Prior to construction, a transportation management plan (TMP) for the Purple Line will be developed and implemented, in coordination with SHA, Montgomery County, Prince George's County, and existing transit service providers along the corridor, to minimize potential negative impacts to traffic and transit. The draft TMP is being developed as part of the current preliminary engineering phase. A final TMP would be developed in the final design phase. In addition, the TMP will include a public awareness component to keep the traveling public alerted to the schedule of specific construction activities.

To maintain traffic and roadway operations during project construction, a maintenance of traffic (MOT) plan will be prepared and implemented in coordination with the SHA, Prince George's and Montgomery Counties, and affected Emergency Response Teams. The MOT plan will identify specific construction sequencing to maintain traffic, pedestrian and bicycle movements and access, as well as identify planned lane closures, temporary traffic routing and access provisions, bus service changes, speed reductions, and provide temporary signage and traffic control.

5. Pedestrian and Bicycle Impacts

The *Bicycle and Pedestrian Plan for the National Capital Region (October 2010)* reports that 73 projects from the 2006 *Bicycle and Pedestrian Plan* have been completed. At the same time, sixteen major pedestrian intersection improvements, nine streetscape projects, and five pedestrian bridges or tunnels were completed. Currently, approximately 13 miles of shared use paths and nine miles of bicycle lanes are added annually. At this pace of construction, the region will have completed about 390 miles of shared use path and 270 miles of bicycle lanes by 2040, or a little more than half the planned network.

A network of shared use trails, sidewalks, and bicycle paths form a bicycle and pedestrian network that extends throughout the Metropolitan Washington region. The Purple Line study area encompasses portions of eight shared use trails and a number of sidewalks and bicycle lanes within roadway rights-of-way. The Interim Capital Crescent Trail is located along the Georgetown Branch from Bethesda to Lyttonsville and paralleling the proposed transitway to the Silver Spring Transit Center (SSTC). Proposed Pedestrian and Bicycle Conditions Under the Preferred Alternative are shown on Figure 5-1.

Table 5-1 summarizes the existing peak hour pedestrian volumes at selected intersections along the corridor. Bonifant Street at Georgia Avenue, Piney Branch Road at University Boulevard, and Baltimore Avenue at Rossborough Lane have the highest pedestrian volumes during peak periods. Conversely, Riverdale Road at 64th Avenue/East Pine, Piney Branch Road at Garland Avenue, and Wayne Avenue at Sligo Creek Parkway were amongst the lowest pedestrian volumes during peak periods.

Table 5-1: Peak Hour Pedestrian Volumes

Intersection	AM Peak Hour Total Pedestrian Volumes	PM Peak Hour Total Pedestrian Volumes
Bonifant Street at Georgia Avenue	212	260
Wayne Avenue at Sligo Creek Parkway	33	99
Piney Branch Road at Garland Avenue	50	75
Piney Branch Road at University Boulevard	96	183
University Boulevard at New Hampshire Avenue	48	127
University Boulevard at 14th Avenue	67	136

Intersection	AM Peak Hour Total Pedestrian Volumes	PM Peak Hour Total Pedestrian Volumes
University at Riggs Road	40	124
Campus Drive at Adelphi Road	43	95
Baltimore Avenue at Rossborough Lane	130	131
Riverdale Road at 64th Avenue/East Pine Drive	60	45

To the extent practicable, MTA will seek to reduce or eliminate pedestrian and motorist conflicts with transit vehicles at MTA stations and facilities. However, conflicts do occur, especially at stations where pedestrians must cross streets at-grade to access platforms, as would be the case for many Purple Line stations. Many safety measures including crosswalks, signals, lighting, and fencing in certain locations, help to reduce the number of conflicts and incidents. In addition, basic design elements are used to enhance safety, including use of platform and parking lot layouts that avoid or reduce pedestrian/vehicle and vehicle/vehicle conflicts, as well as careful use of landscaping to eliminate blind spots and provide openness for security surveillance.

MTA stations and facilities are designed to comply with the ADA to improve safety and ease of movement for disabled individuals. For this corridor, which runs through dense residential, shopping and business districts, operator training and public outreach is important in contributing to pedestrian and motorist safety.

In order to accommodate pedestrian and bicycle needs, the Preferred Alternative includes the following changes to bicycle and pedestrian facilities.

- The eastern 4.3 mile segment of Capital Crescent Trail from Bethesda to Silver Spring
- Sidewalks along new and reconstructed roadways
- A new sidewalk along the east side of Kenilworth Avenue
- Wider outside roadway travel lanes to accommodate bicycles on Piney Branch Road, University Boulevard, and Kenilworth Avenue, and a 5-foot bicycle lane on the eastbound side of Veterans Parkway
- At-grade crossings of sidewalks and bicycle lanes, including the north sidewalk of Bonifant Street west of the Silver Spring Library Station, the south sidewalk of Wayne Avenue east of the Silver Spring Library Station, the south sidewalk of Wayne Avenue west of the Manchester Place Station, the south sidewalk of Paint Branch Parkway approaching the College Park-UM Metrorail station, the west sidewalk of Kenilworth Avenue, and both sidewalks and bicycle paths along the Preferred Alternative on the UMD campus
- Bicycle racks at stations, where possible, and bicycle storage facilities at the Bethesda, Connecticut Avenue, SSTC, College Park Metrorail, and New Carrollton Metrorail stations
- Additional sidewalks or crosswalks, where needed in station areas, to support safe station access

Figure 5-1: Proposed Pedestrian and Bicycle Conditions Under the Preferred Alternative

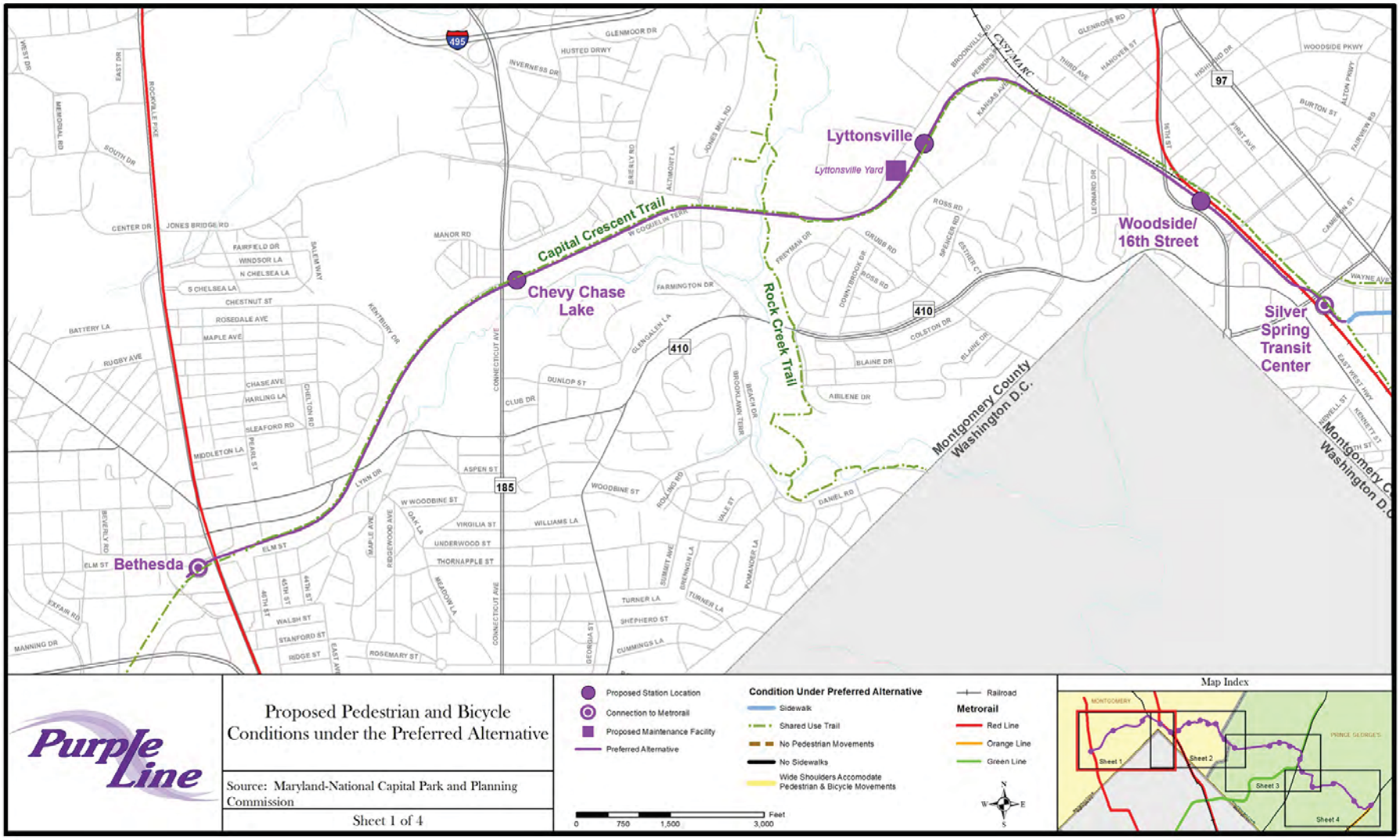

Figure 5-1: Proposed Pedestrian and Bicycle Conditions Under the Preferred Alternative

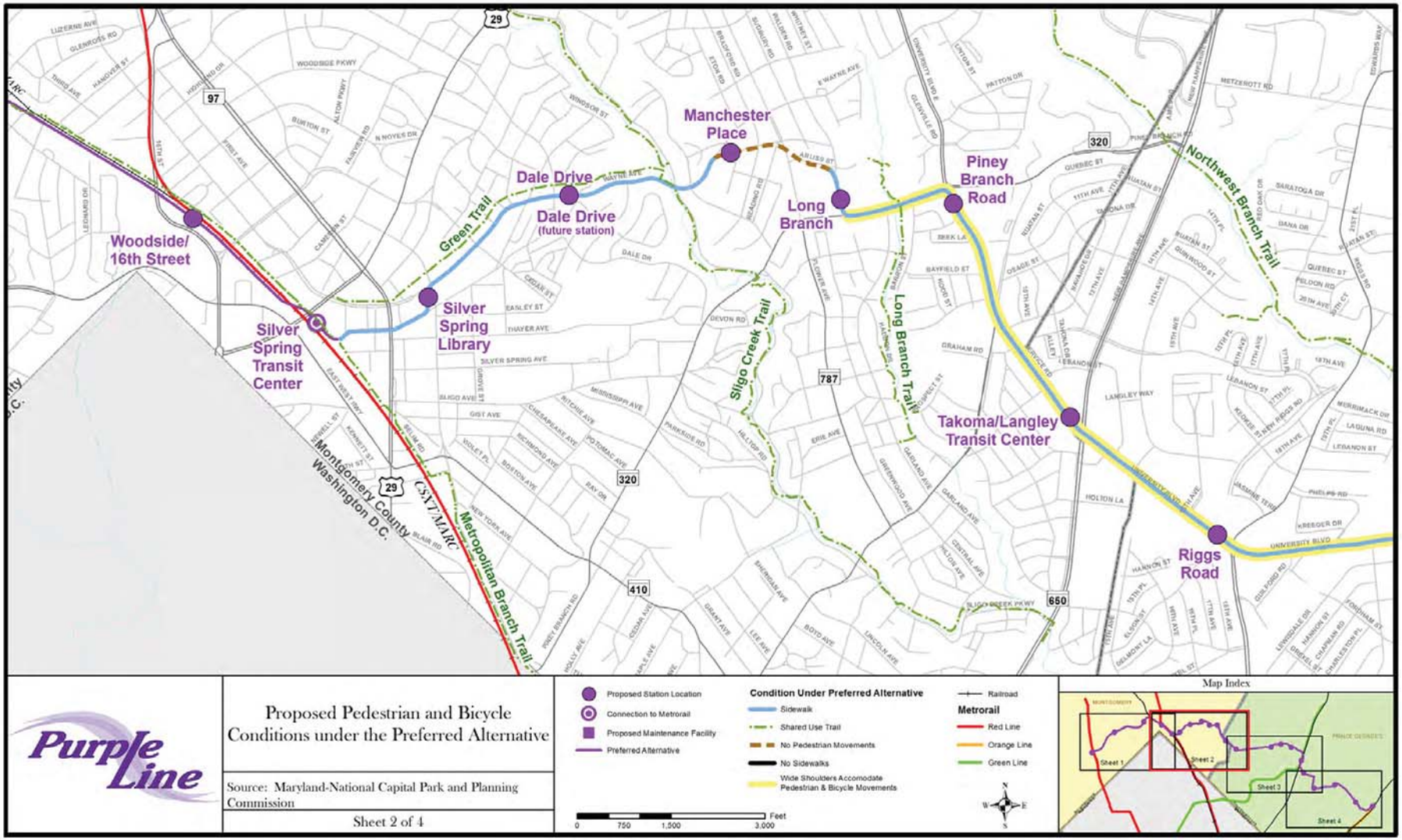

Figure 5-1: Proposed Pedestrian and Bicycle Conditions Under the Preferred Alternative

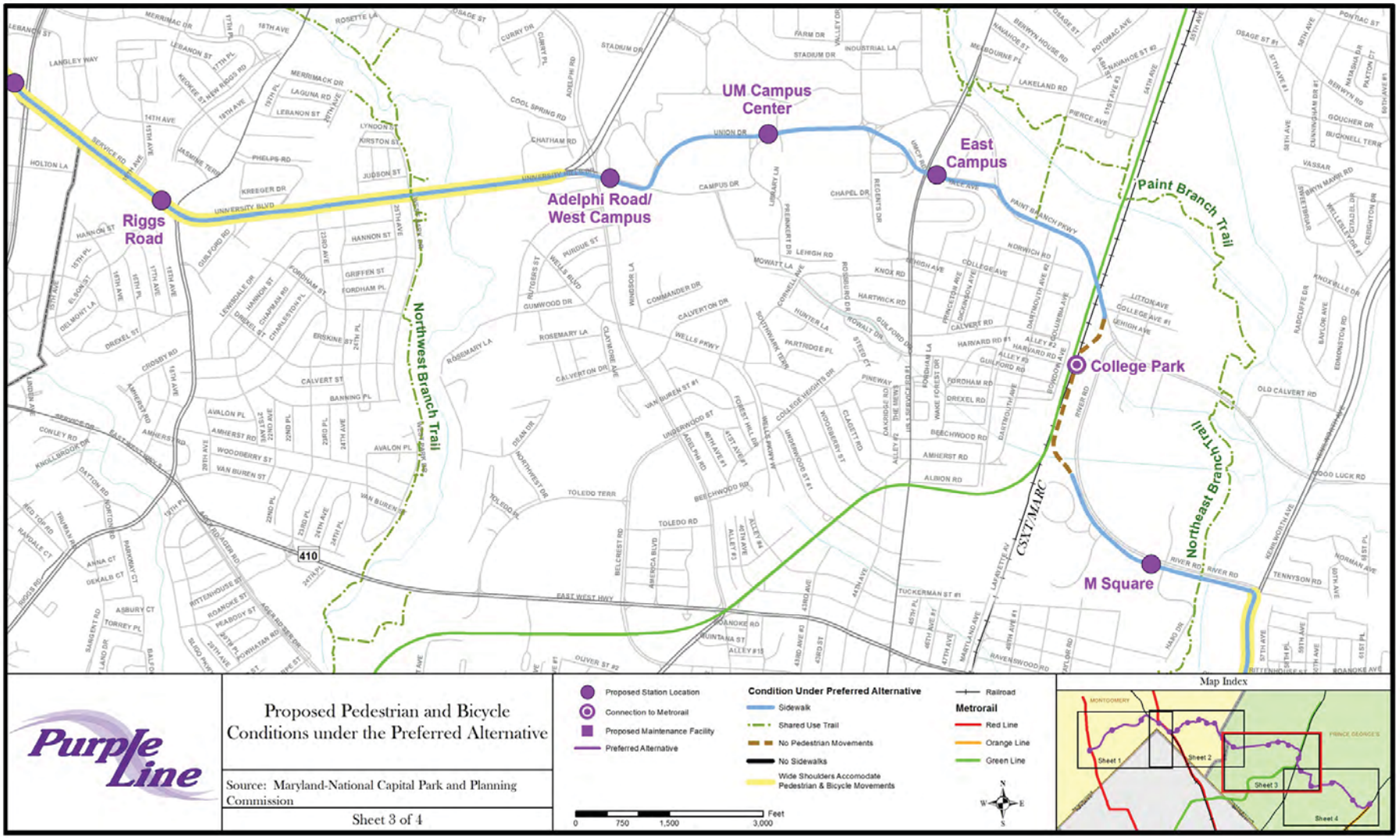

Figure 5-1: Proposed Pedestrian and Bicycle Conditions Under the Preferred Alternative