

# CORRIDOR FORWARD

I-270 Transit Plan



Montgomery Planning

Great Seneca Science Corridor Implementation Advisory Committee Briefing

September 15,  
2020





# Project Overview

- There are **many master-planned and speculative transit options** that could improve accessibility along the I-270 Corridor, but the County needs a **clear strategy** to ensure that resources are directed to the most advantageous projects.
- Beyond strategic transit metrics, transit options will be **prioritized** based on the county's, economic, environmental, and equity values capture in ***Thrive Montgomery 2050***.
- An **implementation plan** will detail major steps that will need to be taken to realize the highest-priority project(s).



# Why a corridor transit n?

## NATIONAL CAPITAL REGION: INTRODUCTION

A metropolitan area can grow in a number of ways: any one of a number of ultimate regional development forms can be set as an objective. Each direction of development open to the Region represents a particular response to the manner in which growth has occurred to date: each represents a particular interpretation of goals to be established. The first task in planning for a metropolitan area, therefore, is to choose the development form which offers the greatest promise for attaining the goals elected.

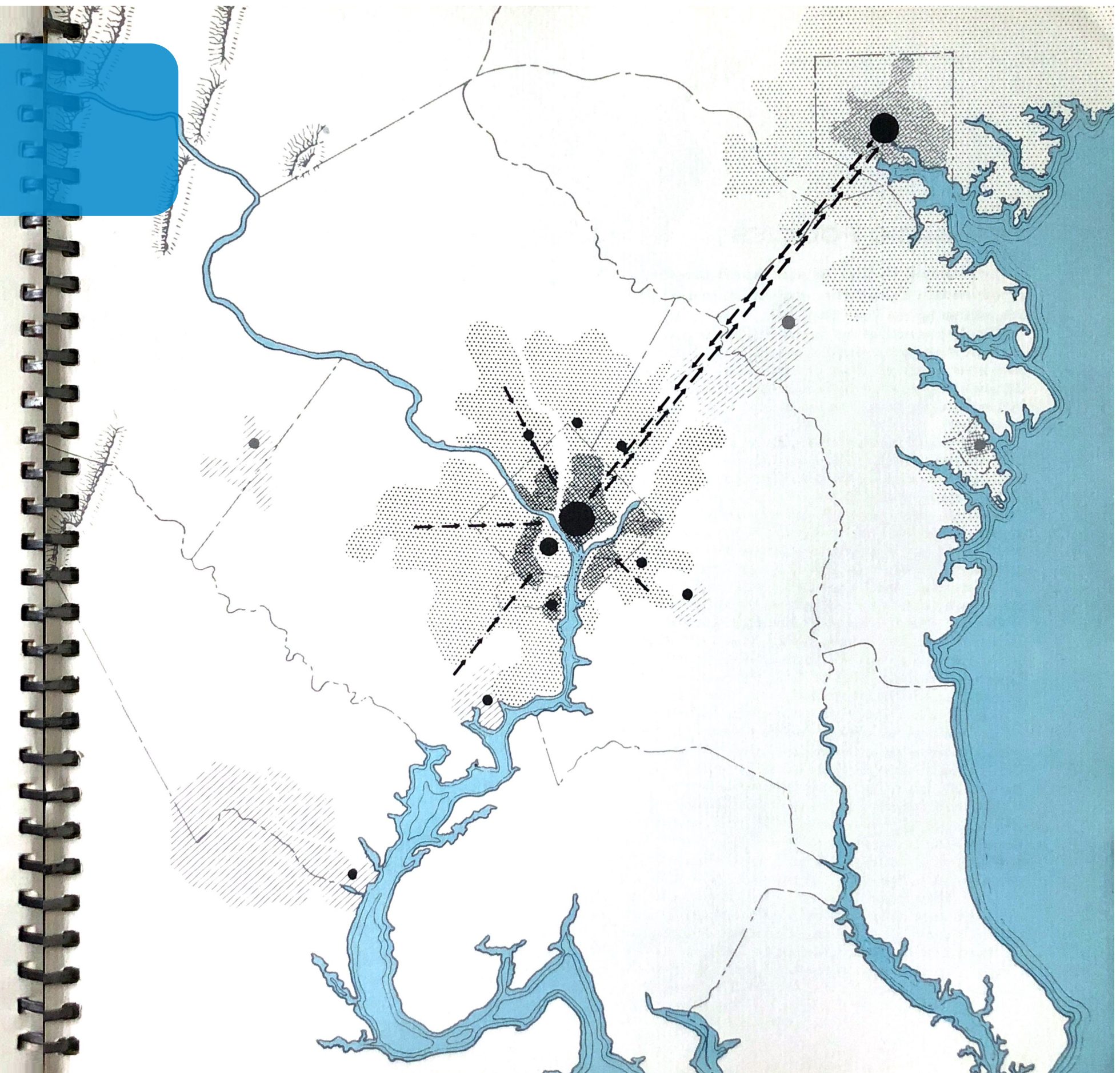
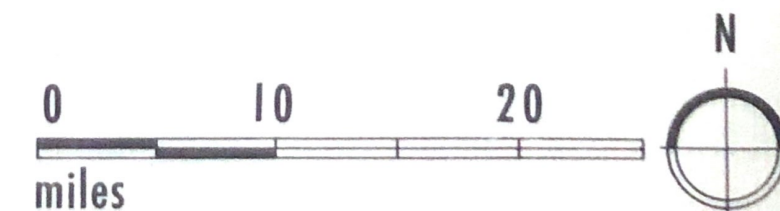
The policies recommended herein propose a direction of growth for the National Capital Region that has been chosen over several alternatives. In reviewing alternatives and in setting general specifications for the proposed form of regional development, the focus has of necessity been selective, with attention being directed particularly to four key elements of metropolitan form: the overall pattern of residential development, the general pattern of employment center types and their relation to Metro-Center, the basic region-wide systems of transportation, and the open countryside immediately beyond the built-up area.

In these terms, the present make-up of this metropolis is familiar: residential densities become higher as one approaches the dominant employment center at the core of the Region, and descend rapidly in all directions as distance from the center increases; suburban job centers are small, numerous, and widely scattered; region-wide transportation systems are not adequate; the rapidly-receding open countryside is in most sectors already ten miles or more from downtown Washington.

## THE REGION TODAY

- urbanized area
- sub-center
- main communication lines

## NATIONAL CAPITAL REGION





# Why a corridor transit

The first alternative (PLANNED SPRAWL) would accommodate most of the expected growth by outward extension of the urbanized area in all directions at low densities, with only a limited increase in densities within the present urbanized area. Suburban development would extend outward in most directions to a distance of 30 miles from downtown Washington, but leaving considerable amounts of land by-passed and unused in the areas most recently developed.

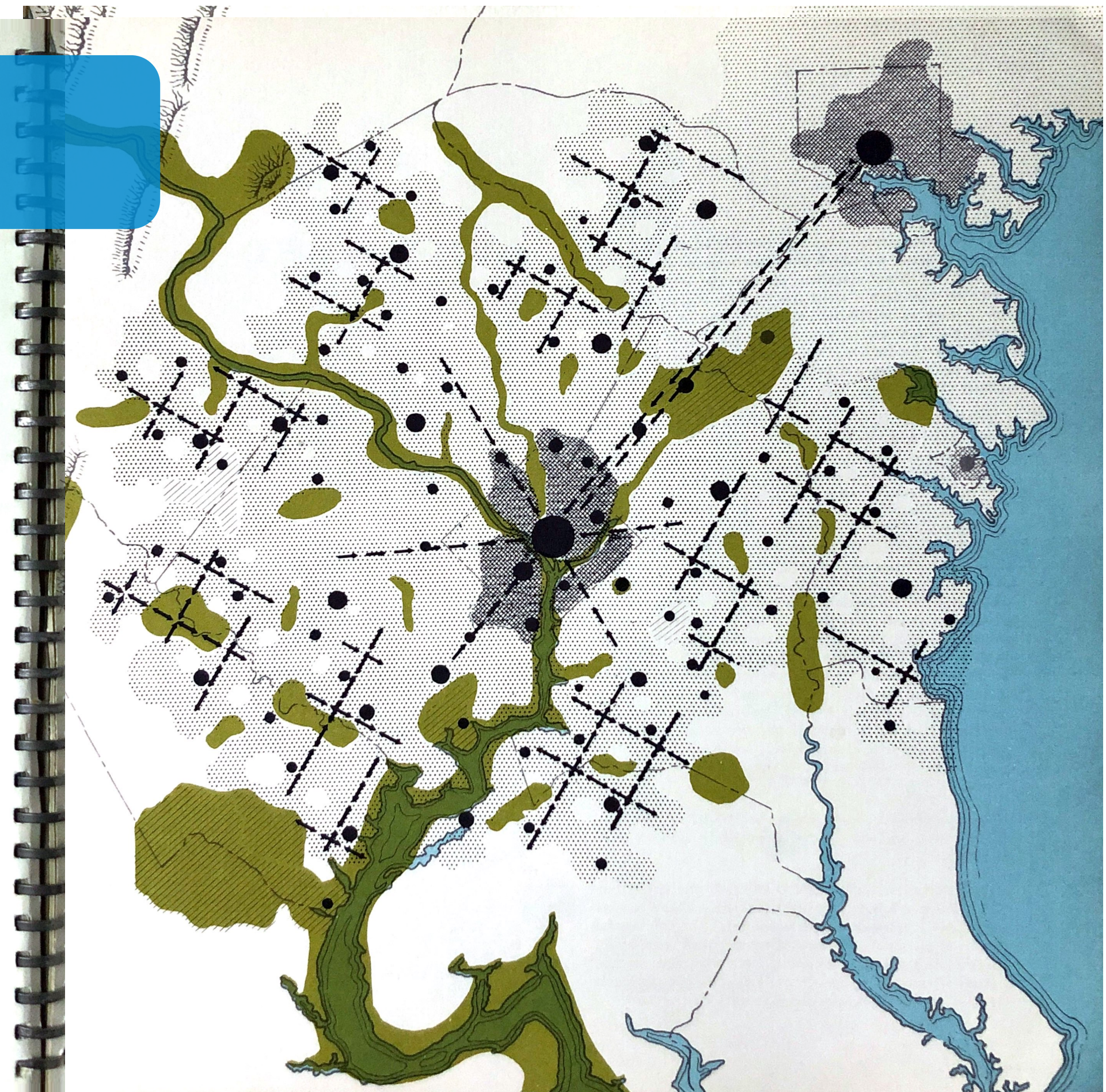
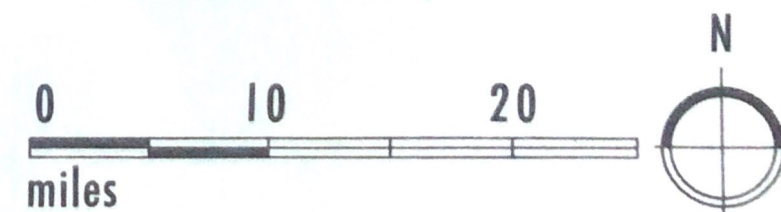
This would represent a continuance of the current pattern of development, and no major changes in policy would be needed to achieve it. The new suburban areas would have large expanses of single-family housing at low densities, spotted with apartments, schools, shopping centers, and occasional industrial and governmental establishments. Only in the District of Columbia and some older suburban areas would there be large and varied amounts of high-density housing and employment. The automobile would dominate daily lives even more than it does today: travel distances would be longer, and there would be little use for rail transit. Job opportunities would be limited near any one outlying residential area, and the open countryside would be ten to twenty miles from most homes.

The alternative to continued sprawl is to create new urban communities, outside the present urbanized area but within the Region, and to channel a large part of the Region's growth into these new communities. They should be designed at average densities somewhat higher than today's newest suburbs, making more efficient use of land and reducing transportation needs by locating multi-family dwellings, commercial and employment centers, and transit stations close to one another. Each should contain a wide variety of housing types, ranging from tower apartments through single-family homes on small lots to small estates. Each should offer a substantial amount of employment of various kinds, though none could begin to compete with the range of job opportunities offered by the central city. Growth to a population of 100,000 or more should be set as an objective, making these new suburban communities as large as moderate-sized cities.

## PLANNED SPRAWL

- urbanized area
- sub-centers
- controlled open space
- main communication lines

### NATIONAL CAPITAL REGION










# Why a corridor transit

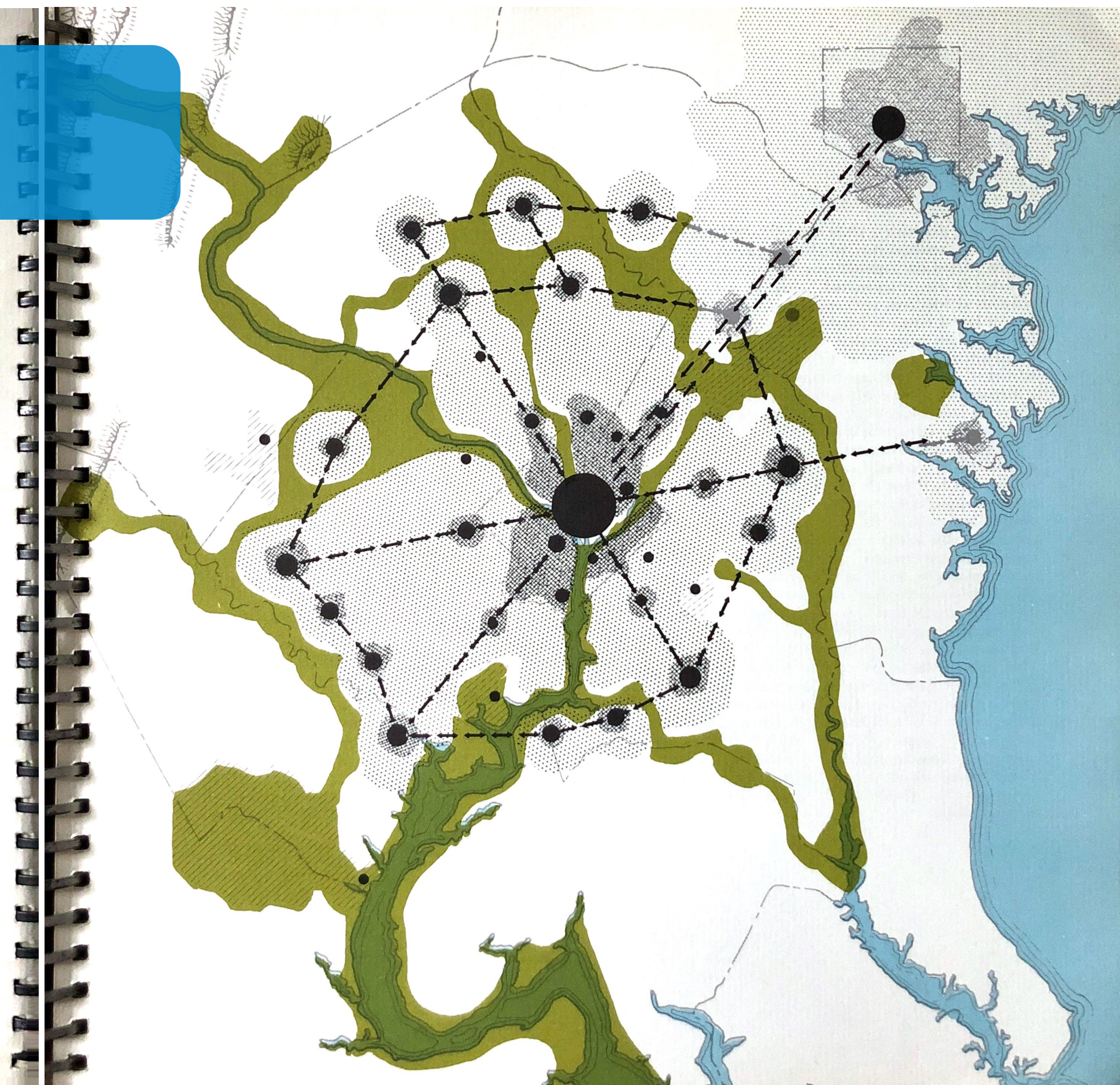
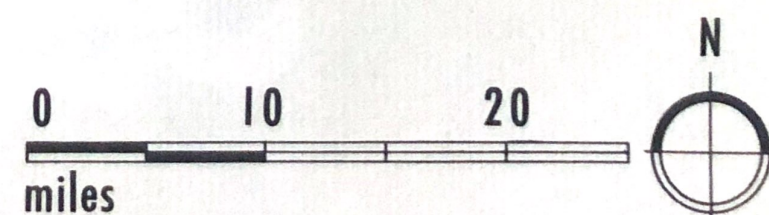
Still another alternative (PERIPHERAL COMMUNITIES) would place the new communities at the very edge of the present urbanized area. In size, in development density, and in diversity of housing types and employment opportunity each of these communities would be similar to those called for by the previous two alternatives. Development outward from the central city in this manner is, therefore, clearly to be distinguished from "planned sprawl." Stockholm's new growth is being accommodated by a plan of this general character.

By avoiding the considerable intervening distances of the previous two arrangements, this alternative puts all the people of the region within closer reach of the wealth of economic and social opportunity available in the metropolis. However, an elaborate network of freeways, including many circumferential and diagonal routes passing through heavily built-up areas, would be needed to serve such a compact form of regional development. While urban open space could be provided within and between the new communities, this pattern would also push the open countryside farther and farther from the homes of most of the people. The pace would not be as rapid as under "planned sprawl," but the results over time would be just as relentless.

## PERIPHERAL COMMUNITIES

-  new town center
-  urbanized area
-  sub-center
-  controlled open space
-  main communication lines

NATIONAL CAPITAL REGION










# Why a corridor transit n?

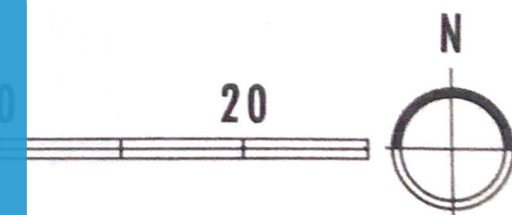
The final alternative (RADIAL CORRIDOR PLAN) profits from consideration of all the previous four. The greater part of the Region's growth would still be accommodated in new communities. Just as in three of the previous alternatives, each of the new urban areas would offer a broad range of housing types, and development density would be somewhat higher than is typical of today's suburban areas. Each would contain important centers of employment and commercial activity providing a high degree of local self-sufficiency. But in this case, the new communities would develop in corridors radiating outward from the center of the Region.

This pattern of regional development offers clear and decisive advantages over each of the others. By concentrating development along radial corridors, it offers the greatest opportunity to exploit the carrying potential of mass transportation. Its radial pattern permits especially efficient access to the central city provided conflicts between local and through traffic can be avoided by design. The employment center at the core of the Region would therefore have a potential for growth not possible under any other arrangement. Every part of the Region would have ready access to the variety of employment opportunity and social interchange available in the Region. Furthermore, the areas lying between the development corridors would provide significant stretches of open countryside penetrating the urban area as wedges readily accessible to the whole population, yet far enough out of the path of development to facilitate their preservation in open use. This approach to regional development is, therefore, seen as offering the highest promise as a guide to the growth of the National Capital Region during the decades ahead.

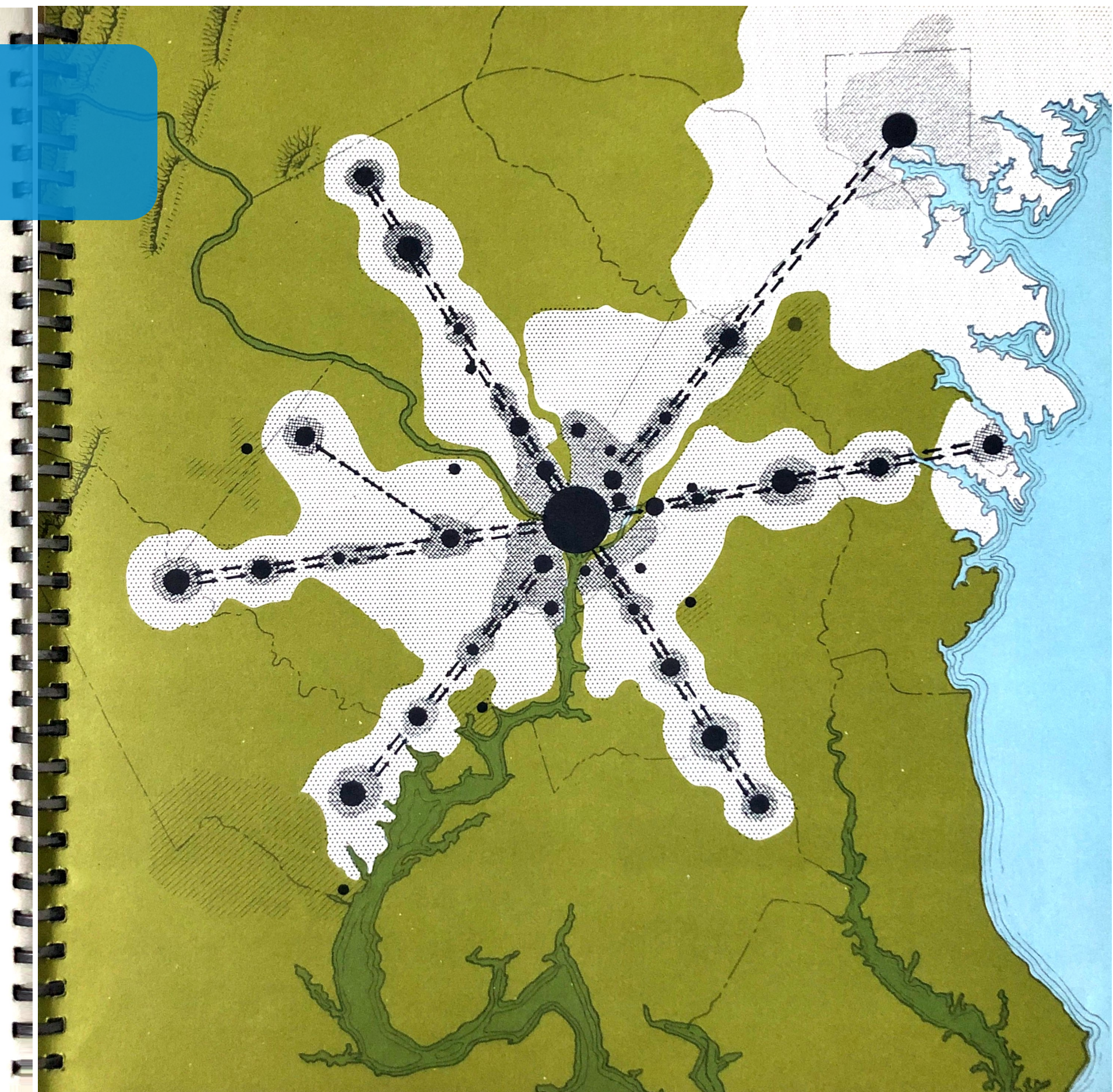
## THE RADIAL CORRIDOR PLAN

-  new town center
-  urbanized area
-  sub-center
-  controlled open space
-  main communication lines

NATIONAL CAPITAL REGION




**“By concentrating development along radial corridors, [the Radial Corridor Plan] offers the greatest opportunity to exploit the carrying capacity of mass transportation.”**







Why a corridor transit plan?



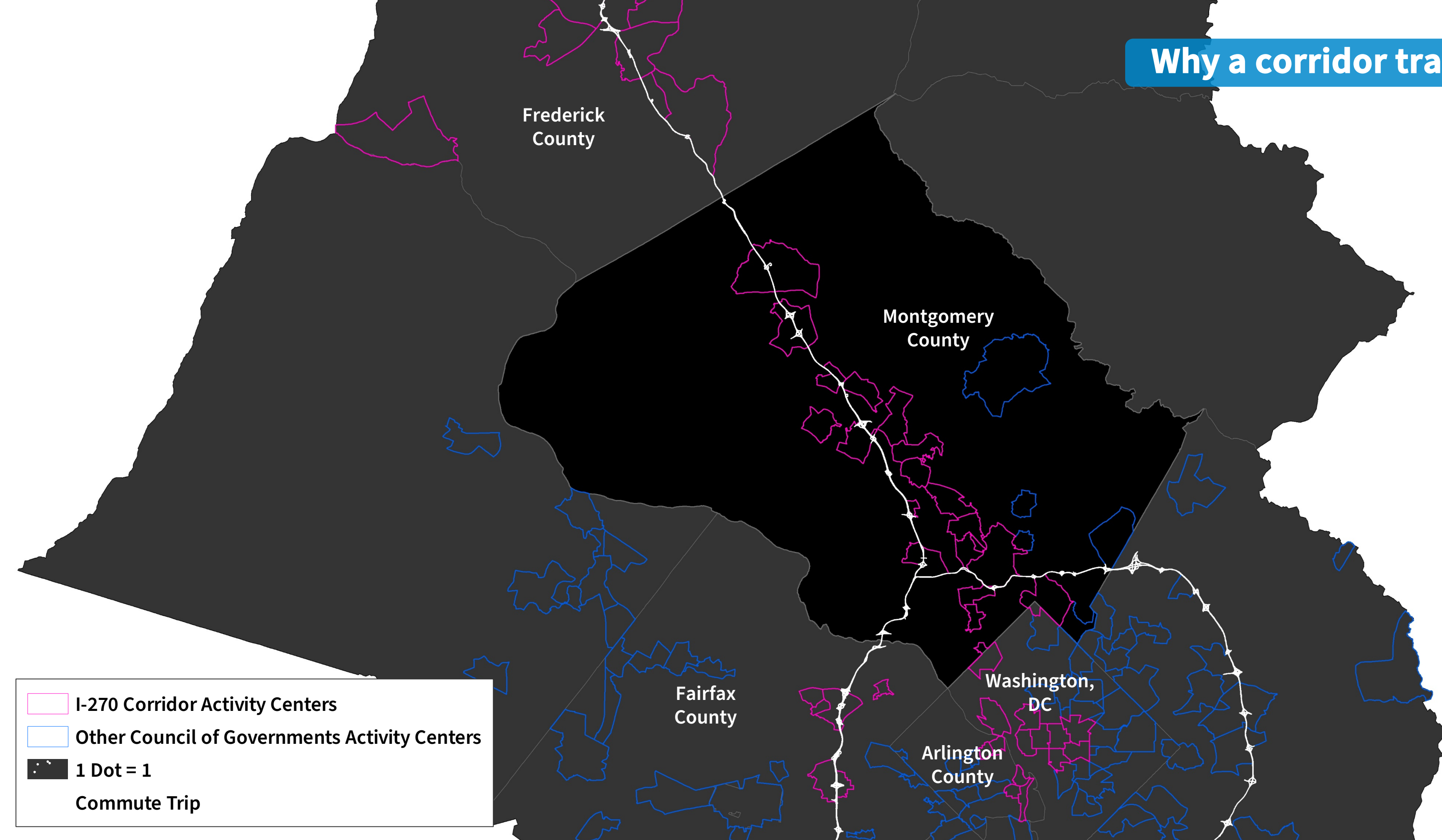
 I-270 Corridor Activity Centers

 Other Council of Governments Activity Centers

 1 Dot = 1 Commute Trip

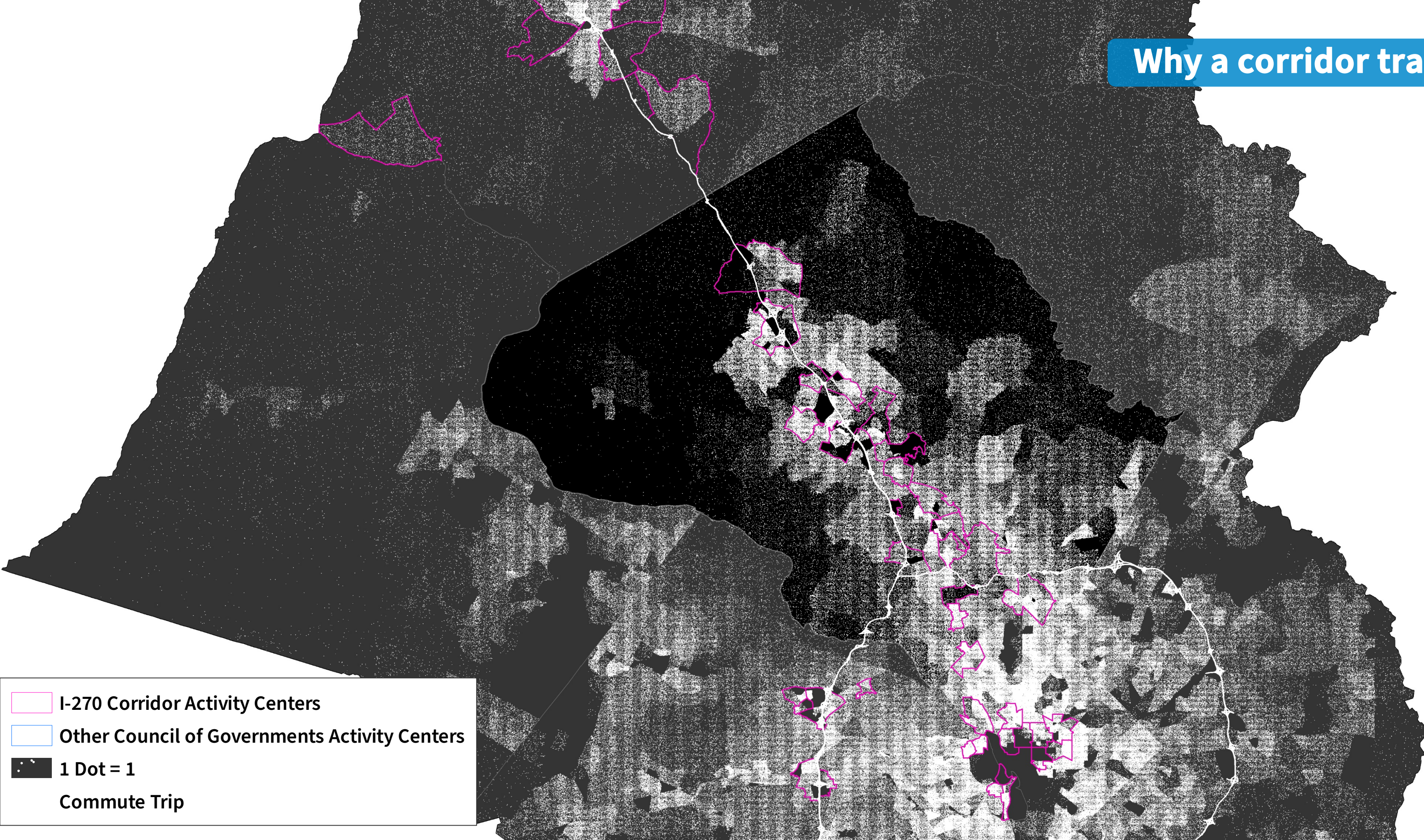


## Why a corridor transit plan?



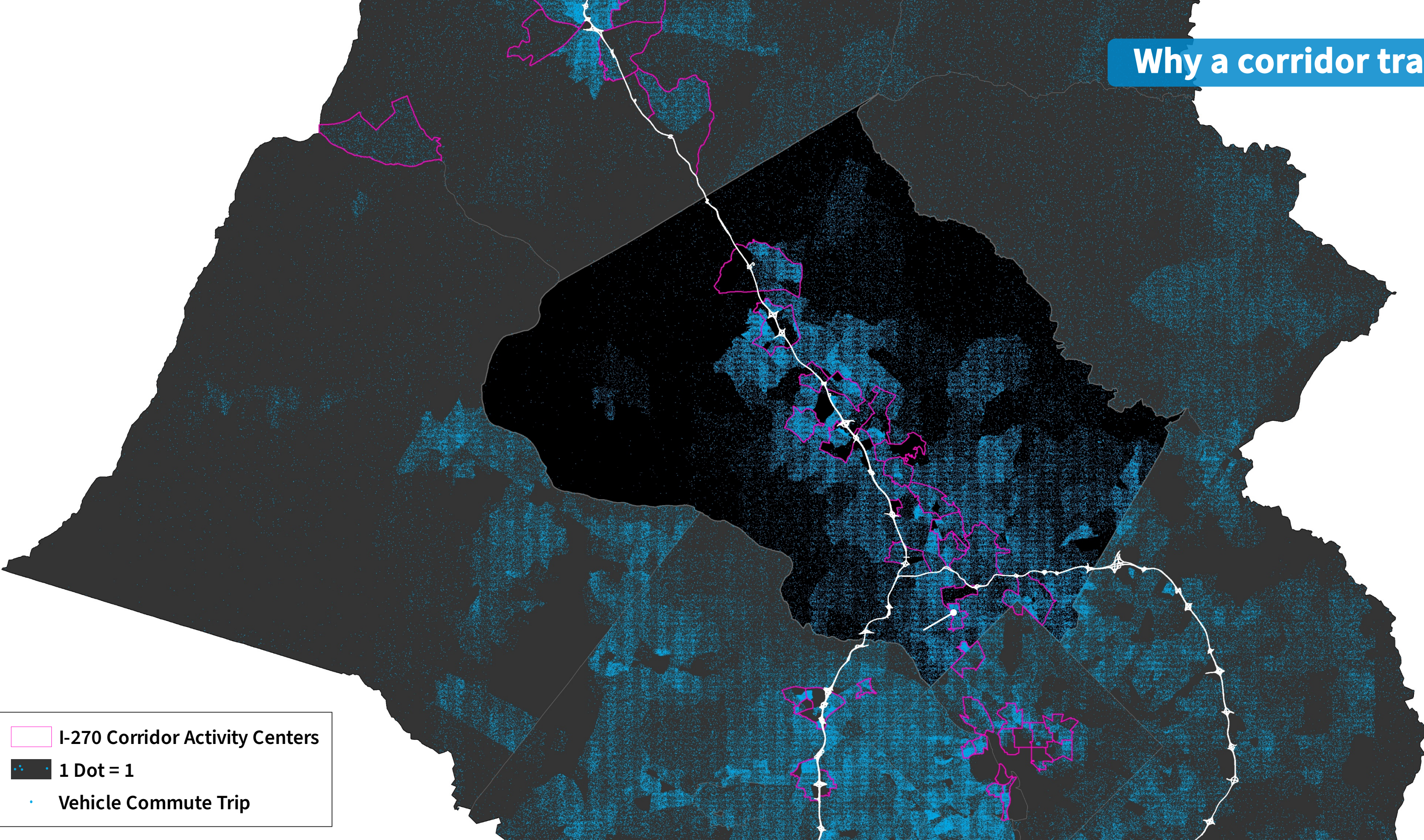


## Why a corridor transit plan?



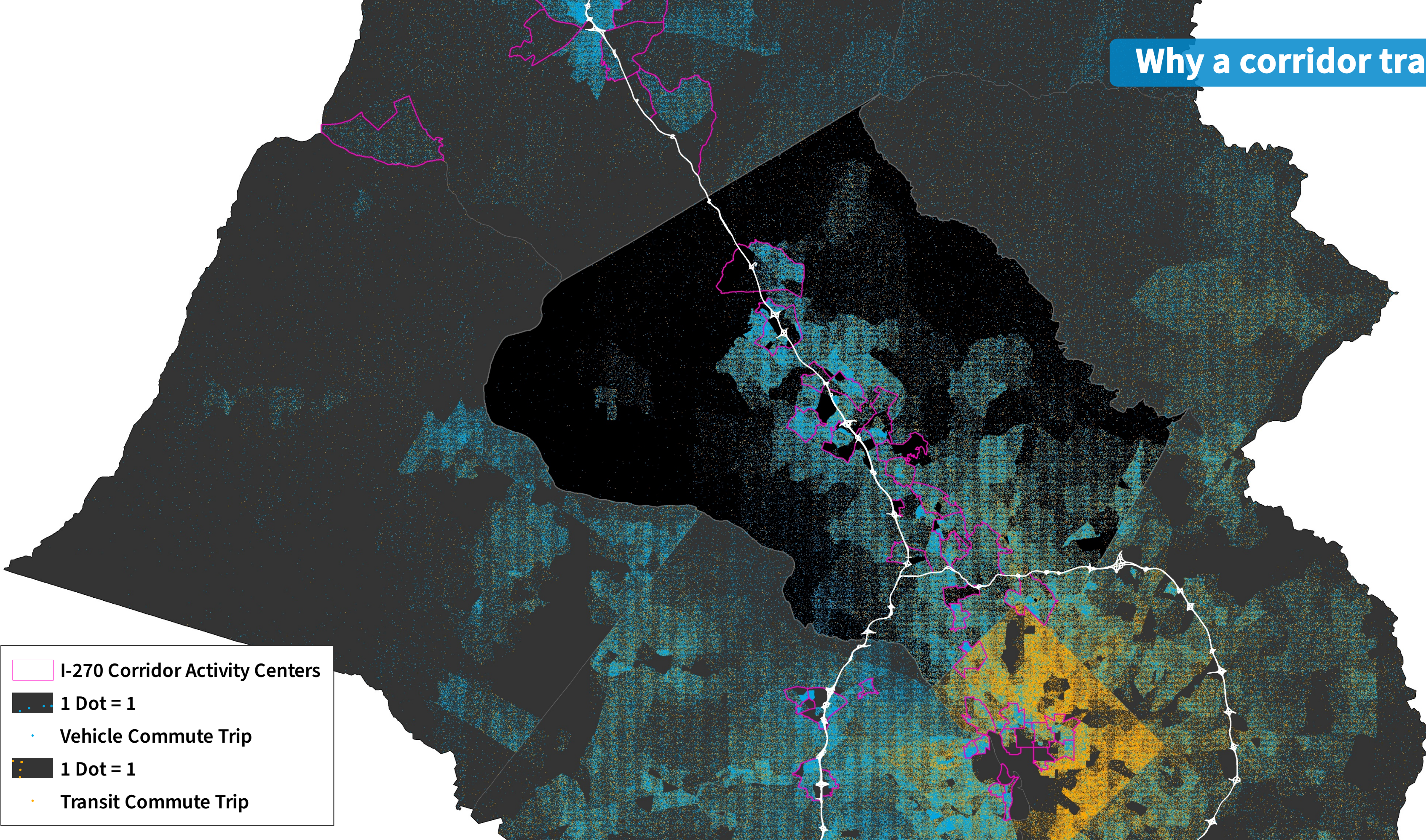


## Why a corridor transit plan?



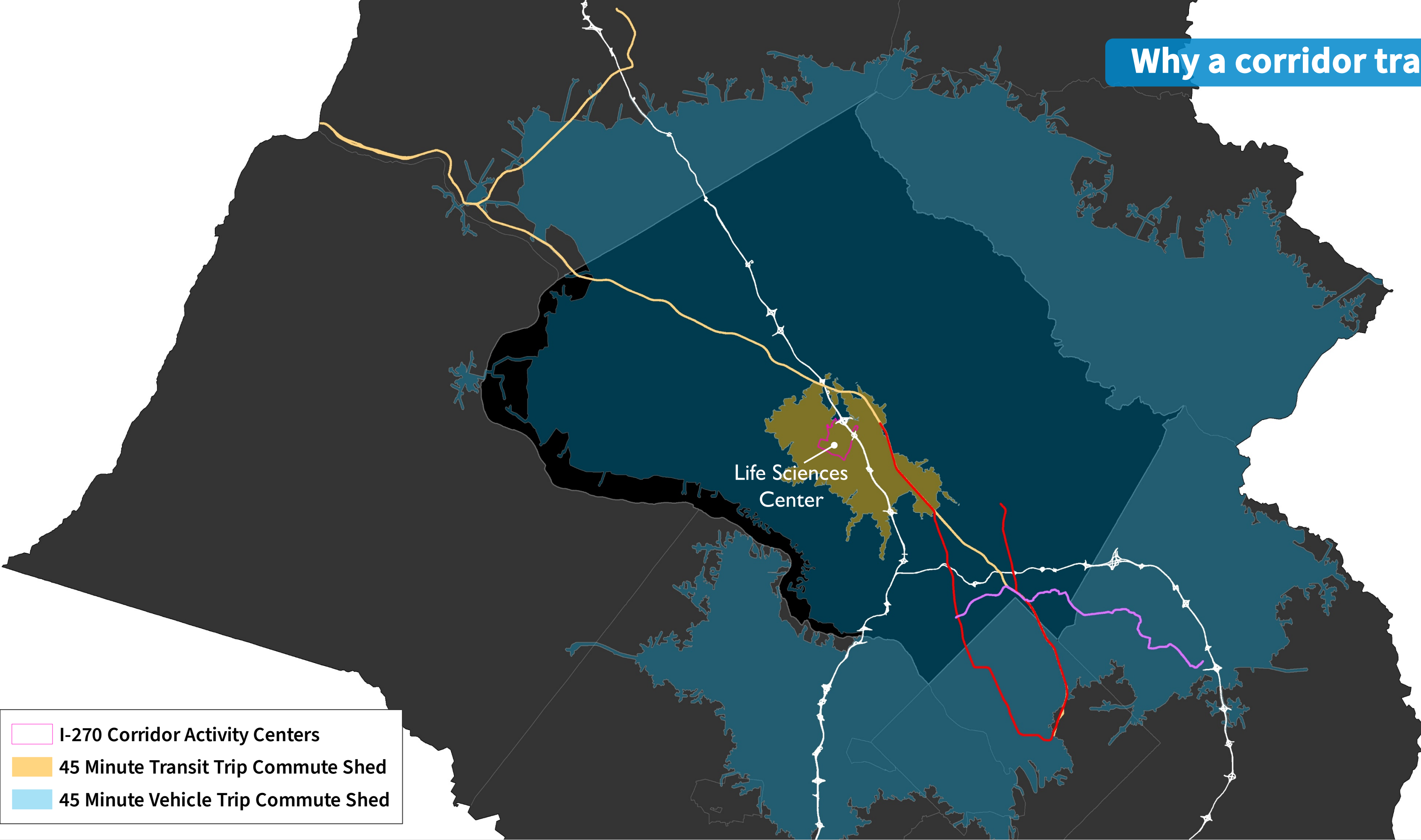


## Why a corridor transit plan?





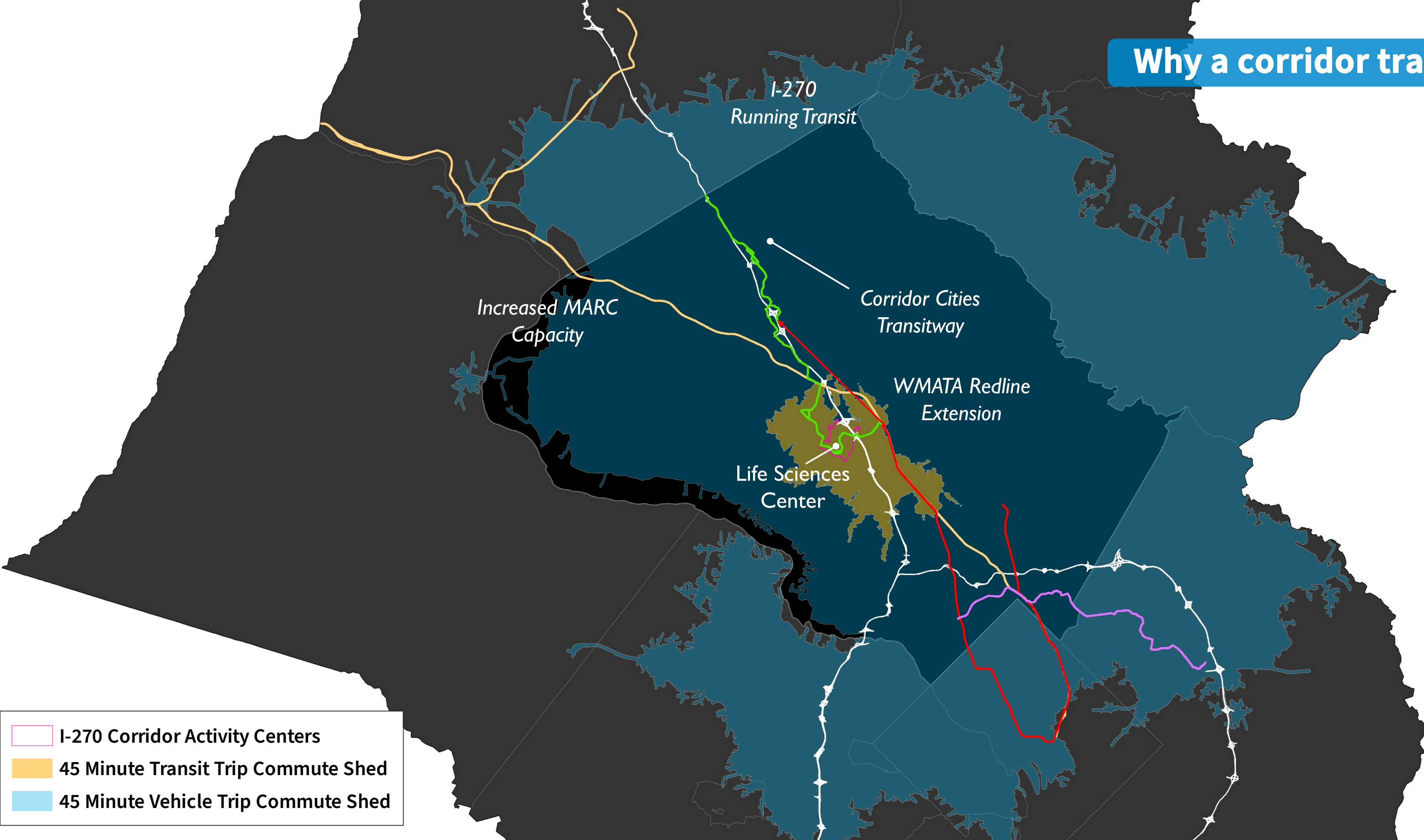
# Why a corridor transit plan?



- I-270 Corridor Activity Centers
- 45 Minute Transit Trip Commute Shed
- 45 Minute Vehicle Trip Commute Shed



## Why a corridor transit plan?





# Why a corridor transit plan?

**Others' Ongoing Assessments**

**In the County's Plans Today**

**Potential Options In the Public Sphere**

**I-270/I-495 Managed Lanes Transit**

**Corridor Cities Transitway**

**WMATA Redline Extension**

**I-270/I-495 Dedicated Guideway Transit**

**North Bethesda Transitway**

**MTA Purple Line Extension**

**MD 355 BRT**

**MARC Brunswick Line Rail Improvements**



# How will we evaluate options?

**Prioritize and advance transit opportunities** that achieve the best combination of the following values:

- **Strategic Connections:** Serve high-demand origin and destination pairs, balancing costs of implementation with projected benefits.
- **Economic Health:** Enable existing development and master-planned communities to realize their potential as livable and economically vibrant places
- **Community Equity:** Align with the County's social equity goals and principles.
- **Environmental Resilience:** Operate sustainably and reduce negative environmental impacts.



# What will the plan deliver?

- **Prioritized table of transit opportunities**
- **Comprehensive metrics for each transit opportunity**, tied to each of the four values
- **Implementation plan** to realize the highest priority project(s)

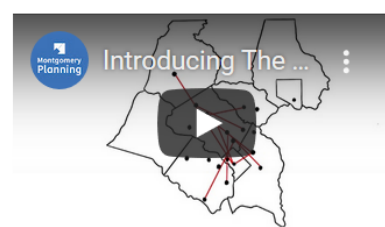




# How can the GSSC IAC stay involved?

## Connection Opportunities

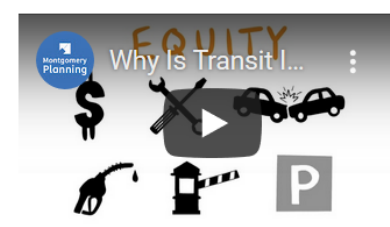
- Attend our **virtual kick-off**, Sept. 30<sup>th</sup> at 12:00
- Respond to our transit values **questionnaire**
- Help connect staff with **key stakeholders** and
- Follow the **web site** for Plan updates
- Attend **pop-ups** in the area (when permissible)
- Prov
- Atte



Introducing the Corridor Forward Plan



What is Transit?



Why is Transit Important?

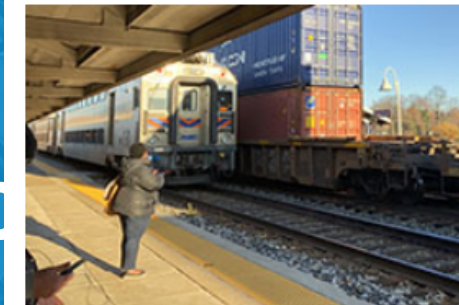


How is Transit Funded?



How Do We Plan For Transit?

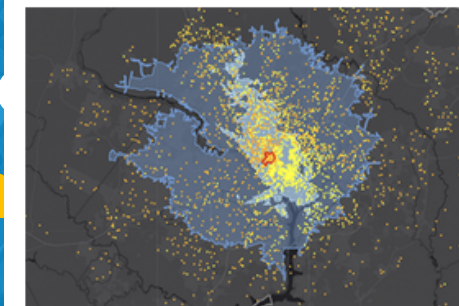
### Transit Values Questionnaire



Planners must balance competing needs and interests to create a successful service. But they don't make these decisions in a vacuum—they do so with input from the community that they serve. That's why we need to hear from you! What are your transit values? Please take our brief. We'll use your input to inform recommendations about prioritizing different options.

[TAKE TRANSIT VALUES QUESTIONNAIRE](#)

### I-270 Commute Patterns Map



View an interactive web map that displays information on where people live and work, how they travel to work and the travel options available to them along the I-270 corridor.

[VIEW THE MAP](#)



# Questions?

## Project Contacts

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# Technical Sources & Data

- **Slide 3-6:** *A Policy Plan for the Year 2000: The Nation's Capital*. 1961. National Capital Planning Commission & National Capital Regional Planning Commission. Pgs 31-47.
- **Slides 7-13:**
  - Person Trip, Vehicle Trip, Transit Trip Dot Density Maps & Associated Statistics: Montgomery County Planning Travel/4 Travel Demand Model, Base Year 2015.
  - Vehicle Commute Sheds: based on typical travel times, which account for occurring congestion (sourced by ESRI)
  - Transit Commute Sheds: combination of point in time (8:30am) distance from an activity center's centroid based on regional GTFS data (sourced by WMATA) and walking trip to transit stops, assuming 3 mile per hour walking speeds and 30 second intersection crossings.