

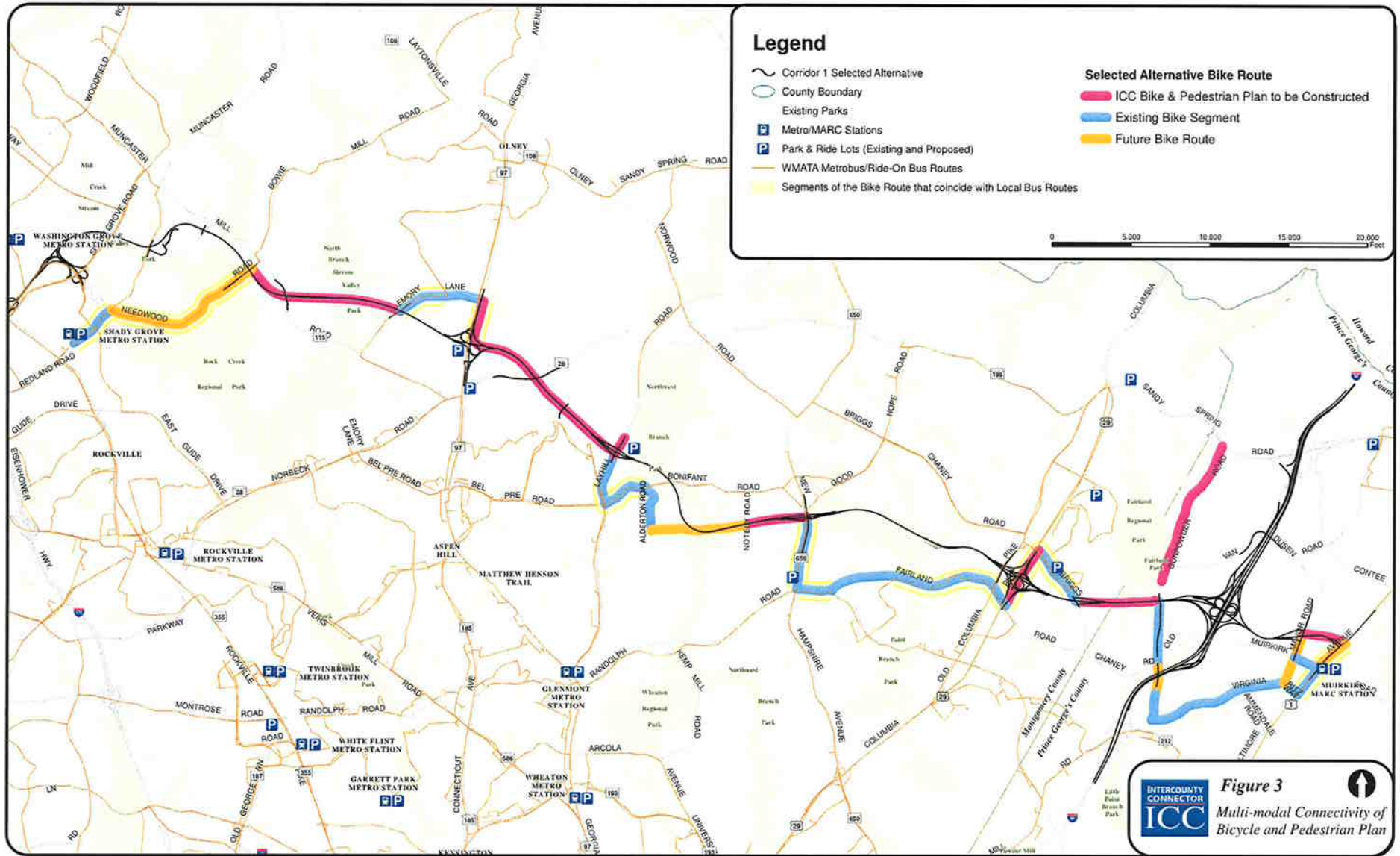
3. Bicycle/Pedestrian Plan

Although the Study Area has a number of existing and planned bicycle facilities, there is no convenient, continuous east-west route across the Area. The Selected Alternative includes the construction of a total of approximately 11.4 miles of new bicycle/pedestrian trails and another 3.0 miles of reconstructed bicycle and pedestrian trails across the Study Area. These new and reconstructed ICC trails will link several existing and planned trails and bike lanes to provide a new, continuous bicycle route across the Study Area. See *Figure 2* in this ROD. Construction of the new trails will be coordinated with County design standards and include lighting at the option of the County governments. Once completed, the ICC bicycle/pedestrian route will accommodate a cyclist's travel from the Shady Grove Metrorail station to the Muirkirk Commuter Rail Station, the entire breadth of the Study Area. There are some segments of the Bicycle/Pedestrian Plan which are still being developed by the counties. The Lead Agencies will continue to coordinate with local governments to advance these segments. However, a continuous east west trip could be made as follows:

Segment	Status of Segment	Selected Alternative Commitment
Begin - Shady Grove Metrorail Station north on Redland Road to Needwood Road	Existing trail	No change proposed
Northeast on Needwood Road to ICC alignment	Existing bicycle usage along Needwood Road. Future bicycle upgrades for Needwood Roads are included in the Upper Rock Creek Area Master Plan (July 2003) and in Montgomery County's Bicycle Master Plan (October 2003)	Lead Agencies are working closely with Montgomery County to accelerate the upgrades to these County planned bicycle routes
East along ICC alignment to Emory Lane	New Trail	New trail to be constructed as part of the Selected Alternative
East along Emory Lane to MD 97 (Georgia Avenue)	Existing trail	No change proposed
South along MD 97 and east along ICC to Layhill Road (MD 182)	New Trail	New trail to be constructed as part of the Selected Alternative
South on Layhill Road to Bel Pre/Bonifant Road	Existing Trail	No change proposed

East on Bonifant Road to New Hampshire Avenue (MD 650)	Existing Trail	Lead Agencies will coordinate with County to tie into the planned Mathew Henson Trail, which is a more direct route than the existing trail
South on MD 650 to Randolph/Fairland Road	Existing Trail	No change proposed
East on Randolph/Fairland Road to US 29	Existing Trail	No change proposed
North on US 29 to Briggs Chaney Road	New Trail	New trail to be constructed as part of the Selected Alternative
East on Briggs Chaney Road to ICC alignment	Existing Trail	No change proposed
East along ICC alignment to Old Gunpowder Road	New Trail	New trail to be constructed as part of the Selected Alternative
South along Old Gunpowder Road to Virginia Manor Road	Existing Trail from ICC alignment to Denim Road. Planned trail in Prince George's County Plans (1990 Subregion 1) to Virginia Manor Road	Lead Agencies are working closely with County to accelerate the upgrades to these County planned bicycle routes
East and north along Virginia Manor Road to Muirkirk Road	Existing bicycle usage along Virginia Manor Road. Future planned trail improvements (1990 Subregion 1)	Lead Agencies will coordinate on connections to planned trails
East along Muirkirk Road across US 1 and rail to Muirkirk MARC Station - End	Existing bicycle usage along Virginia Manor Road. Future planned trail improvements (1990 Subregion 1)	Lead Agencies will coordinate on connections to planned trails

Other important features of the ICC bicycle/pedestrian plan are connections for bicyclists and pedestrians to three transit stations; connections to other non-motorized trail systems; and improved access to bus transit in the Study Area. See *Figure 3* in this ROD. The Shady Grove Metrorail Station on the west end of the project and the Glenmont Metrorail Station in the middle are equipped with bike racks and bike lockers. The bicycle/pedestrian component of the Selected Alternative will provide many people with a new travel mode option for accessing these subway stations by connecting to existing and planned trails leading to the Metro Stations. Similarly, the Selected Alternative will provide improved non-motorized access to the Muirkirk Commuter Rail Station for many people living in the eastern end of the Study Area. The Selected Alternative will also link the ICC bicycle/pedestrian route to twelve existing trails and



seven planned trails within the Study Area. For example, the ICC bicycle/pedestrian plan will connect the ICC route to the Rock Creek Trail System that extends 25 miles south to the National Mall in Washington, D.C.

The final element of the ICC's bicycle/pedestrian plan is to improve access to bus transit for bicyclists within the Study Area. The Selected Alternative bicycle plan coincides with more than ten miles of bus routes. The county and regional bus services operating on those routes provide free bike carriers on all the buses in the Study Area. The bus systems also serve six park-n-ride facilities convenient to the ICC bike plan. The Selected Alternative includes provision of new bicycle racks at both the existing park-n-ride facilities and those to be constructed as part of the ICC project.

4. Environmental Stewardship

The Lead Agencies' commitment to environmental stewardship can be observed at various levels throughout the project. At the broadest level, environmental stewardship refers to an overall goal of environmental enhancement, protection, and improvement of natural, community and cultural resources. This environmental stewardship approach has guided the project at numerous decision points and will continue to guide the final design engineering of the Selected Alternative.

On a more focused level, environmental stewardship is an innovative component of the ICC that will actually improve aspects of the existing environment in the Study Area. The Selected Alternative includes 63 environmental stewardship activities that will address environmental stresses caused by past development in the area. This is above and beyond the measures that are required to mitigate the impacts of the Selected Alternative. Environmental