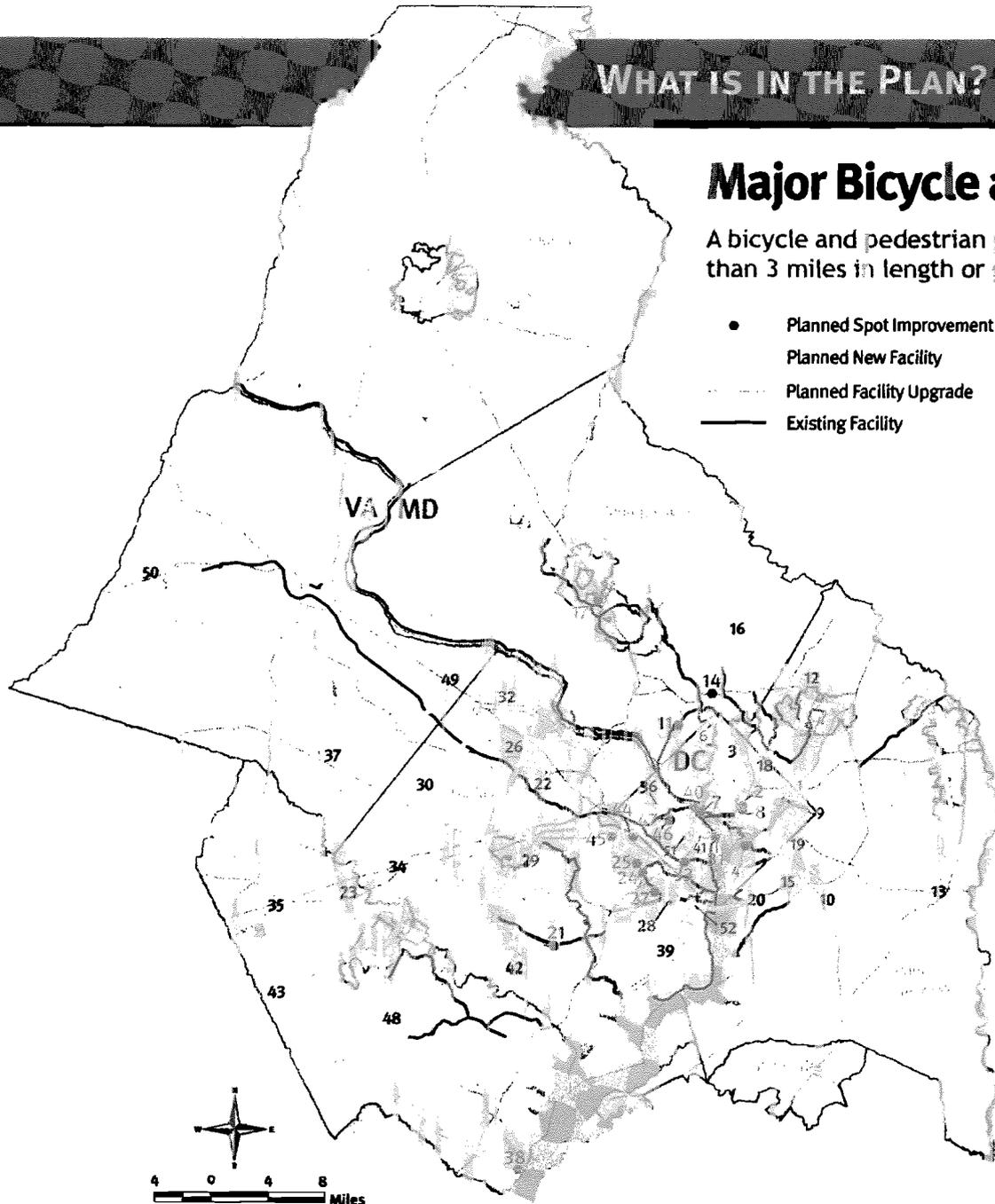
Highlighted Projects are proposed additions to this year's long-range plan

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.

- Planned Spot Improvement
- Planned New Facility
- - - Planned Facility Upgrade
- Existing Facility



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

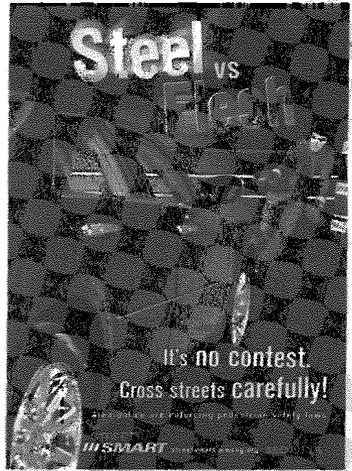


A Bicycle and Pedestrian Plan for the National Capital Region was adopted in 2006 by the National Capital Region Transportation Planning Board (TPB). The plan makes pedestrian safety a priority over vehicle movement, accommodates pedestrians and bicyclists into transportation projects (like the new Wilson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



The Street Smart Campaign is a 5-year 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 males under 35 years old increased 29% between March and April 2006 following the 2006 campaign.



2007 Street Smart Poster

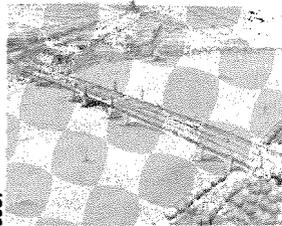
NOTE: There have been no additions or changes to these projects from the 2006 CLRP to the 2007 CLRP.

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



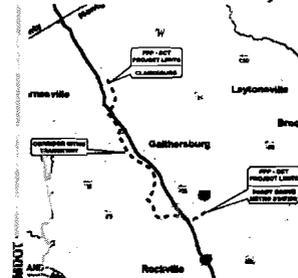
- Covers a 7.5-mile corridor. It includes four interchanges and two new drawbridges.
- Cost: \$822.5 million
- Completion: 2015

2 Purple Line



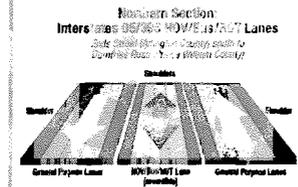
- A) Covers a 3.75-mile corridor from the Bethesda to Silver Spring Metro Stations
- Cost: \$371 million
- Completion: 2015
- B) A continuation of 12.25 miles from Silver Spring to New Carrollton is in the plan as a study

3 Corridor Cities Transitway



- Cover a 14-mile corridor from Rockville to Clarksburg, and will be an LRT or BRT line
- Cost: \$871 million
- Completion: 2012, 2020*

4 I-95/395 Hot Lanes (Proposed)



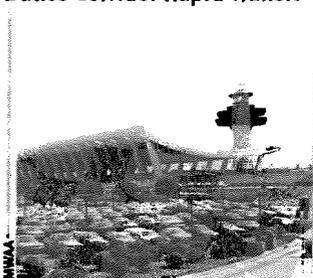
- Reconfigure the HOV lanes between Eads Street and Dumfries to include HOT lanes for 36 miles.
- Cost: \$882 million
- Completion: 2010

5 11th Street Bridges



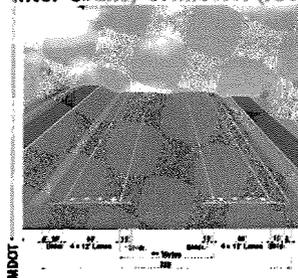
- Upgrade of the existing 11th Street bridges and ramps, connecting the Anacostia and Southeast Freeways
- Cost: \$645 million
- Completion: 2011

6 Dulles Corridor Rapid Transit



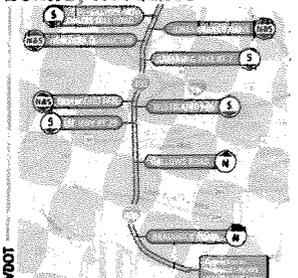
- Covers a 23.1 mile extension of the Metrorail system from Fairfax County to Washington Dulles International Airport
- Cost: \$5 billion
- Completion: 2011, 2015*

7 Inter-County Connector (ICC)



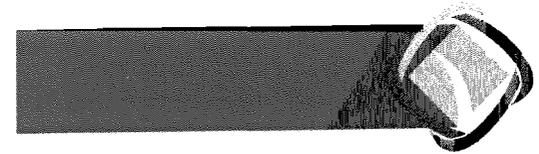
- Construct a new 18-mile east-west highway in Montgomery and Prince George's counties between I-270 and I-95/US 1
- Cost: \$2.5 billion
- Completion: 2012

8 Beltway Hot Lanes

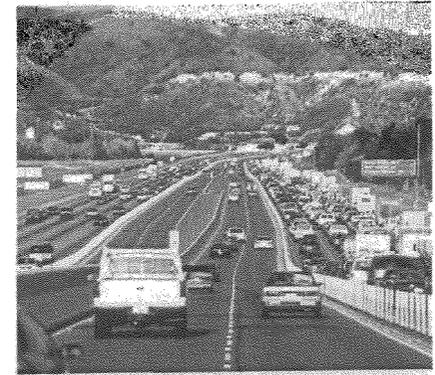


- Widen I-495 to 12 lanes with 4 HOT lanes for 14 miles from VA 193 connecting to I 95/395 at the Springfield Interchange
- Cost: \$1.5 billion
- Completion: 2013

*Two Phase Project



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 to 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.



HOW CAN YOU COMMENT ON THE PLAN?

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

There are several ways that members of the public can get involved in the development of the long-range plan. The public comment period for the CLRP is from December 13 to January 12, 2008. Comments received after January 12, 2008 will not be included in the TPB's "Response to Comments."

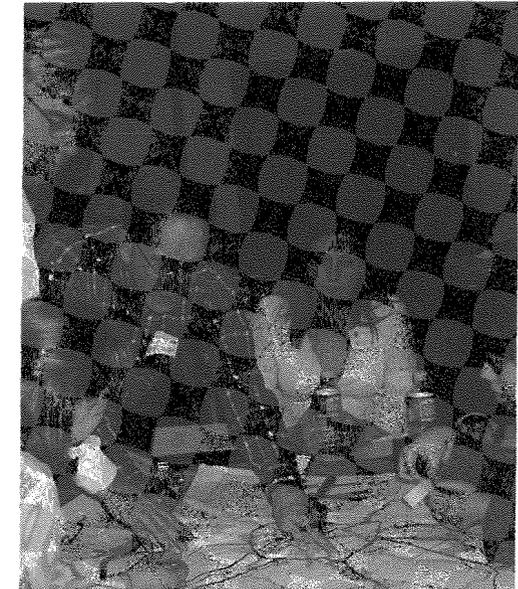
Write: National Capital Region Transportation Planning Board
777 North Capitol Street NE
Suite 300
Washington, DC 20002-4239

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

Email: TPBPublicComment@mwkog.org

Click: 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.



For more information, contact TPB Public Involvement Coordinator John Swanson at 202-962-3295, jswanson@mwkog.org

Contact your state or regional transportation agency.

District of Columbia
Department of Transportation
(202) 673-6813
ddot@dc.gov
ddot.dc.gov

Maryland
Department of Transportation
(410) 865-1142
Transit Administration
MTAInfo@mdot.state.md.us
Highway Administration
shaadmin@sha.state.md.us
www.mdot.state.md.us

Virginia
Department of Transportation,
Northern Virginia District Office
(703) 383-VDOT
NOVAInfo@virginiadot.org
www.virginiadot.org

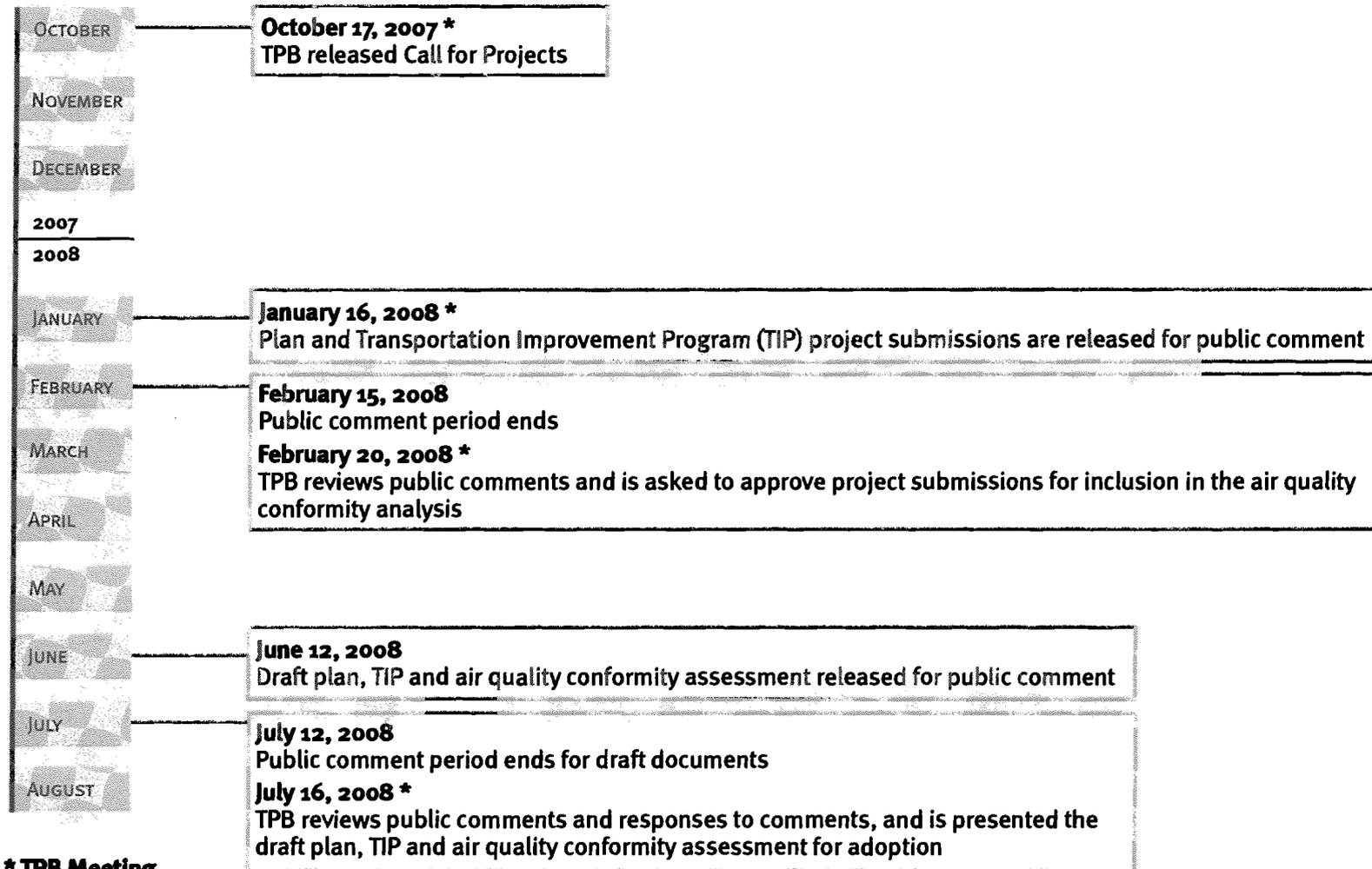
Washington Metropolitan Area Transit
Authority (WMATA)
(202) 962-1234
csvc@wmata.com
www.wmata.com

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



Schedule for the 2008 Plan Update

This schedule may be revised. For the latest dates, see www.mwcog.org/transportation.



* TPB Meeting



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