

Silver Spring Green Trail - Mandatory Referral Comments

ID	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
GT-1		Several ramps on the north side of the Wayne Avenue are shown at an inadequate width to accommodate the Silver Spring Green Trail.	Ramps for the Silver Spring Green Trail should be a minimum of 8 feet wide and the trail should be pointed directly into the ramp wherever possible rather than coming in at a 90-degree angle.	MCDOT	Ramps serving the Green Trail are 8 ft wide. The trail is aligned to the ramp where practical. However, the landscape buffer/planter boxes limit the location where this is practical. This can be further looked at in Final Design.
GT-2		The design of the Silver Spring Green Trail should reflect its importance as a connection between the Silver Spring Metrorail station, Capital Crescent Trail, the Metropolitan Branch Trail, and the Sligo Creek Trail.	Develop and implement a unique signing and branding plan for the Silver Spring Green Trail between Spring Street and Sligo Creek Parkway. 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.
GT-3		With the completion of the Silver Spring Green Trail by 2020, only a one-block long segment of the trail will be incomplete.	Design and construct the last remaining unbuilt and unprogrammed portion of the Silver Spring Green Trail, a one-block segment between Fenwick Lane and Cameron Street.	MCDOT	This is outside the Green Trail project limits.
GT-4		The 4th Edition of the Guide for the Development of Bicycle Facilities states that the typical width of a shared use path is 10 to 14 feet wide, with the wider values applicable to areas with high use and/or a wider variety of user groups (page 5-3). In very rare circumstances, a reduced width of 8 feet may be used where specific conditions exist. While there is limited right-of-way along much of Wayne Avenue, there are locations where the trail could be expanded to the recommended 10 feet.	Widen the Silver Spring Green Trail to 10 feet while maintaining a 5-foot-wide buffer with the curb where: 1) there is sufficient right-of-way, and 2) widening the trail would not make retaining walls higher. Candidate locations appear to be between Springvale Road and Greenbrier Drive and in front of the elementary and middle schools.	MCDOT	Issue can be explored in final design
GT-5		The distance between ramps on the north side of Dartmouth Avenue is about 70 feet, even though the typical curb-to-curb distance for the rest of the road is about 25 feet. This is excessive for a residential street.	Extend the curb at the northwest corner of Wayne Avenue and Dartmouth Ave to reduce the crossing distance for trail users.	MCDOT	This issue should be addressed in final design.
GT-6		The Silver Spring Green Trail is proposed to be located adjacent to the curb at around Station 383+00, even though there appears to be sufficient right-of-way to provide an offset from the curb.	Offset the trail from Wayne Avenue by building a retaining wall for the adjacent school parking lot.	MCDOT	This change could be evaluated during final design and coordinated with MCDOT and Silver Spring International Middle School.
GT-7		At the intersection of the Silver Spring Green Trail and the Sligo Creek Trail the connection is not flared. This affects sight distance and makes it more difficult to maneuver between the trail and the ramps.	The connection between the Silver Spring Green Trail and the Sligo Creek Trail should be flared to the extent possible to facilitate access to the trail.	MCDOT	As outlined in the de minimis finding, a Work Group is being formed between MNCPPC and MTA. One focus of the Work Group is to consider the effects of widening the bridge to accommodate a wider Green Trail. The design will include signage, safe road crossings, and functional interconnections.
GT-8		The Sligo Creek Trail and the Silver Spring Green Trail will converge between the Sligo Cabin Park playground and Sligo Creek Parkway. This segment of the trail is currently a narrow sidewalk adjacent to the curb. MTA is proposing to widen the trail to 8 feet typically, and to 9 feet as it passes over the Wayne Avenue Bridge over Sligo Creek. Trail users tend to shy away from the road and bridge parapets by about 2 feet so the effective width of the trail will be only 5 feet on the bridge. This is substandard for any trail, but especially at a location where two major trails converge.	The Silver Spring Green Trail on the Wayne Avenue Bridge over Sligo Creek should be widened to 14 feet (an effective width of 10 feet) to reflect expected demand. A barrier should be provided between the roadway and the trail on the bridge.	MCDOT	As outlined in the de minimis finding, a Work Group is being formed between MNCPPC and MTA. One focus of the Work Group is to consider the effects of widening the bridge to accommodate a wider Green Trail. The design will include signage, safe road crossings, and functional interconnections.
GT-9		The Wayne Avenue Bridge over Sligo Creek is a gateway to Silver Spring and should reflect its importance for motorists, train patrons, and trail users. When rebuilt, the new bridge should convey the same sense of arrival as does the East-West Highway Bridge over the Georgetown Branch in Bethesda.	The existing stepped brick parapets on the Wayne Avenue Bridge over Sligo Creek should be replicated in the design of the new bridge. Ornamental lighting should be added to the bridge due to the high level of pedestrian and bicyclist activity on the bridge, as planned in the design of the existing bridge.	MCDOT	Final design of these features within the park will be coordinated with MCDOT and Department of Parks

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GT-10		The southwest corner of Wayne Avenue and Sligo Creek Parkway is the receiving end of the Sligo Creek Trail but has a sidewalk width.	Widen the southwest corner of Wayne Avenue and Sligo Creek Parkway to at least 8 feet. Sligo Creek Trail should be relocated behind the traffic signal pole so that users can directly access the ramp to cross Sligo Creek Parkway.	MCDOT	This issue should be addressed in final design.