

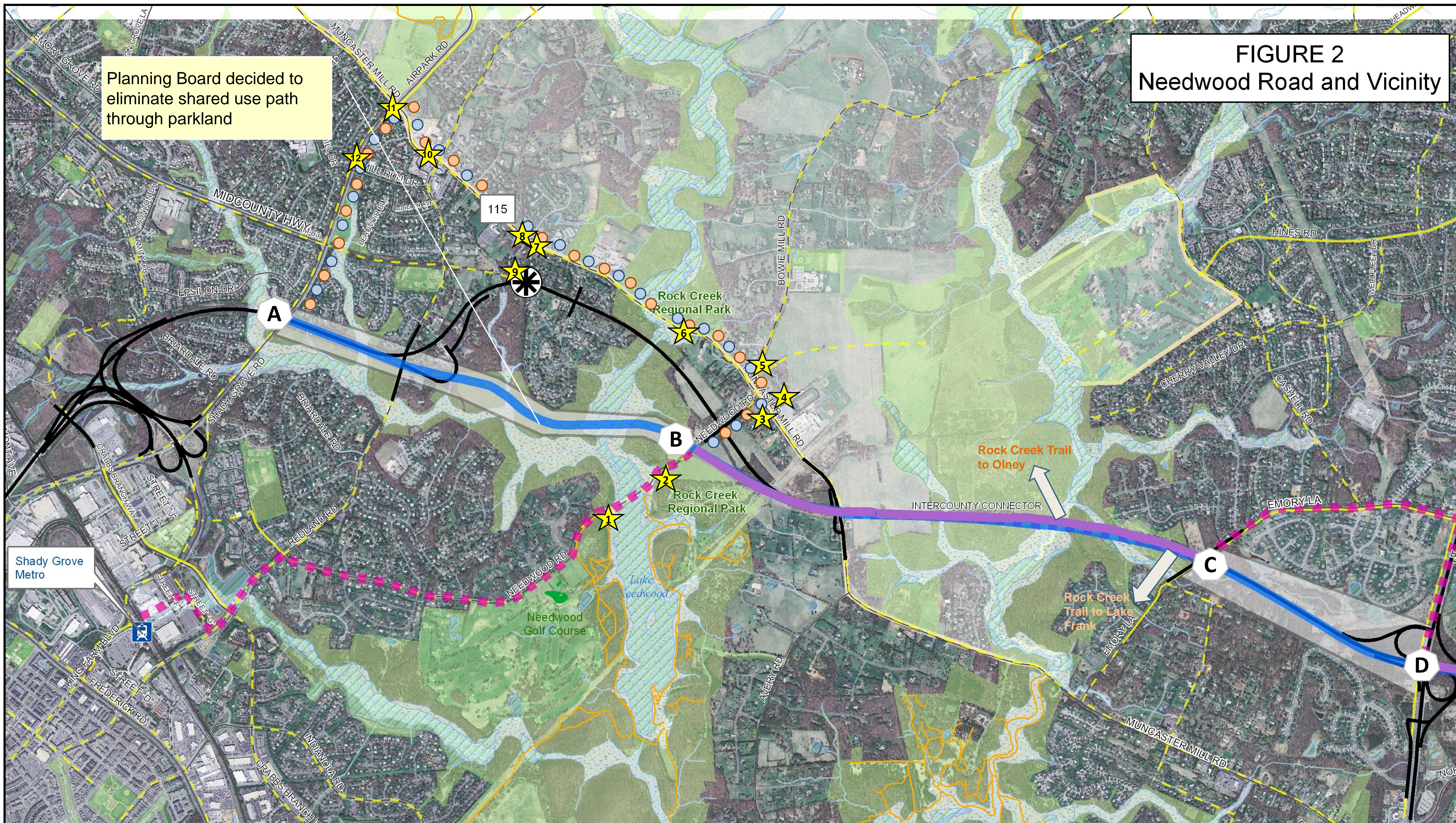
Figure 2 Needwood Road and Vicinity

Figure 3 Northwest Branch and Vicinity

Figure 4 Paint Branch and Vicinity

Issues/Problem Areas

- A. Deciding whether the County agrees with the State's recommendations for detouring the ICC trail along roadways ("SHA Bicycle and Pedestrian Plan").
- B. Determining necessary improvements along these roads to improve bicycle and pedestrian accommodation and meet the needs of all potential user groups.
- C. Deciding whether to remove from master plans sections of the ICC trail through environmentally sensitive park resources.
- D. Identifying related master plan amendments required to achieve any recommendations resulting from solutions intended to address the other issues.



**FIGURE 2
Needwood Road and Vicinity**

Planning Board decided to eliminate shared use path through parkland



Master Plan & SHA Bike Alignment	Master Plan Bikeways	Roads	Floodplain	Railroads
Master Plan ICC Bike Path	Existing Bike Route	Proposed Roads	Special Protection Areas	Issue Areas
SHA Bike Plan	Proposed Bike Route	M-83 Interchange	Parks	Option 3
ICC Alignment	Park Trails	Wetlands	Metro Stations	

Issues/Problem Areas

Rock Creek Park - connecting the ICC trail terminus at Needwood Road (Point A) with Midcounty Highway (Point B)

1. Master planned trail in **blue** from Point A to Point B through park along master planned highway alignment, which is not the selected highway alignment. This alignment would require a new park trail through Rock Creek Park and environmentally sensitive areas (not supported by Planning Board).
2. SHA's Bicycle and Pedestrian Plan in **pink** for connecting ICC trail terminus with Shady Grove Metrorail Station. Shared use path and bike lanes are master planned, substandard shared use path exists in segments. SHA will assist with funding improvements to shared use path.
3. On-road bikeways shown in are planned for Needwood, Muncaster Mill, and Shady Grove roads, but off-road bikeways are not. To accommodate all users, new paths or wider sidewalks along these roads would be needed.

Emory Lane/Georgia Avenue - connecting Emory Lane with Georgia Avenue

1. Master planned trail route in **blue** from Point C to Point D would require new trail, either within highway right of way (ROW) or investigate a connection outside the highway right-of-way on Brooke Manor community land and utilizing sections of its existing community path (no discussions yet with community Home Owner Association).
2. SHA bike and pedestrian plan route in **pink** utilizes existing shared use path along Emory Lane and a new shared use path along Georgia Avenue.

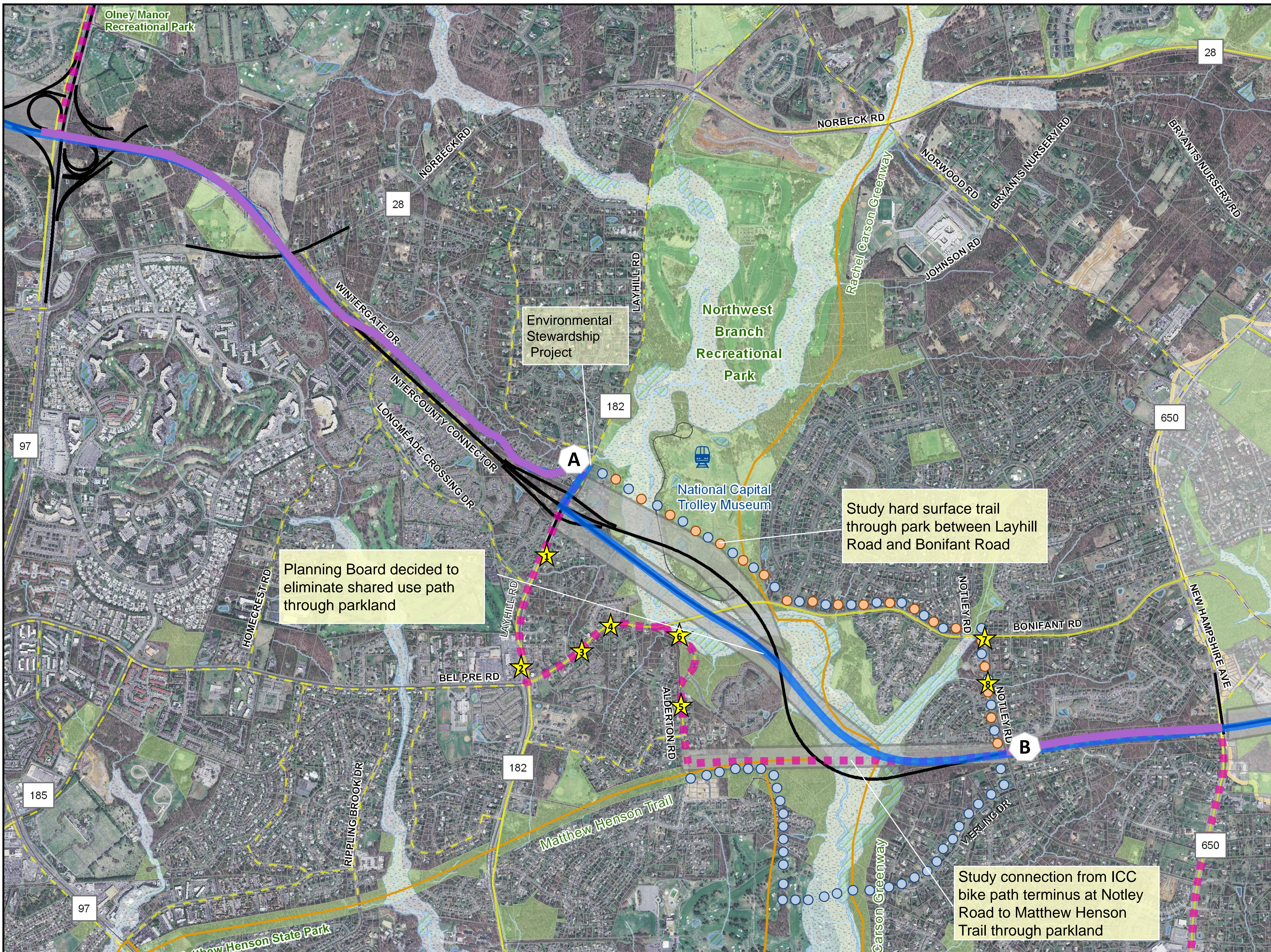


FIGURE 3
Northwest Branch and Vicinity

- 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
 - Lakes
 - Parks
 - Special Protection Areas
 - Issue Areas
 - **Option 3**
 - **Option 4**
- 0 0.25 0.5 Miles

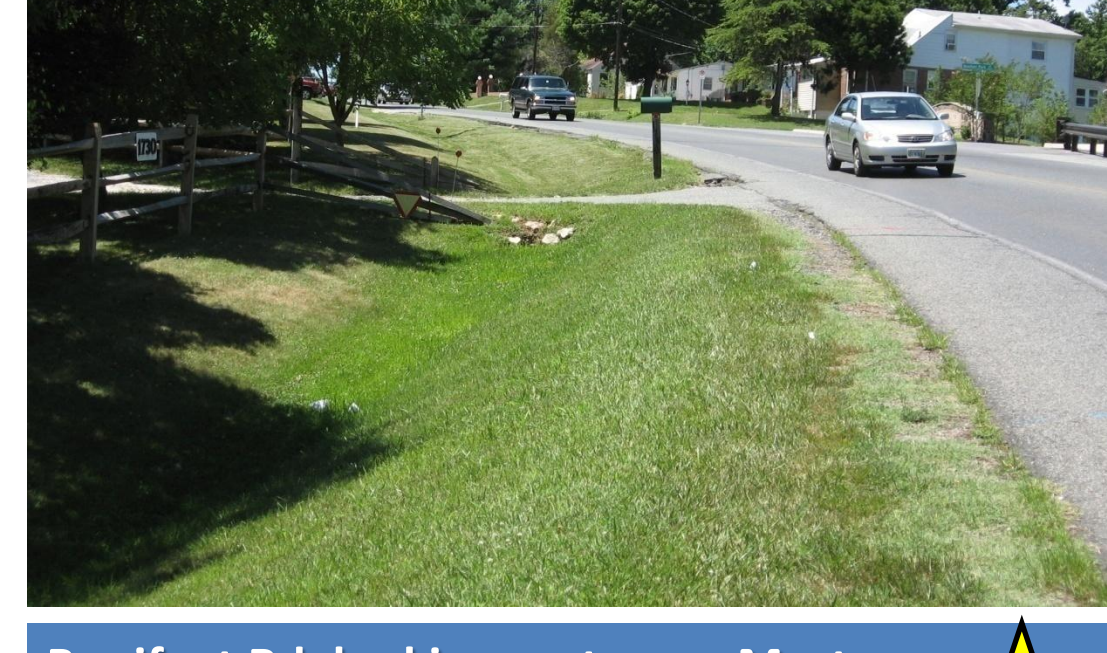
Layhill Rd. looking north from Norvale Rd. ★ 1



Layhill Rd. looking north from Bonifant Rd. ★ 2



Bonifant Rd. looking west near Layhill Valley Ct. ★ 3



Bonifant Rd. looking east near Morton Hall Rd. ★ 4



Alderton Rd./Woodwell Rd. South View ★ 5



Alderton Rd. Southwest View ★ 6



Bonifant Rd. looking west from Notley Rd. ★ 7



Notley Rd. looking north from Northwyn Dr. ★ 8



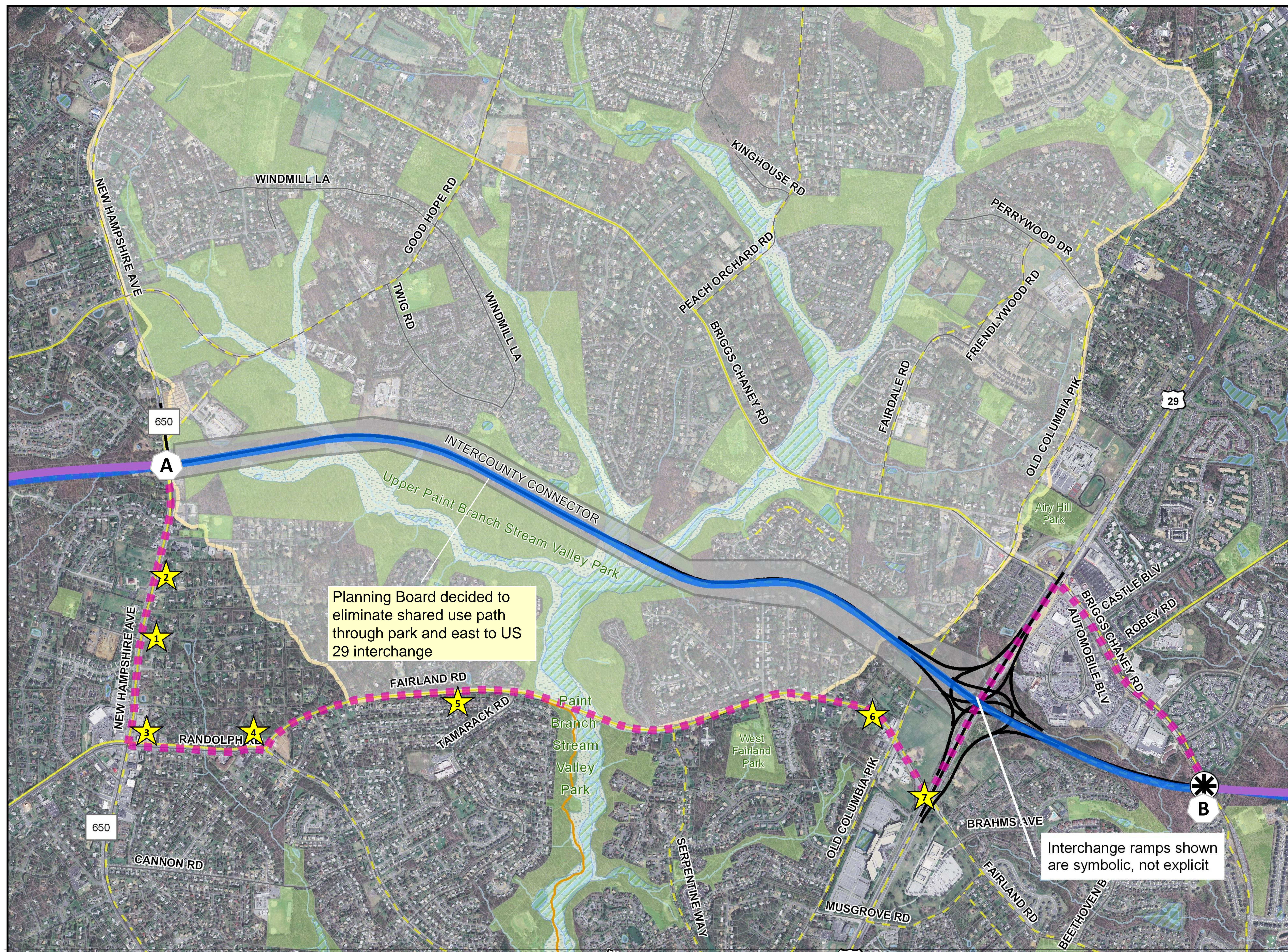
Issues/Problem Areas

Connecting the ICC trail terminus at Layhill Road (Point A) with the ICC Trail terminus at Notley Road (Point B).

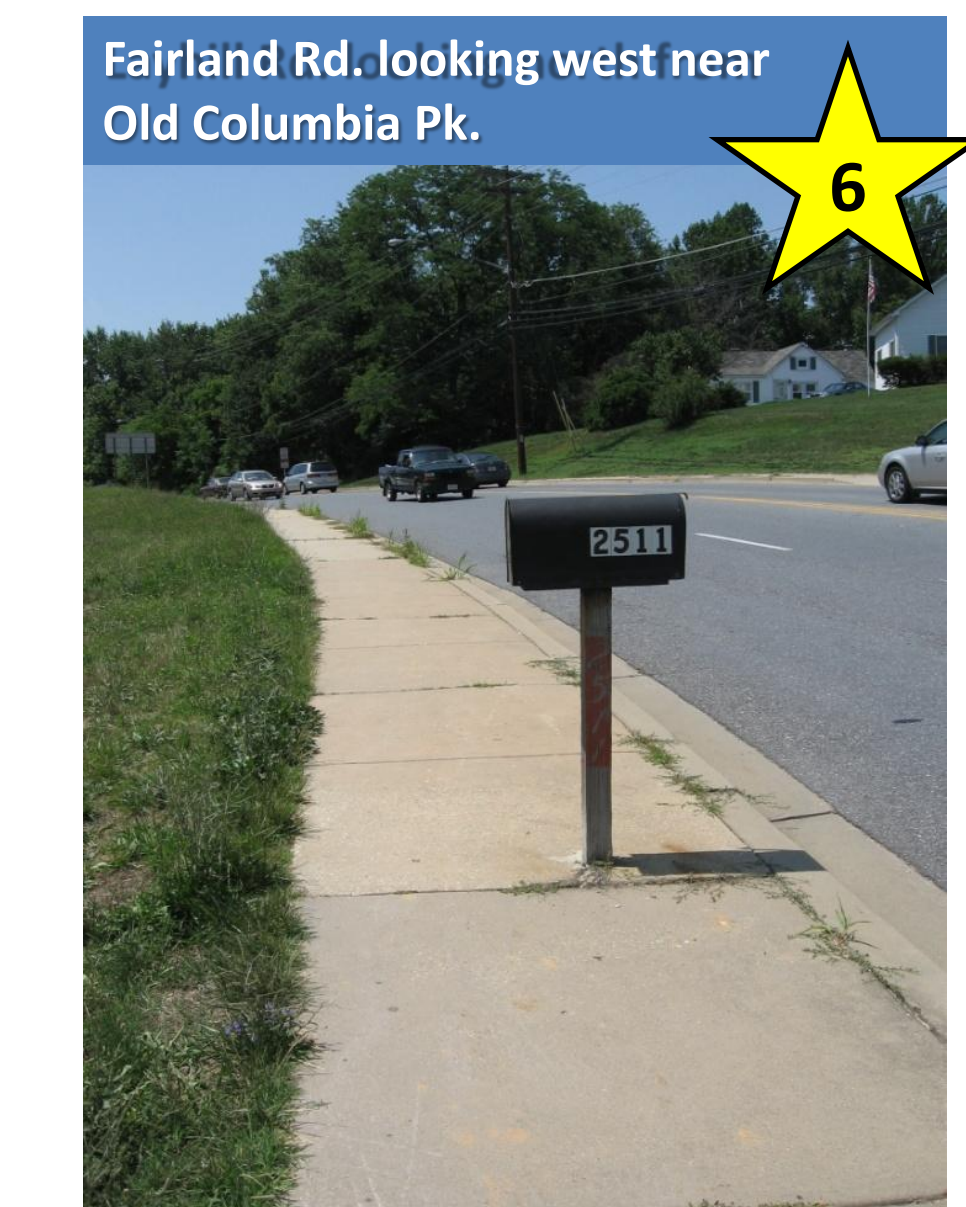
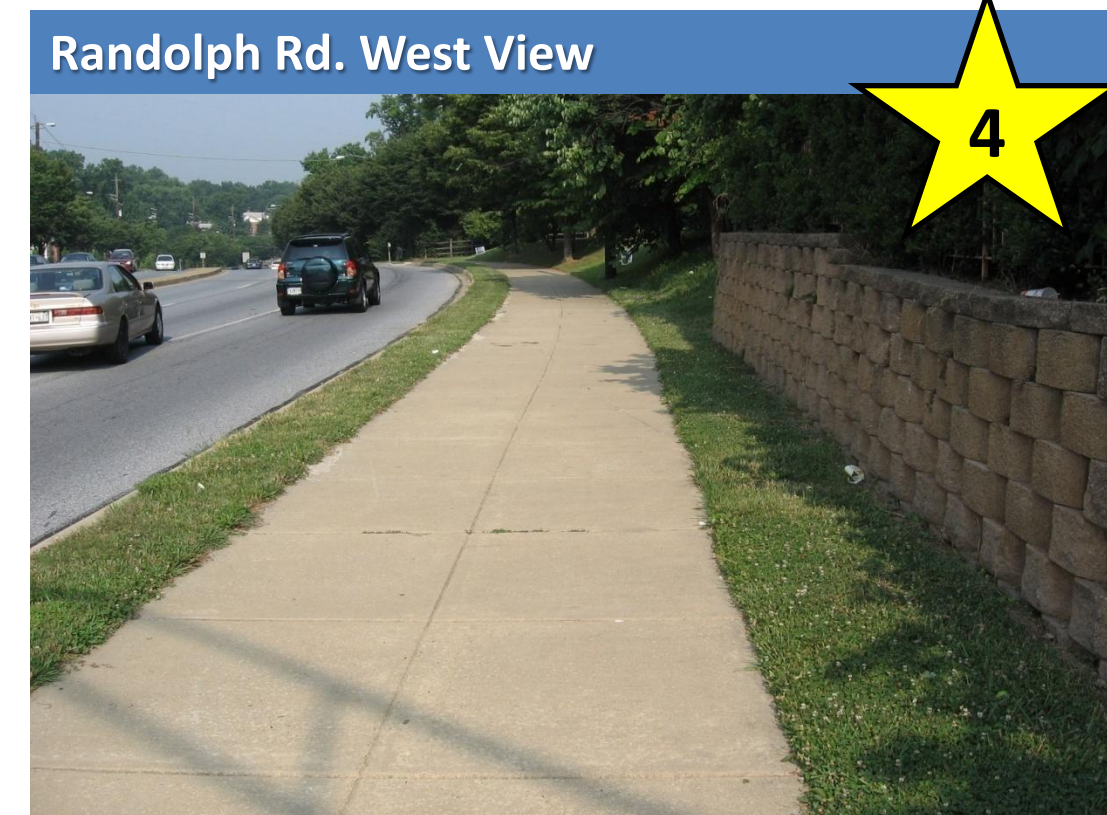
1. Master planned trail in **blue** along master planned highway right-of-way (but not the selected highway alignment). Would require a new hard surface park trail through difficult terrain and environmentally sensitive resources, as well as a new, grade-separated hiker/biker bridge over Bonifant Road.
2. SHA's Bicycle and Pedestrian plan in **pink** utilizes existing on-road bicycle facilities along Alderton, Bonifant and Layhill Roads, but would require widening existing sidewalks or constructing new shared use paths to accommodate all user groups. A new hard surface park trail would be needed between Matthew Henson Trail and eastern park boundary, then new trail within highway right-of-way between eastern park boundary and Notley Road (with SHA funding assistance).

3. New (and currently unplanned) facilities shown as ●●●● along Notley and Bonifant Roads would need wider sidewalk and/or a new shared use path. A new hard surface park trail would also be needed through a future developed area of Northwest Branch Park as well as Layhill Local Park (trail to be studied as part of Northwest Branch Park Master Plan).
4. An alternative shown as ●●●● connects Matthew Henson Trail and ICC trail terminus at Notley Road to avoid bisecting large contiguous forest in parkland. This option utilizes master planned hard surface park trail into heart of Poplar Run/Indian Spring community (to be partly built by developer) and utilizes a developer-constructed natural surface trail and bridge connecting to Drumeldra Hills community, but which won't allow bicycles. The last connection to Notley Road would use neighborhood streets. Linking Matthew Henson Trail with developer-constructed hard surface trail is undetermined.

FIGURE 4
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
- Lakes
- Parks
- Special Protection Areas
- Issue Areas



Issues/Problem Areas

1. The alignment in **blue** from Point A to Point B is the current master planned route. Implementation would require complex grade separation such as a bridge through US 29 interchange. Implementation would locate a new hard surface park trail parallel to the highway through the Paint Branch Stream Valley Park and a special environmental protection area.
2. SHA's Bicycle and Pedestrian Plan in **pink** utilizes existing and planned bicycle and pedestrian facilities as a substitute for the master plan route. To provide more park-like experience and meet the needs of all users, roadways will require improvements such as wider sidewalks or shared use paths.