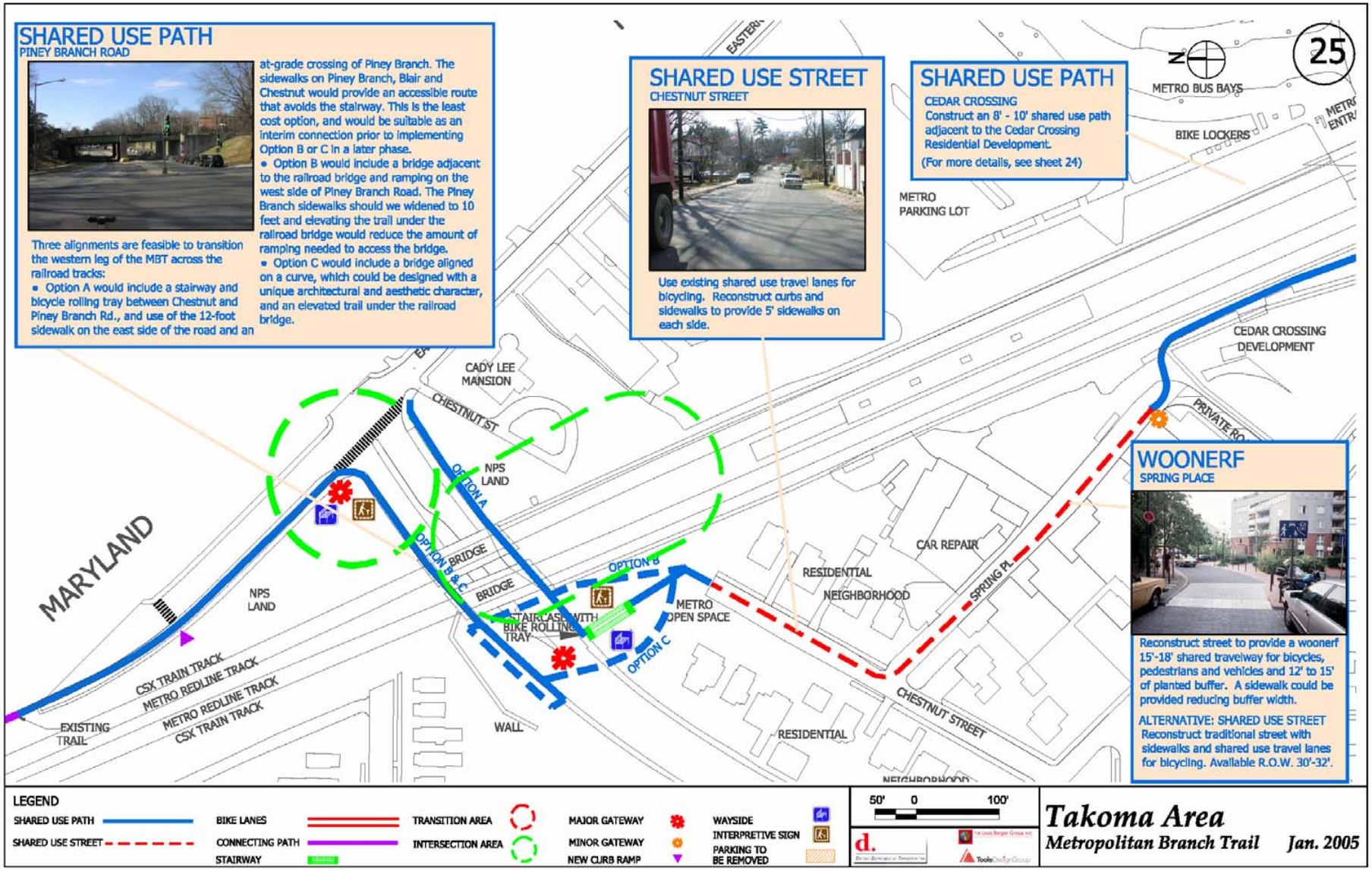
SHARED USE PATH
PINEY BRANCH ROAD
Three alignments are feasible to transition the western leg of the MBT across the railroad tracks:
• Option A would include a stairway and bicycle rolling tray between Chestnut and Piney Branch Rd., and use of the 12-foot sidewalk on the east side of the road and an at-grade crossing of Piney Branch. The sidewalks on Piney Branch, Blair and Chestnut would provide an accessible route that avoids the stairway. This is the least cost option, and would be suitable as an interim connection prior to implementing Option B or C in a later phase.
• Option B would include a bridge adjacent to the railroad bridge and ramping on the west side of Piney Branch Road. The Piney Branch sidewalks should we widened to 10 feet and elevating the trail under the railroad bridge would reduce the amount of ramping needed to access the bridge.
• Option C would include a bridge aligned on a curve, which could be designed with a unique architectural and aesthetic character, and an elevated trail under the railroad bridge.
SHARED USE STREET
CHESTNUT STREET
Use existing shared use travel lanes for bicycling. Reconstruct curbs and sidewalks to provide 5' sidewalks on each side.
SHARED USE PATH
CEDAR CROSSING
Construct an 8' - 10' shared use path adjacent to the Cedar Crossing Residential Development.
(For more details, see sheet 24)
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METRO BUS BAYS
BIKE LOCKERS
METRO PARKING LOT
CEDAR CROSSING DEVELOPMENT
CADY LEE MANSION
CHESTNUT ST
NPS LAND
OPTION A
OPTION B & C
BRIDGE
OPTION B
STAIRCASE WITH BIKE ROLLING TRAY
METRO OPEN SPACE
OPTION C
MARYLAND
NPS LAND
CSX TRAIN TRACK
METRO REDLINE TRACK
METRO REDLINE TRACK
CSX TRAIN TRACK
EXISTING TRAIL
WALL
RESIDENTIAL NEIGHBORHOOD
CAR REPAIR
SPRING PL
CHESTNUT STREET
RESIDENTIAL
WOONERF
SPRING PLACE
Reconstruct street to provide a woonerf 15'-18' shared travelway for bicycles, pedestrians and vehicles and 12' to 15' of planted buffer. A sidewalk could be provided reducing buffer width.
ALTERNATIVE: SHARED USE STREET
Reconstruct traditional street with sidewalks and shared use travel lanes for bicycling. Available R.O.W. 30'-32'.
LEGEND
SHARED USE PATH
SHARED USE STREET
BIKE LANES
CONNECTING PATH
STAIRWAY
TRANSITION AREA
INTERSECTION AREA
MAJOR GATEWAY
MINOR GATEWAY
NEW CURB RAMP
WAYSIDE
INTERPRETIVE SIGN
PARKING TO BE REMOVED
50' 0 100'
Takoma Area
Metropolitan Branch Trail
Jan. 2005