

T&E COMMITTEE #2  
March 9, 2022

**M E M O R A N D U M**

March 4, 2022

TO: Transportation and Environment (T&E) Committee  
FROM: Glenn Orlin, Senior Analyst  
SUBJECT: Corridor Forward: The I-270 Transit Plan<sup>1</sup>  
PURPOSE: Worksession

**Councilmembers: Please bring your copy of the Final Draft Plan to this worksession.**

At the February 28 worksession the Committee asked the Planning staff, DOT staff, and Council staff to develop a consensus set of recommendations regarding the Corridor Cities Transitway (CCT) and the Planning Board's recommended Corridor Connectors. The staffs met on Wednesday, March 2 and concurred on the recommendations on ©1-3. A diagram of the CCT and the Corridor Connectors is on ©4.

**Council staff recommends that the Committee endorse these recommendations.** The staffs will be on hand to explain these recommendations and to answer any questions.

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<sup>1</sup> Key words: #CorridorForward, plus search terms I-270, transit, Metrorail, monorail, bus rapid transit, MARC

## Follow Up to Planning Board, MCDOT, and Council Staff Discussion of Corridor Forward

The T&E Committee directed the Planning Board, MCDOT, and Council staff, to find consensus on the alignment of the Corridor Connectors and to reevaluate the prioritization of the options in the long-term vision.

### Corridor Connectors:

- Overarching Rationale for changes
  - o Better alignment with the Great Seneca Transit Network
  - o Leverage CCT dedications
- Changes
  - o Update the Life Sciences Connector to include Redland Boulevard between MD 355 and Piccard Drive and Piccard Drive between Redland Boulevard and Gude Drive (instead of Gude Drive between MD 355 and Piccard Drive).
  - o Provide a more efficient connection between Rockville and the Life Sciences Center (than Redland Boulevard) by either Gude Drive or MD 28.
  - o Update the Life Sciences Connector to use Medical Center Drive between Fallsgrove Boulevard and Great Seneca Highway (instead of continuing on Fallsgrove Boulevard). Remove language discussing MD 28 as an alternative to Fallsgrove Boulevard.
  - o Maintain the option for dedicated lanes on Medical Center Drive between Great Seneca Highway and Key West Avenue through the redevelopment of the Public Safety Training Academy (PSTA) site and from Belward Campus Drive to Muddy Branch Road through the redevelopment of the Belward site, consistent with the existing Corridor Cities Transitway alignment. The alignment for the Life Sciences Connector in this location should be determined through the facility planning process.
  - o Add a Corridor Connector between I-370 and the Life Sciences Center, along Fields Road, Decoverly Drive, and Broschart Road.
  - o Update the Great Seneca Connector to divert from MD 124 and instead use Clopper Road between MD 124 and Watkins Mill and then use Watkins Mill between Clopper Road and MD 355. Retain the Corridor Connector along MD 124.
  - o Include the Dorsey Mill bridge in the Corridor Connectors, but note that it is not the responsibility of the transit project to implement the bridge.
- General language about facility planning
  - o Potential language: The Plan recommends rights-of-way to accommodate dedicated lanes in support of the proposed transit network, and acknowledges that further detailed analysis will be completed through subsequent facility plans. Specific alignments are subject to modification during the facility planning process. This Plan does not make recommendations regarding transit operations such as transit routes, frequency of service, or details of station design.
- Additions to the ROW Table
  - o Montgomery County Roads (Table 14)
    - All roads were designated 2T in the MPOHT with the same ROW recommended for Corridor Forward, except the highlighted Medical Center Drive segment which was just 4 lanes (but still 100-150 feet ROW).

Roadway	From	To	Designation	Minimum ROW'	Preferred Number of Dedicated Bus Lanes
Dorsey Mill Road	Century Boulevard	Observation Drive	Business Street, B-14	150	2
Decoverly Drive	Gaithersburg City Limit	Diamondback Drive	Arterial, A-284	100-150	2
Diamondback Drive	Decoverly Drive	Key West Avenue	Arterial, A-261b	100-150	2
Broschart Road	Key West Avenue	Medical Center Drive	Arterial, A-261b	100-150	2
Medical Center Drive	Fallsgrove Boulevard	Broschart Road	Arterial, A-261d	100-150	2
Medical Center Drive	Broschart Road	Great Seneca Highway	Arterial, A-261d	100-150	2
Medical Center Drive	Great Seneca Highway	Key West Avenue	Arterial, A-261d	100-150	2
Johns Hopkins Drive	Key West Avenue	Belward Campus Drive	Arterial, A-261d	100-150	2
Decoverly Drive	Muddy Branch Road	Johns Hopkins Drive	Arterial, A-284	100-150	2
Muddy Branch Road	Decoverly Drive	Great Seneca Highway	Major Highway, M-15	170	2

○ Roads within Municipalities (Table 15)

Roadway	From	To	Jurisdiction	Preferred Number of Dedicated Bus Lanes
Redland Boulevard	Piccard Drive	MD 355	City of Rockville	2
Piccard Drive	Redland Boulevard	Gude Drive	City of Rockville	2
Fields Road	I-370	Decoverly Drive	City of Gaithersburg	2
Decoverly Drive	Fields Road	Gaithersburg City Limit	City of Gaithersburg	2
Clopper Road	Quince Orchard Road	Watkins Mill Road	City of Gaithersburg	2
Watkins Mill Road	Clopper Road	MD 355	City of Gaithersburg	2

## Updated Summary of Recommendations (Table 2)

Recommendation language is unchanged, except where changes are tracked (J) or split from original Recommendation A (now A, B, and F).

Recommended Near-Term Transit Network
A. Implement the MD 355 BRT and Veirs Mill Road BRT.
B. Implement the Corridor Connectors, a network of dedicated bus lanes in the midcounty and upcounty, which include refinements to the Corridor Cities Transitway.
C. Support the Great Seneca Transit Network. <i>(Refer to Table 13, Chapter 5.)</i>
D. Support the North Bethesda Transitway alignment as master-planned. <i>(Refer to Chapter 5.)</i>
E. Continue state-provided commuter bus service on I-270, making use of the Corridor Connectors when diverting to bus stations in Montgomery County’s population and employment centers via the Corridor Connectors. <i>(Refer to Table 10, Chapter 4.)</i>
Recommended Long-Term Transit Vision
F. In the long-term, work with local, state, and regional partners to advance the recommendation for a Red Line Extension to Germantown Town Center. <i>(Refer to Table 11, Chapter 5.)</i>
G. Support the long-term potential of the Maryland Transit Administration MARC Rail Brunswick Line. <i>(Refer to Table 7, Chapter 4.)</i>
H. Promote strategic and equitable MARC Rail access by supporting new stations. <i>(Refer to Table 7, Chapter 4.)</i>
Supporting Recommendations
I. Convert existing general-purpose travel lanes to dedicated transit lanes on targeted streets to maximize person throughput and improve the relative travel time competitiveness and convenience of transit, including—but not limited to—the streets detailed in the right-of-way table (Table 14). <i>(Refer to Table 18, Chapter 6.)</i>
J. Develop a multimodal transit hub within the vicinity of Metropolitan Grove as part of implementation of the Red Line Extension to serve local bus, BRT, Metrorail and MARC services. <i>(Refer to Table 16, Chapter 5.)</i>
K. Prioritize the provision of dedicated transit lanes and spaces for walking, bicycling and other micromobility modes over auto capacity to maximize person throughput and improve the relative travel time competitiveness and convenience of transit. <i>(Refer to Table 18, Chapter 6.)</i>
L. Ensure safe and efficient access to planned transit stops for pedestrians, bicyclists, and other micromobility modes. <i>(Refer to Table 16, Chapter 5.)</i>
M. Update relevant land use plans and guidelines to support master-planned transit facilities. <i>(Refer to Table 16, Chapter 5.)</i>
N. Maximize the travel potential of dedicated bus lanes. <i>(Refer to Table 17, Chapter 6.)</i>
O. Where beneficial and/or necessary, support the incremental implementation of dedicated bus lanes. <i>(Refer to Table 17, Chapter 6.)</i>
Future Considerations
P. Study extensions of the Purple Line to understand if and where extension(s) of the county’s light rail service may be warranted. <i>(Refer to Chapter 4.)</i>
Q. Design and construct the American Legion Bridge to support rail transit. <i>(Refer to Table 6, Chapter 4.)</i>
R. Explore a direct transit connection between the recommended WMATA Metrorail Red Line terminus and Frederick County. <i>(Refer to Table 8, Chapter 4.)</i>

	Municipalities
	Metrorail Red Line
	MARC Commuter Rail
	Current Planned BRT Network
	Corridor Connectors
	Proposed Long-Term Red Line Extension

*Black outline depicts how the transit network provides comparable connections to the existing CCT alignment.*

It is not the responsibility of the transit project to construct the Dorsey Mill Bridge.

Subsequent planning efforts will determine if the Corridor Connector will run on Great Seneca Highway or through the PSTA and Belward sites.

Facility planning will determine if Gude Drive or MD 28 should be a Corridor Connector.

