

MOVING^{THE} I-270 CORRIDOR FORWARD



Montgomery Planning's recommendations for equitable transit connections along the I-270 corridor

After several decades of population and employment growth along the I-270 corridor, leaders are calling for sustainable transit opportunities to move people between home and work and leisure activities and back again. But the county cannot realistically fund and operate all of the proposed transit opportunities. At present, there is no holistic assessment of transit options or clear strategy to ensure resources are directed to the most efficient and valuable transit projects for the community. Through *Corridor Forward: The I-270 Transit Plan*, Montgomery Planning has developed recommendations for priority transit projects:



Near-term vision: Implement the MD 355 and Veirs Mill Road BRT Projects. Advance implementation of a network of dedicated bus lanes (Corridor Connectors), to connect the I-270 corridor communities to each other and to the county's existing and planned rapid transit network.

Long-term vision: Extension of Metrorail's Red Line to Germantown Town Center.



Public transit is necessary for an equitable community so I'm choosing to forgo owning a car. A car shouldn't be a necessity for someone to live a reasonably convenient life.

—Sundjata S.
Commuter and Resident

THE DETAILS

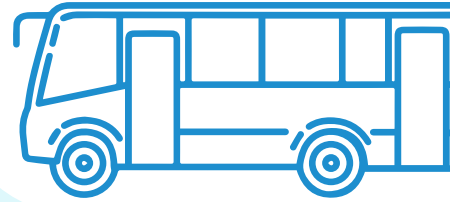
Through Corridor Forward, Montgomery Planning developed strategic recommendations to prioritize transit projects for the county to pursue when resources are available. Planners analyzed the costs and benefits of potential transit options for I-270, the county's main north-south corridor. Based on the analysis and community feedback, transit projects were prioritized not only on ridership and travel times but also the county's strategic, economic, environmental and equity goals.

The plan recommends a near-term network of dedicated bus lanes and a long-term vision for an extension of Metrorail's Red Line. The near-term network of dedicated bus lanes, referred to as the Corridor Connectors, builds on existing master-planned projects, including the MD 355 and Veirs Mill Road Bus Rapid Transit (BRT) projects, to connect I-270 corridor communities to the county's existing and planned rapid transit network.

The Near-term Network

The near-term network of dedicated bus lanes is proposed on:

- Observation Drive or Gateway Center Drive in northeast Clarksburg;
- Century Boulevard between MD 118 and the Black Hill development;
- MD 118 between MD 355 and the Germantown MARC station;
- MD 124 between Montgomery Village Center and Kentlands;
- Great Seneca Highway between Kentlands and the Life Sciences Center; and
- Blackwell Road, Fallsgrove Drive and Gude Drive or MD 128 and Key West Avenue.



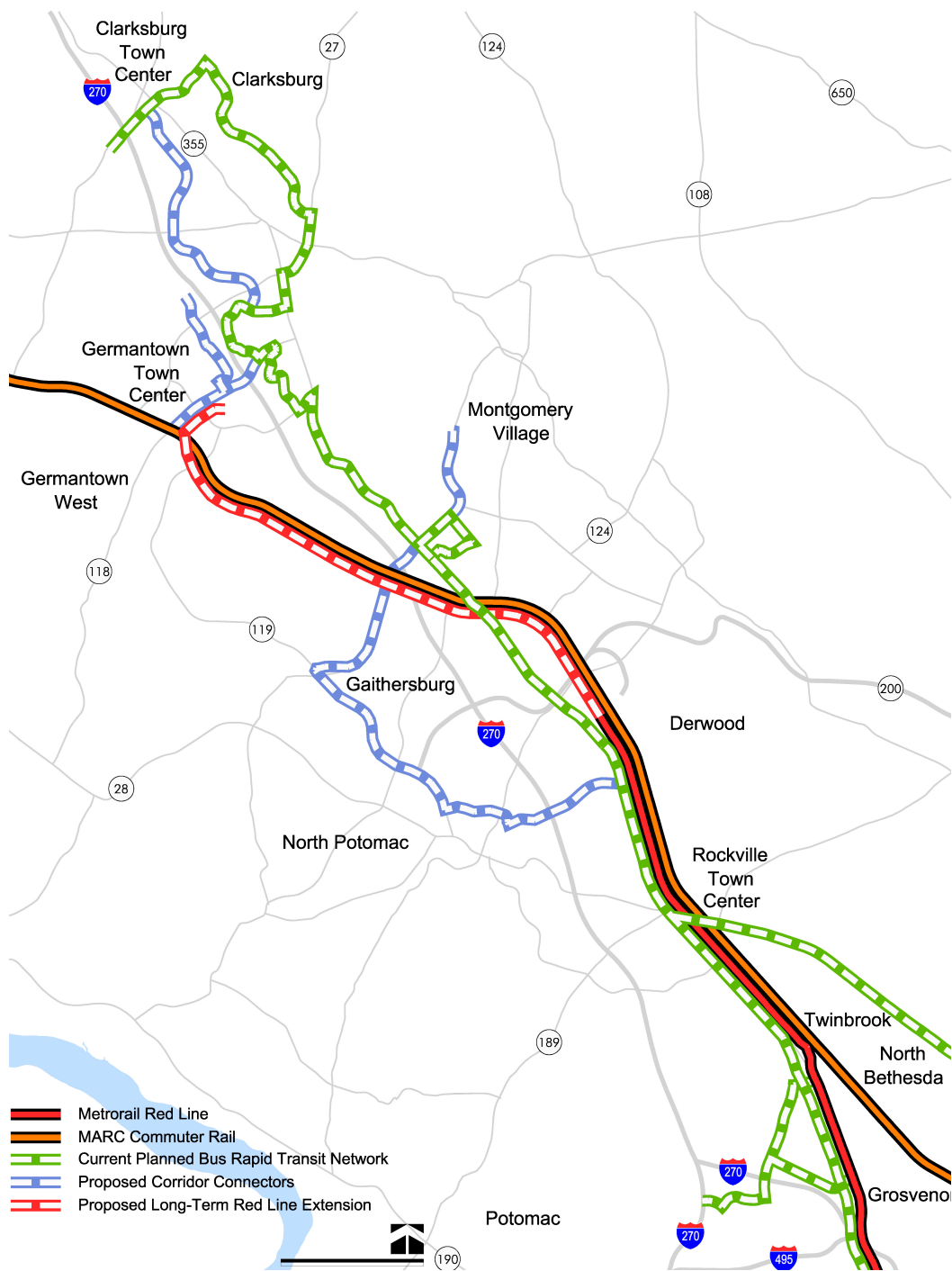
The recommendations also support dedicated bus lanes on the Snowden Farm Parkway alignment of the MD 355 BRT between Germantown and Clarksburg, rather than BRT in mixed traffic. The Corridor Connectors leverage the work previously completed for the Corridor Cities Transitway but refine the previously planned network to create transit connections to communities and jobs that are efficient, equitable and realistic to build.

Long-Term Vision

In the long term, the Draft Plan recommends an extension of Metrorail's Red Line from the Shady Grove Metrorail Station to Germantown Town Center. The Draft Plan studied intermediate stops in Old Town Gaithersburg and MD 124/Fairgrounds. With a Red Line extension, transit trips from Germantown and Gaithersburg to Bethesda would be 13 and 9 minutes faster, respectively.



Long-Term Vision



JOBS 
LOCATED
 within the
I-270 
CORRIDOR
 Activity Centers
 are, on average
7 TIMES
MORE
 accessible
 BY
CAR 
 THAN BY
TRANSIT 
 assuming a
45-minute
 commute.



VISIT

Montgomeryplanning.org/corridorforward
 for the recommendations and more
 information on the plan.



Montgomery Planning