

Capital Crescent Trail - Mandatory Referral Comments

ID	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
CCT-1		The Purple Line is expected to begin construction in 2015 and to begin service in 2020. This will mean that the Capital Crescent Trail could be out of service for as much as 5 years. The County T&E Committee asked MCDOT to develop a detour plan during their work session on February 24, 2014. Staff supports this request, and furthermore requests that MTA include incentives to minimize disruption to the trail.	The Purple Line RFP should provide a strong incentive to keeping the trail closure to a minimum and phase trail closures in a logical sequence, consistent with construction phasing/schedules.	MCDOT	A logical trail closures sequence has not been developed at this time, because a construction schedule and phasing sequence has not yet been determined. MTA, in coordination with MCDOT and MNCPPC, has developed a feasible trail detour plan, the decision to implement being the responsibility of MCDOT. This plan was presented to MNCPPC during the April 28, 2014 coordination meeting.
CCT-2		The Capital Crescent Trail's importance as a bikeway will increase with the completion of this project, but a wayfinding plan has not yet been developed to direct trail users to and from the trail/bikeway.	Implement a wayfinding plan on the trail at all access points and in locations beyond the trail to direct trail users to the trail.	MCDOT	This issue should be addressed in final design.
CCT-3		In many locations ramps connecting to the Capital Crescent Trail are not flared. This affects sight distance and makes it more difficult to maneuver between the trail and the ramps.	All ramp connections to the Capital Crescent Trail should be flared to the extent possible to facilitate access to the trail.	MCDOT	Certain trail connections have been flared when it has been feasible (such as at Lyttonsville Road and Spring Street). However, it is more difficult to provide flaring in situations where space limitations combined with differences in
CCT-4		The engineering plans show a noise wall for the Purple Line located on the side of the Capital Crescent Trail that is away from the Purple Line. This could create a situation where noise from the Purple Line is augmented on the trail.	In the final design, any noise walls planned for installation should be placed directly adjacent to the track. In cases where the trail and the tracks are parallel, the noise wall should be placed between the track and the trail. A fence will be placed on the outer edge of the trail. This will improve the sound and visual quality along the trail by creating a solid buffer from moving rail equipment.	MCDOT	Discussions are ongoing between MCDOT and MTA regarding effectiveness and feasibility of noise wall locations between trail and Purple Line.
CCT-5		The recently approved Bethesda Purple Line Station Minor Master Plan recommends that the Capital Crescent Trail "mainline route" cross over the Purple Line on a bridge and then travel along the northern edge of Elm Street Park (just south of the Purple Line) southwest to the intersection of Elm Street and 47th Street, where it branches into a "surface route" and a potential new "tunnel route." As currently designed there are two closely spaced 90-degree turns in Elm Street Urban Park. This will be difficult for many cyclists to navigate, especially cyclists with trailers, and will create a severe pinch point at a location that will experience high use.	Explore ways to provide a smooth transition for the Capital Crescent Trail into Elm Street Park avoiding sharp turns, including consideration of structural adjustments to the Air Rights Building garage.	MCDOT	A smoother transition may be possible, but it would require impacting the structure supporting the Air Rights Parking garage. The current design was developed to maximize the width of the connection without impacting the existing structure.
CCT-6		The ramp from the Capital Crescent Trail to the south side of East-West Highway would require an extremely sharp 180-degree turn to go east on East-West Highway, which will be difficult for cyclists to maneuver. It would be beneficial to have a longer landing area at the terminus to facilitate turns by cyclists, though this is complicated by the steep grade of the ramp. While this ramp has an 8.25% grade, it may be possible to create this landing area at East-West Highway by shortening the landing area at the junction with the trail.	To create additional landing space at the western terminus of the East-West Highway ramp, investigate whether it is possible to reduce the length of the landing area at the junction with the Capital Crescent Trail.	MCDOT	Investigate during final design.
CCT-7		In addition, the sidewalk between the bridge and Montgomery Avenue is adjacent to the curb, even though there appears to be sufficient space for an offset.	Along East-West Highway, widened the sidewalk to 7 feet and build it against the retaining wall for the ramp so that a landscaped buffer between the sidewalk and the road can be provided. Add an ADA ramp that is aligned with the ramp on the other side of the driveway.	MCDOT	Investigate during final design.
CCT-8		In some locations only stair access is provided to the Capital Crescent Trail, due to right-of-way limitations or other reasons. For people on bicycles this can be challenging, because carrying bicycles up stairs can be heavy and awkward, especially Capital Bikeshare bikes. Bicycle "channels" provide a groove on the side of the staircase that enables many cyclists to push their bicycles up and down the stairs.	Provide a bicycle channel on the stairway connection to the Capital Crescent Trail at East-West Highway, Sleaford Road, and on the east side of Connecticut Avenue.	MCDOT	This issue should be addressed in final design.

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CCT-9		The Chevy Chase Lake Sector Plan recommends a shared use path (LB-4) on the south side of Newdale Road to connect the Capital Crescent Trail to the west side of Connecticut Avenue. Currently, engineering plans show a 5 to 6-foot-wide sidewalk in this location. MTA has indicated that "an 8-foot-wide shared use path cannot be accommodated due to the proximity of MSE Wall 1FO supporting the CCT." However, the 30% engineering plans show a buffer between Newdale Road and this sidewalk, so it is unclear why the shared use path cannot be widened for most of its length.	A shared use path should be provided on the south side of Newdale Road that is 10 feet wide where right-of-way is available, and 8 feet wide in constrained locations.	MCDOT	This issue should be addressed in final design.
CCT-10		The Chevy Chase Lake Sector Plan recommends a shared use path (SP-82) along Coquelin Run between Jones Bridge Road and Chevy Chase Lake Drive, with a connection to the Capital Crescent Trail. The Purple Line 30% engineering plans reflect a 14-foot-wide underpass for SP-82; however, a connection between the two trails is not included. Design allowances should be included in final design so that this connection is not precluded in the future.	Design the ultimate ramp connection between the Capital Crescent Trail and the Coquelin Run Trail during final design.	MCDOT	This issue should be addressed in final design.
CCT-11		Until this ramp connection is constructed, the distance between the two closest trail access points (Connecticut Avenue and Jones Mill Road) is about two-thirds of a mile, roughly a 14 minute walk. For trail users in this segment, the maximum walk time to any access point will be 7 minutes, or half the walk time from end to end.	To enhance trail security, a temporary staircase should be constructed from the Capital Crescent Trail to the Coquelin Run right-of-way.	MCDOT	Adding a temporary stair case at the Coquelin Run right-ofway would provide another opportunity to leave the trail, reducing the maximum walk time between access points. However, a user leaving the trail at this location would be entering a wooded area, and have to find their way to the nearest road by traveling through these woods, as there is no existing trail there today. It would also provide the opportunity for someone to hide among the woods before either entering the trail, or after leaving it. This does not seem like it would enhance the security of the trail.
CCT-12		The tie-in between the long ramp that connects Jones Mill Road to the Capital Crescent Trail appears to have inadequate sight distance.	Provide a landing area between Jones Mill Road and Capital Crescent Trail that facilitates adequate sight distance and safe connections.	MCDOT	If referring to the top of the connection ramp, a landing area is provided at the top of the Jones Mill Road trail connection, and another is provided immediately adjacent to the back of curb. If referring to the bottom of the connection ramp, the walls to the north and east at the junction are both fill walls. Therefore, these walls would not pose any sight distance restrictions for trail users.
CCT-13		Improved pedestrian and bicycle access to the Capital Crescent Trail.	The median island on the south leg of Jones Mill Road, across from the ramp, should be 8 to 10 feet wide to facilitate use by southbound bicyclists headed toward the ramp.	MCDOT	This issue should be addressed in final design.
CCT-14		Improved pedestrian and bicycle access to the Capital Crescent Trail.	The sidewalk in the southwest quadrant of the intersection of Jones Bridge Road and Jones Mill Road should be constructed behind the proposed ramps to facilitate travel by disabled persons as well as to provide storage space for people waiting to cross either street.	MCDOT	A bypass sidewalk was not provided behind the sidewalk ramps to avoid impacting private property and a steep slope behind the sidewalk.
CCT-15		Improved vehicular access at the intersection of Jones Bridge Road and Jones Mill Road.	The gap between the two traffic islands at Station 1034+00 appears to be too narrow to adequately accommodate left turns from Jones Bridge Road.	MCDOT	Auto-turn movements were run using a turning path for a Conventional School Bus (S-BUS-36). Also, the width of this gap is the same as it is in existing conditions.

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CCT-16		The proposed location of the trail in the September 2012 engineering drawings is on CSX property, within 50 feet of their track centerline, and therefore does not meet CSX's criteria for selling their property for a trail. Therefore, the best location for the trail appears to be on the south side of the tracks as shown in the 30% engineering drawings. This means that there are tradeoffs to consider between impacts to residential properties, the function of the Capital Crescent Trail, and the function of Talbot Avenue. Since this involves potential changes to circulation, emergency vehicle access, and private property, this issue will be explored in greater detail as part of the ongoing Greater Lyttonsville Sector Plan.	Issue a change order to address the substandard trail width on the Capital Crescent Trail, between Michigan Avenue and Lanier Drive, if recommended by the Greater Lyttonsville Sector Plan.	MCDOT	Coordination is ongoing between CSX and MCDOT. Investigate during final design.
CCT-17		At this point there is no agreement between CSX Transportation and MTA to locate the Capital Crescent Trail on CSX property between Lyttonsville Road and 16th Street. If this issue is not resolved MCDOT will need to select an alternate routing for the trail.	If CSX does not agree to locate the Capital Crescent Trail on CSX property between Lyttonsville Road and 16th Street, MCDOT must submit the revised trail plans to the Planning Board as a mandatory referral.	MCDOT	Coordination between MCDOT and CSX is active and ongoing.
CCT-18		Although Third Avenue is a low volume road, the proposed access point to the trail should avoid a mid-block crossing.	Realign the trail access point to either Noyes Lane or Noyes Drive to avoid mid-block crossings.	MCDOT	This issue should be addressed in final design.
CCT-19		The connection between the Capital Crescent Trail and the Metropolitan Branch Trail is located on a channel on top of the Silver Spring Transit Center. It appears from the 30% engineering plans that the channel may narrow to about 8 feet between knee walls, which is an effective width of 4 feet after reductions for shy distance. While this channel was constructed as part of the transit center, it remains inaccessible at this time so staff was unable to measure it. Regardless, all trails must have an effective width of at least 8 feet to be considered a shared use path. Between two knee walls this would mean the actual width would have to be at least 12 feet wide, to account for shy distance. Widening the connection between the two trails would require a change to the Silver Spring Transit Center green roof and is outside of the purview of the current Capital Crescent Trail project, but could be a follow-up project for Montgomery County.	Investigate ways to widen the connection between the Capital Crescent Trail and the Metropolitan Branch Trail to be 16 feet upon completion of the Silver Spring Transit Center to achieve a 12-foot effective width.	MCDOT	This issue should be addressed in final design.
CT-20		Upon completion, the segment of the Capital Crescent Trail between Silver Spring and Bethesda will likely experience similar popularity to the existing segment between Bethesda and Georgetown. The design of the trail should reflect its importance as a facility of regional significance.	Develop and implement a unique signing and branding plan for the Capital Crescent Trail between the Silver Spring Metro station and the Bethesda Metro station. Signing should be provided at regular intervals on the trail, as well as at all access points.	MCDOT	This issue should be addressed in final design.