

The Transportation Management Plan will provide detailed mitigation for these temporary construction impacts to traffic. Section 5.3 provides a description of the Transportation Management Plan, including public notification requirements, and coordination with emergency services.

3.3 Pedestrian and Bicycle Facilities

3.3.1 Introduction

This section documents existing and planned pedestrian and bicycle facilities located within the Purple Line corridor and presents potential benefits and impacts during operations and construction of the Preferred Alternative (compared with the No-Build Alternative).

3.3.2 Affected Environment

Multi-use trails, sidewalks, and bicycle lanes form a bicycle and pedestrian network that extends through many parts of the region. The corridor includes portions of eight multi-use trails, sidewalks and a number of bicycle lanes within roadway rights-of-way. The multi-use trails which are adjacent to, or cross the Preferred Alternative are the Capital Crescent (Georgetown to Bethesda), Georgetown Branch Interim, Rock Creek, Green, Sligo Creek, Long Branch, Northwest Branch, Paint Branch, and Northeast Branch Trails. The Georgetown Branch Interim Trail is within the right-of-way where the proposed Purple Line would be located. The roadways within the corridor generally have sidewalks provided on at least one side of the roadways. Bicycle lanes are provided on some roadways within the corridor.

3.3.3 No Build Alternative

As described in Chapter 2.0 the No Build Alternative includes the completion of the Green Trail, bikeway and pedestrian improvements in the Bethesda Central Business District, and the Dale Drive sidewalk. The No Build Alternative does not include the construction of the Capital Crescent Trail from Bethesda to Silver Spring, therefore no impacts are expected.

3.3.4 Preferred Alternative

Long-term Operational Effects

Throughout the corridor the Preferred Alternative includes:

- Additional sidewalks and crosswalks in station areas, where needed to support safe station access
- Sidewalks along both sides of new and reconstructed roadways
- Bicycle racks at stations, where space allows and ridership estimates indicate a need.

The Preferred Alternative includes the following location-specific changes to bicycle and pedestrian facilities:

- Using funding to be provided by Montgomery County, the eastern 4.3 miles of the Capital Crescent Trail from Bethesda to Silver Spring would be constructed and paved, replacing the existing Georgetown Branch Interim Trail between Bethesda and Stewart Avenue. The Capital Crescent Trail would provide a permanent trail, separate from the roadways, from Stewart Avenue into downtown Silver Spring.² Most of the existing vegetation within the Georgetown Branch right-of-way will be removed; the trail will be regraded, and landscaped. Retaining walls will be built in some locations, and fencing provided between the trail and the transitway. The trail will be paved 12 feet wide, with 2-foot unpaved shoulders on either side. Lighting and other amenities will be provided near stations and at other locations as determined by Montgomery County. Twenty-three formal access points will be constructed. See Chapter 2.3.2 for more detail.
- New signalized pedestrian crosswalks across 16th Street, Wayne Avenue, Arliss Street, Piney

² The Preferred Alternative assumes that the permanent Capital Crescent Trail between Talbot Avenue and Silver Spring would be located in CSXT right-of-way in accordance with the County's land use plan. The completion of the trail in the CSXT corridor is contingent on agreement between Montgomery County and CSXT on the use of CSXT property on the north side of the CSXT tracks for the trail. If agreement is not reached by the time the Purple Line construction occurs, MTA would construct the trail from Bethesda to Talbot Avenue. From Talbot Avenue to Silver Spring, an interim signed bike route on local streets would be used.

Branch Road, University Boulevard, Campus Drive, and River Road.

- Wider outside roadway travel lanes to accommodate bicycles on Piney Branch Road, University Boulevard, and Kenilworth Avenue, and a 5-foot wide bicycle lane on the eastbound side of Veterans Parkway, separated from the traffic lane by striping.
- Wider sidewalks and crosswalks, pedestrian plazas and refuges along University Boulevard, especially in station areas, where needed and where reasonably feasible.
- Construction of a new bikeway across the UMD campus.

Mitigation

MTA will design bicycle and pedestrian crossings to meet the requirements of the Americans with Disabilities Act (ADA), the Manual on Uniform Traffic Control Devices, the American Railway Engineering and Maintenance of Way Association, American Association of State Highway and Transportation Officials, and other relevant requirements and guidelines to ensure that a high level of service, safety and durability are provided.

Short-term Construction Effects and Mitigation

Construction of the Preferred Alternative would temporarily affect bicycle and pedestrian facilities and activities, and may include temporary sidewalk and trail route detours. The Transportation Management Plan discussed in Section 5.3 will address detours and temporary connections to maintain continuity of bicycle and pedestrian facilities during the construction. Pedestrian movements would be maintained to the extent reasonably feasible and pedestrian access to adjacent properties would be maintained during construction. Where it is not possible to maintain existing movements, alternate routing with appropriate signing would be designated.

3.4 Parking Facilities

3.4.1 Introduction

The Purple Line is consistent with the State's Smart Growth policies to encourage new development in areas that are already developed reducing use of the

automobile, and therefore reducing parking needs. Parking in the corridor is not at capacity. In 2011 Montgomery County completed a Parking Policy Study to evaluate the need to better align with other policies that promote travel by other modes than automobile.³

MTA inventoried the types of parking facilities, locations, and the number of parking spaces located within a Purple Line parking study area. These included parking lots wholly or partially within the limits of disturbance (LOD), on-street parking in the LOD and public parking garages within one-quarter mile of Purple Line stations. Data sources included field reconnaissance, available mapping, and data from parking facility owners, including the counties, WMATA, and private entities. Parking facilities consist of the following:

- **On-street Parking**—Public parking along the sides of streets
- **Parking Garage**—Parking structures within one-quarter mile of Purple Line stations that patrons of the Purple Line might use for parking
- **Non-residential Parking Lots**—Paved areas used for parking that are open for public use or to serve businesses and non-residential parking
- **Residential**—Driveways and parking pads, as well as parking lots of apartments or condominiums

Parking impacts in the study area were classified as either permanent or temporary. Permanent parking effects consist of permanent loss of parking spaces that would not be reconstructed in their existing locations nor would they be replaced in other locations. Temporary parking effects consist of parking spaces that would be temporarily lost due to construction and would be unavailable for some duration during construction but would be available after construction or would be relocated.

³ M-NCPPC and Montgomery County Department of Transportation, *Montgomery County Parking Policy Study*, Study Summary, 2011