

District of Columbia Portion of the Draft Regional Freight Network

Please read:

The following map describes the District of Columbia portion of the draft Regional Freight Network. This map replicates the published DC Truck Route System with the following two exceptions.

1. Dalecarlia Pkwy and Loughboro Rd NW were included to facilitate truck access to the Dalecarlia Water Treatment Plant from Maryland (trucks are not allowed on MacArthur Blvd in Maryland).
2. 63rd St NE was included to provide a more direct connection between MD-704 and Central Avenue in DC.

Please let me know if you think these additions to the network should not be made. I would appreciate a response by Friday, December 12, 2014. Here is my email address:

jschermann@mwcog.org

Please remember that the primary purpose behind the creation of the Regional Freight Network is to allow for the development of freight performance measures and not to identify official “truck routes”, designation of which is in the purview of the State of Maryland, the Commonwealth of Virginia, and the District of Columbia.

To better make sense of the network, the individual routes are organized into the following three categories, or “tiers”.

- Primary Tier: (dark reddish brown on the map)
 - Highest volumes
 - Part of the National Network
 - “Through” trucks
 - How trucks typically enter and leave the region
- Secondary Tier: (orange on the map)
 - Allows trucks to permeate the region
 - Provides access to important freight generators and attractors
- Connector: (purple on the map)
 - Last mile connectivity

Thanks in advance for your help in finalizing the Regional Freight Network.

Jon Schermann
Metropolitan Washington Council of Governments

DRAFT Regional Freight Network

District of Columbia

