

MOVING THE I-270 CORRIDOR FORWARD



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

After decades of population and employment growth along the I-270 corridor, county leaders are calling for sustainable transit opportunities to move people between home and work and leisure activities and back again. Corridor Forward: The I-270 Transit Plan presents recommendations that improve transit access along the corridor as well as advance the county's goals related to equity, environment, and economy:



The Near-term Transit Network recommends implementing the MD 355 and Veirs Mill Road bus rapid transit routes and re-visions the Corridor Cities Transitway (CCT) as a network of dedicated bus lanes called the Corridor Connectors. It also includes support for current and planned transit services, like the Great Seneca Transit Network, North Bethesda Transitway, and state-run commuter buses on I-270.

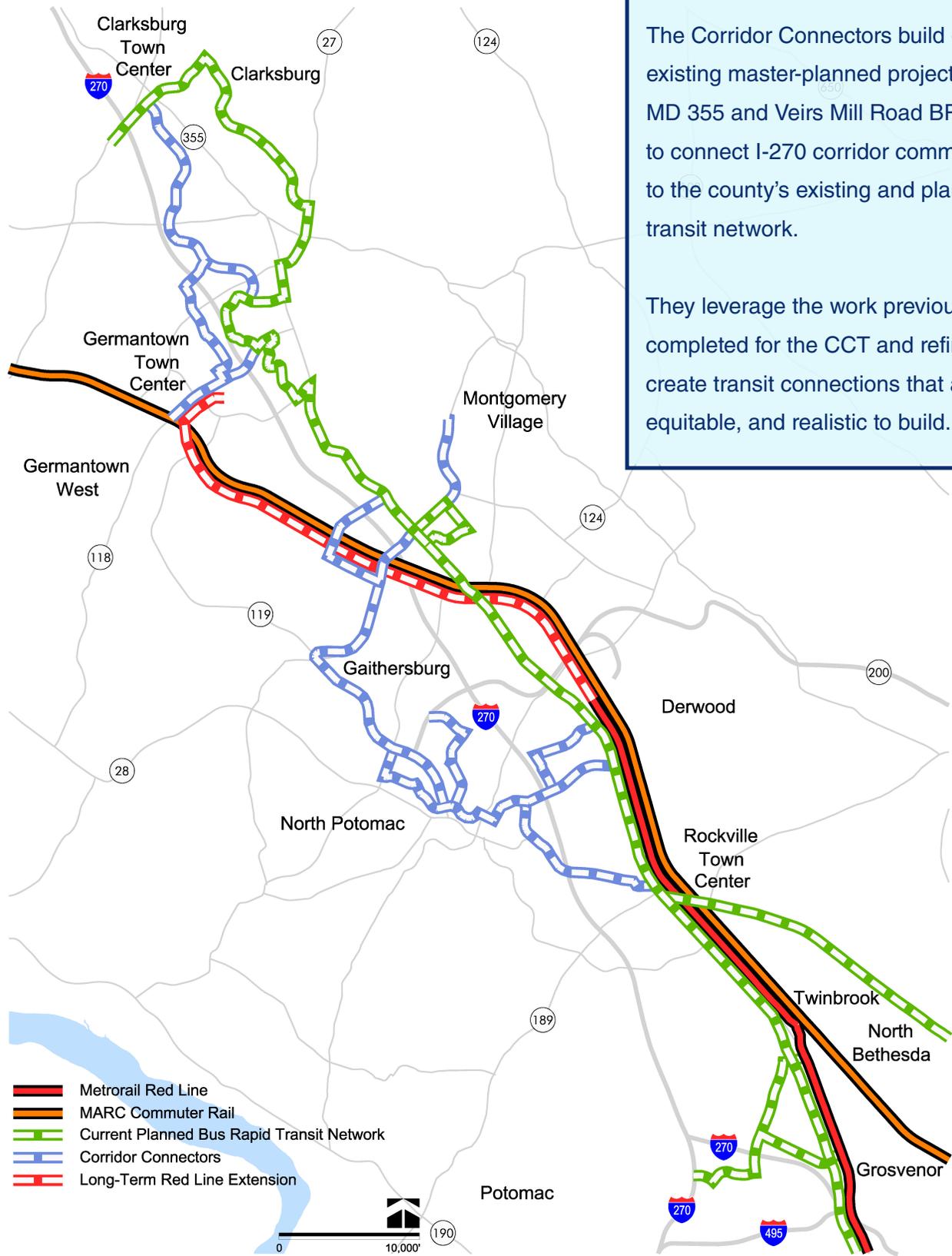


The Long-Term Transit Vision includes an extension of Metrorail's Red Line to Germantown Town Center and supports the long-term potential of MARC rail through enhanced service and new stations at Shady Grove and White Flint. With a Red Line extension, transit trips from Germantown and Gaithersburg to Bethesda would be 13 and 9 minutes faster, respectively.

The Supporting Recommendations enhance the near-term transit network and long-term transit vision through repurposing traffic lanes for transit, safe access to transit stations, and updated land use plans and guidelines to support growth in station areas.

The Regional Opportunities are big ideas to better connect jurisdictions throughout the Washington region and include studying an extension of the Purple Line, designing the American Legion Bridge to support rail transit, and exploring a direct transitway connection to Frederick City.

Corridor Forward Recommendations



Corridor Connectors

The Corridor Connectors build on existing master-planned projects, like the MD 355 and Veirs Mill Road BRT projects, to connect I-270 corridor communities to the county's existing and planned rapid transit network.

They leverage the work previously completed for the CCT and refine it to create transit connections that are efficient, equitable, and realistic to build.



VISIT

[Montgomeryplanning.org/corridorforward](https://montgomeryplanning.org/corridorforward)
for the recommendations and more
information on the plan.



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