

House Joint Resolution requesting and urging the National Capital Planning Commission and the Maryland-National Capital Park and Planning Commission to take such steps as are necessary to allow for the widening of the Capital Beltway, Interstate Route 495, through Rock Creek Park in Montgomery County between Georgia Avenue and Wisconsin Avenue so as to provide safe roads for persons to travel upon.

WHEREAS, The Capital Beltway in Maryland is part of Interstate Route 495 which encircles the metropolitan area of Washington, D. C., a three-mile portion of which passes through the Rock Creek Park from its intersection with Georgia Avenue to its intersection with Wisconsin Avenue; and

WHEREAS, The Rock Creek Park is under federal jurisdiction as to grade, alignment, and design due to its extension into Montgomery County by the authority of the Capper-Cramton Act of 1931; and

WHEREAS, Any widening or alteration of this six-lane divided highway will require the approval of both the National Capital Planning Commission and the Maryland National Capital Park and Planning Commission; and

WHEREAS, The Maryland State Roads Commission is presently desirous of widening the entire Maryland section of Interstate 495, consisting of some 42 miles of road, which widening has been occasioned by the increased travel upon said route; and

WHEREAS, The three mile section of this route, passing through the Rock Creek Park carries more than 50,000 cars daily which represents the highest volume on this highway; and

WHEREAS, In a report to the Congress of the United States by the Comptroller General it states traffic estimates indicate that this section of Route 495 will be one of the more heavily traveled sections of the Beltway carrying approximately 100,000 vehicles a day by 1975; such traffic, according to engineering concepts, would substantially exceed the ability of a six-lane highway to carry traffic adequately; and

WHEREAS, The effect of the widening would displace no families; nor would thereby make appreciable change in the topography of the area; and

WHEREAS, The widening would speed commuter and Interstate Route 70S traffic into metropolitan Washington and the outlying suburban areas; and

WHEREAS, This three-mile piece of road transversing the Rock Creek Park, because of its geometric design (often referred to as rollercoaster effect) is already considered to be dangerous, having contributed to many fatal accidents; and