

**Supplement #2:****Summary of Revisions to the Transportation Section of the Silver Spring Downtown and Adjacent Communities Public Hearing Draft**

January 5, 2022

Introduction

This memo summarizes the revisions to the Transportation section of the Silver Spring Downtown and Adjacent Communities Plan Public Hearing Draft based on community comments received and discussions with the Planning Board at Work Sessions on December 9, 16 and 23, 2021.

The summary below presents the revisions in the order of the Public Hearing Draft. New text is shown with an underline. Wording of revisions included here may be further revised in discussions with the Board on January 6, 2022.

In addition to the revisions and additions in this memo, section numbers and formatting will be updated throughout the document. Graphics will be improved for clarity and to better align with revised recommendations. Photos and other illustrative graphics will be added for clarity. Typos, math errors and other scrivener's errors will be corrected. Tables will be updated to reflect updated recommendations. These corrections occur throughout the document.

4.6 Transportation

4.6.1 Goals

Text was reorganized and revised. New goals are underlined.

- Expand connectivity within and between the districts by crossing the rail tracks, implementing the Green Loop, and advancing the 2018 *Bicycle Master Plan*.
- Implement new transit alternatives by dedicating travel lanes for Bus Rapid Transit. Additional opportunities to enhance active transportation networks will be given the highest priority.
- Enhance roadway accommodation for all users and eliminate conflict points.
- Support walking, biking, and transit as viable and attractive travel modes and not just alternatives to driving.

- Prioritize safety and health for all transportation modes at roadway and street crossings to reaffirm and uphold the County’s commitment to reduce traffic-related deaths and severe injuries down to zero by 2030, countywide.
- Make all public pathways including sidewalks, trails, and street crossings, ADA accessible in accordance with current best practices.
- Support a constrained parking policy for a downtown well-served by transit.
- Increase non-auto driver mode share within the Sector Plan area

4.6.2 Bicycle Network

Recommendations below were added:

- New Downtown Streets will have designated bikeways:
 - Between Sligo Avenue and Silver Spring Avenue
 - Between Thayer Avenue and Bonifant Avenue
 - 1st Street Extended between Fenwick Lane and Cameron Street
- Implement a road diet to reallocate space for separated bike lanes along East-West Highway, 13th Street, and others in the South Silver Spring District which are necessary to improve southbound bicycle trips to destinations within Washington, D.C., especially the former Walter Reed Army Base site. Coordinate with The District Department of Transportation (DDOT) to identify opportunities to continue safe and comfortable cycling routes beyond Eastern Avenue.

Note: The recommendation to include new bike lanes on King Street has been removed as the lanes would be redundant to parallel lanes and do not connect to the network and the right-of-way in this location cannot accommodate the additional infrastructure.

Bicycle Parking Recommendations:

The following recommendations were revised or added:

- Install high-quality long-term bicycle parking at all WMATA Metrorail Red Line stations and at the higher demand MARC, future Purple Line, and Corridor Cities Transitway (CCT) stations to increase the numbers of bicyclists traveling to these transit hubs. Long-term bicycle parking at these and other high-demand areas require improved surveillance either with technological strategies or by relocating the parking in high-visibility areas that can be monitored. The recommended amount of bicycle parking spaces to be provided directly adjacent to each transit station in downtown Silver Spring are as follows:

(numbers of proposed parking spaces are the same as in current draft)

- Provide repair stations and air pumps at all long-term parking facilities.

- Install charging stations for electric bikes with improved, public long-term bicycle parking facilities.
- Encourage creative, artistic installations for bicycle parking with the caveat that they must either be marked or intuitively designed as a bicycle parking facility and meet the County's Bicycle Parking Design Standards.

Bikeshare text revised as follows:

Bikeshare is intended to provide a convenient way to bicycle for short trips (one to three miles). Therefore, the success of docked bikeshare systems is tied directly to the proximity of its stations. The county's bikeshare system is well-established within downtown Silver Spring. The Bikeshare fleet and station network should continue to be maintained and improved in accordance with best practices.

Micromobility text revised as follows:

In 2019, the county expanded its micromobility, dockless e-bikes and e-scooters, pilot program. Downtown Silver Spring currently has locations for corrals along Fenton Street, Ellsworth Drive, and Thayer Avenue to support the dockless program. Micromobility continues to grow within the Plan area. More corrals should be provided so they are widely and conveniently available and riders learn to see them as an easy way to park the devices safely, conveniently, and in a way that does not hinder pedestrian access.

Recommendation:

- Install new and additional micromobility corrals in underutilized parking facilities, within available right-of-way, and near civic gathering spaces such as Veterans Plaza and the forthcoming South County Regional Recreation and Aquatic Center.

4.6.3. Pedestrian Network

The following recommendations were added:

- Ensure that every public right-of-way within the Sector Plan area will be ADA accessible. This applies to public sidewalks, trails, and street crossings.
- Address ADA deficiencies within the limits of all BiPPA (Bicycle and Pedestrian Priority Area) projects, even if the scope of the project is a bicycle-facility improvement. Street trees are a high priority but should not compromise the safety or utility for the non-motorized transportation network.

4.6.4. Transit

The following recommendations were added or revised:

- This Plan confirms BRT stations and routes for the Georgia Avenue South Bus Rapid Transit Route (Corridor 2) in the 2013 Countywide Transit Corridor Functional Master Plan. Dedicated bus lanes should be provided along Georgia Avenue and space for dedicated bus lanes should come from repurposing existing general-purpose traffic lanes.
- Increase transit reliability by reallocating travel lanes to transit use on Georgia Avenue and Colesville Road within the Sector Plan area.
- Extend the Silver Spring Metrorail south mezzanine to cross over the railroad tracks to provide direct connectivity with the MARC platforms and improve connections not currently included in the Purple Line project.
- Explore ways to coordinate transit service between the various local and regional transit systems and provide a seamless connection between the former Walter Reed Army Base site in Washington, D.C. and downtown Silver Spring. Such services could include Montgomery County Ride-On, the VanGo Circulator, WMATA Metrobus and the proposed Walter Reed Army Base Site shuttle.
- Evaluate the feasibility of a new Metrorail station at Jesup Blair Park in the event that future redevelopment of Jesup Blair Park spurs land use and development changes in the blocks surrounding the park.

4.6.5. Roadways

The following recommendations were added or revised:

Note: the recommendations for new streets have been revised to be specific about street type and design, location of new streets has not changed.

- Expand the street grid by installing new roadway connections. The recommended new Downtown Streets described below will include designated pathways for pedestrians and cyclists. Safety and utility for pedestrian and bicycle pathways and crossings will have the highest priority when determining space allocation within the right-of-way. Street trees should be allocated adequate space in which to thrive and expand the tree canopy.
 - Extend 1st Avenue south to connect to Cameron Street (to line up with Ramsey Avenue) to improve connectivity within the local street network and increase local circulation throughout the corridor. An alley is also recommended to consolidate and better manage loading for development within this block.
 - Create a new street connecting Bonifant Street to Thayer Avenue. This connection will improve connectivity within the corridor from Bonifant Avenue to Sligo Avenue.

- As part of the redevelopment of the Parking Lot 4 site and adjacent parcels, create a new street through the existing block from Sligo Avenue to Silver Spring Avenue that aligns with the north-south mid-block connection to the north.
- Designate the existing street segments listed below as shared streets. A shared street is defined in the *Draft Complete Streets Design Guide* “a space that is shared by people using all modes of travel.” Shared streets are designed to create an environment that encourages low vehicle speeds and prioritizes pedestrians.
 - Bonifant Street (Ramsey Street to Georgia Avenue)
 - Ellsworth Drive (Fenton Street to Veterans Plaza)
 - Newell Street (Kennett Street to East West Highway)
- Create the following new pedestrian connections:
 - Fenton Street to Mayor Lane (along with the redevelopment of Parking Lot 4 site in Fenton Village)
 - Bonifant Street to Wayne Avenue
- Improve safety on Colesville Road, north of Spring Street by removing the dynamic lane operation. Further study is needed to determine the final number of travel and dedicated bus lanes, as well as other roadway facilities at intersections.
- Encourage installation of new alleys within the Sector Plan area with redevelopment to reduce conflicts with freight and parking operations.
- Relocate existing utilities underground and install new utilities underground.
- Evaluate the potential to apply the shared street treatment to Blair Road, in the event that future redevelopment of Jesup Blair Park spurs land use and development changes in the blocks surrounding the park.

4.6.6. Transportation Analysis

At the time the Public Hearing Draft was issued the Transportation Analysis was not yet complete. Now that it has been completed the following text will appear in the Planning Board Draft:

Transportation System Performance Metrics

The transportation performance metrics pertaining to accessibility, travel time, and VMT per capita analyzed for the year 2045 adopted plan scenario (i.e. the 2000 Silver Spring CBD Sector Plan) and the year 2045 proposed plan scenario (this Sector Plan) are generally equivalent. This indicates that this Sector Plan achieves transportation adequacy for these metrics at buildout.

The projected NADMS results for the currently adopted and proposed plans are 60.8 percent and 60.5 percent, respectively. These estimates substantially exceed the pre-established 50 percent NADMS goal prescribed for employees in the Silver Spring CBD TMD area; therefore, this result indicates that this Sector Plan achieves adequacy for this metric at buildout. ___

As previously stated, the low-stress bicycle accessibility metric is derived from the application of the Department's Bicycle Travel Demand Model. Using this tool, this Plan's recommendations are projected to increase year 2045 countywide connectivity from 79.9 percent to 80.6 percent. Low-stress connectivity in the Silver Spring CBD Policy Area is projected to increase from 66 percent to 73 percent. These results indicate that this Plan achieves adequacy for this metric at buildout.

4.6.7. Transportation Demand Management

Note: this section has been moved up to follow the transportation analysis as the revised recommendation for the NADMS goal is a direct result of the analysis.

Text added to this section:

Recommendations

- Continue to encourage TDM strategies within the Silver Spring TMD.
- Expand the NADMS goal to apply to both commuters and residents and increase to a combined average of 60 percent for both groups.

4.6.8. Parking and Loading

Recommendations revised as follows:

- Promote a constrained parking policy appropriate for an urban area that is well-served by transit and is easily traversed on foot or by bicycle and responds to needs for all users.
- Implementation of the recommendations of Montgomery Planning's forthcoming *Urban and Loading Management Study*.

Additional text about the *Urban Loading and Management Study* was removed as that study is not yet final and is covered by the recommendation above.