

Planned Transitways in Montgomery County

Transitway	Targeted Transportation Market	Relationship of Transit to Development	Preservation of Right of Way	Placement of Development near Transitway Stations	Current Status
US 29	From multi-family and townhouse residences to jobs in Silver Spring & on Red Line	Justified extensive townhouse and apartment development along U.S. 29, although no transit built.	Overpasses on US 29 will have room for light rail due to Action C'tee for Transit initiative. Planners made no effort to preserve right of way under bridges.	Highway overpasses later built at potential station locations, making future stations hard for pedestrians to access.	No activity
North Bethesda	Reverse commuting from Red Line to Rock Spring Park	Justified auto-oriented office buildings in Rock Spring Park, although no transit built.	Terminus later relocated to edge of mall property, eliminating requirement to preserve right of way.	Development in Rock Spring Park set back from roads; poor pedestrian access. Transit center relocated away from destination at mall.	Removed from county priorities list
Georgia Avenue	From single-family residential neighborhoods to Red Line at Glenmont	Justified sprawl development in Olney area, although no transit built.	No right of way dedicated for access into Glenmont Metro.	Designed only for through traffic; transitway corridor served by buses in regular traffic lanes.	On county wish list but low priority; no other activity
Corridor Cities	From housing in Germantown and Clarksburg to jobs in "R&D Village" near Quince Orchard Rd & Great Seneca Highway	Justified office buildings in "R&D Village" & housing in Germantown and Clarksburg, although no transit built.	Right of way designated for preservation, but office buildings were built on site of planned Quince Orchard Park station.	Clarksburg, Kentlands, and Lakelands built far from stations. Land next to Middlebrook station used for motorcycle dealership.	In active MTA study, but no construction funding and not competitive for Federal funding
Georgetown Branch (Purple Line)	Many	Project-dependent development banned until construction of rail line is funded.	Preserved	Walter Reed Annex expansion relocated to adjoin future station.	In active study; competitive for Federal funding but not yet funded.