

CORRIDOR FORWARD

I-270 Transit Plan

County Council Work Session
Montgomery Planning



An aerial photograph of a city landscape. In the foreground, a multi-lane highway with several cars is visible, running diagonally from the bottom left towards the top right. To the left of the highway, there are several large, modern office buildings with glass facades and flat roofs, surrounded by trees. The background shows a dense urban area with more buildings and trees under a clear sky. A large blue semi-transparent rectangle is overlaid on the right side of the image, containing white text. Another smaller blue semi-transparent rectangle is overlaid on the left side, containing white and yellow text.

Plan Purpose

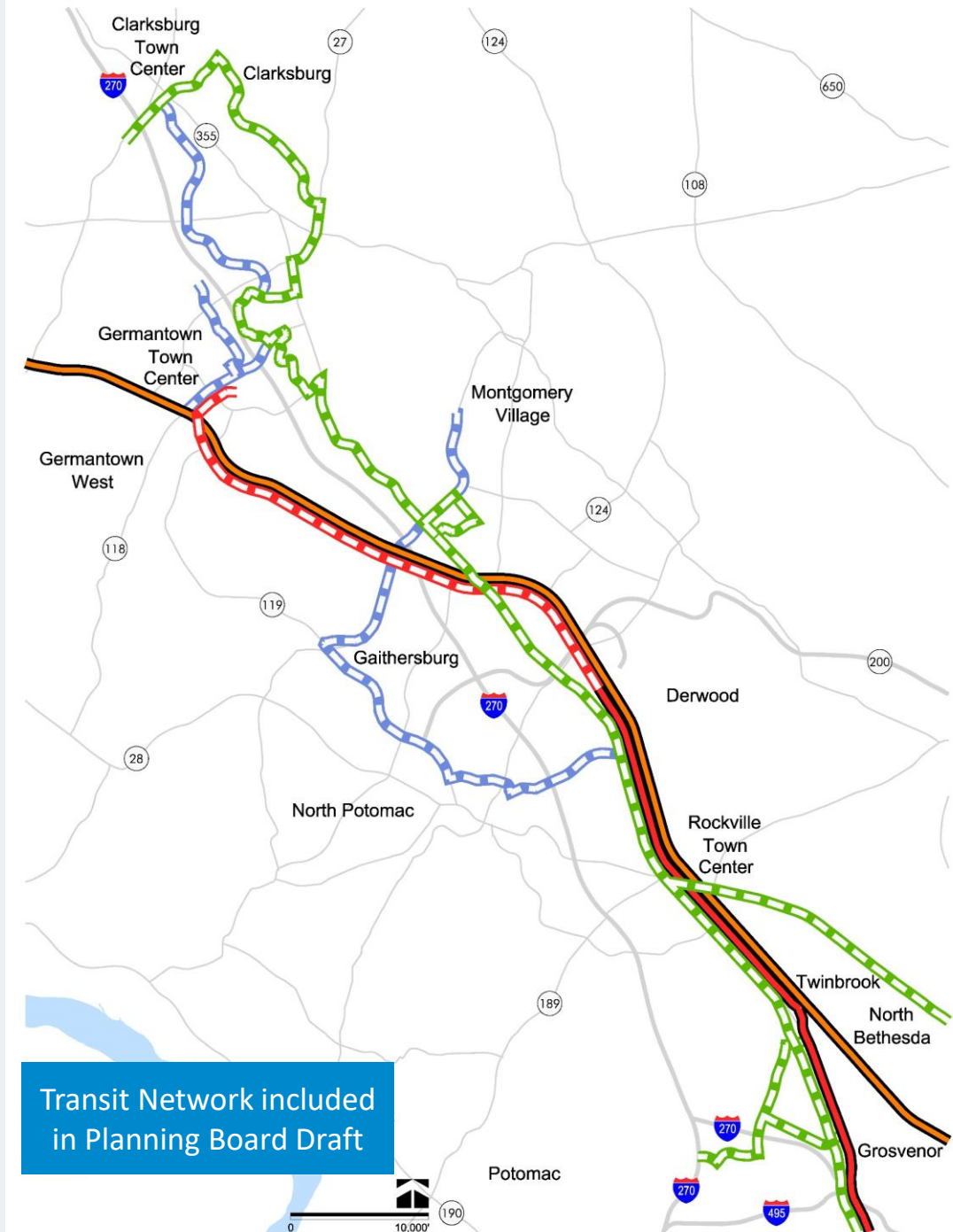
There are **many master-planned and hypothetical transit** options that could improve accessibility along the I-270 Corridor, but the county needs a **clear strategy** to ensure that resources are directed to advantageous projects.

The transit options are **prioritized** based on the county's economic, environmental, and equity values.

Committee Direction

Achieve consensus on alignment of Corridor Connectors.

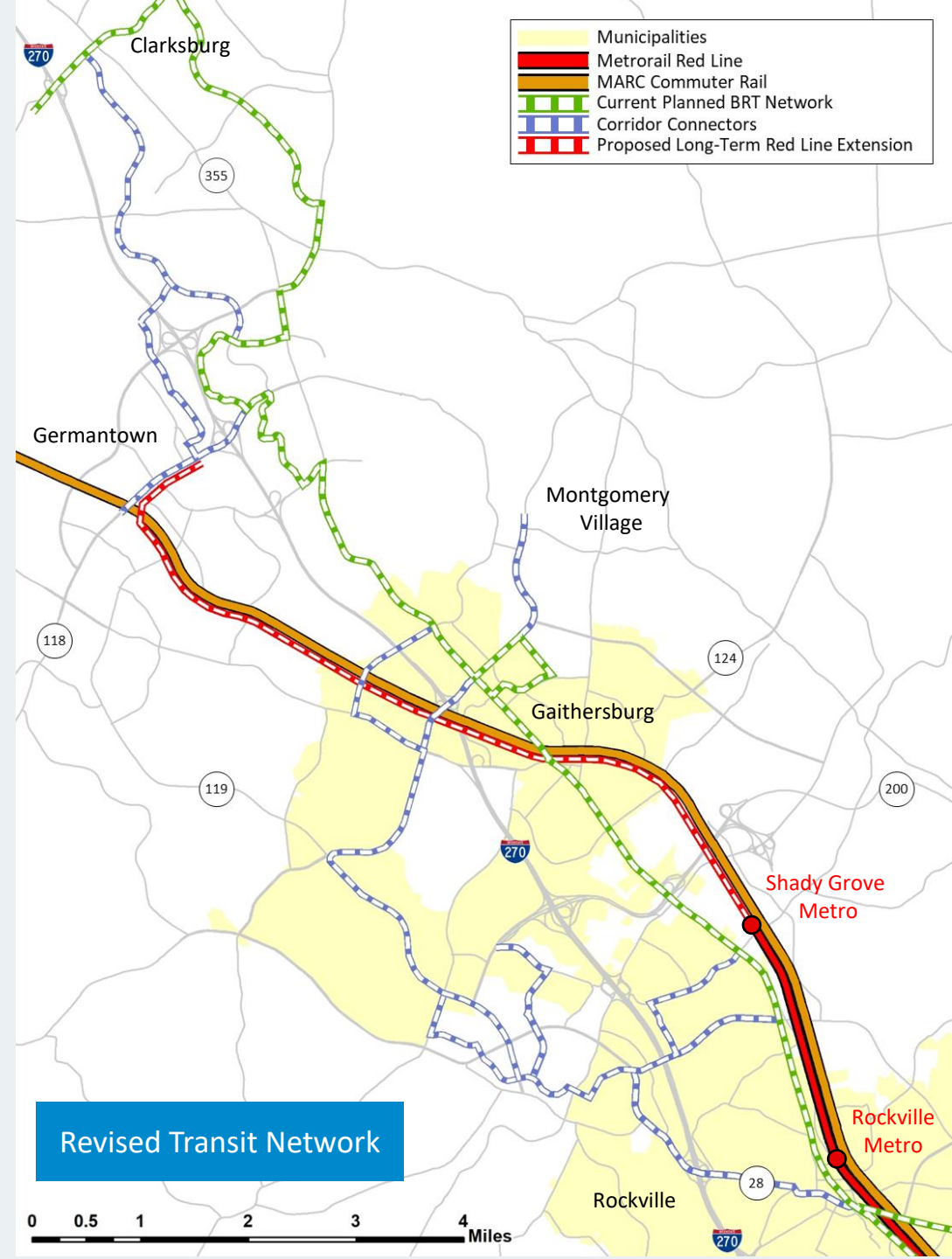
Reevaluate prioritization of transit options in long-term vision.



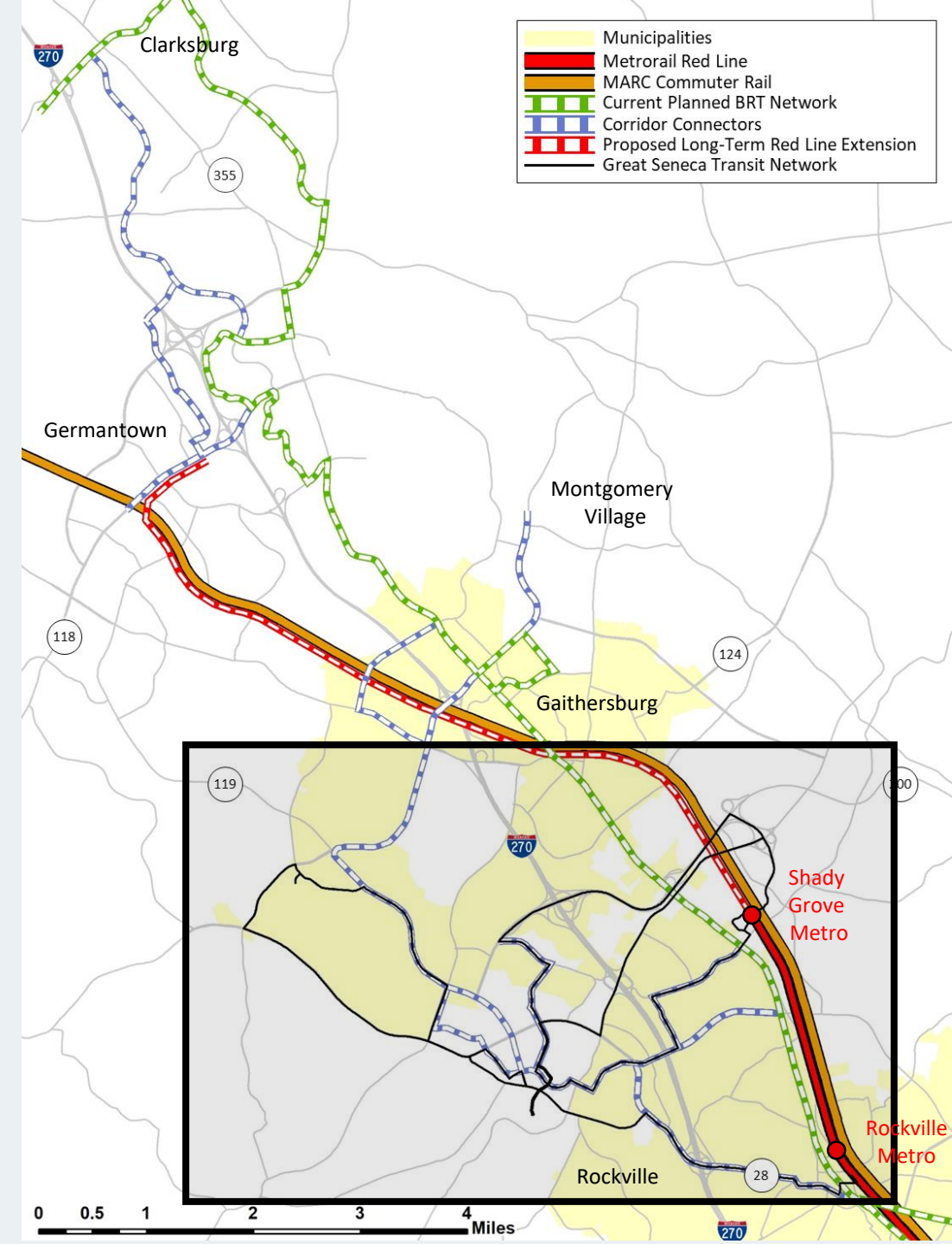
Revisions to Respond to Committee Direction

Corridor Connectors now better align with the Great Seneca Transit Network

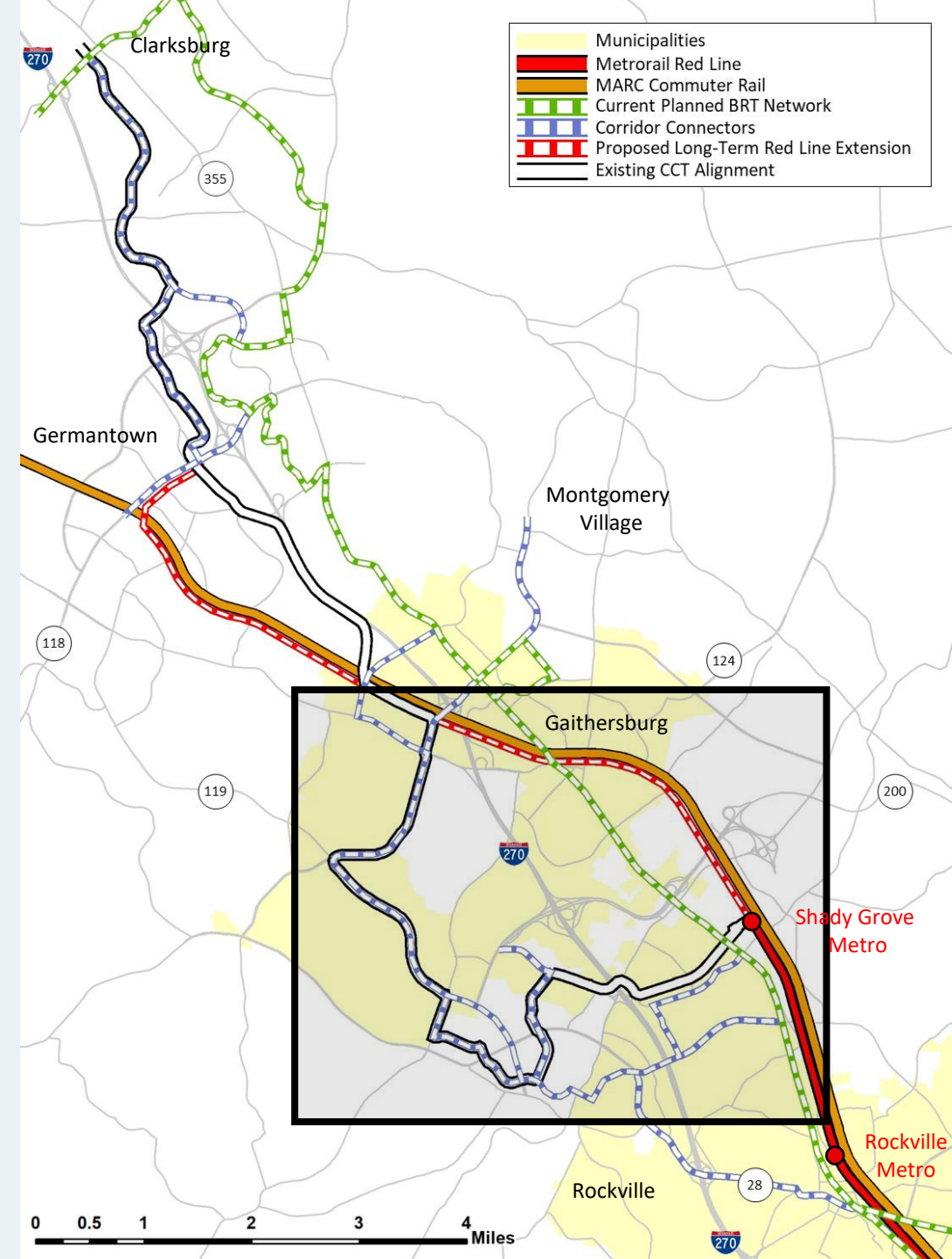
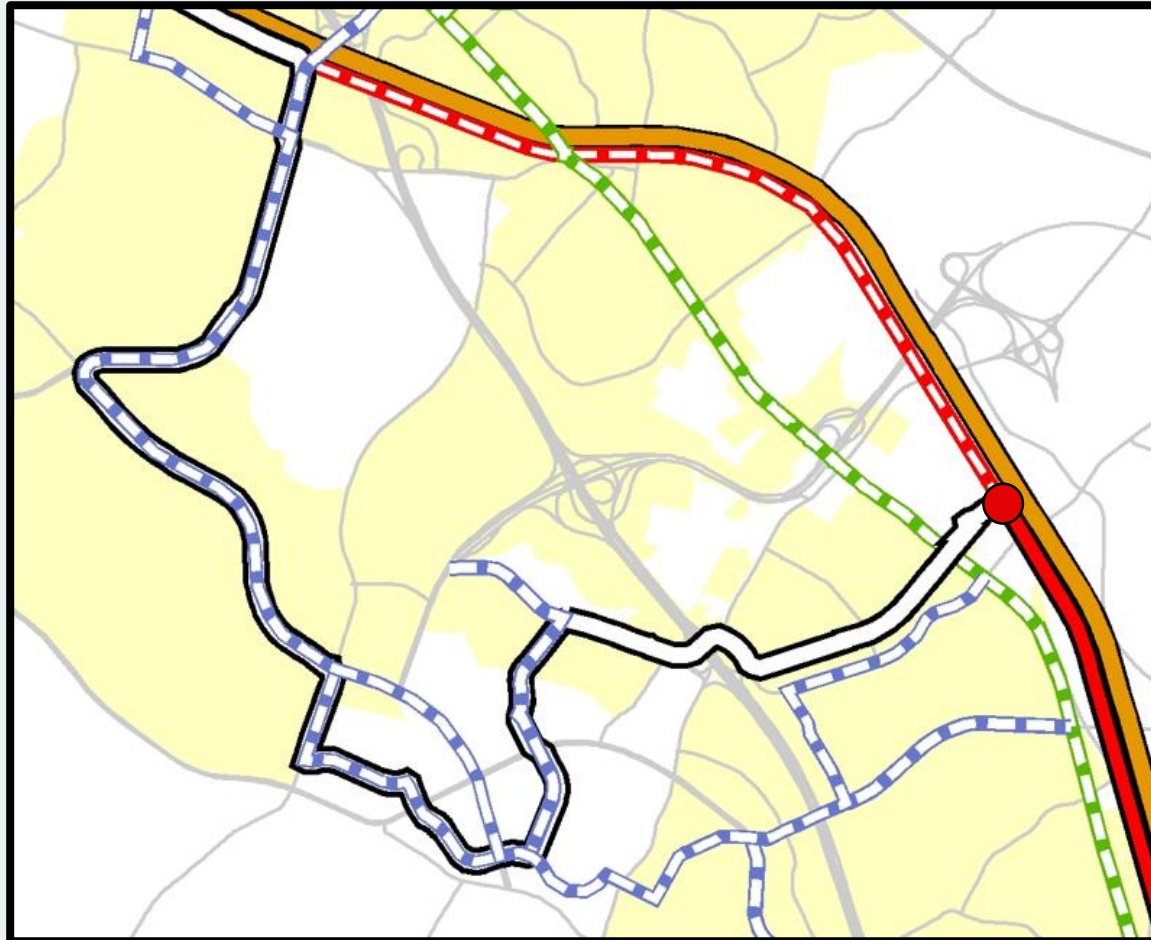
Corridor Connectors maintain connections to CCT communities and leverage CCT dedications



Better Alignment with the Great Seneca Transit Network



Maintain connections to CCT communities and leverage CCT dedications



Updated Organization of Recommendations

Recommended Near-Term Transit Network

- A. Implement MD 355 BRT and Veirs Mill Road BRT
- B. Implement the Corridor Connectors
- C. Support the Great Seneca Transit Network
- D. Support the North Bethesda Transitway
- E. Continue state-provided bus service on I-270

Recommended Long-Term Transit Vision

- F. Advance a Red Line extension to Germantown
- G. Support the long-term potential of MARC Rail
- H. Support new MARC stations at Shady Grove & White Flint

Supporting Recommendations

- I. Repurpose traffic lanes to transit lanes
- J. Develop a new multimodal transit hub
- K. Prioritize transit, walking, & bicycling
- L. Ensure safe access to planned transit stops
- M. Update relevant land use plans and guidelines
- N. Maximize travel potential of dedicated bus lanes
- O. Support incremental implementation of bus lanes

Regional Opportunities

- P. Study extension of the Purple Line
- Q. Design the American Legion Bridge to support rail
- R. Explore a direct transitway connection to Frederick City

