



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 11, 2007

To: Montgomery County Planning Board

Via: Richard C. Hawthorne, Chief *RGH*
Transportation Planning

Daniel K. Hardy, Supervisor *DKH*
Transportation Planning

From: Charles S. Kines, Planner/Coordinator *CK*
Transportation Planning (301-495-2184)

Subject: Purpose and Outreach Strategy Report (P&OSR) for the Intercounty Connector (ICC) Limited Functional Master Plan Amendment

RECOMMENDATION: Approve the Purpose and Outreach Strategy Report

BACKGROUND

In May 2006, the Federal Highway Administration approved the Record of Decision (ROD) for the ICC, which established the specific highway alignment and interchange locations, and identified impacts and measures to mitigate those impacts. The ROD also recommended a number of related master planned elements that would be implemented with the highway project, including parks, bikeways and sidewalks. Certain specific alignment and implementation decisions included in the ROD are inconsistent with master plan guidance. *This ICC limited functional master plan amendment (ICCLFMPA), therefore, is intended primarily to amend our master plans to reflect the ROD highway alignment. It also will evaluate alternative alignments for the master planned shared use path along the ICC (SP-40 in the Countywide Bikeways Functional Master Plan) to reconfirm prior Planning Board recommendations to remove the path from sensitive environmental areas, as well as develop an implementation strategy for the SHA bicycle and pedestrian plan.*

SUMMARY OF ISSUES

The ICCLFMPA will focus on three broad issues, discussed in more detail in the proposed P&OSR:

1. Affirming prior Planning Board decisions regarding the ROD alignment and adjacent master planned shared use path, with a particular focus on:
 - a. Rock Creek Park

- b. Northwest Branch Park; and
 - c. Paint Branch Stream Valley Park
2. Identifying potential alignments for alternative bicycle, pedestrian and trail connections in the ICC Corridor, with a particular focus on minimizing impacts in the areas identified above; and
 3. Reconciling approved highway design elements with master plan guidance, centering on the Briggs Chaney Road Interchange and the future interchange at MidCounty Highway (M-83).

DISCUSSION

In January 2007, we briefed the Board on the proposed ICC Bikeways Implementation Strategy, which provided sketch level analysis of bikeway and trail issues resulting from ROD decisions. The staff memorandum from that briefing is attached. That briefing was intended to inform the Planning Board discussion about the County's Capital Improvement Program (CIP) and the State's Consolidated Transportation Program (CTP), which was being discussed immediately following.

We are now beginning the master plan amendment process with a schedule to complete this amendment during FY 08. This schedule is aggressive but achievable as we will be primarily affirming many prior Planning Board or County Council decisions and ensuring those decisions, as well as ROD commitments, are reflected properly in our master plans.

OUTREACH SUMMARY AND PROJECT SCHEDULE

We propose to develop an informal technical advisory group comprised of the interest groups with the most stakes in the outcomes of the planning process: bicycle advocates, trail advocates, park and recreation advocates and environmentalists. We will also develop an interagency working group comprised of key representatives from the County Executive Branch, including the Department of Public Works and Transportation; and the Maryland Department of Transportation including the State Highway Administration. The general public, particularly civic groups along the ICC Corridor will be engaged via at least two public information workshops in late winter after the technical advisory group and interagency working group develop draft recommendations in early 2008. We anticipate presenting the staff draft of the master plan amendment to the Planning Board in May 2008.

INTERCOUNTY CONNECTOR

LIMITED FUNCTIONAL MASTER PLAN AMENDMENT

Purpose and Outreach Strategy Report



M-NCPPC, MONTGOMERY COUNTY PLANNING DEPARTMENT
OCTOBER 2007

Introduction

This Purpose and Outreach Strategy Report identifies and summarizes the issues that will be examined in detail during the development of the **ICC Limited Functional Master Plan Amendment** (ICCLFMPA). It also includes strategies for community and constituent outreach and involvement.

A limited functional master plan amendment is needed to reconcile the highway, bicycle, pedestrian, and trail facilities in the Selected Alternative described in the 2006 ICC Record of Decision (ROD) with the related elements in the County's master plans. This report describes the history, vision and prior master plan guidance for the highway and parallel shared-use path, including past decisions by the Planning Board, the County Council and the Maryland Department of Transportation that were all incorporated within the ROD. It also proposes a schedule and outreach strategy for the master plan amendment process.

Purpose

The purposes of the ICCLFMPA are to **1)** determine appropriate uses for master planned right-of-way (ROW) not used by the approved highway project, with a particular focus on ROW that passes through parkland; **2)** propose new alignments for master planned bicycle and pedestrian facilities in the ICC Corridor; and **3)** reconcile approved highway design elements with master plan guidance. This master plan amendment will reexamine key issues and challenges related to the Countywide Bikeways Functional Master Plan (CBFMP) and the Countywide Park Trails Plan (CPTP) to clarify the County's vision for bicycle and pedestrian mobility and access along the corridor, consistent with our commitment to the Planning Board when we presented the ICC Bikeways Implementation Strategy in early January 2007. For an overview of the areas that will be studied in detail as part of this amendment, refer to **Figure 1**.

Key Plan Objectives

- **Highway Design and Alignment**
 - Modify the Master Plan of Highways to identify the ROD selected alternative as the highway's official master plan alignment.
 - Affirm prior Planning Board decisions (no paved trail due to environmental sensitivity) for master planned ROW segments passing through parkland that are no longer needed for the ICC (see **Figure 2**)
 - Rock Creek Option A
 - Northwest Branch Option B
 - Examine and provide guidance for the design of the future interchange at Midcounty Highway and the ICC (See **Figure 2**) and the related connection to Shady Grove Road
 - Identify Briggs Chaney Road and the ICC as an interchange (See **Figure 5**)
- **Bicycle and Pedestrian Access and Mobility**
 - Identify and recommend the required changes to policy guidance to enable the successful implementation of the State Highway Administration's (SHA) Bicycle and Pedestrian Plan, henceforth referred to as **SHA Bike Plan** (refer to **Figure 1**),

so that both novice bicyclists and pedestrians can be safely accommodated along the route's full length.

- Identify and recommend policy changes needed to implement the full-length master planned shared-use path (SP) in the highway ROW, SP-40 in the CBFMP (henceforth referred to as the **County Bike Path**), or an equivalent and suitable alternative route along new paths or wide sidewalks of parallel highways, arterials and neighborhood streets, in order to avoid environmentally sensitive areas particularly in stream valley parks.
- Modify the CBFMP and the CPTP to ensure safe and efficient bicycle and pedestrian access to and from the SHA Bike Plan.
- Develop a broad implementation strategy (funding and prioritization) for both the SHA Bike Plan and the County Bike Path.

Other issues to be studied but not included in the master plan amendment:

- Identify a funding mechanism that would permit potential participation by the private sector, through the Local Area Transportation Review, to help construct or fund portions of the SHA Bike Plan or County Bike Path.
- Determine feasibility of interim use by mountain bikers of the highway ROW segments where the master planned County Bike Path would eventually be built in the future.

Amended Master Plans

The ICCLFMPA will modify two functional master plans:

- *The Master Plan of Highways within Montgomery County, as amended*
- *Countywide Bikeways Functional Master Plan – Approved and Adopted March 2005*

The plan amendment will also amend the Planning Board's *Countywide Park Trails Plan* (CPTP) and will be coordinated closely with the ongoing *Upper Rock Creek Trail Corridor Plan*.

Discussion

The ICC ROD established the design and alignment for both the highway and the associated bicycle/pedestrian facilities, including certain segments of the master planned County Bike Path. Certain elements of the Selected Alternative in the ROD are inconsistent with master plan guidance, reflecting new or more detailed information developed during the ICC planning process. Reconciling these decisions with approved and adopted plans and policies is needed via a master plan amendment. This amendment will study, make recommendations for and/or affirm prior decisions by the Planning Board and County Council covering three broad, but distinct functional master plan issues in the ICC Corridor: **1) Highway design; 2) Highway master planned right of way; and 3) Bicycle and pedestrian facilities.**

Highway Elements

The master plan amendment will incorporate three roadway options analyzed in the DEIS and included in the ROD. The Planning Board supported all three of these options during their review of the DEIS in February 2005.

- Rock Creek Option C and the associated Midcounty Highway (M-83) connection (see **Figure 2**)

The ICC Draft Environmental Impact Statement (DEIS) compared two alternative alignments within Rock Creek Stream Valley Park. Option A is the master planned alignment the County specifically reserved for the highway. Option C, part of the selected alternative, follows an alignment several hundred feet north and utilizes a portion of the highway ROW reserved for the future Midcounty Highway (M-83) connection to the ICC. Option C was selected to minimize impacts to environmentally sensitive areas along the Option A alignment. Two questions will need to be answered in response to these decisions:

1. How might the ICC-Midcounty Highway interchange be designed?
2. What park uses are appropriate for the Option A right-of-way not used by the selected alignment?

- Northwest Branch Option A (see **Figure 4**)

The ICC DEIS compared two alignments to cross Northwest Branch and pass through the Stream Valley Park (Options A and C) and the FHWA ultimately approved the alternative route – Option C – in order to minimize environmental impacts of stream crossings that would have occurred under the master planned highway alignment (Option A). This decision raises the question:

1. What park uses are appropriate for the Option A right-of-way not used by the selected alignment?

- Briggs Chaney Road Interchange

The ROD includes a partial interchange at Briggs Chaney Road, which is not included in any master plans.

Bicycle and Pedestrian Elements

The **County Bike Path** is defined as the shared-use off-road bicycle facility in the highway ROW as recommended in the CBFMP, the CPTP and area master plans. The ICC **SHA Bike Plan** is defined as existing or proposed bicycle facilities – many of which are on-road – that are recommended by the SHA as its alternative to the County Bike Path to avoid environmentally sensitive areas and parkland impacts. Recognizing that the alternative does not implement the master planned facility in the highway right of way, the State has committed to helping the

County construct those portions of the SHA Bike Plan that are part of County master plans. Revisions to the SHA Bike Plan as part of this amendment are expected to provide a continuous shared use path to ensure that the plan meets the needs of novice bicyclists and pedestrians, in addition to experienced cyclists.

SUBAREAS

The following is a brief description of subareas that will be studied in more detail as part of this master plan amendment. Each subarea has unique challenges and objectives. For an overview of these areas, please refer to **Figure 1**.

Needwood Road and Vicinity (Figure 2)

In this area, two issues will be studied: 1) Connecting the County Bike Path to the Shady Grove Metrorail Station; and 2) Connecting the County Bike Path with Midcounty Highway at Shady Grove outside of the ICC right-of-way. Needwood Road is the western terminus for the off-road portion of the SHA Bike Plan.

The SHA Bike Plan proposes to connect the County Bike Path with the Shady Grove Metro Station via the master planned shared use path and bike lanes along Needwood Road. Currently, this segment of Needwood Road does not feature continuous bicycle or pedestrian facilities, thus preventing potential trail users from safely accessing the County Bike Path from nearby communities or from the Shady Grove Metro Station. The ROD identifies Needwood Road as part of the SHA Bike Plan.

The CBFMP vision for the County Bike Path extends the off-road connection to Shady Grove Road via the master planned ICC ROW to connect to the upcounty bikeway system at Midcounty Highway for which a shared use path is planned to enable upcounty residents to access the downcounty trail and bikeway system. In 2005, the Planning Board and County Council did not recommend this segment of ROW for implementation as part of the ICC project due to impacts to environmental resources. This master plan amendment will affirm prior decisions to not pursue the master planned bike path west of Needwood Road along the Option A right of way and will evaluate alternatives for this connection. Potential alternatives include establishing an alternative route along Muncaster Mill Road (MD 115) and Shady Grove Road (for which bike lanes are master planned). In order to accommodate all trail user types and bicycle skill levels, a master plan amendment to recommend a shared use path along these roads would be required.

Plan objectives:

- Develop guidance for future facility planning to implement the SHA Bike Plan to connect the County Bike Path with the Shady Grove Metrorail Station via Needwood Road.
- Analyze and make recommendations for connecting the County Bike Path with Midcounty Highway via a new shared-use path along Muncaster Mill Road or other alternative routes.
- Affirm prior Planning Board and County Council decision not to pursue the County Bike Path along the highway ROW west of Needwood Road, in order to avoid environmental sensitive resources in Rock Creek Park.
- Recommend any necessary master plan changes required to achieve the above objectives.

Emory Lane and Georgia Avenue (MD 97) Vicinity (Figure 3)

Both Emory Lane and Georgia Avenue are included in the SHA Bike Plan and both would function as a suitable alternative route to the County Bike Path until it is constructed in the ROW between Emory and Georgia. The route offers a valuable and needed connection to the Olney Manor Recreational Park, which is one of only a few major travel destinations in this portion of the ICC corridor. Modest improvements to the Emory Lane and Georgia Avenue (MD 97) intersection are highly desirable to make this intersection friendlier and safer to pedestrians and bicyclists. Improvements might include pedestrian countdown signals, more visible crosswalk and pavement markings, a new median refuge island, wider curb ramps and enhanced signage and wayfinding.

For the long term, however, the master planned County Bike Path alignment should be implemented to offer a more direct connection between County Bike Path segments to the east and west that will be built with the highway, as well as better connections to major countywide bikeways such as the shared use path along Georgia Avenue (MD 97). The alignment for the County Bike Path could utilize and/or be coordinated with the existing parallel Home Owners Association (HOA) pathway in the Brooke Manor community and include a signalized bicycle and pedestrian crossing at the interchange.

In addition, the master planned alignment for the Rock Creek Trail travels along Emory Lane (SP-32 in the CBFMP) between the ICC and Muncaster Mill Road (MD 115) and along Muncaster Mill Road (MD 115) between Emory Lane and Meadowside Lane. Implementing these facilities will not only complete a gap in the regional trail network, but also ensure community access to the nature center and Rock Creek Regional Park as well as the County Bike Path. This amendment will study this important park trail connector as well.

Plan objectives:

- Develop guidance for future facility planning to implement the master planned County Bike Path between Emory Lane and Georgia Avenue
- Coordinate with the concurrent *Upper Rock Creek Trail Corridor Master Plan* process to develop guidance for future facility planning to connect the County Bike Path with the “lower” Rock Creek Trail system, via Emory Lane and Muncaster Mill Road.
- Recommend any necessary master plan changes required to achieve the above objectives.

Northwest Branch Park and Vicinity (Figure 4)

The Northwest Branch Park presents the greatest challenge for the County Bike Path, but also offers the greatest opportunities for bicycle, pedestrian and trails connectivity. Planners consider the confluence of the Matthew Henson Trail, the County Bike Path and the Rachel Carson Greenway as the major trail and bikeway “interchange” for this portion of the County.

The SHA Bike Plan proposes to connect the County Bike Path with Matthew Henson Trail to the east via a new bridge over the Northwest Branch. The SHA Bike Plan connection from the Matthew Henson Trail to the County Bike Path to the west travels along Alderton, Bonifant and Layhill Roads. Planners consider this connection adequate in the short term, however, a more

direct connection through Layhill Local Park and the National Capital Trolley Museum is highly desirable along the master planned highway ROW. This would get trail users only to Bonifant Road. Therefore, this master plan amendment will need to consider necessary improvements along Bonifant Road between the ICC and Alderton Road, to enable trail users to safely access the Matthew Henson Trail (heading west) and the County Bike Path (heading east).

Several improvements are needed in order to make SHA's Bike Plan fully accessible to all potential trail users, particularly novice cyclists and pedestrians. Alderton Road is suitable for both cyclists on-road and pedestrians along a sidewalk (and for a short stretch on-road) due to low traffic volumes and an existing sidewalk along the road's east side. Bonifant Road and Layhill Road (MD 182)—both with existing on-road bike lanes—are suitable for experienced cyclists but not for novice cyclists or pedestrians due to an incomplete sidewalk network, therefore this amendment will evaluate necessary improvements to these roads to better accommodate novice cyclists, hikers and pedestrians.

The interim facility requires a partnership between SHA and the County to determine the necessary improvements along Layhill and Bonifant Roads to better accommodate pedestrians and novice cyclists. Possible improvements – some of which require a master plan amendment – include a new shared use path along the east side of Layhill Road (MD 182) between the ICC and Bonifant Road and a new shared-use path along the south side of Bonifant Road between Layhill Road (MD 182) and Alderton Road.

Plan objectives:

- Develop guidance for future facility planning for a new bridge over Northwest Branch to connect the County Bike Path from the east (currently proposed to terminate at Notley Road) with the Matthew Henson Trail and leading to the Rockville area.
- Develop guidance for constructing the County Bike Path in parkland parallel to the highway alignment between Layhill Road and Bonifant Road.
- Evaluate connections between Bonifant Road and the Matthew Henson Trail, including the feasibility of the master-planned shared use path along the highway alignment in Northwest Branch Park.
- Develop guidance for future facility planning to improve the SHA Bike Plan to better accommodate pedestrians and novice cyclists along Alderton, Bonifant and Layhill Roads.
- Recommend any necessary master plan changes required to achieve the above objectives.

Upper Paint Branch Stream Valley Park and Vicinity (Figure 5)

This study area presents the greatest challenges from a policy standpoint. The master planned County Bike Path takes the route through the Upper Paint Branch Stream Valley Park along the highway ROW. The SHA Bike Plan bypasses the park, due to the incremental effects on parkland and the addition of impervious surface within the Upper Paint Branch Special Protection Area. The SHA Bike Plan takes potential trail users along US 29, Fairland Road, Randolph Road and New Hampshire Avenue. In this area, the amendment must address two significant issues:

First, during the review of the ICC DEIS in February 2005 the Planning Board recommended against constructing a paved bike path through the Upper Paint Branch Special Protection Area, based primarily on the desire to minimize impervious surface. In March 2005, the County Council supported constructing the bike path along the master plan alignment, either within the highway ROW or through parkland. This master plan amendment is intended to affirm the Planning Board's decision not to pursue the path through the park, particularly in light of recent County Council legislation reducing the impervious cover cap in the Upper Paint Branch Special Protection Area (SPA) from 10 to 8 percent.

Second, what improvements are needed to upgrade the SHA Bike Plan to accommodate all potential trail users since segments of this route frequently do not accommodate pedestrians and novice cyclists? With some upgrades and improvements, SHA's Bike Plan offers a suitable alternative route to bypass the environmentally sensitive stream valley park.

Plan objectives:

- Affirm the Planning Board's earlier decision to remove the trail from the highway right of way to protect sensitive environmental resources in the Upper Paint Branch Stream Valley Park (in support of current SPA policies) and instead pursue improvements along parallel roads, consistent with the State's Bike Plan in the ROD.
- Develop policy guidance for future facility planning to improve US 29, Fairland Road, Randolph Road and New Hampshire Avenue to better accommodate pedestrians and novice cyclists.
- Recommend any necessary master plan changes required to achieve the above objectives.

US 29 Interchange and Briggs Chaney Road (Figure 5)

Winding the County Bike Path through the US 29 interchange previously had been the primary challenge in this study area. But because this amendment affirms the prior Planning Board decision to eliminate the shared-use path through the Upper Paint Branch Stream Valley Park, and there's no need to pursue a path connection between the interchange and the park, this no longer appears to be an important issue.

Regardless, connecting Eastern Montgomery County to the Matthew Henson Trail is a primary goal for regional bike and trail connectivity. SHA's Bike Plan may be satisfactory but it is not ideal. To make SHA's Bike Plan better serve the needs for shared use path connectivity, several bicycle and pedestrian improvements along Fairland Road and New Hampshire Avenue (MD 650) should be studied and implemented.

Plan objectives

- Develop guidance for future facility planning to implement the master planned County Bike Path between US 29 and Briggs Chaney Road
- Develop guidance for future facility planning to upgrade the SHA Bike Plan to better accommodate pedestrians and novice cyclists.
- Recommend any necessary master plan changes required to achieve the above objectives.

Project History

The ICC has been the subject of several studies over the last five decades. The National Capital Planning Commission first introduced the concept of an east-west highway as part of an outer circumferential highway (Outer Beltway) for the Washington D.C. area in the 1950s. This proposal was later modified in 1968 with Montgomery and Prince George's Counties land use plans dropping the portions of the Outer Beltway, but keeping the segment between I-270 and US 1. In 1972, the Montgomery County Council approved the alignment of a new highway that is now known as the ICC.

SHA conducted two project planning studies that resulted in DEIS publications in 1983 and 1997. No final decisions were made in either of these two studies. In 1998, the ICC was discussed by SHA along with a panel of national and local experts, which recommended improving mobility and quality of life by providing improved access with a tolled, limited access road. In 2003, the ICC was identified as a pilot priority project under a federal Executive Order to receive priority Federal and State oversight. Today, the ICC is planned as an 18-mile, controlled access, tolled highway that travels within Montgomery County and Prince George's County linking the I-270 corridor to the I-95/US 1 corridor.

Key Master Plan Guidance Regarding the County Bike Path

- **1998 ~ *Countywide Park Trails Plan (CPTP), as amended by the Rachel Carson Greenway Trail Plan***

The CPTP recommends providing a hard surface trail in the ICC ROW, whether or not the highway is built. If a highway is built on any portion of the ICC ROW, a bike/pedestrian path should also be provided. However, its exact location and design should remain flexible in order to minimize its environmental impact.

The Northwest Branch and Paint Branch portion of the ICC ROW in combination with Matthew Henson Trail would help provide an integrated hard surface trail system, which would connect every major park facility in Eastern Montgomery County. For this reason, the CPTP considers the Northwest Branch and Paint Branch areas critical to implementing the overall trail concept for the Eastern County. If the ICC is not built, trail opportunities along the ICC ROW should be considered. Trail opportunities outside the ROW should also be explored.

The plan recommends initiating a comprehensive trail study in the Northwest Branch Corridor once the future of the ICC is determined.

- **March, 2005 ~ *Countywide Bicycle Functional Master Plan (CBFMP)***

The CBFMP proposed a shared-use path (SP-40) in the highway ROW from the I-370 terminus to the Prince George's County Line, consistent with the CPTP. The path should be constructed if or when the ICC roadway project is built.

Outreach

An effective outreach strategy will engage the key stakeholders in this master plan amendment, which largely include bicycle transportation advocates, pedestrian /walking advocates, park and

trail (recreation) advocates, and environmental advocates. Due to the limited scope of the issues to be studied, we propose establishing an informal technical advisory group consisting primarily of the interest groups with the most stakes in the outcomes of this planning process:

- Bicycle transportation advocates
- Pedestrian advocates
- Park and Recreation advocates
- Environmental advocates

In addition, we will develop an interagency working group consisting of key representatives from the County Executive branch, such as the Department of Public Works and Transportation; and the Maryland Department of Transportation, including the State Highway Administration. To engage residents along the corridor as well as the general public we propose to hold at least two public information meetings after staff, the interagency working group and the stakeholders working group develop their initial recommendations. We anticipate holding these meetings in February 2008.

This general approach is consistent with how we conducted the master plan process for the Countywide Bikeways Functional Master Plan.

Proposed Schedule for the ICC Limited Functional Master Plan Amendment

A preliminary schedule for the completion of the ICC Master Plan Amendment is presented below.

October 2007 – Planning Board Reviews and Approves the Purpose and Outreach Strategy Report.

November - January 2007 – An interagency working group will be established, as well as the informed technical advisory group of stakeholders. Staff will conduct research, collect and analyze data and develops initial recommendations in conjunction with the interagency working group. Feedback on these recommendations will be solicited from the stakeholders working group.

February 2008 – Complete preliminary draft recommendations and hold a public meeting at two locations in the study area to obtain comments.

March –April 2008 – Finalize Master Plan Amendment report and develop cost estimates.
Present preliminary recommendations to Planning Board.

May-June 2008 – Present Staff Draft Master Plan to the Planning Board and hold Planning Board Public Hearing.

Summer 2008 – Transmit Planning Board Draft Master Plan to the County Council

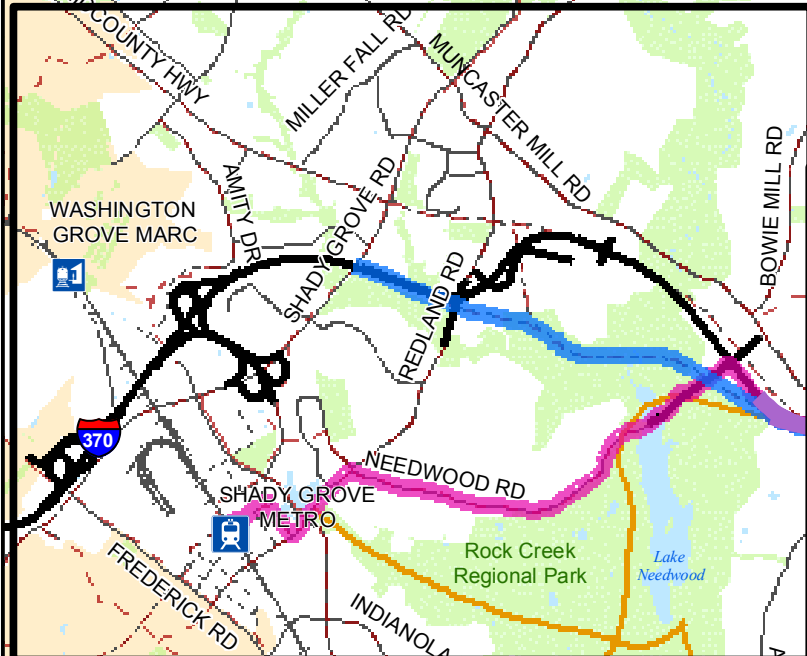
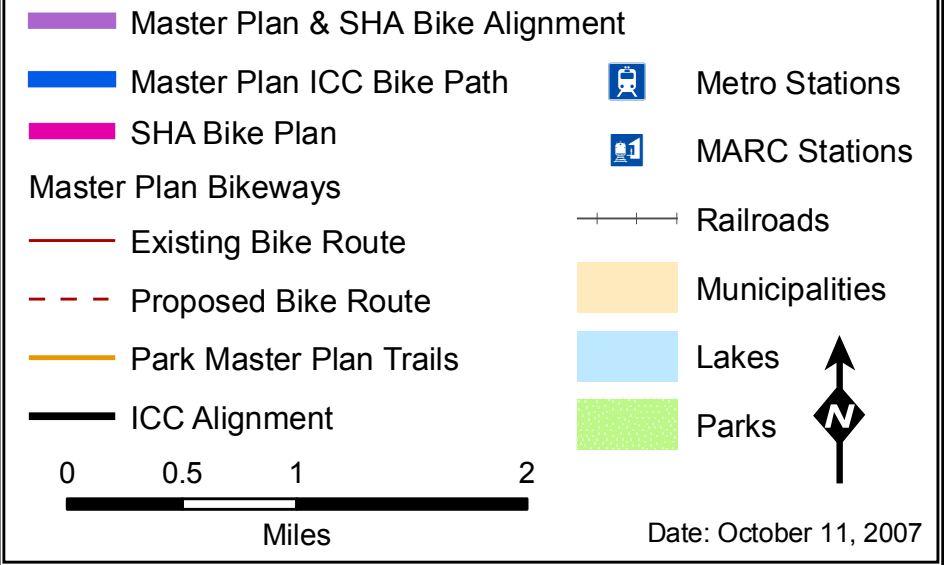
APPENDIX A



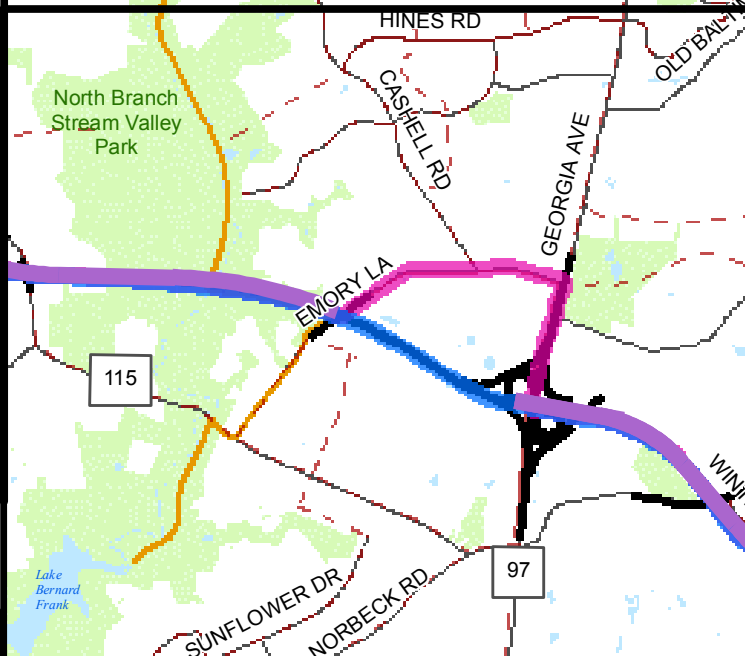
Acronyms and
Definitions

CBFMP	Countywide Bikeways Functional Master Plan
CPTP	Countywide Park Trails Plan
CIP	Capital Improvement Program
CTP	Consolidated Transportation Program
County Bike Path	Master planned route for the County Bike Path
DEIS	Draft Environmental Impact Statement
DPWT	Department of Public Works and Transportation
FEIS	Final Environmental Impact Statement
FY	Fiscal Year per M-NCPPC calendar
HOA	Homeowners Association
ICC	Intercounty Connector
ICCLFMPA	Intercounty Connector Limited Functional Master Plan Amendment
M-NCPPC	Maryland-National Capital Park and Planning Commission
MOU	Memorandum of Understanding
ROD	Federal Record of Decision
ROW	Right of Way
SHA Bike Plan	Bicycle and Pedestrian Plan approved as part of the ICC Record of Decision
SHA	State Highway Administration
SP	Shared-use Path
SWM	Stormwater Management

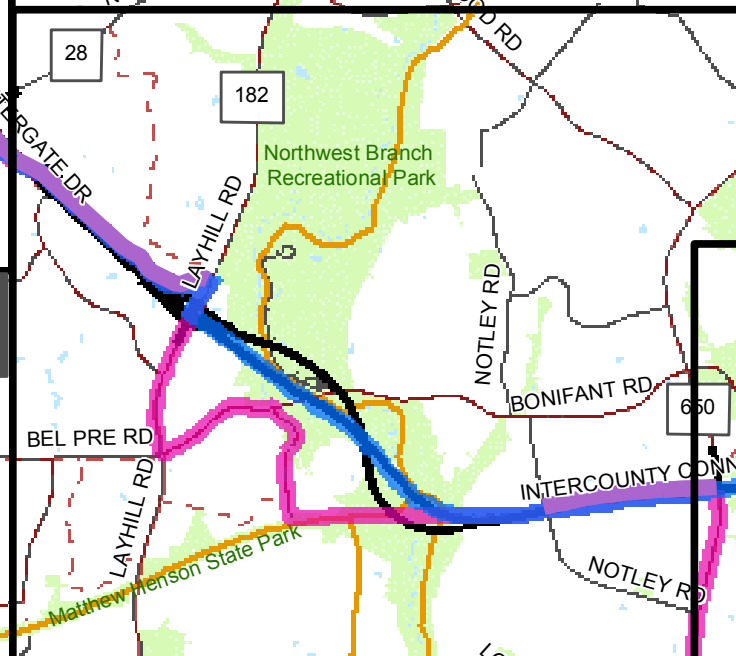
Figure 1 ICC Corridor Study Area



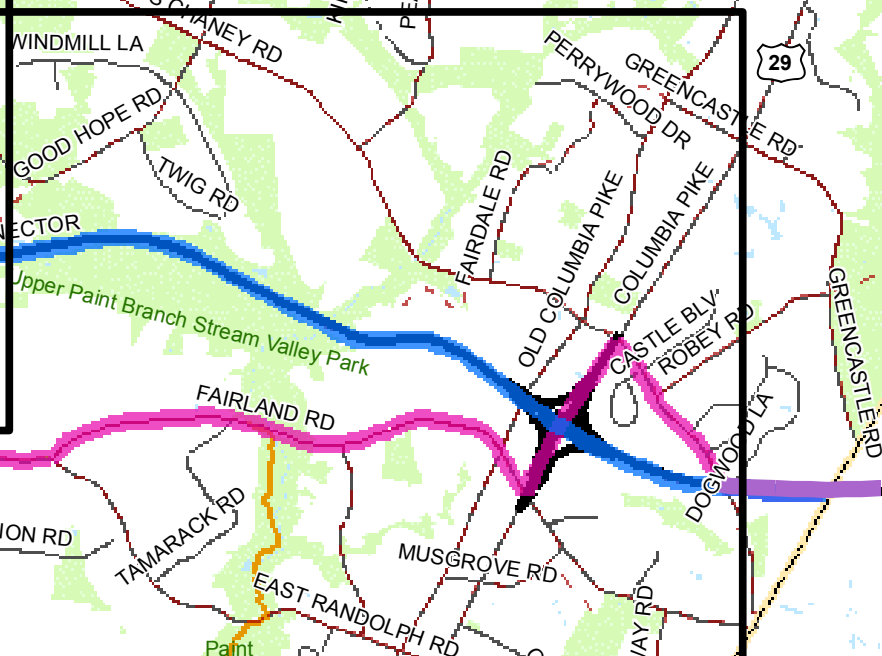
Needwood Road and Vicinity
Figure 2



Emory Lane and Vicinity
Figure 3



Northwest Branch and Vicinity
Figure 4



Paint Branch and Vicinity
Figure 5

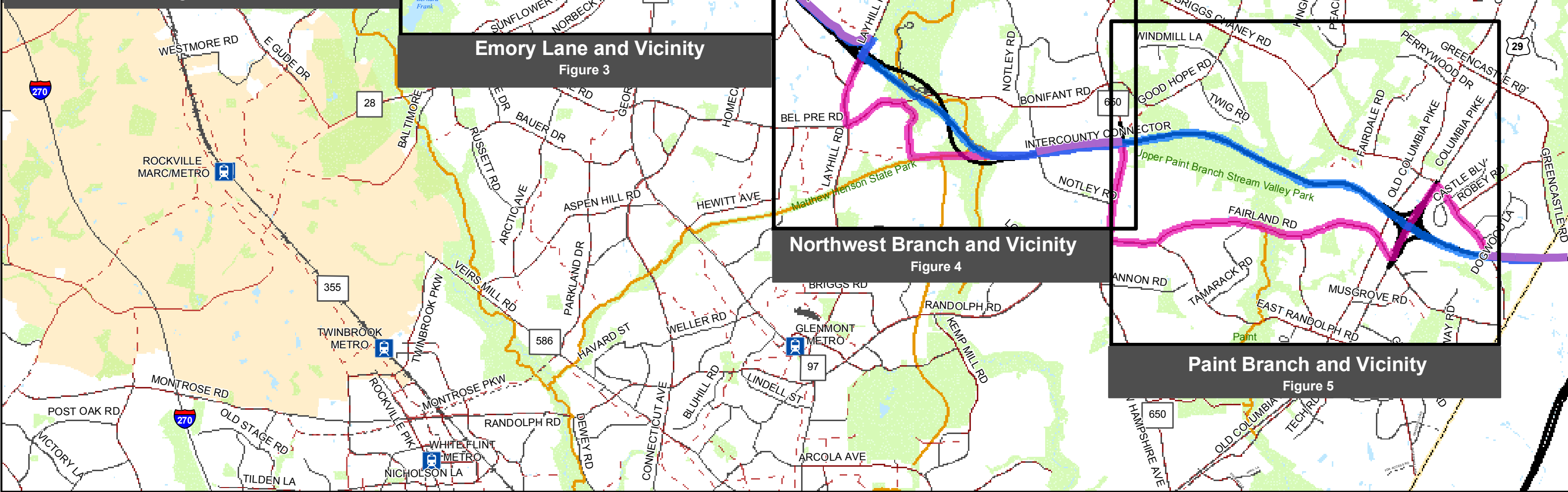
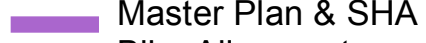



















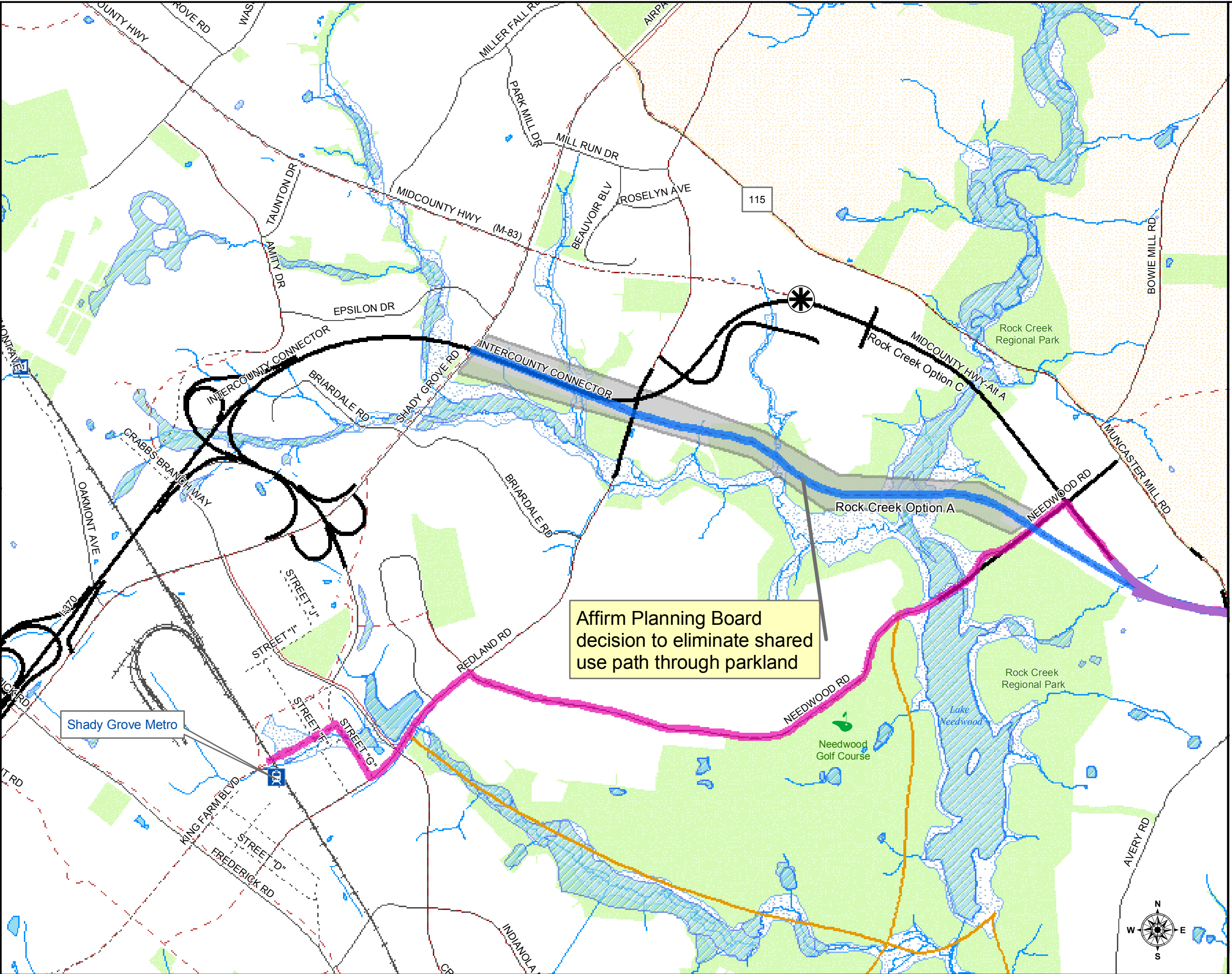


FIGURE 2
Needwood Road and Vicinity

-  Master Plan & SHA Bike Alignment
 -  Master Plan ICC Bike Path
 -  SHA Bike Plan
 -  ICC Alignment
 - Master Plan Bikeways**
 -  Existing Bike Route
 -  Proposed Bike Route
 -  Park Master Plan Trails
 -  Roads
 -  Proposed Roads
 -  M-83 Interchange
 -  Wetlands
 -  Floodplain
 -  Special Protection Areas
 -  Parks
 -  MARC Stations
 -  Metro Stations
 -  Railroads
 -  Lakes
 -  Issue Areas
- 0 0.25 0.5

Miles



Affirm Planning Board decision to eliminate shared use path through parkland

Shady Grove Metro

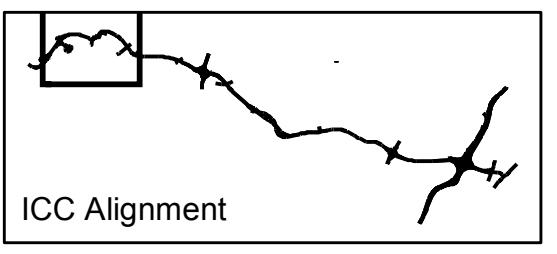
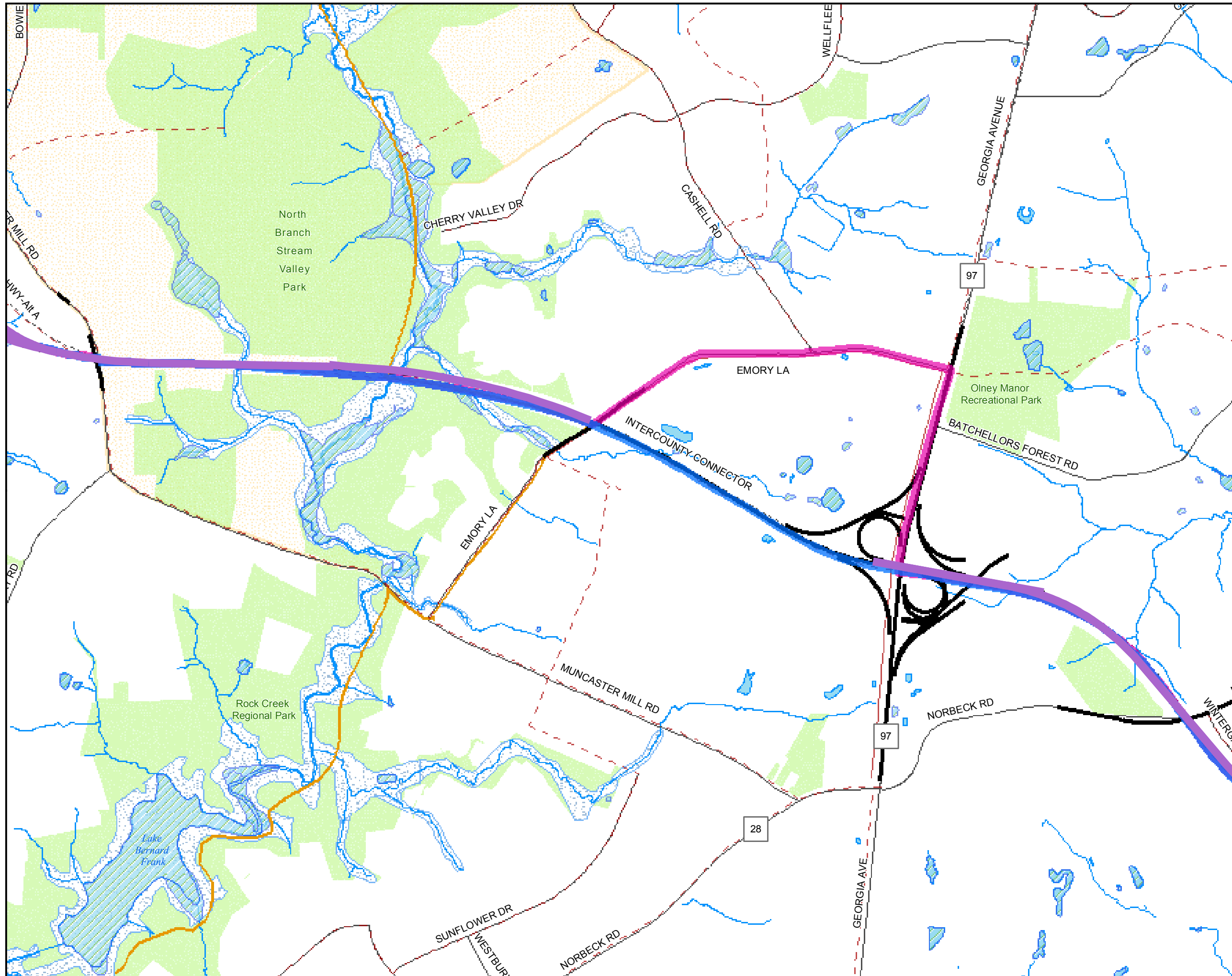















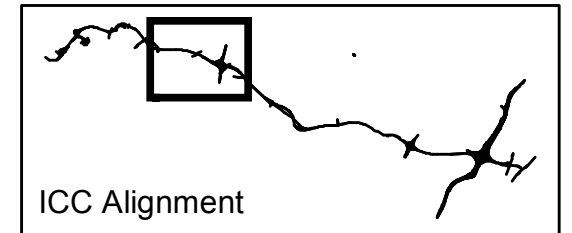
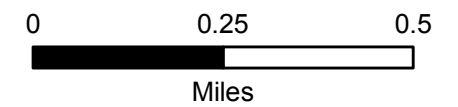
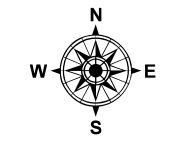


FIGURE 3
Emory Lane and Vicinity

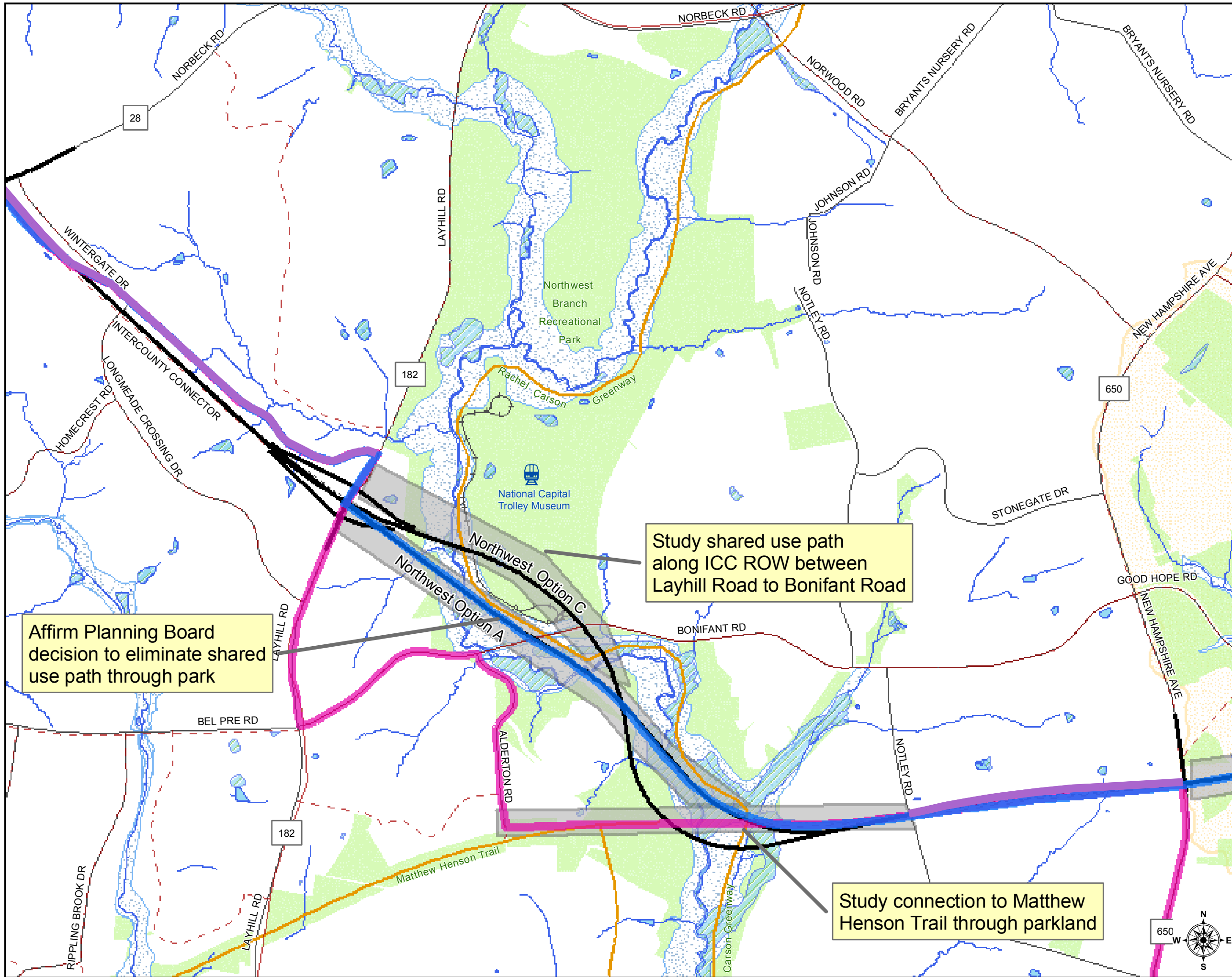


-  Master Plan & SHA Bike Alignment
-  Master Plan ICC Bike Path
-  SHA Bike Plan
-  ICC Alignment
- Master Plan Bikeways**
-  Existing Bike Route
-  Proposed Bike Route
-  Park Master Plan Trails
-  Roads
-  Proposed Roads
-  Wetlands
-  Floodplain
-  Special Protection Areas
-  Lakes
-  Parks
-  Issue Areas

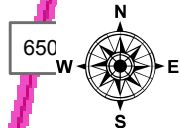
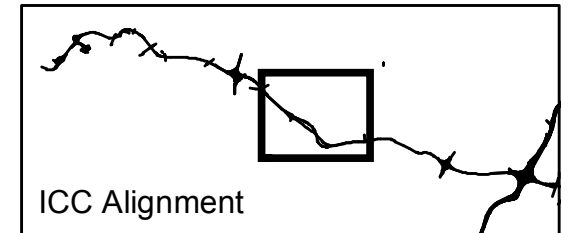


Date: October 11, 2007

FIGURE 4
Northwest Branch
and Vicinity

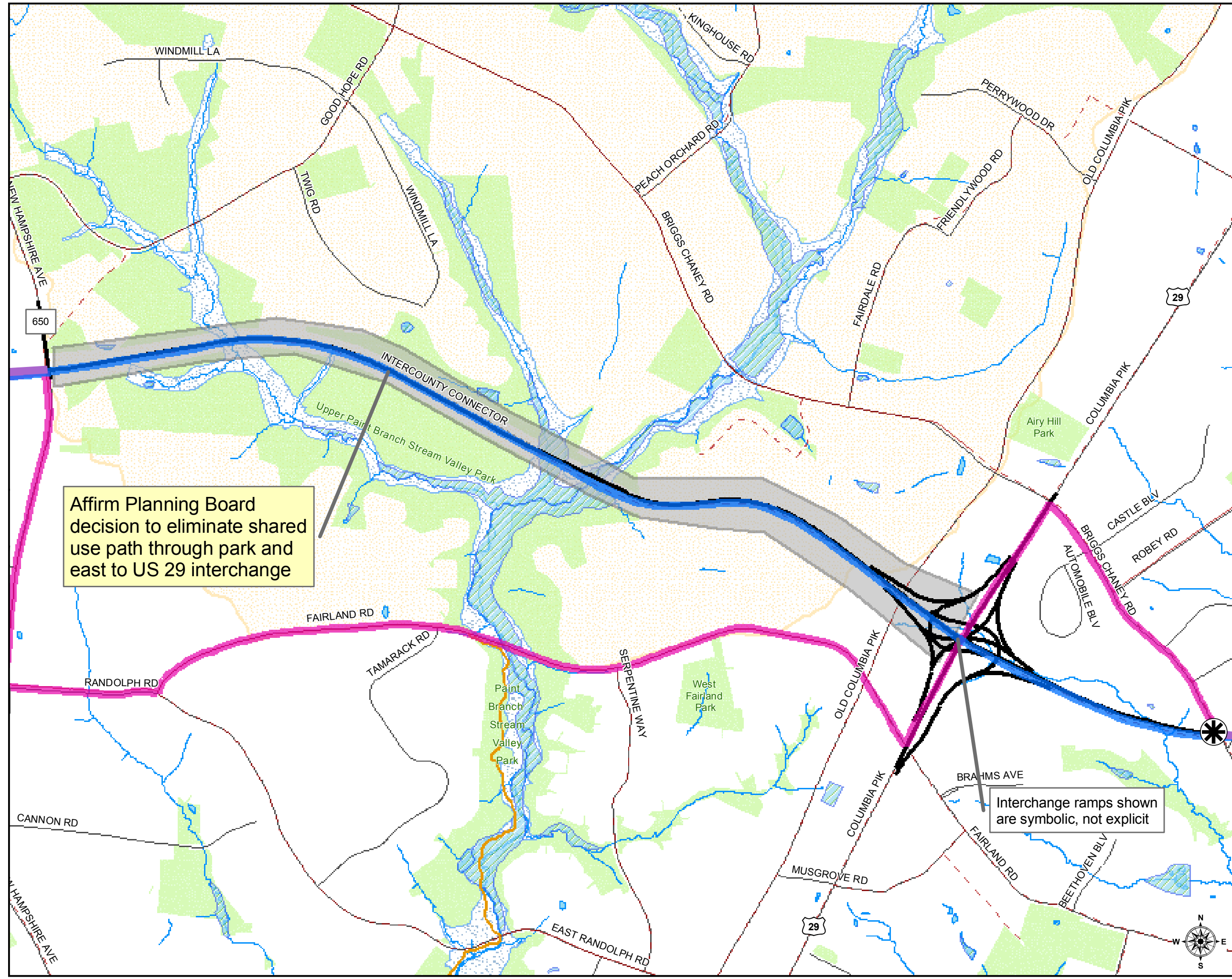


















- Master Plan & SHA Bike Alignment
- Master Plan ICC Bike Path
- SHA Bike Plan
- ICC Alignment
- Master Plan Bikeways**
- Existing Bike Route
- Proposed Bike Route
- Park Master Plan Trails
- Roads
- Proposed Roads
- Wetlands
- Floodplain
- Special Protection Areas
- Lakes
- Parks
- Issue Areas



Date: October 11, 2007

FIGURE 5
Paint Branch and Vicinity



-  Master Plan & SHA Bike Alignment
-  Master Plan ICC Bike Path
-  SHA Bike Plan
-  ICC Alignment
- Master Plan Bikeways**
-  Existing Bike Route
-  Proposed Bike Route
-  Park Master Plan Trails
-  Future Briggs Chaney Interchange
-  Roads
-  Proposed Roads
-  Wetlands
-  Floodplain
-  Special Protection Areas
-  Lakes
-  Parks
-  Issue Areas

Affirm Planning Board decision to eliminate shared use path through park and east to US 29 interchange

Interchange ramps shown are symbolic, not explicit

