

CORRIDOR FORWARD

I-270 Transit Plan



Agenda Item #4
02.18.2021

Montgomery Planning

Planning Board Briefing #2 – Countywide Planning & Policy and Mid-County Divisions





Plan & Briefing Purpose

- **Plan Purpose:**
 - Prioritize transit options for service along I-270 Corridor
 - Develop implementation plan to realize priority option(s)
- **Briefing Purpose:**
 - Discuss pre-screening results
 - Review new approach for Corridor Cities transit service

The background is a map of Montgomery County, Maryland, showing various transit corridors and stations. The map features green areas representing parks or undeveloped land, and white areas with black dots representing urban centers or transit hubs. Black dashed lines with arrows indicate the direction of transit service along various corridors. A blue banner is overlaid on the right side of the map, containing the title and a list of requested guidance.

Requested Guidance

1. Confirm **emerging list of transit options** for further Plan study and prioritization
2. Confirm acceptability of revised approach to **Corridor Cities transit service**

Pre-Screening Approach & Results



Conceptual Options Summary

1. MD 355 (BRT)

2. MARC Improvements (Commuter Rail)

3. Redline Extension 1 (Metrorail)

4. Redline Extension 2 (Metrorail)

5. Corridor Cities Transitway (BRT)

6. Purple Line Extension (LRT)

7. North Bethesda Transitway Extension (BRT)

8. I-270 Monorail (Monorail)

Existing Network and Transit Options

— MARC

— WMATA Metro

- - - Purple Line LRT

2 - Upgraded MARC to Dickerson

3a - Red Line Ext 1

3b - Red Line Ext 1 via MD 355

4a - Red Line Ext 2

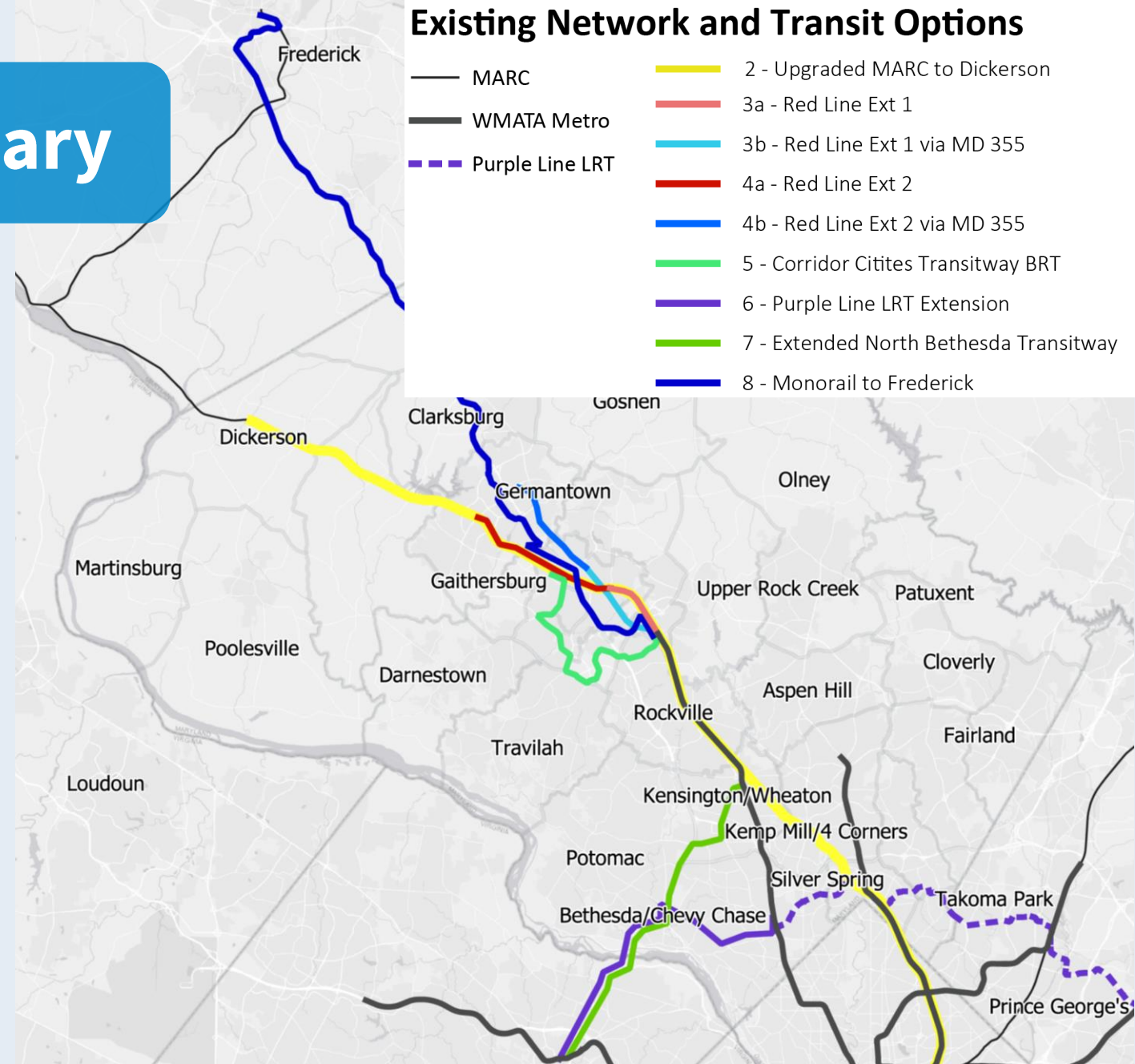
4b - Red Line Ext 2 via MD 355

5 - Corridor Cities Transitway BRT

6 - Purple Line LRT Extension

7 - Extended North Bethesda Transitway

8 - Monorail to Frederick



Conceptual Options Summary

9. I-270 Managed Lanes Bus (Bus)

10. I-270 Light Rail (LRT)

11. I-270 BRT to Bethesda (BRT)

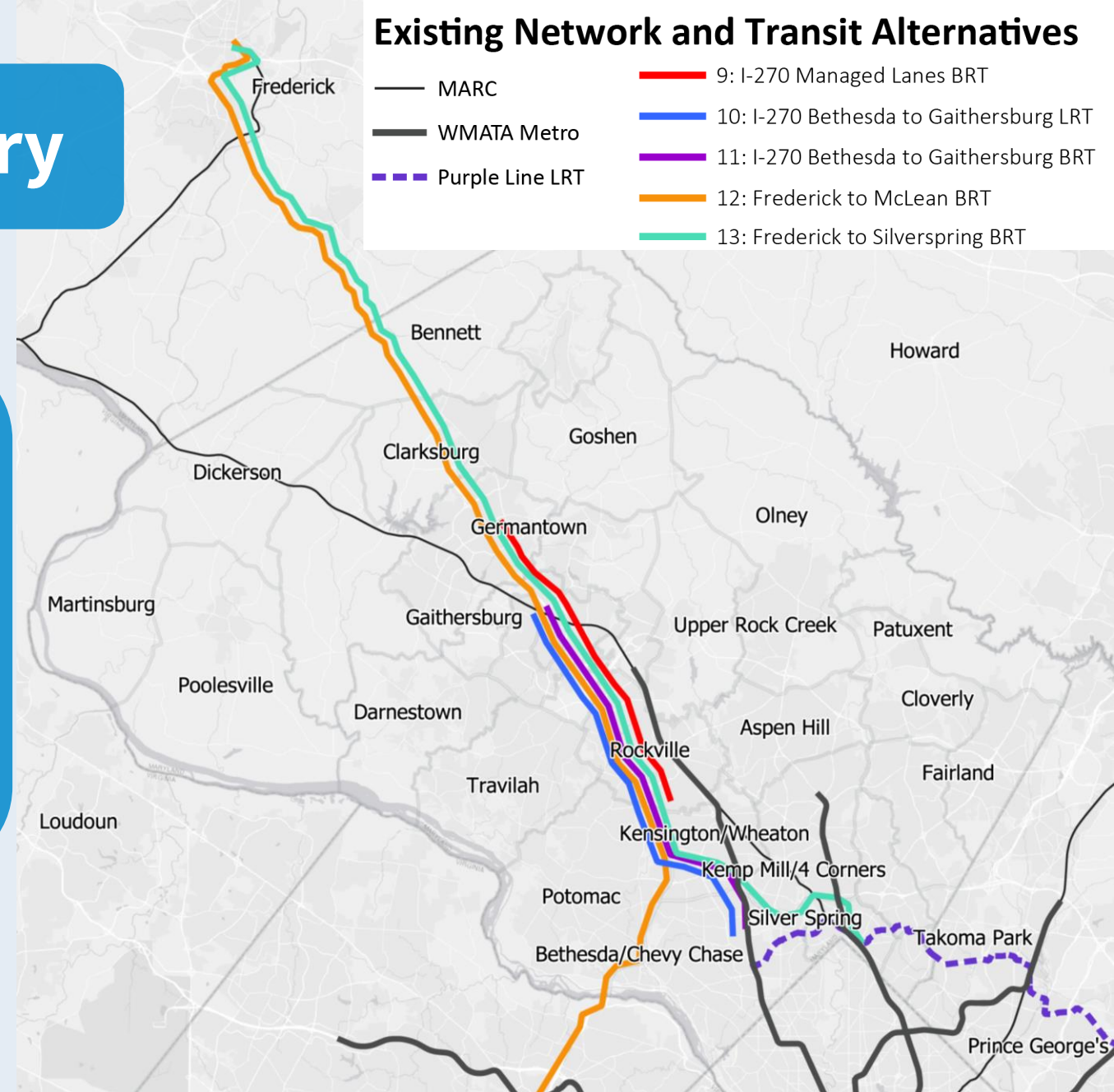
12. I-270/I-495 BRT to NoVa (BRT)

13. I-270/I-495 BRT to Silver Spring (BRT)

Existing Network and Transit Alternatives

— MARC
— WMATA Metro
- - - Purple Line LRT

9: I-270 Managed Lanes BRT
10: I-270 Bethesda to Gaithersburg LRT
11: I-270 Bethesda to Gaithersburg BRT
12: Frederick to McLean BRT
13: Frederick to Silver Spring BRT



Pre-Screening Analysis

1. Organize projects by cost and coverage.

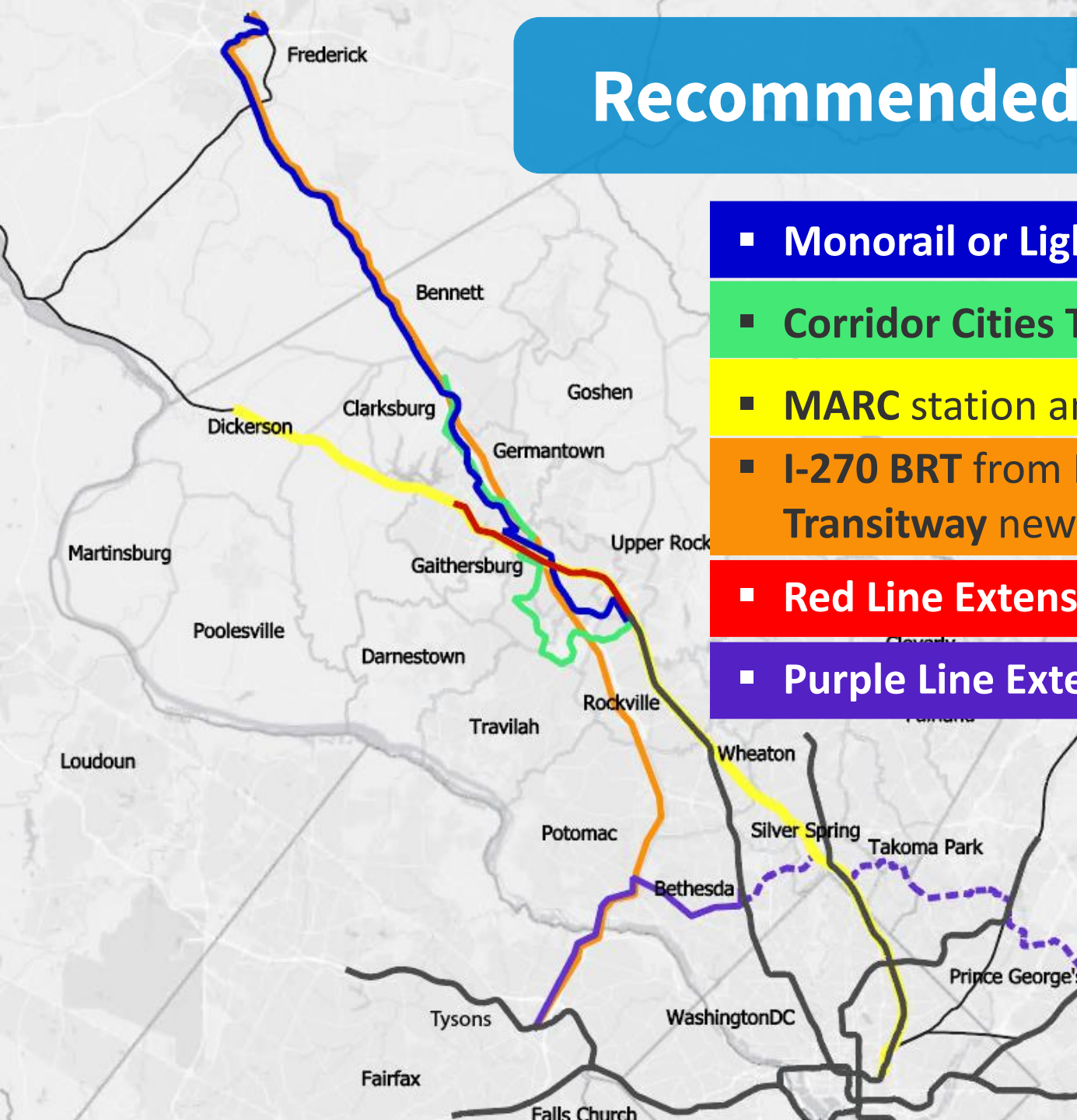
Low Coverage & High Cost	High Coverage & High Cost
Low Coverage & Low Cost	High Coverage & Low Cost

2. Evaluate projects via high-level metrics.

1	Travel Time <i>Are travel times competitive?</i>
2	Population Access <i>Does it serve communities?</i>
3	Job Access <i>Does it connect jobs?</i>
4	Accommodating Growth <i>Does it support areas with expected growth?</i>
5	Equitable Access <i>Does it support equity goals?</i>

Recommended Options for Detailed Study

- **Monorail or Light Rail** from Shady Grove to Frederick
- **Corridor Cities Transitway** with current alignment
- **MARC** station and service upgrades along the Brunswick Line
- **I-270 BRT** from Frederick to Northern Virginia + **Corridor Cities Transitway** new concept
- **Red Line Extension** to Germantown
- **Purple Line Extension** to Tysons



Corridor Cities Transit Service





Requested Guidance

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Confirm acceptability of revised approach to **Corridor Cities transit service:**

*Re-envision Corridor Cities transit service using a **network approach** rather than a **service approach**.*

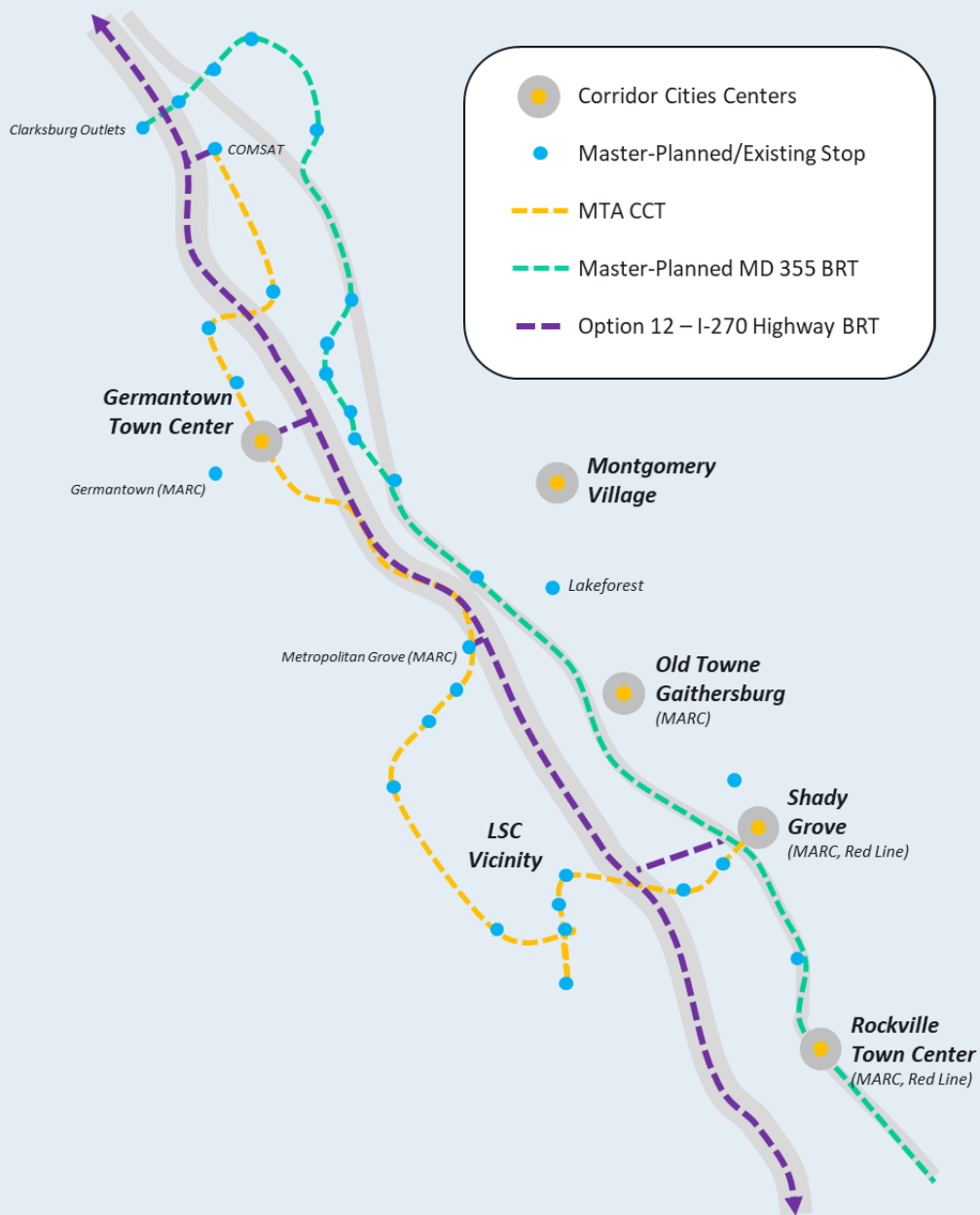


Concept Development

- Two 1.5 hour internal workshops
- Coordination with MCDOT and MTA
- Deep dive into previous NEPA work
- Transit Values Questionnaire Feedback

Finding: Existing CCT attempts to fulfill two separate purposes, which are not complementary.

- Connecting Upcounty with the Red Line
- Supporting the Life Sciences Centers' economic development potential via enhanced access



Concept Development

Finding 1: Option 12 – I-270/I-495 BRT: Frederick to NoVa supports more efficient Upcounty access to the Red Line.



Concept Development

Finding 1: Option 12 – I-270/I-495 BRT: Frederick to NoVa supports more efficient Upcounty access to the Red Line.

Finding 2: Option does not completely fulfill the two separate CCT purposes; it isn't an effective "replacement" option

- Off-highway diversions are not efficient
- No "local" component of Option 12
- Option 12 does not support Life Sciences Center

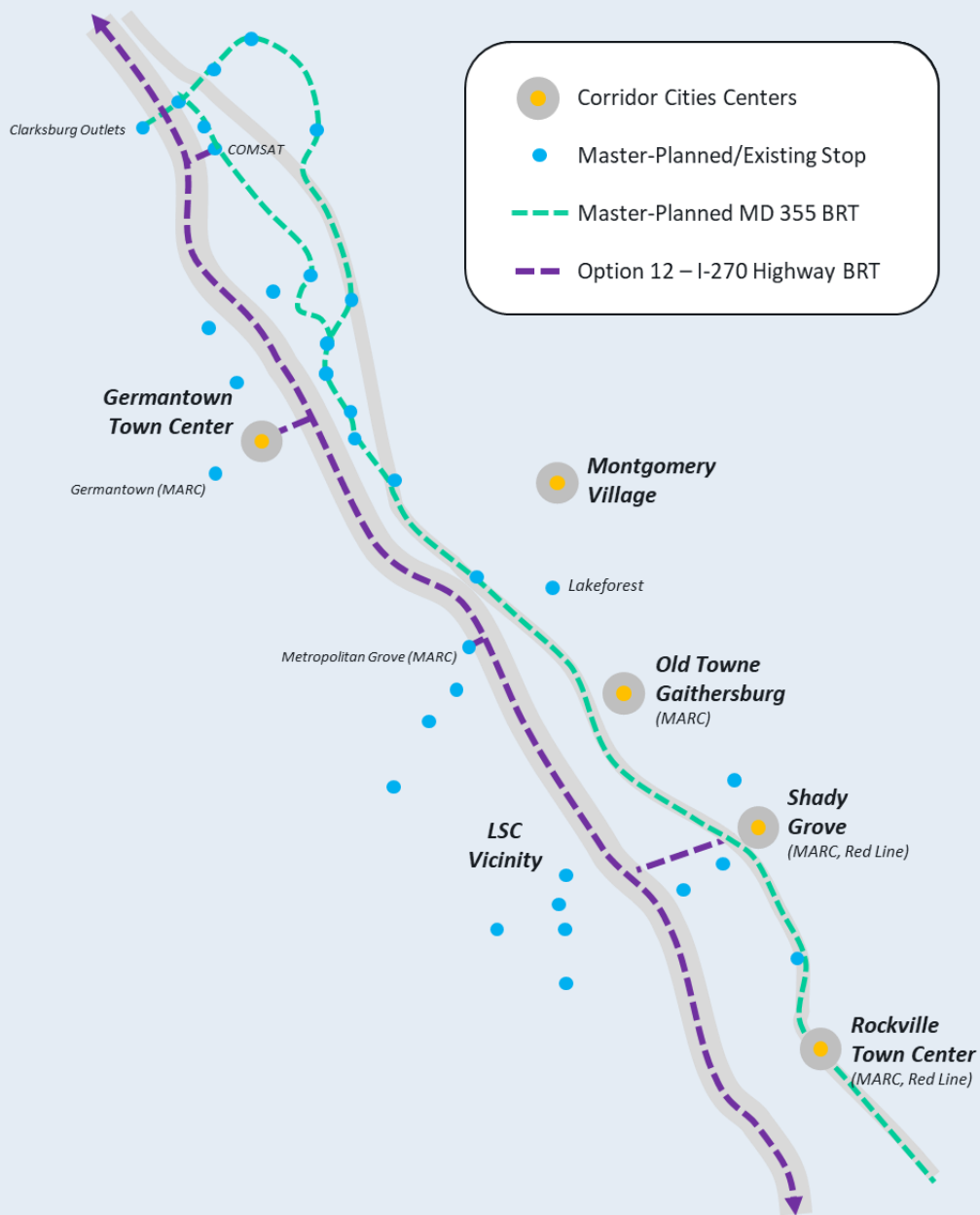
Bus offers the advantage of programming **flexible service patterns**, but to date, the Department has master-planned bus transitways as singular projects with defined routes.

Dedicated guideways can be programmed in multiple ways (e.g. branded BRT, local bus, shuttles). **Individual segments have independent utility.**

Finding: The Department should shift from a **service approach** to a **network approach** to serve the Corridor Cities.

Network vs. Service Approach





Corridor Cities Transit Network Package

Additional Dedicated Bus Guideway (Planned)

- **Montgomery College to Clarksburg Outlets**
 - via Future Observation Drive, master-planned
 - Creates alternating leg service pattern for MD 355 BRT



Corridor Cities Transit Network Package

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 - via Future Observation Drive, master-planned

Additional Dedicated Bus Guideway (New):

- **Germantown MARC to MD 355 BRT**
 - via Germantown Road MD118
 - **Connects Germantown MARC, Town Center, Montgomery College and MD 355 BRT**



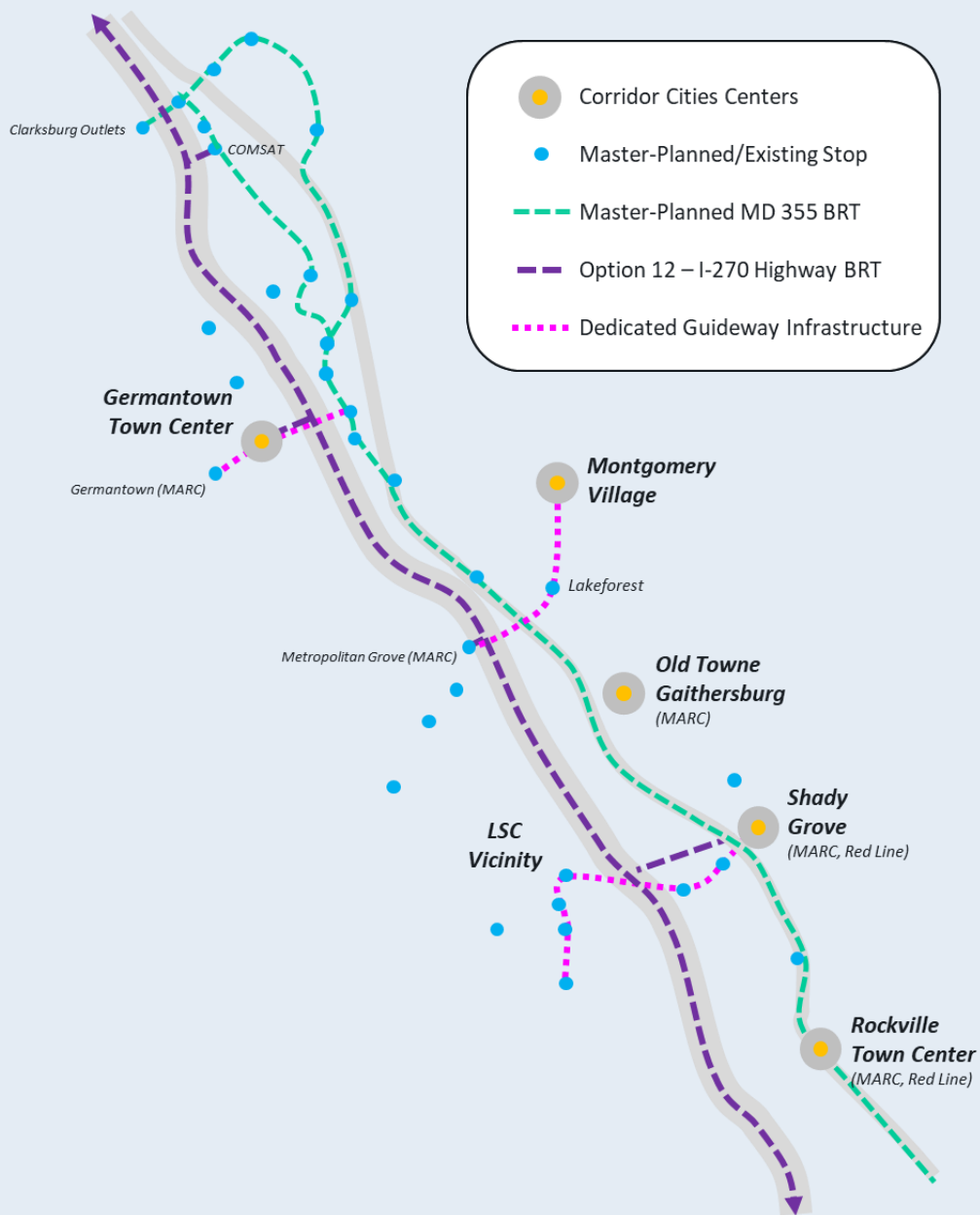
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Additional Dedicated Bus Guideway (New):

- **Germantown MARC to MD 355 BRT**
 - via Germantown Road MD118
- **Montgomery Village to Metropolitan Grove**
 - via Montgomery Village Avenue/Quince Orchard Road
 - **Connects low-income, racially diverse, dense, transit-dependent population to MD 355 BRT & MARC**
 - **Supports Lakeforest Mall Redevelopment**



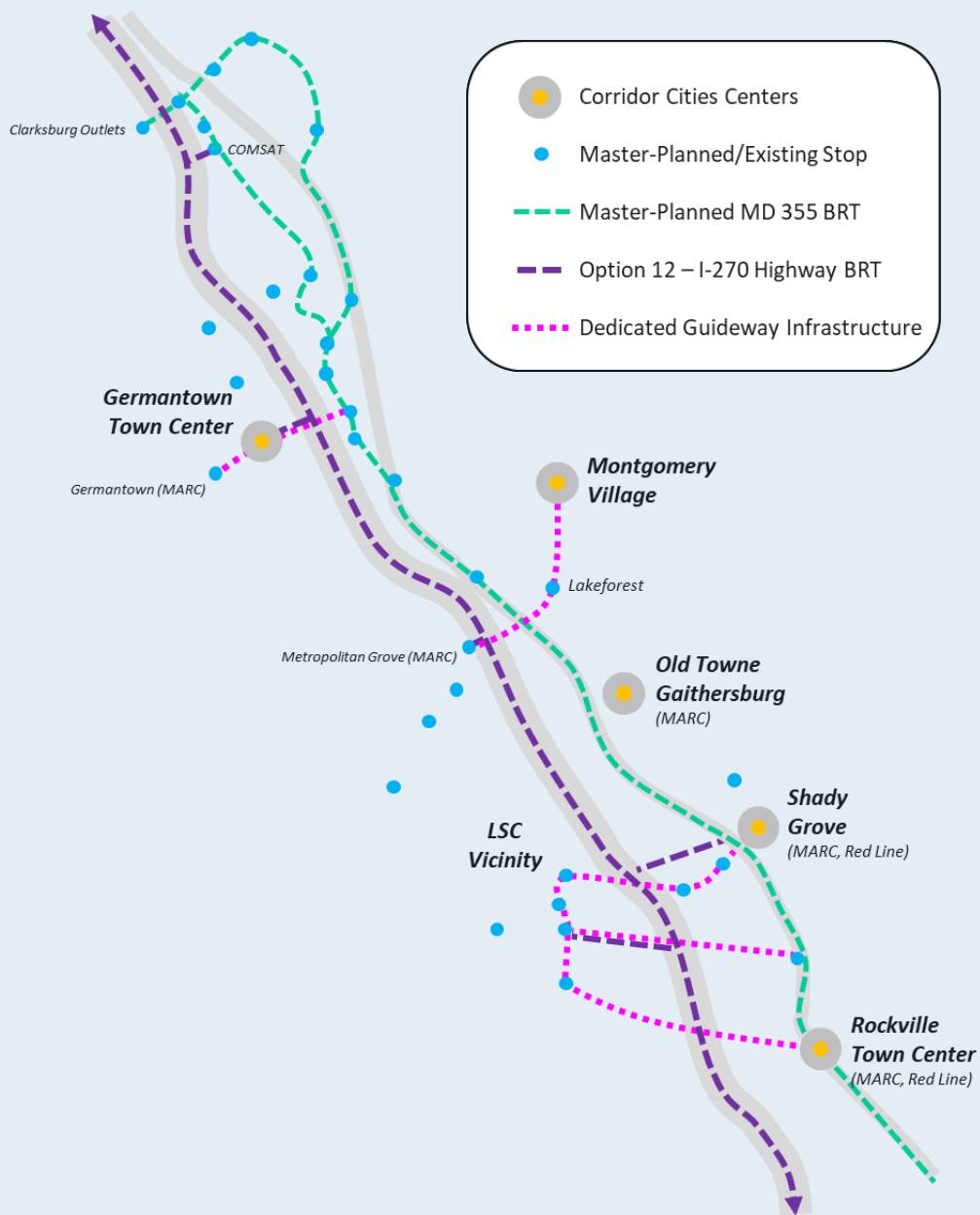
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- **Montgomery Village to Metropolitan Grove**
 - via Montgomery Village Avenue/Quince Orchard Road
- **Shady Grove to Life Sciences Center**
 - via King Farm Boulevard, Fields Road, and Medical Center Drive
 - **Makes use of 30 percent CCT design, if desired**



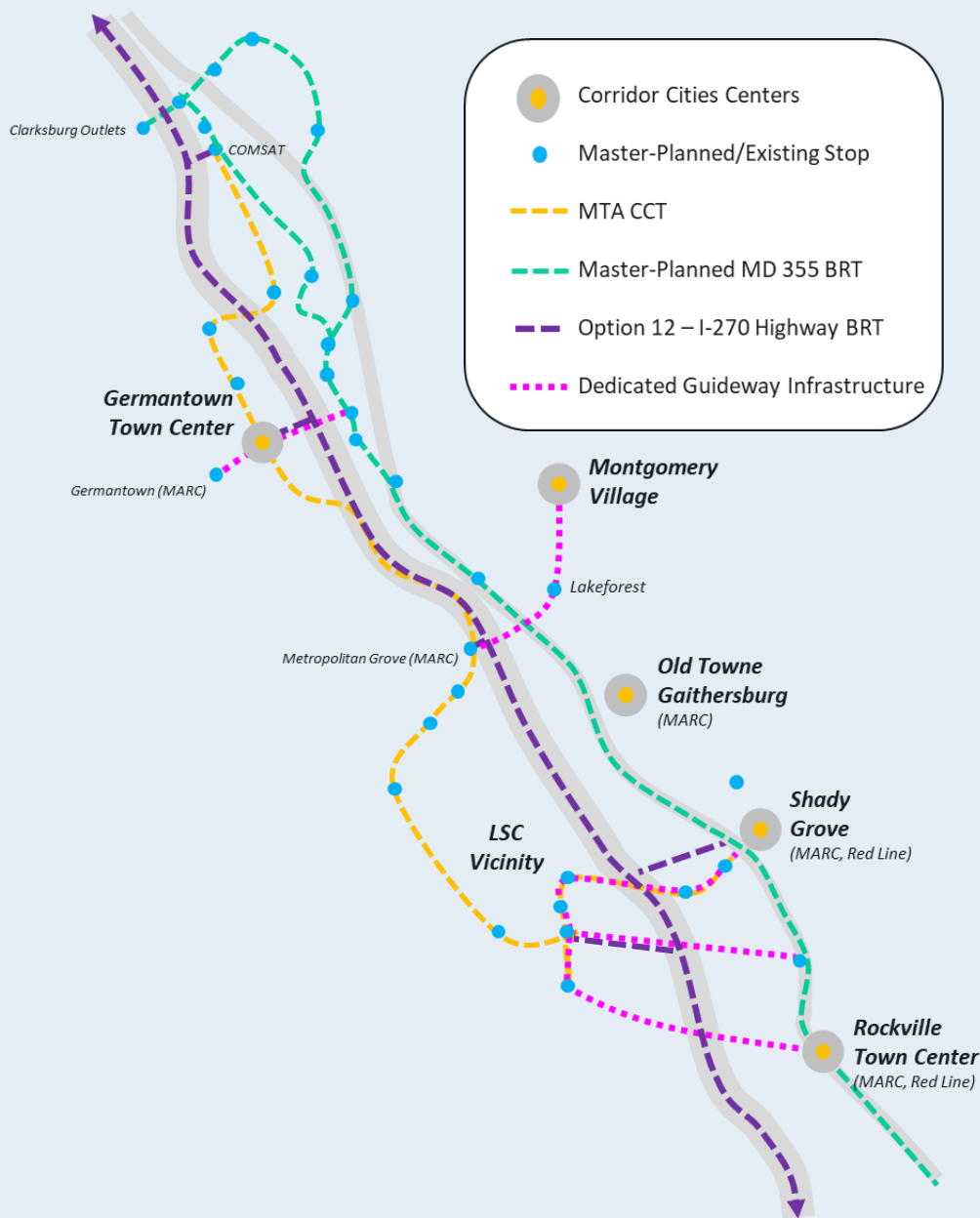
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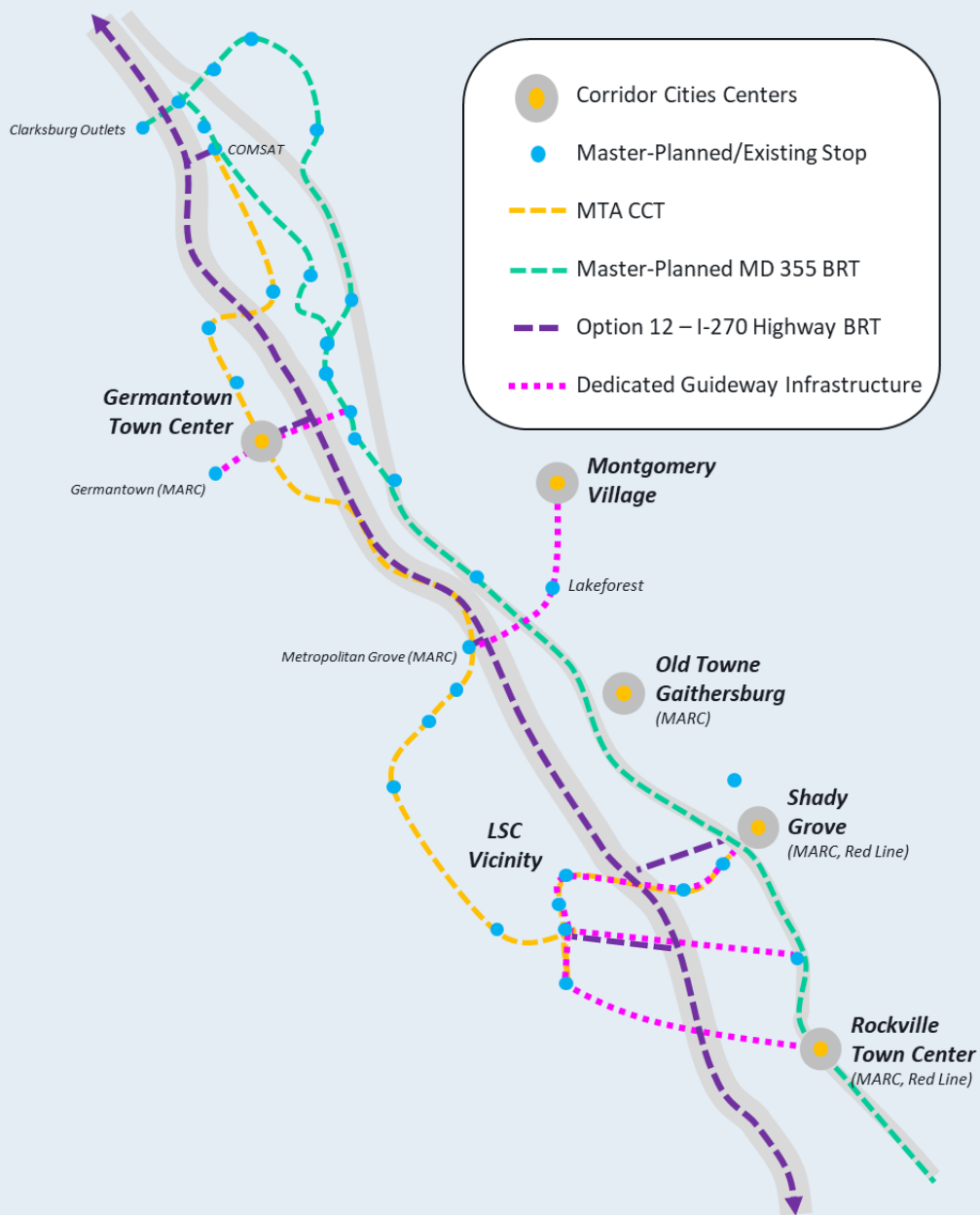
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 - via Germantown Road MD118
- **Montgomery Village to Metropolitan Grove**
 - via Montgomery Village Avenue/Quince Orchard Road
- **Shady Grove to Life Sciences Center**
 - via King Farm Boulevard, Fields Road, and Medical Center Drive
- **Rockville Town Center to Life Sciences Center**
 - via MD 28 and/or Research Boulevard; or
 - via MD 355, Gude Drive, and Fallsgrove Road
 - **Could be programmed as a leg of CCT or extension of Veirs Mill for a one seat-ride to Life Sciences Center**



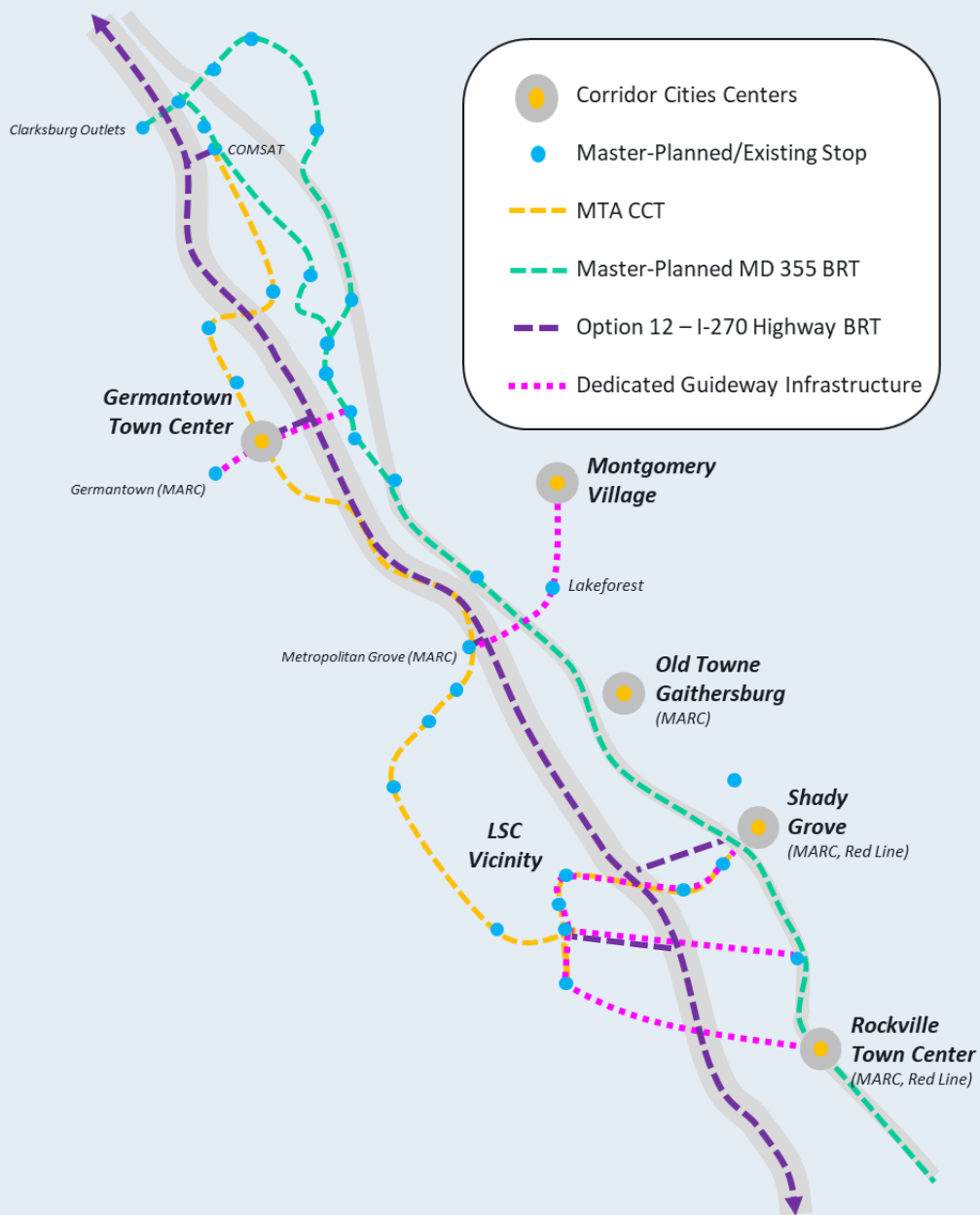
Questionnaire Feedback from Corridor Cities Respondents

- Balance **access and efficiency**, efficient access more important to Upcounty residents
- **Reliability and frequency** > **ridership** and **ease of implementation**
- **Existing needs** > **future needs**, particularly in terms of serving existing communities vs. areas planned for growth



Questionnaire Feedback from Corridor Cities Respondents

- Relatively balanced Plan goal preferences:
- **Valued more-highly:**
 - serving existing communities
 - meeting existing equity needs
 - addressing *future* environmental needs
- **Valued less-highly**
 - supporting growth
 - meeting future equity needs



Requested Guidance

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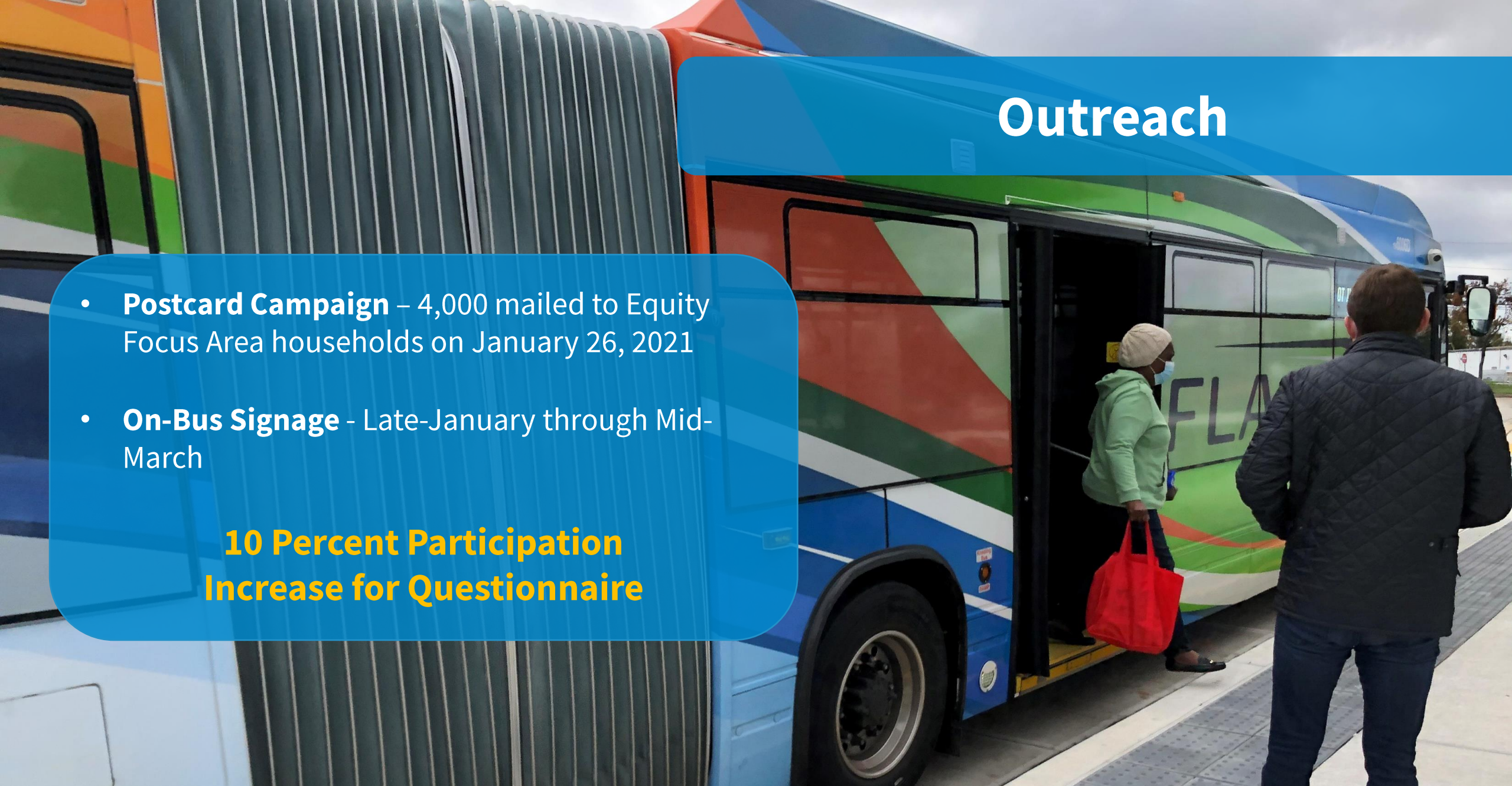
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Outreach

- **Postcard Campaign** – 4,000 mailed to Equity Focus Area households on January 26, 2021
- **On-Bus Signage** - Late-January through Mid-March

**10 Percent Participation
Increase for Questionnaire**





Next Steps

Winter 2021

- Develop **metrics** to compare key options
- Develop and execute **methodology** to realize metrics

Early Spring 2021

- **Prioritize** options based on metrics

Late Spring-Summer 2021

- Solicit feedback and solidify priorities
- Develop **preliminary recommendations**

Recap & Questions

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