

AMERICAN LEGION **BRIDGE** + 270

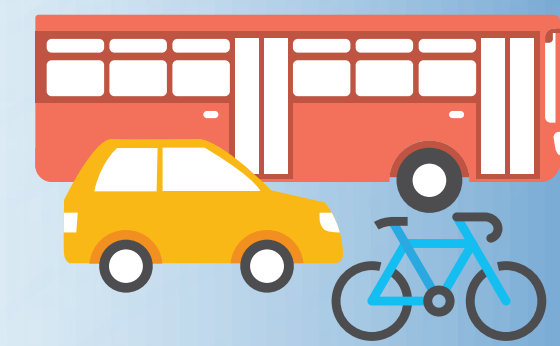
**BUILDING AN INCLUSIVE,
MULTIMODAL FUTURE**

**Welcome to the
Fall 2023 Open Houses!**



In August 2023, Governor Wes Moore unveiled plans for the I-495 and I-270 corridors. The American Legion Bridge and I-270 Corridor Program aims to enhance the Washington region's access, opportunity and quality of life with multimodal improvements, including replacing the aging American Legion Bridge. These long-anticipated transportation solutions promise a future with better and more accessible travel options for everyone.

Open House Stations



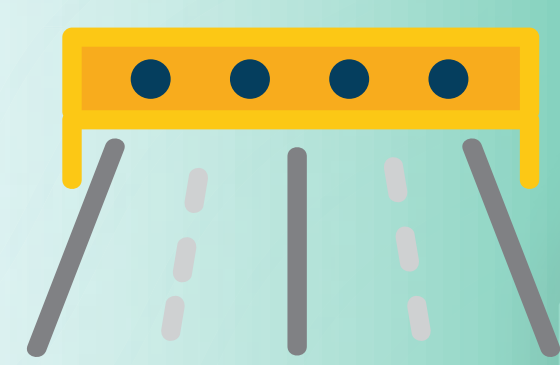
Transit and Ridesharing



Transit-Oriented Development



Bicycle and Pedestrian



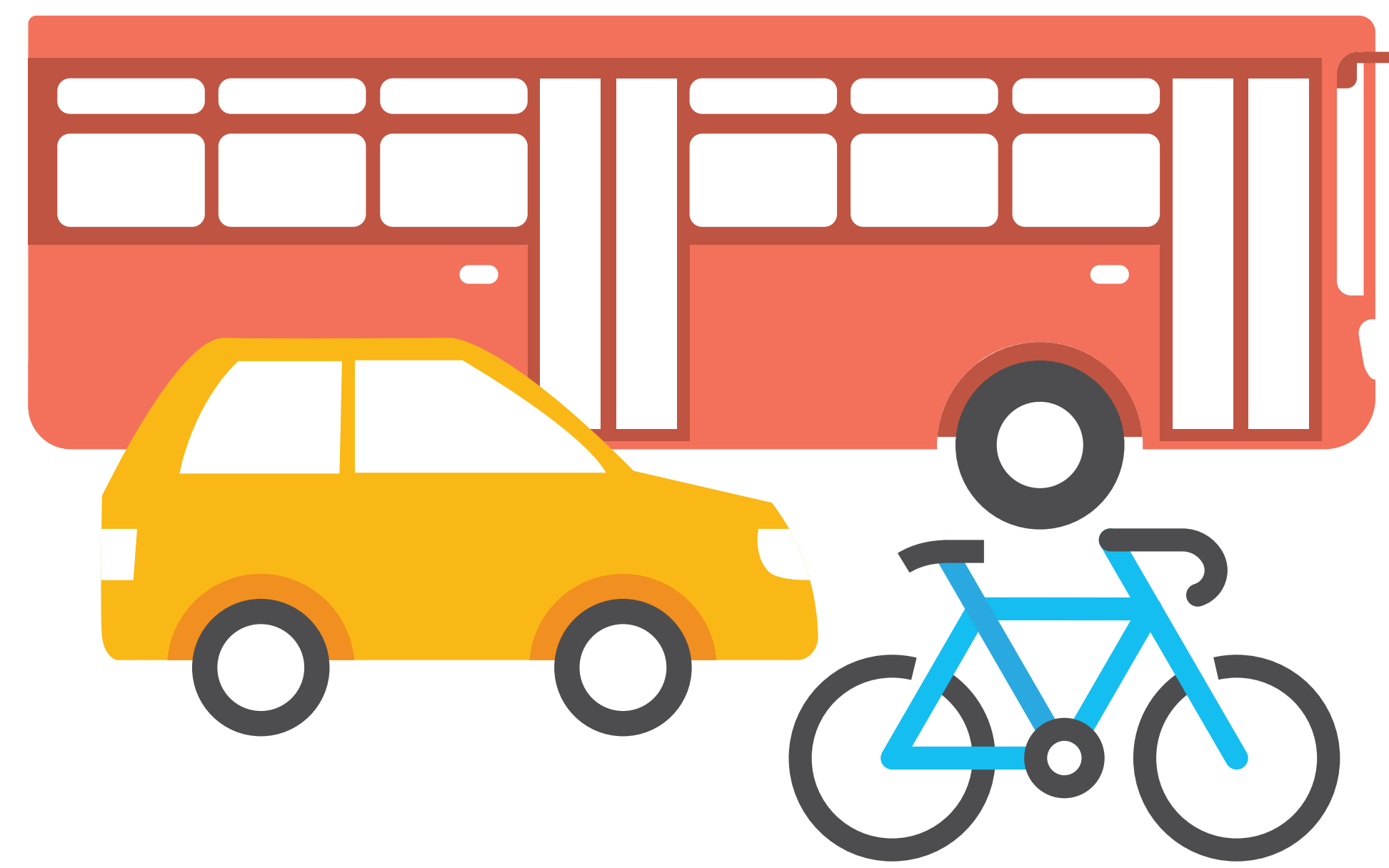
Phased Approach to Managed Lanes on I-495 and I-270



I-270 North Plan

Use this Open House to learn more, ask questions and share your feedback!

Station 1



Transit and Ridesharing

Maryland will advance transit options and transportation demand management enhancements along the American Legion Bridge, I-495 and I-270 corridors. Transit strategies being evaluated for implementation include commuter bus options in Maryland and connections to Virginia, ridesharing incentives and parallel transportation improvements including MARC Brunswick Line enhancements and Bus Rapid Transit.

This Station will present information on the following:

- Transit and Transportation Demand Management (TDM) Options Improve with Managed Lanes
- TDM Initiatives
- Recent Transit Study and Planned I-495 Bus Service
- Evaluating Transit Options Along the I-270 Corridor

Managed lanes enhance transit mobility and connectivity throughout the corridor.

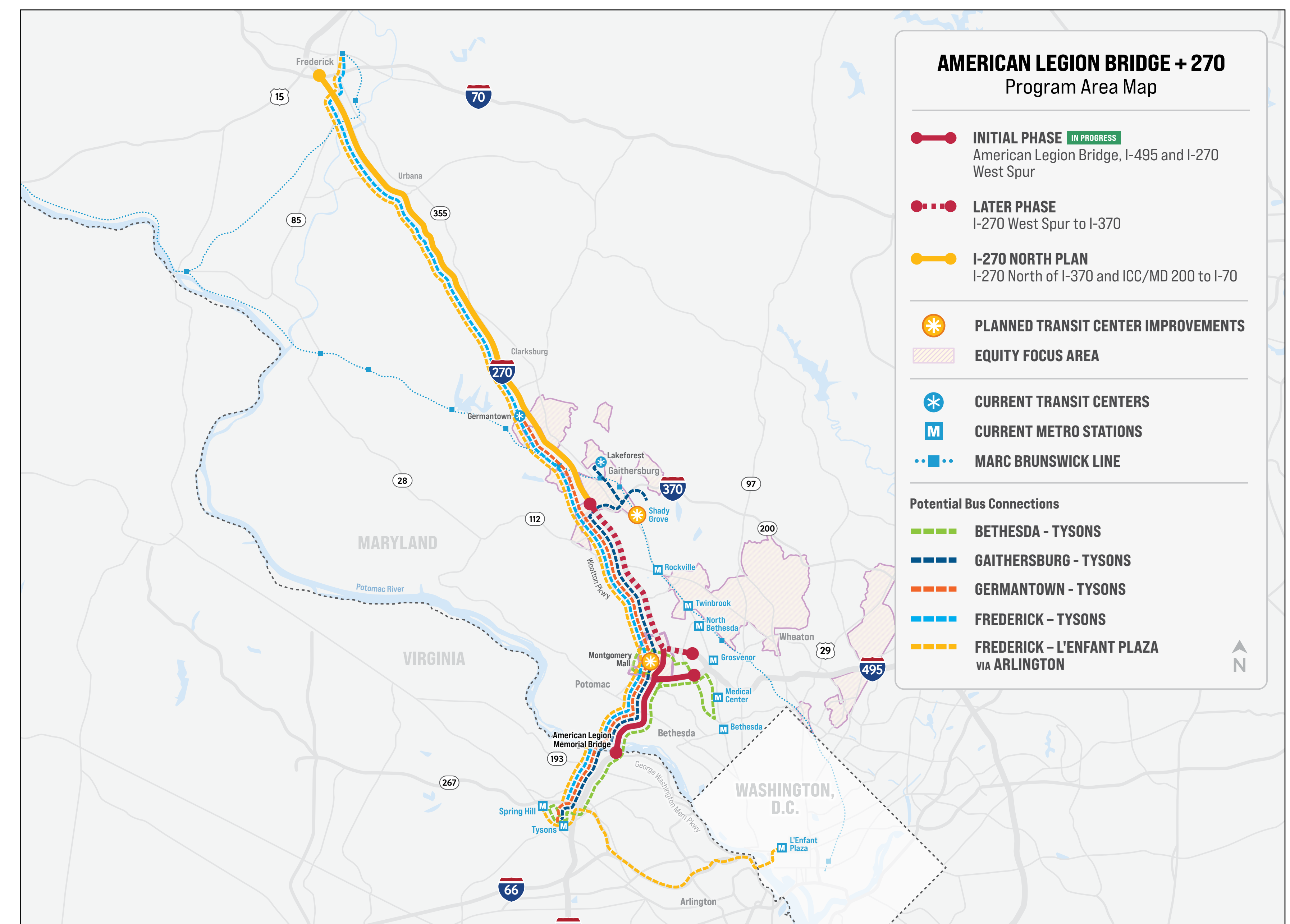
Buses, carpools and vanpools can utilize the high-occupancy vehicle (HOV) and high-occupancy toll (HOT) managed lanes for free.

Managed lanes offer speedier connections to:

- Existing Metro stations.
- Planned Transit-Oriented Developments (TOD) at Shady Grove Metro, Twinbrook Metro and Rockville Metro (via Wootton Parkway).
- Westfield Montgomery Mall Transit Center (through Westlake Terrace).

Planned infrastructure improvements supporting transit in managed lanes:

- Construct new bus bays at the Shady Grove Metro Station.
- Increase parking capacity at the Westfield Montgomery Mall Transit Center.
- Connect to HOT managed lanes in Virginia across American Legion Bridge.



What is TDM?

- A set of strategies aimed at providing travelers with a maximum number of effective travel choices to improve their travel reliability and multimodalism.
- TDM is an approach to mitigate congestion, contribute to emissions reductions and lead to benefits such as improved quality of life and health.

Examples of available TDM programs in the corridor:

- **Commuter Connections:** Program that links commuters to each other for the purpose of ride sharing to work. Provided by National Capital Region Transportation Planning Board and funded by MD, VA and DC.
- **incentTrip:** Innovative tool developed in collaboration with the University of Maryland that pays commuters to travel to work in off-peak hours. *Similar to how a utility company will provide incentives to reduce electricity use on hot days.*
- **Carpool and vanpool:** Ridesharing options for commuters. Often located at park-and-ride lots and major transit hubs. Incentives for carpooling and vanpooling such as toll-free travel in managed lanes.



Recent Transit Study and
Planned I-495 Bus Service

I-495 American Legion
Bridge Transit/TDM Study

New I-495 Bus Between
Tysons and Bethesda

Completed March 2021.	Timeline	Begin service spring 2024.
Maryland Transit Administration (MTA) and Virginia Department of Rail and Public Transportation (DRPT).	Conducted By	Fairfax County Connector Route 798.
Identify current and future potential multimodal improvements to increase options for travel between Virginia and Maryland.	Purpose	Provide new bus service between Tysons and Bethesda.
<p>Developed packages of transit recommendations: baseline, medium and high.</p> <p>All packages included Transit Service, Technology Enhancements, Commuter Assistance Programs and Parking Expansion Needs.</p>	Summary	<ul style="list-style-type: none"> Operate every 20 minutes during rush hour on weekdays. Link Metro Silver and Red lines providing faster transit connection between Montgomery County and Fairfax County. Link three major activity centers: Bethesda, National Institutes of Health (NIH) and Tysons. Use 495 Express Lanes in Virginia.

Potential Transportation Improvements and Their Benefits

MARC Brunswick Line Enhancements

Study Insights: Completed in January 2023, this study evaluated opportunities for expanded service that will be further advanced in MARC's ongoing Growth and Transformation Plan.

Service Expansion Options:

- New weekend and reverse peak service.
- Increased off-peak service throughout the midday.
- Enhanced service during rush hours, midday and late-night.
- Four rail alignments to potentially extend service into Western Maryland.

Note: The line operates on CSX-owned tracks. Any expansion requires CSX approval and may require a third track.

Commuter Bus on Highway

Benefits: Provides fast, reliable travel for buses, carpools and vanpools in managed lanes

Coverage: From Frederick area and upper Montgomery County to employment centers and transit stations, plus connection to Virginia's HOT lanes across the American Legion Bridge.

Bus Rapid Transit (BRT) Examples

Montgomery County's MD 355 BRT

Vision: Fast, reliable bus service in dedicated lanes on MD 355 between Clarksburg and Bethesda.

Goals: Create new connections and support growth at centers like Bethesda, White Flint, Rockville and Gaithersburg.

Montgomery County's Veirs Mill Road BRT

Proposal: 7-mile limited-stop service with 12 stations, dedicated lanes and queue jumps.

Benefit: Improve transit times and increase connectivity, especially for minority and low-income riders.

North Bethesda Transitway BRT

Integration: Connects with MD 355 BRT and Metrorail Red Line; aligns with future BRT routes.

Route: Spans from Westfield Montgomery Mall to the North Bethesda Metrorail station, including key points like Rock Spring Office Park and Pike & Rose.

Your Feedback Matters!
Let us know your
thoughts and priorities
for I-270 Corridor.



Transit-Oriented Development (TOD)

The Maryland Department of Transportation will advance Transit-Oriented Development (TOD) opportunities throughout the corridors. Maryland previously has supported TOD planning and implementation efforts throughout the WMATA Metrorail system. As part of this program, Maryland will look to accelerate investment in key corridor TOD projects to unlock new developments that create sustainable and inclusive communities.

This Station will present information on the following:

- What is Transit-Oriented Development?
- TOD & Metro in the I-495 and I-270 Corridor

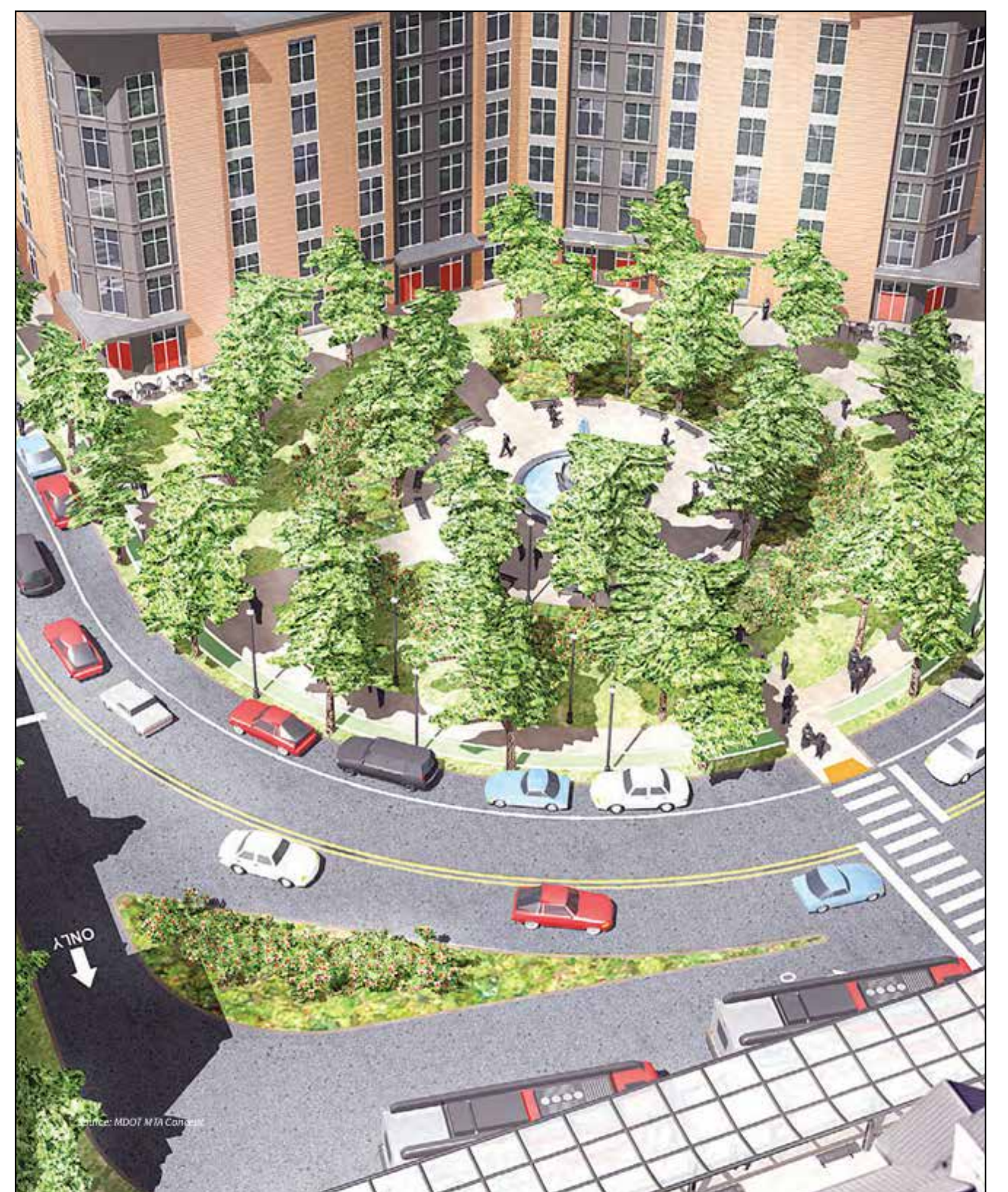
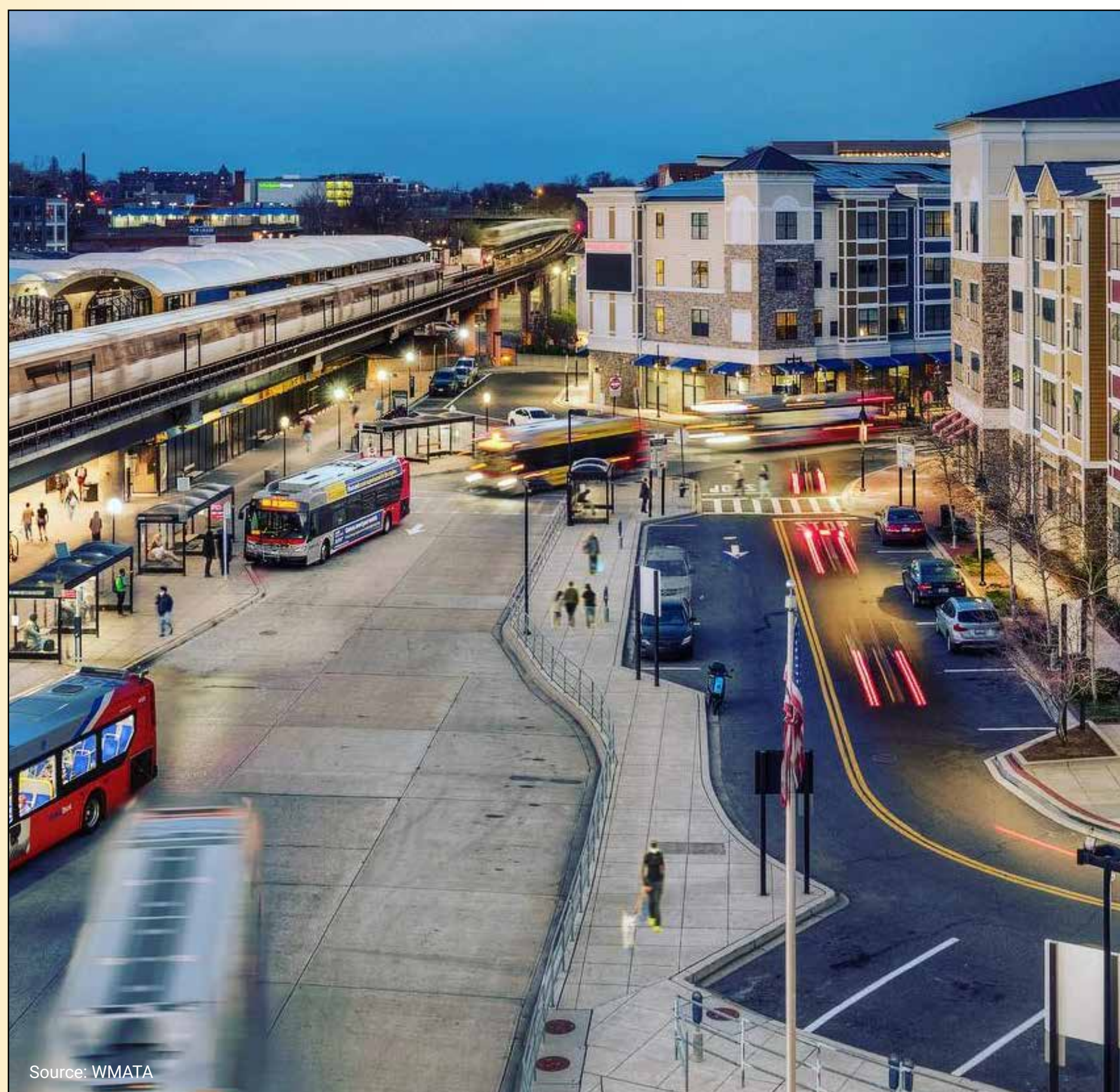
Transit-Oriented Development (TOD)

What is Transit-Oriented Development (TOD)?

- Dense, mixed-use, planned development within ½-mile of existing or planned transit stations that is designed to maximize walking, bicycling and use of transit.
- Provides an opportunity to encourage economic development, reduce sprawl and maximize benefits of existing transit.

TOD helps to achieve the state's strategic goals:

- Alleviating traffic congestion.
- Minimizing carbon emissions.
- Revitalizing neighborhoods.
- Increasing housing production and affordability.
- Supporting economic development.
- Generating fare and tax revenues.



TOD is one of MDOT's Top Priorities

- MDOT will advance TOD opportunities throughout the I-495 and I-270 corridors.
- WMATA stations provide the best opportunity in the Washington Metro Region for TOD.
- Maryland previously has supported TOD planning and implementation efforts throughout the WMATA Metrorail system.
- Maryland will look to accelerate investment in key TOD projects in these corridors to unlock new developments that create sustainable and inclusive communities.

WMATA's Joint Development Program

- This program is a form of TOD that is delivered on Metro-owned property.
- It is a key contributor to the urban design framework that supports dense, mixed-use, vibrant, connected communities.
- These conditions are critical to maximize access to transit, grow ridership and reduce car dependency.

Where do you think TOD efforts should focus?





Bicycle and Pedestrian

The Maryland Department of Transportation will work with communities to improve access and safety through new and upgraded connections for bicycles and pedestrians. This will support active transportation in the corridor and connect transit, rideshare, rail, bicycle and pedestrian transportation. A key example is the shared-use path crossing the Potomac River on the American Legion Bridge connecting Maryland and Virginia trail networks and the C&O Canal towpath.

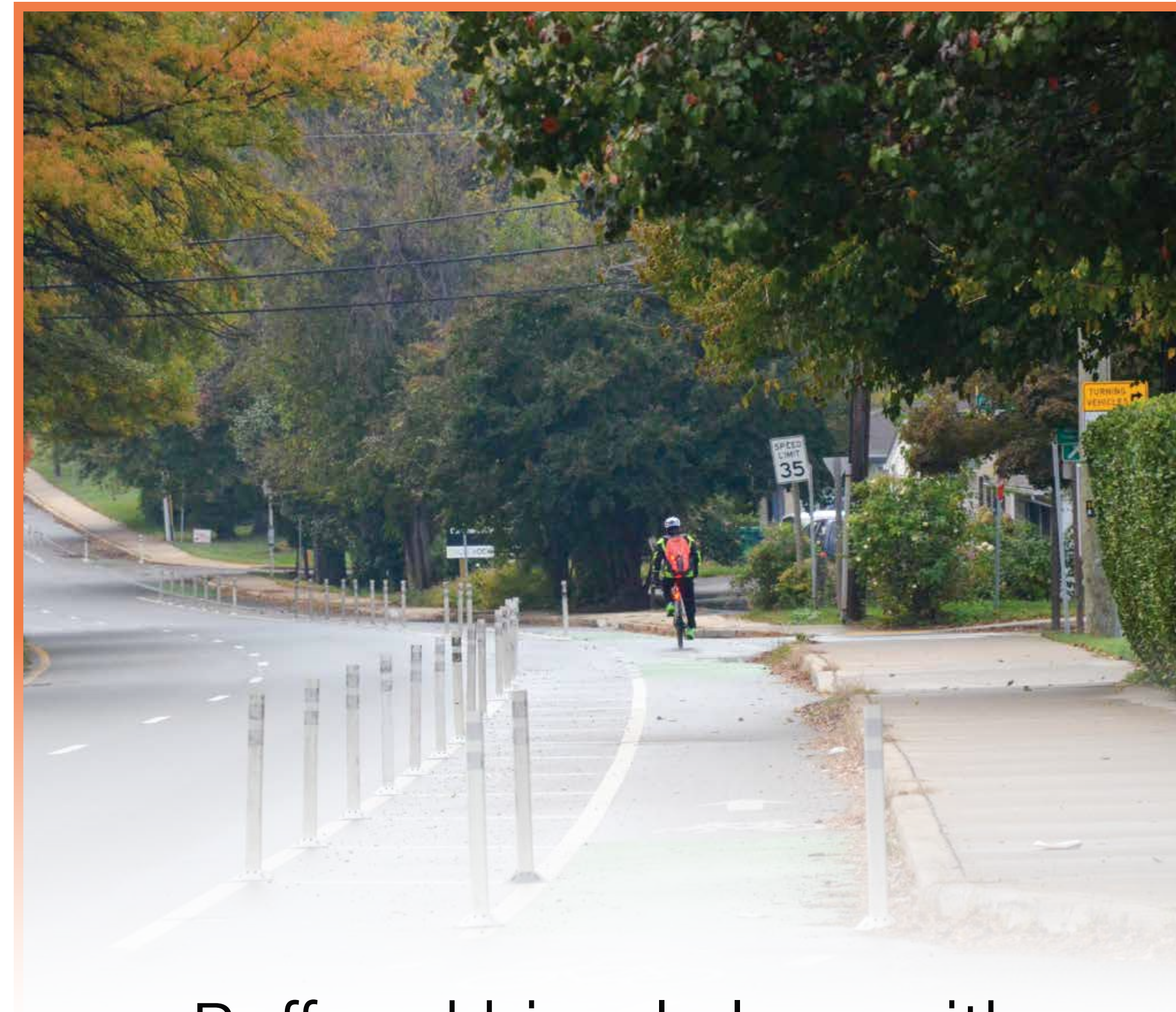
This Station will present information on the following:

- Examples of Bicycle and Pedestrian Facilities
- Bicycle/Pedestrian Commitments included in the Managed Lanes Study
- Bicycle and Pedestrian Connections
- Trail Connections Near American Legion Bridge

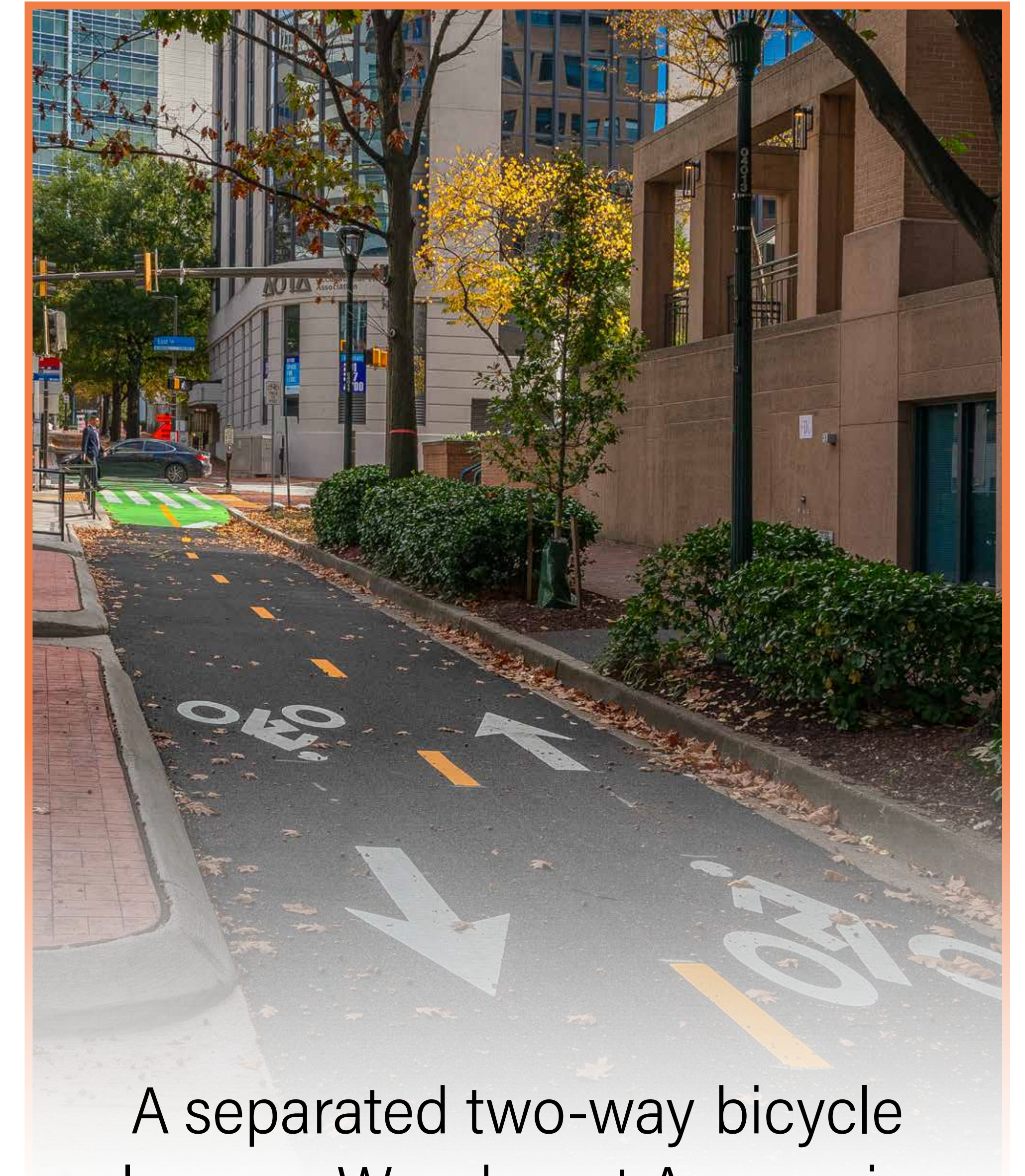
Examples of Bicycle and Pedestrian Facilities



A shared-use path on Snouffer School Road in Gaithersburg



Buffered bicycle lane with flex posts on Old Georgetown Road in Bethesda



A separated two-way bicycle lane on Woodmont Avenue in Bethesda



A separated bicycle lane behind a US 29 BRT station in Silver Spring



Standard bicycle lane on Maryland Avenue in Rockville



A shared-use lane on one side of Glenbrook Road in Bethesda, with a separated bike lane in the other direction

Included in the Managed Lanes Study Record of Decision (2022)

1. Shared-Use Paths and Bridges

- Provide a shared-use path for pedestrians and bicycles on the new American Legion Bridge (ALB).
- Construct bridges for enhanced roadway access:
 - Pedestrian bridge over Cabin John Creek.
 - Access to Robert C. McDonell Campground.
 - Bridge connecting Cabin John Trail and Kidney Bean Loop Trail.

2. Bridge Modifications

- Replace pedestrian trail bridge over the Gainsborough outfall channel.
- Upgrade bridge over Tuckerman Lane.

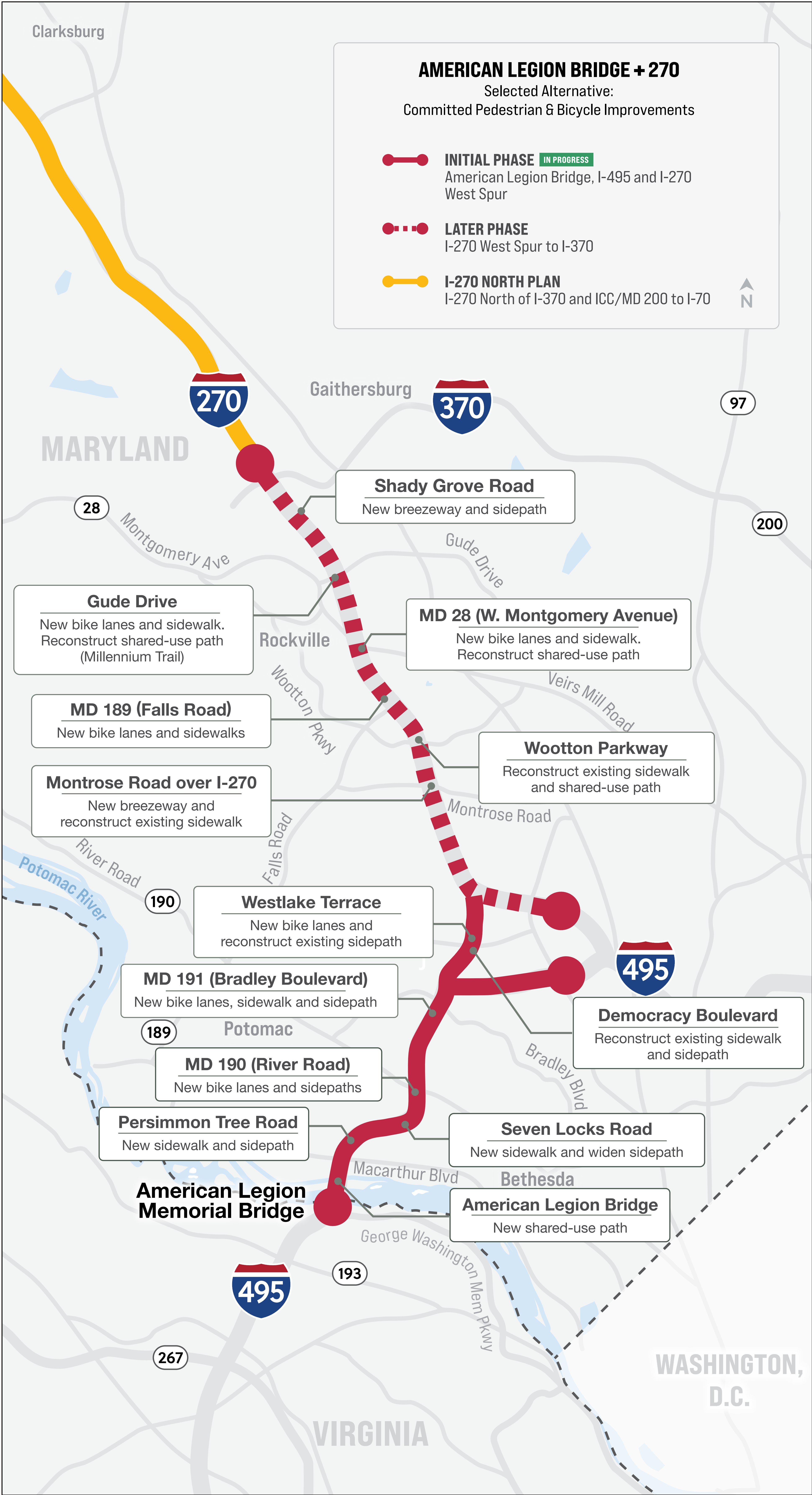
3. Sidewalk Enhancements

- Expand Cabin John Trail along east side of Seven Locks Road.
- Build new sidewalk on west side of Seven Locks Road, connecting First Agape AME Zion Church at Gibson Grove to Morningstar Tabernacle No. 88 Moses Hall and Cemetery.

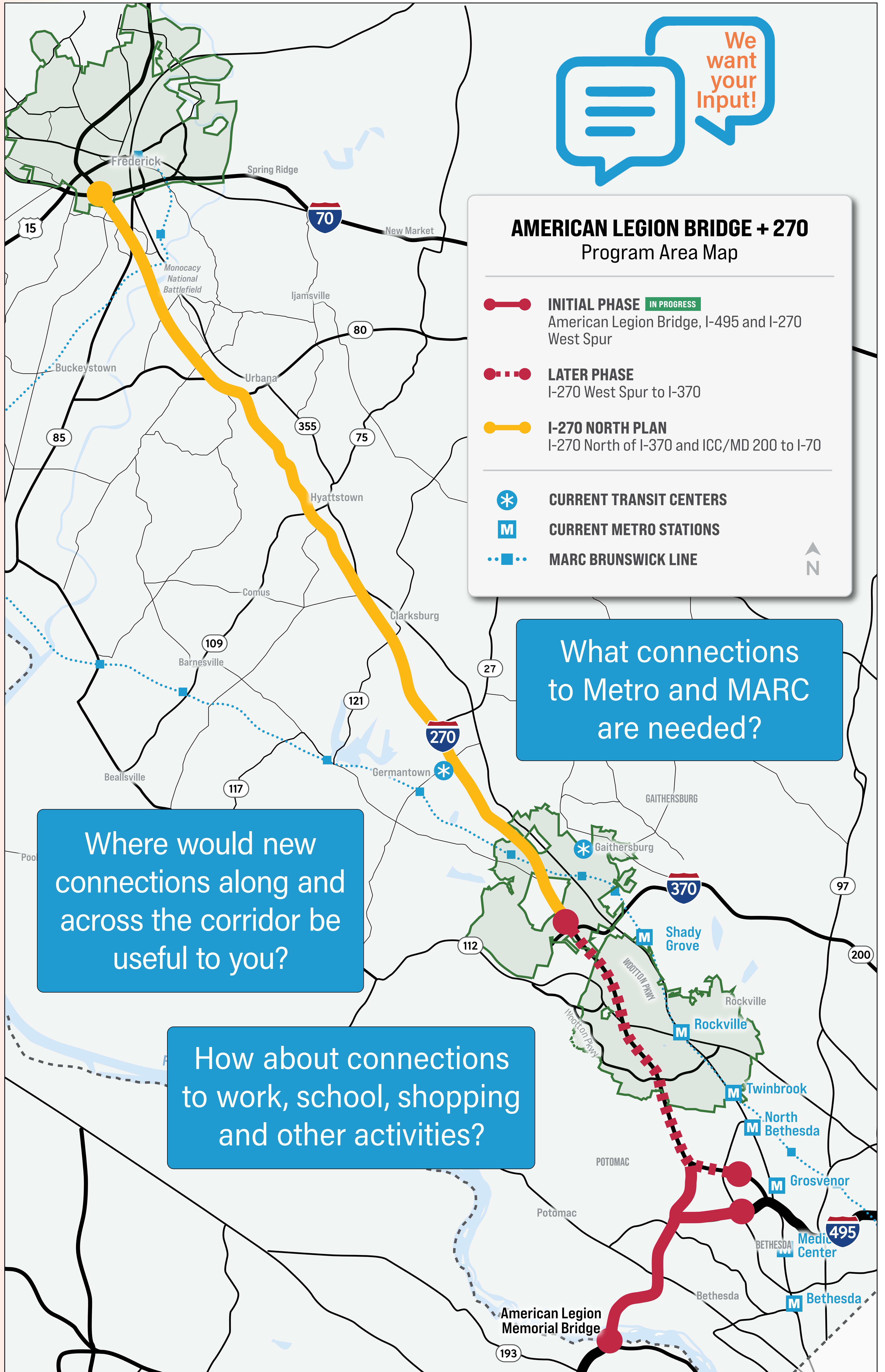
4. Collaboration with Local Jurisdictions: Continue to work with Rockville, Gaithersburg and Montgomery County in Environmental Justice communities:

- Restriping for bicycle lanes.
- Improving ADA ramps.
- Enhancing street and sidewalk lighting on state roads.
- Assessing traffic calming measures.
- Improve pedestrian crossing points on major state roadways.

Bicycle and Pedestrian Commitments included in the Managed Lanes Study

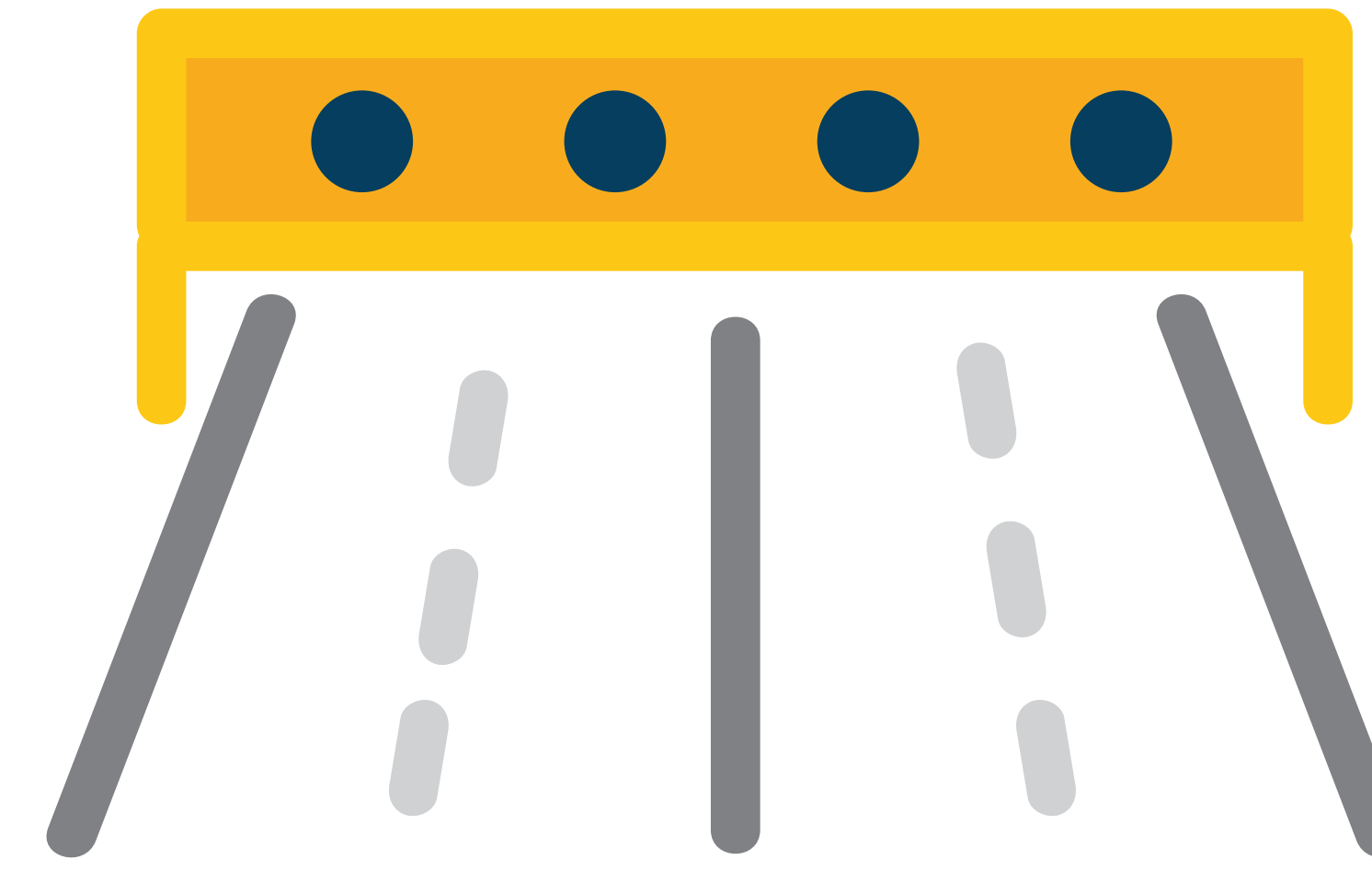


Bicycle and Pedestrian Connections



Trail Connection Near American Legion Bridge





Phased Approach to Managed Lanes on I-495 and I-270

Implementation of managed lanes will be phased with the American Legion Bridge, I-495 to the I-270 West Spur, and the I-270 West Spur being the focus for initial implementation.

The section from the I-270 West Spur to I-370, including through the City of Rockville, will be addressed in a later phase.

This Station will present information on the following:

- Overview of the I-495 & I-270 Managed Lanes Study
- Current Program for Managed Lanes in Phases
- How to Deliver/Construct the Initial Phase
- Funding Options for Initial Phase

Overview of the I-495 & I-270 Managed Lanes Study

Timeline: Initiated in March 2018; Completed in August 2022.

Limits:

- 48-mile corridor on I-495 from south of the George Washington Memorial Parkway in Virginia to west of MD 5.
- I-270 from I-495 to north of I-370, including the east and west I-270 spurs.

Selected Alternative:

- 15 miles of improvements along I-495 from GW Parkway to the West Spur and along I-270 to I-370, including both spurs.
- 33 miles identified for no improvements.
- On I-495, adds two High Occupancy Toll (HOT) managed lanes in each direction.
- On I-270, converts existing High Occupancy Vehicle (HOV) lane to a HOT managed lane and adds a new HOT managed lane in both directions.
- Buses and carpools with three or more people travel toll-free in HOT lanes.

Documentation & Approval:

- SHA prepared Draft, Supplemental and Final Environmental Impact Statements.
- The Record of Decision (ROD) received final approval from the Federal Highway Administration (FHWA) in August 2022.



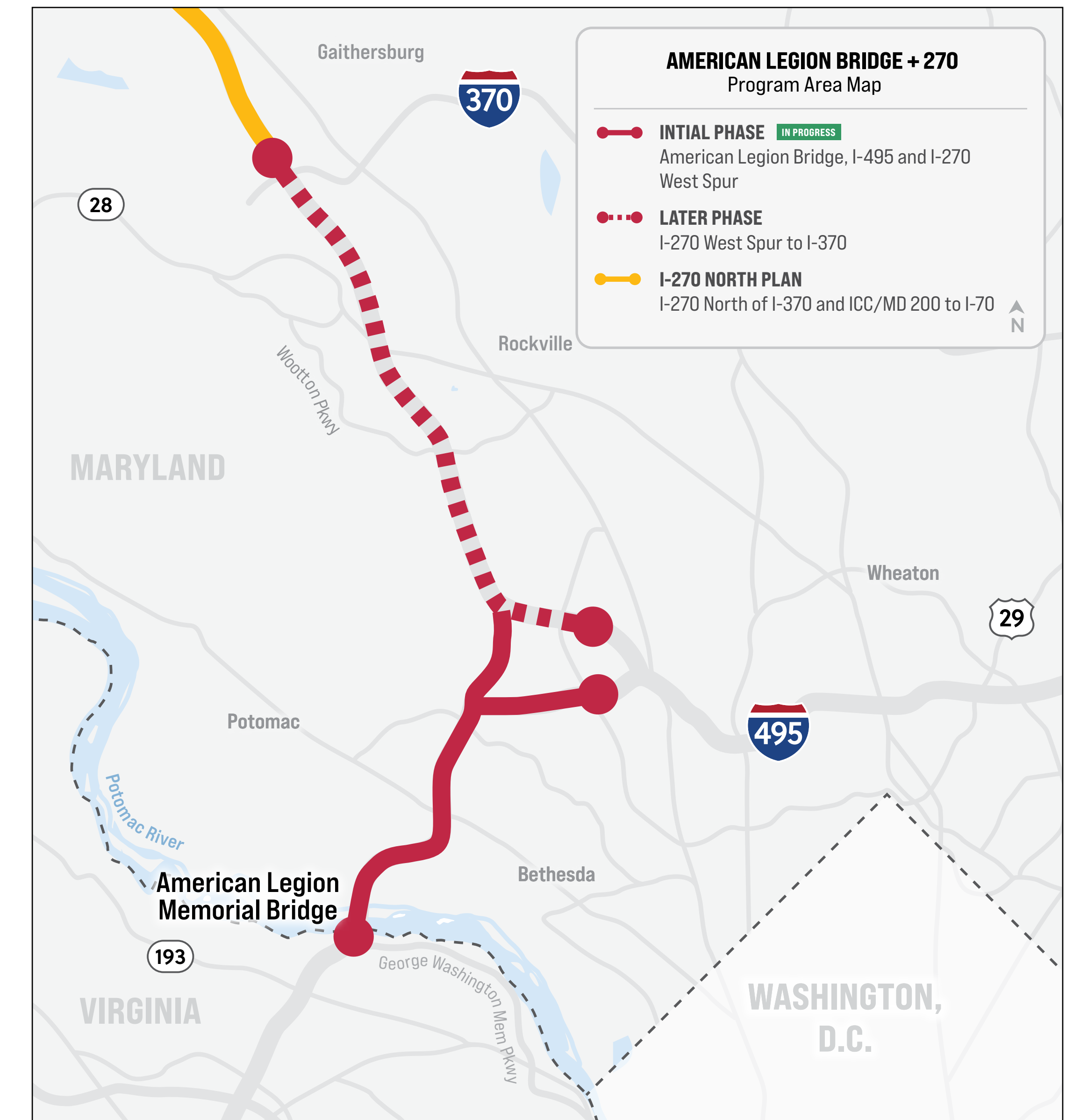
Current Program for Managed Lanes in Phases

Construction is planned to be completed in two phases.

- **Initial Phase:** American Legion Bridge (ALB) and I-495 to the I-270 West Spur at Westlake Terrace
- **Later Phase:** From the I-270 West Spur to I-370

Benefits of phased construction:

- Rebuild the aged American Legion Bridge, which is a vital freight and passenger connection between Maryland and Virginia. While still safe, the bridge is approaching the end of its lifespan and is not equipped to handle current traffic levels or support reliable transit, bicycles and pedestrians.
- Use logical end points for construction phases to provide improved corridor operations to address a significant system preservation need, and enhance safe and efficient movement of people, goods and services.
- Deliver connections to/from transit center at Westlake Terrace and support commuter bus travel.
- Will be able to consider updated information such as traffic patterns and development changes with each phase.



Public Financing

The state pays for the construction of the project.

There are three processes that could be used to design and construct a roadway:

Design-Bid-Build Construction

An engineering consultant designs the project and a separate contractor builds it.

Design-Build Construction

A contractor and an engineering consultant work together to design and build the project under one contract.

Construction Manager/General Contractor

An engineering consultant and a contractor under separate contracts work together on the design. Once the design is complete, the public agency enters into a contract with the contractor to build the project.

Benefits and Challenges of Public Financing:

- Public agency retains more decision-making rights.
- Public agency assumes more risk for the project.
- Public agency is responsible for paying for the project.
- Public agency receives revenue generated by the project, if any.



Private Financing

A private entity pays for some or all of the construction of a project.

A private entity (as part of a Public-Private Partnership [P3]) will design, build, operate and maintain a project under public agency oversight in exchange for long-term payments from the state and/or rights to the revenue generated from the project.

Regardless of how a project is constructed, the private sector has significant involvement in the design and construction.

In all of these approaches, the public agency (such as SHA) provides oversight, is accountable to the public and continues to own the facility.

Benefits and Challenges of Private Financing:

- Public agency provides a private entity with more decision-making rights.
- Risk may shift between public agency and private entity.
- Private entity provides financing.
- Private entity may receive revenues generated from the project.



Funding Options for Initial Phase

MDOT is considering multiple funding methods for the initial phase of the managed lanes.

Federal Grants: MDOT is applying for two competitive grants through the recent federal infrastructure bill.

Project Financing: Primarily through the tolls from managed lanes.

GARVEE Bonds: Borrow against future federal infrastructure funds.

State Funding: Use the state Transportation Trust Fund or general state revenues.

Maryland Transportation Authority (MDTA) System Debt: Issue debt against MDTA's toll revenues.

Note: Different financing options come with varying risks and potential costs to Marylanders.



What funding methods do you prefer?

Station 5



I-270 North Plan

Maryland will begin a formal environmental study to:

- Identify the transportation needs of I-270 North of the Intercounty Connector/MD 200
- Consider a range of concepts including transit and transportation demand management
- Evaluate multimodal approaches for near-term implementation and construction

This Station will present information on the following:

- What's Next for I-270 North?
- Transit Options Previously Studied
- Highway Options Previously Studied

I-270 North Plan

Scope: A National Environmental Policy Act (NEPA) study will be performed to evaluate equitable, environmentally sensitive and multimodal solutions to address transportation needs.

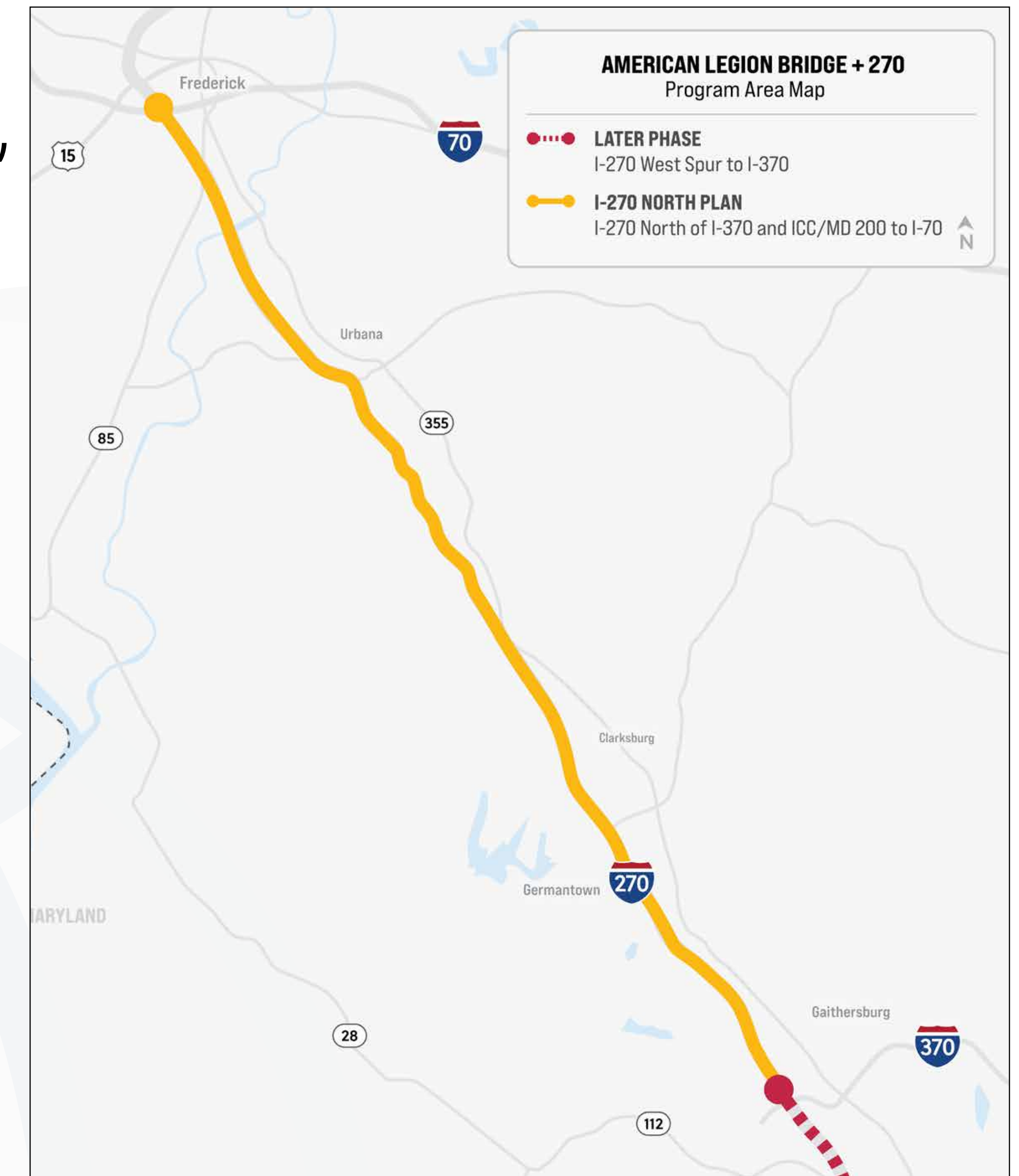
Limits: I-270 from north of I-370 in Montgomery County to I-70 in Frederick County.

Timeline: Initiate early 2024.
During the next year, we will:

- Evaluate the needs of the corridor.
- Engage the federal, state and local agencies.
- Review the existing conditions and resources.
- Engage with the public and other stakeholders.

Participate in the study:

- Check out the website and provide your comments: americanlegionbridge270.com.
- Send an email to ALB270@mdot.maryland.gov.
- Attend public meetings at key NEPA milestones.
- Attend community meetings as they are scheduled or request a meeting for your community.



Transit Options

Different transit options have been proposed along the I-270 North corridor. MDOT is evaluating different priorities based on community feedback and implementation feasibility.

Corridor Forward Study: Montgomery County studied and recommended the following options in its I-270 Corridor Forward Transit Plan in 2022:

- Near and medium term:
 - MD 355 and Veirs Mill bus rapid transit (BRT) routes.
 - Re-envision the Corridor Cities Transitway as a network of dedicated bus lanes.
 - Support current and planned transit services: Great Seneca Transit Network, North Bethesda Transitway and state-run commuter buses on I-270.
- Long term:
 - Extend Metrorail's Red Line to Germantown Town Center.
 - Enhance MARC rail service and build new stations at Shady Grove and White Flint.

Other Studies:

- Brunswick Line Study (2023)
- Monorail Study (2021)
- Great Seneca Transit Network (2021)
- Corridor Cities Transitway Environmental Assessment for Phase 1 of BRT (2017)

What are your transit priorities for the corridor for the near, medium and long term?



Highway Options

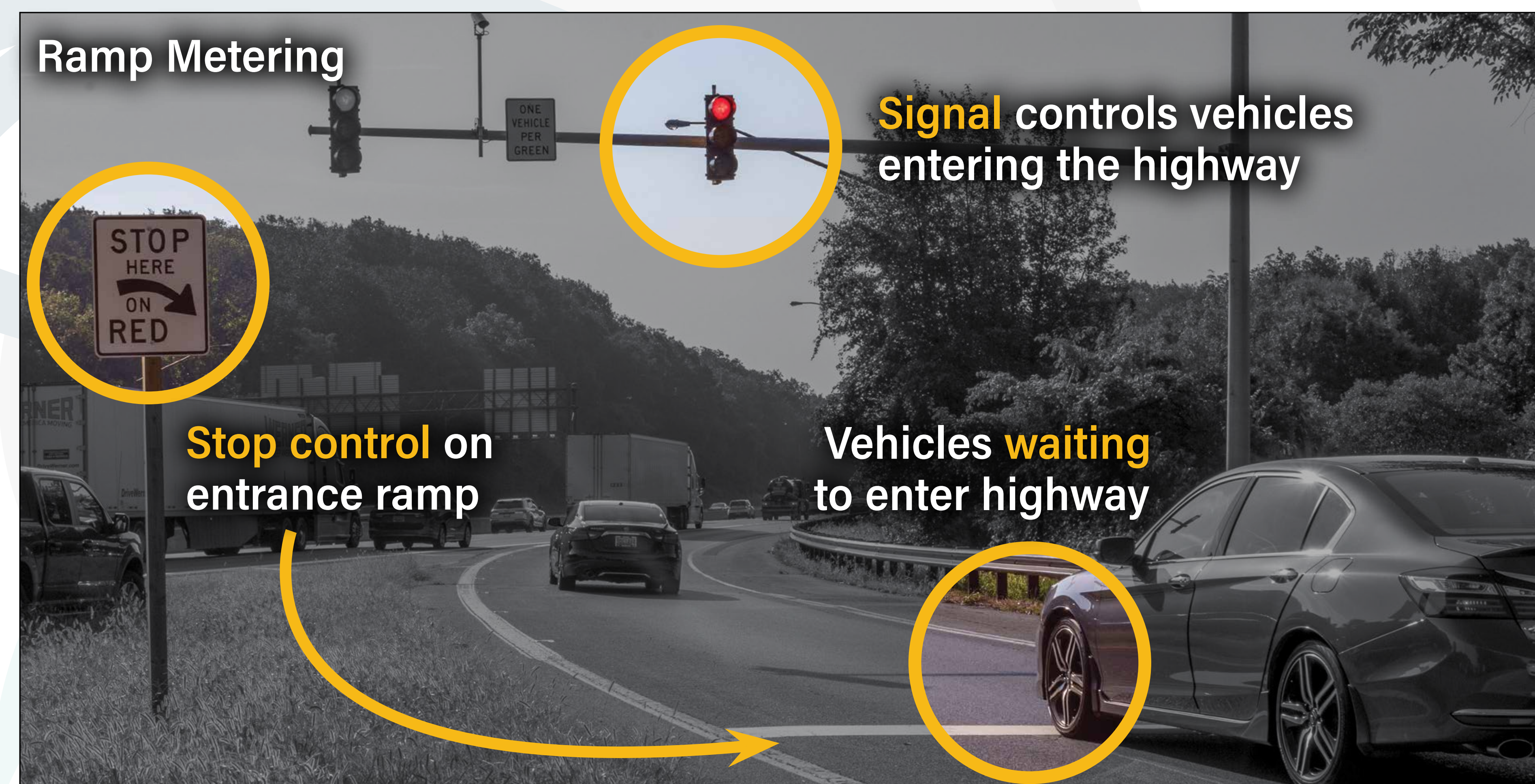
Current Program:

- As part of the I-270 Innovative Congestion Management (ICM) Program that started in 2021, multiple entrance and exit lanes have been extended and ramps widened to support the implementation of ramp metering. Ramp meters are active on southbound I-270 and are under construction on northbound I-270.
- Additional Transportation Systems Management and Operations (TSMO) improvements can be considered as near-term spot improvements.

Previous Study:

- SHA studied several alternatives in 2009 as part of the I-270/US 15 Multi-Modal Corridor Study.
- Study extended from Shady Grove Metro station north to the US 15/ Biggs Ford Road intersection area and looked at combinations of High-Occupancy Vehicle (HOV) lanes, general-purpose lanes and express toll lanes in portions of the corridor.

What transportation improvements would you like to see?



Have Comments?

We value your input!

We are committed to an inclusive, transparent engagement process to understand the needs of those who travel the corridor each day or live near the corridor. Together, we can shape a transportation system that works for everyone.



Comments

Complete our comment form on paper via iPad or by scanning the QR code.



Website

View updates on the program website.

Americanlegionbridge270.com



Ongoing Updates

Subscribe to our mailing list to receive program updates by scanning the QR code or by visiting the website.

