

May 4, 2006

MCPB
ITEM NO. 12
5-18-06MEMORANDUM

To: Montgomery County Planning Board

Via: Gwen Wright, Acting Chief *GW by RCH*
Countywide Planning Division

Richard C. Hawthorne, Chief *RCH*
Transportation Planning

Glenn Kreger, Takoma Park/Silver Spring Team Leader *GK*
Community Based Planning

From: Charles S. Kines: (301-495-2184) Transportation Planning Coordinator *CK*
for the Park and Planning Department

Project: Metropolitan Branch Trail, Phase I Facility Planning
Montgomery College Takoma Park/Silver Spring Campus to Silver Spring Transit
Center

Review Type: Project Prospectus

Applicant: Montgomery County Department of Public Works and Transportation

Applying for: Agency Comments

Community-Based Planning Team Area: Takoma Park/Silver Spring

RECOMMENDATION: TRANSMIT COMMENTS TO DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPWT).

Staff recommend that the Planning Board transmit the following comments on the proposed project to the Montgomery County Department of Public Works and Transportation:

1. Proceed to Phase II of Facility Planning for a modified Option 5 that would include the following changes from the Project Prospectus:
 - a. Carry the trail over Georgia Avenue on a new pedestrian/bicycle bridge;

- b. Travel down Philadelphia Avenue as a signed shared roadway rather than as a shared-use path/hiker-biker trail; and
 - c. Travel along a shared-use path wrapping around Fenton Gateway Park connecting to and crossing Burlington Avenue (MD 410) at grade.
2. Consider dividing implementation of the project into three distinct phases:
- a. Phase 1 would include the trail segment between the Silver Spring Transit Center and Georgia Avenue;
 - b. Phase 2 would include the bridge over Georgia Avenue to the intersection of Philadelphia Avenue and Gist Avenue; and
 - c. Phase 3 would include the trail/route segment from Gist Avenue along Philadelphia Avenue and Fenton Street to the new pedestrian bridge over the CSX tracks at Montgomery College.

This would allow the County to spread implementation costs over time. It also would allow the County to implement the less complex segments during the first two phases, deferring the third and most difficult phase for a few years, thus allowing the County more time to study various alternatives and more precisely determine potential property impacts and engineering costs.

3. The Phase II facility planning efforts should include consideration of:
- a. Minimizing impacts to the historic B&O railroad station;
 - b. Incorporating “green” technology into the design of the trail via consideration of environmentally progressive drainage systems, paving surfaces, and amenities such as trash cans and benches;
 - c. Trail lighting;
 - d. Other Crime Prevention Through Environmental Design (CPTED) initiatives.

PROJECT DESCRIPTION

This facility planning study is intended to result in a project that would construct a ten-foot-wide shared-use path/hiker-biker trail between the Silver Spring Transit Center and the Montgomery College Takoma Park/Silver Spring Campus, a distance of about 0.6 miles. The project would complete the 1.1-mile segment of the Metropolitan Branch Trail (MBT) in Montgomery County.

MASTER PLAN GUIDANCE

The MBT is referenced and recommended in numerous master plans, including the 2000 Silver Spring Central Business District (CBD) Sector Plan, the 2005 Countywide Bikeways Functional Master Plan, and the 1995 Bicycle Plan for the National Capital Region (scheduled to be updated in 2006). The project is also the subject of a Facility Plan by Maryland-National Capital Park and Planning Commission (M-NCPPC), Montgomery County Department of Park and Planning, approved by the Montgomery County Planning Board in January 2001.

STAFF ANALYSIS

Context

The MBT is a part of the regional off-road hard surface trail system, connecting with other major trails such as the Capital Crescent Trail, the Rock Creek Trail, the Sligo Creek Trail (via the proposed portion of the Silver Spring Green Trail, to be constructed as part of the Silver Spring Transit Center) and the C&O Canal Towpath. See Attachment A, “Silver Spring Area Bikeways and Trails.” While the segment studied as part of this project is only 0.6 miles in length and is intended primarily to connect the College campus with the Silver Spring Transit Center, the facility is also a critical link for regional bikeway connectivity and non-motorized transportation. The facility is not just recreational.

The trail continues south through the District of Columbia ultimately connecting to Union Station. Heading northwest, the trail connects to the Georgetown Branch Trail, which traverses Rock Creek Park (and the Rock Creek Trail) enroute to Bethesda where the trail becomes the Capital Crescent Trail and takes trail users to Georgetown, as well as to the C&O Canal Towpath. As a result, the quality of the trail experience is critical. Well-designed, grade-separated crossings of major roads are highly desirable.

The trail should be considered a key strategy in the County’s toolbox to achieve and maintain the 50% non-auto driver mode share in the Silver Spring Transportation Management District (SSTMD). Each bicycle or pedestrian traveling along the path could mean one less car on the roads of the Silver Spring CBD. Including a section on the SSTMD would strengthen the Final Project Prospectus.

Connectivity

Numerous destinations will be connected by this project, including the college campus, the transit center, Progress Place/Shepherd’s Table, and the historic B&O Railroad Station. As part of the larger bikeway/trail network, the trail ultimately will also provide connections to Takoma Park, Union Station in the District of Columbia and Bethesda and Georgetown via the Capital Crescent Trail.

Alignments studied

DPWT studied five options. See Attachment B, “Project Location Map With Five Options” and Attachment C, “Figure 2 – Detailed Comparison of Alignment Options.” All options include a 10-foot trail parallel to the railroad tracks between the transit center and the B&O Railroad Station. For photographic renderings of the proposed designs for the bridge over Georgia Avenue, see Attachment D, “Photographic Renderings of Georgia Avenue Bridge Options.”

Design alternatives for the options begin to differ at the Georgia Avenue crossing and then heading east. As a result, the descriptions of the five options below focus solely on issues and alignments east of Georgia Avenue. Likewise, with the exception of Option 1, all options

include an at-grade crossing of Burlington Avenue (MD 410; signalized) at Fenton Street, removing the free right turn lane from southbound Fenton Street onto westbound Burlington and extending the curb line, and thus shortening the distance to cross Burlington Avenue. Finally, for all options except number one, the trail is shown bisecting the future Fenton Gateway Park. To maximize park development potential, *staff recommend that any trail at this location be routed around the northern and eastern edges*, rather than through the middle.

The primary issues regarding the Phase I study relate to the cost-effectiveness of alternative techniques for crossing Georgia Avenue (US 29) and Burlington Avenue (MD 410). On several occasions over the past year, planning staff and bicycle advocacy groups have requested from DPWT more details on cost breakdowns for major components of all the options. The DPWT response is that the multiple alignments often analyzed in Phase I studies are not considered with sufficiently detailed engineering plans to provide reliable cost estimates.

Planning staff has utilized available information from DPWT to develop very sketch-level comparisons of the five Options described in the Project Prospectus. Planning staff agrees with DPWT that the cost of any selected alternative may change substantially as more detailed studies are completed in Phase II, yet the cost information provides an order-of-magnitude for comparing the cost of one alternative against another. Based on the available cost information:

- Staff concurs with the Project Prospectus recommendation that the cost of pursuing the tunnel under Burlington Avenue is not cost-effective at the present time, particularly since the tunnel option actually reduces valuable trail connections within the CBD.
- Staff disagrees with the Project Prospectus recommendation to use the existing six-foot-wide sidewalk on the CSX/Wmata Bridge to cross Georgia Avenue, because cyclists would be forced to dismount and a long-term commitment to maintain the sidewalk for public use is not available from Wmata or CSX. Planning staff feels a separate new bridge for the trail is needed to accommodate the large number of anticipated trail users.

Each of the Options is described in greater details below:

- **Option 1** is the master plan alignment studied and endorsed by the Planning Board in 2001. It includes a new separate pedestrian/bicycle bridge over Georgia Avenue and a new pedestrian/bicycle tunnel under Burlington Avenue (MD 410). Selim Avenue would be narrowed to accommodate the parallel trail and the intersection of Selim and Philadelphia avenues would be realigned to accommodate the new bridge landing. The proposed alignment also would require a retaining wall between Selim Avenue and the railroad right-of-way where steep grades exist.
 - Cost estimate: \$17M - \$22M.
 - Comments and Analysis: The study concluded that this alignment is still the preferred alignment in the long term. Full grade separation at both Georgia and Burlington Avenues would guarantee a high quality trail-user experience consistent with the Capital Crescent Trail and most sections of the Metropolitan Branch Trail in the

District of Columbia. However, the study concluded that the tunnel under Burlington Avenue may be very costly and the site very constrained due to proximity to the railroad right-of-way and existing supports for the Burlington Avenue overpass/bridge.

The Option 1 tunnel would also have expected operating budget impacts to the Silver Spring Urban District (SSUD) that would be responsible for regular maintenance. The SSUD repeated has stated that it does not support the tunnel and would prefer not to assume daily maintenance (sweeping, cleaning, trash removal, etc.) if and when the tunnel is ever built. Because the tunnel is located in an area not clearly visible from public areas and rights of way, the SSUD fears the tunnel may become a gathering spot for illegal activity and related squalid elements.

Staff also believes that personal safety issues need to be resolved, not just for the tunnel itself but also for the tunnel approach on King Street, which is not a through street and has no street-activating land uses. In the short term, staff does not believe it is worth pursuing the tunnel. However, in the long term the tunnel could be implemented when the Burlington Avenue bridge is fully replaced by State Highway Administration (SHA). At that time, the trail could be realigned by either the County or SHA to connect trail segments to the tunnel.

- **Option 2** takes the trail over Georgia Avenue on a new bridge landing just south of Philadelphia Avenue, then jogs north along Selim Avenue to connect to Philadelphia Avenue. The path runs along the south side of Philadelphia Avenue in the master planned right-of-way, impacting nine properties. Philadelphia Avenue would not be redesigned or reconfigured. The path would bisect the future Fenton Gateway Park before crossing Burlington Avenue and heading south toward the College campus.
 - Cost Estimate: \$11M - \$14M.
 - Staff comments and analysis: This alignment is not desirable due to required property acquisitions along Philadelphia Avenue, as well as adverse impacts on the current and future land uses along Philadelphia Avenue. The off-road trail would run along the property frontages of numerous automobile-oriented businesses, and as a result, cars would likely be frequently parked on or across the trail. Enforcement would be a persistent problem. Staff believes this Option would cause as many problems as it solves.
- **Option 3** is similar to Option 2, except the trail would run along the north side of Philadelphia Avenue and require the redesign and reconstruction of the entire road, making it one-way eastbound with perpendicular parking spaces. The option would also remove the connection between Gist and Sligo Avenues. The alignment would require numerous new driveways along both Philadelphia and Gist Avenues and require two at-grade trail crossings of Philadelphia Avenue as well.
 - Cost Estimate: \$14M - \$17M.

- Staff comments: Staff believes redesigning Philadelphia Avenue is unnecessary and undesirable. This option causes the largest number of property impacts. Running the trail along the north side of the road would require two additional at-grade trail crossings, creating two new potential points of conflict. Staff feel this option would cause too much disruption to the area for very little benefit in return.
- **Option 4** carries the trail over Georgia Avenue on a new bridge, but then takes the trail south along the south/west side of Selim Road for a short distance before crossing the road and connecting to the future Fenton Gateway Park by cutting through two properties (requiring two buildings to be torn down).
 - Cost Estimate: \$17M - \$22M.
 - Staff comments/analysis: Staff does not believe this is a practical option; there are too many unknowns and several unnecessary property impacts (including business displacement and land acquisition). In addition, the cost estimates are equal to Option 1, which is clearly the highest desirable alignment. It makes no sense to spend as much money on a less-than-desirable alignment. The alignment offers no additional benefits to Option 1.
- **Option 5** is recommended by DPWT for Phase II Facility Planning. It takes the trail over Georgia Avenue on the pedestrian walkway on the existing WMATA/CSX bridge, then travels north along Selim to connect to Philadelphia Avenue. The trail runs along the south side of Philadelphia Avenue, but is different from Option 2 in that the trail would be built within the existing right-of-way (as opposed to master planned) and not cause any direct property impacts. The trail then bisects the future Fenton Gateway Park to reach the Fenton Avenue/Burlington Avenue intersection.
 - Cost Estimate: \$7M - \$10M.
 - Staff comments/analysis: This option was developed in response to cost concerns raised by DPWT management for the other four options. DPWT held a public meeting in November 2005 just to present this new option to the public. The new option was not well received by many members of the project team, the general public, or bicycle and trail advocacy groups who attended the meeting.

The alignment carries the trail over Georgia Avenue on a pedestrian path that is inadequate for bicycle travel; it is too narrow for shared-use by both pedestrians and bicyclists. DPWT would require bicyclists to dismount and walk their bicycles across the bridge. Staff believes this requirement is unrealistic and likely to be ignored by most bicyclists. The MBT is identified and recognized as one of the region's "spine" bicycle trails. A six-foot-wide bridge is woefully inadequate for high volumes of trail traffic that would need the full width recommended in national bikeway design guidelines – fourteen feet.

Even with the dismount requirement, planning staff is not convinced that using the existing bridge meets national safety guidelines or that WMATA/CSX will permit perpetual use of the bridge for a trail expected to generate high volumes of bicycle and pedestrian traffic. When the new Silver Spring Transit Center is opened (on a parallel study/construction schedule), staff estimates that the MBT will achieve trail user numbers as high, or nearly as high, as the Capital Crescent Trail: 300-500 trail users per hour on weekends, 50-150 users per hour weekday. With such high numbers of anticipated trail users, the bridge will become a clogging point for trail users, causing conflicts between pedestrians and bicyclists, and creating a significant public hazard and a nuisance.

DPWT views this alternative as the interim solution, enabling them to complete the project in a short period of time and delay the high up-front capital and engineering costs anticipated with Option 1. However, staff believes that once the interim trail is completed and opened, the momentum to further study the trail and complete the master plan alignment will be lost; the Option 1 concepts studied by DPWT and endorsed by the Planning Board in 2001 may be forgotten and future funding may be spent elsewhere.

The primary benefit of this option is a lower capital cost (bridge) than the other options. Staff believes the County should spend the money, or commit to spend the money (phasing) required to develop a high quality trail – particularly a high quality crossing over Georgia Avenue – and to spread the costs of the trail by dividing the project into phases.

- **Option 5 modified (planning staff recommendation).** This takes the trail across Georgia Avenue on a new pedestrian/bicycle bridge and then takes the trail route down Philadelphia Avenue as a shared roadway (bicyclists) and the existing sidewalk (pedestrians). The trail would then be on a new shared-use path going around the future Fenton Gateway Park, ultimately connecting to the Fenton/Burlington Avenue intersection.
 - Cost Estimate: Planning staff believes less than Option 2, but more than Option 5. This option would include a new bridge over Georgia Avenue (\$1M, plus construction and engineering) but not impact any properties east of Georgia Avenue. Staff estimates the cost at about \$10M - \$12M.
 - Staff comments/analysis: This option provides the highly desirable new bridge crossing of Georgia Avenue while impacting very few properties east of Georgia Avenue. Staff recognizes this option is not entirely consistent with the prior facility planning study, however a temporary diversion from the master plan alignment in the short term would allow the County time to fully study and make a genuinely informed decision on the tunnel, perceived as a complex component of the project. In addition, running the trail down Philadelphia Avenue – a low volume local street – may actually end up working in the long term, in part because it connects directly to Fenton Gateway Park (whereas Option 1 would not) and because the on-street route would allow more visibility for trail users.

This option would cause fewer impacts than Option 2 and provide advantages over Option 5 for a number of reasons. First, Option 5 modified does not require property acquisition along Philadelphia Avenue. Not only will this reduce project cost, but it also has fewer impacts to existing businesses and to existing on-street parking. Second, the new bridge over Georgia Avenue would meet national bikeway design standards and likewise will be able to handle the high number of anticipated trail traffic when the Silver Spring Transit Center is complete and the new performing arts center at the college is also completed.

Property and Parking Impacts

All options impact public parking and properties, particularly east of Georgia Avenue. Attachment B describes all the impacts. The number of private properties (mostly businesses along Selim and Philadelphia Avenues) ranges from nine properties with option 5 to 22 properties with Option 3. Option 2 impacts 21 properties, with Option 1 impacting 11 and Option 4 impacting 12. However, acreages are not always proportionate with the number of impacts. Option 4 leads the way with 1.06 acres of fee simple right-of-way impacts, with Option 1 following closely behind at 0.94 acres. Option 3 impacts 0.71 acres, Option 2 impacts 0.59 acres and Option 5 impacts 0.41 acres. Option 1, 2, 3, and 5 require the relocation of one business, while Option 4 would require relocation of three businesses.

Estimated public parking impacts range between 18 spaces for Option 1 to 39 spaces for Option 5, with Options 2 to 4 having 32, 24, and 26 respectively. All options will cause a loss of parking spaces at the Historic B&O Railroad Station.

Environmental

Environmental Planning staff finds that the trail causes no direct environmental impacts. There are few natural environmental features in the proposed trail corridor. However, in Phase II of the project there are several issues that should be addressed, including:

- ***Green space connectivity.*** The Metropolitan Trail represents an opportunity to create a corridor that provides a green experience providing comfort for the user traveling through an industrial area. A greener corridor/trail with adequate tree coverage will provide shade and reduce glare during hot summer months. The landscape plan should ensure that the user is presented with a series of park spaces or other destinations that are connected with tree lined streets. Green “wedges” or plantings separating the user from traffic is highly desirable.
- ***Low-impact design.*** Silver Spring is one of the most urbanized areas of the County and any public project should aim to minimize urban heat island effects. Pavement type should be reflective to reduce radiation and cool the temperature of surrounding air, thus reducing smog. Several trail pervious pavement types should be considered and/or the trail should use a low-impact design with bio-retention gardens to reduce rainwater runoff.

- **Green building/development concepts.** Trail amenities such as benches and trash receptacles should be reclaimed or recycled products.

Historic Preservation

All options would impact the **B&O Railroad Station**, a museum with offices that is also used for private parties and public educational events. This historic site is on the Montgomery County *Master Plan for Historic Preservation* and the National Register of Historic Places. The property's owners (Montgomery Preservation, Inc.) generally feel the trail would be an asset to the facility, bringing many new patrons to the site and generating some exposure. However, they are concerned about loss of on-site parking and the trail's impact on the station's platform, which is currently used as an outdoor spillover space for private parties and public events. DPWT and its consultants met with the property owner in April 2005 to discuss the impacts and potential mitigation measures. Specific impacts will not be known until Phase II of the project and additional coordination will be required. All changes within the environmental setting of the B&O Railroad Station will need to be reviewed and approved by the Historic Preservation Commission via the Historic Area Work Permit process. There will be a high level of scrutiny of any changes that would make the Station less viable as a visitor destination.

The WMATA/CSX Bridge is a contributing feature of the National Register eligible Metropolitan Branch of the B&O Railroad. It has not yet been evaluated or designated as part of the county's *Master Plan for Historic Preservation*. Generally, Historic Preservation Planning staff would not recommend altering the existing bridge to accommodate the trail. Given Transportation Planning Division staff belief, in order for the existing bridge to meet current national bicycle and pedestrian guidelines, it would need to be modified to at least include a higher fence to discourage trail users from throwing items onto Georgia Avenue, it may be preferable from a historic preservation standpoint to construct a new bridge adjacent to the existing bridge with a compatible new design (as recommended in several of DPWT's options).

Park Impacts

Fenton Urban Park (also known as Fenton Gateway) is currently an underutilized 0.286-acre park on Fenton Street north of Burlington Avenue (MD 410). The Silver Spring CBD Sector Plan recommends that the park be expanded through the acquisition of private property – a process that began in 2002 – and notes that the Fenton Street/Burlington Avenue intersection may need to be reconfigured.

At this time, the facility plan for the expanded park is not programmed. Since the type of facilities and their layout within the park are unknown, it cannot be assumed that a trail alignment that bisects the park will not affect the future park design. *Staff recommend the trail follow the street right-of-way around the park* (for Options 2 to 5, as well as 5A), which will also maximize visibility for trail users. For these options Planning staff has repeatedly asked DPWT to show the path going around the park, not through it. The trail alignment proposed in these options would ensure that the trail connects to both public parks in south Silver Spring, Fenton Urban Park and Jesup Blair Park (via the new pedestrian bridge over the railroad tracks. Option 1 would only link to Jesup Blair Park.

Additional Design Issues To Consider During Phase II Facility Planning

- **Lighting.** Unlike the Capital Crescent Trail, the MBT would be open to the public 24 hours a day. As a result, the lighting of the trail and related on-street routes would require sufficient lighting to ensure personal safety and to illuminate trail users for motorists.
- **Crime Prevention Through Environmental Design.** The current land uses immediately east and west of Georgia Avenue are occupied only during daylight hours. Because this trail will be used at night, particularly by college students traveling to the transit center, it will need to be designed to maximize sight distances and visibility, so that trail users can be seen and heard from all points along the trail. In addition, the trail will need to avoid what trail planners call the “cattle chute effect,” which occurs when a trail passes through an area with high walls or fences on each side of the trail and the trail’s user feels trapped when he/she encounters danger. This is one concern about the tunnel under Burlington Avenue (MD 410) and actually makes a case to run the trail down a public street like Philadelphia Avenue and ultimately through or adjacent to the future Fenton Urban Park.

HISTORY OF PROJECT AND PUBLIC OUTREACH

The *Facility Plan for the Capital Crescent & Metropolitan Branch Trail* (MNCPPC, 2001) was the first comprehensive study of the trail; it identified the preferred trail alignment from the transit center to the DC line, running the trail parallel to the railroad tracks, crossing Georgia Avenue on a new bridge and passing under Burlington Avenue in a new tunnel. The section between D.C. and the College campus is nearly completed, with a few gaps including the bridge over Piney Branch Road (MD 320). This project essentially is the last remaining segment to be implemented.

In June 2003, the County initiated this project study and held the first project team meeting. The project team met six times since then, with public meetings on March 22, 2005 and November 22, 2005. A separate public meeting just for affected Philadelphia Avenue property owners was held on January 27, 2005. DPWT project team members also held individual coordination meetings with the managers of both the B&O Railroad Station and Progress Place, representatives from the Montgomery Historic Preservation Board, and the project team members of both the BiCounty Transitway and the Silver Spring Transit Center.

The Transportation Subcommittee of the Silver Spring Citizens Advisory Board met with DWPT staff on at least one occasion to discuss the project. However, the Silver Spring Transportation Management District Advisory Committee has not submitted any comments on the project to DPWT project team staff.

COORDINATION EFFORTS

All options would require significant coordination with WMATA and CSXT with the trail alignment running parallel to rail lines, as well as for utilizing the existing bridge over Georgia Avenue recommended in Option 5. Options 1 to 4 require coordination with SHA on the new bridge over Georgia Avenue. Option 1 also requires coordination with SHA for the tunnel under Burlington, while options 2 to 5 require coordination with SHA for the removal of the turn lane from southbound Fenton Avenue to westbound Burlington Avenue.

RELATED PROJECTS

1. ***Silver Spring Transit Center/BiCounty Transitway.*** These are interrelated projects as far as the trail is concerned; the transit center's design is critical for a good trail connection to and through the station ultimately crossing Colesville Road above grade. Both vertical and horizontal alignments are critical to ensure a seamless trail connection. The MBT project will build the trail to the southern edge of the transit center property, while the SSTC project will construct an interim trail connection from the southern property edge to Colesville Road. Ultimately, the BiCounty Transitway project will construct the permanent trail through the SSTC area if/when a light rail alignment is selected to run alongside the CSX right-of-way.
2. ***Silver Spring Fire Station.*** When the new Silver Spring Fire Station Number One was designed (and is currently under construction), the County set aside a 35-foot easement to accommodate the future MBT alignment.
3. ***Progress Place.*** The proposed trail alignment would pass through the existing building and require the County to relocate Progress Place or redesign the building. This site will be further impacted by the realignment of Silver Spring Avenue/Dixon Avenue extended, should the implementation of these master plan roadways be reinitiated via redevelopment projects. The cost estimates above include the cost to redesign the building and/or replace the impacted building area to accommodate the trail.
4. ***Midtown Silver Spring (KSI Condos).*** This project is located at the corner of Ramsey Avenue and Bonifant Street. The Project Plan was approved on March 23, 2006 and the Preliminary Plan is currently under review. The applicant will be constructing the north side only of Ripley Street extended. The alignment of the MBT as it passes parallel to Ripley Street is undetermined because the ultimate alignment of the street is under discussion but as of yet undetermined.

CK:gw
Attachments

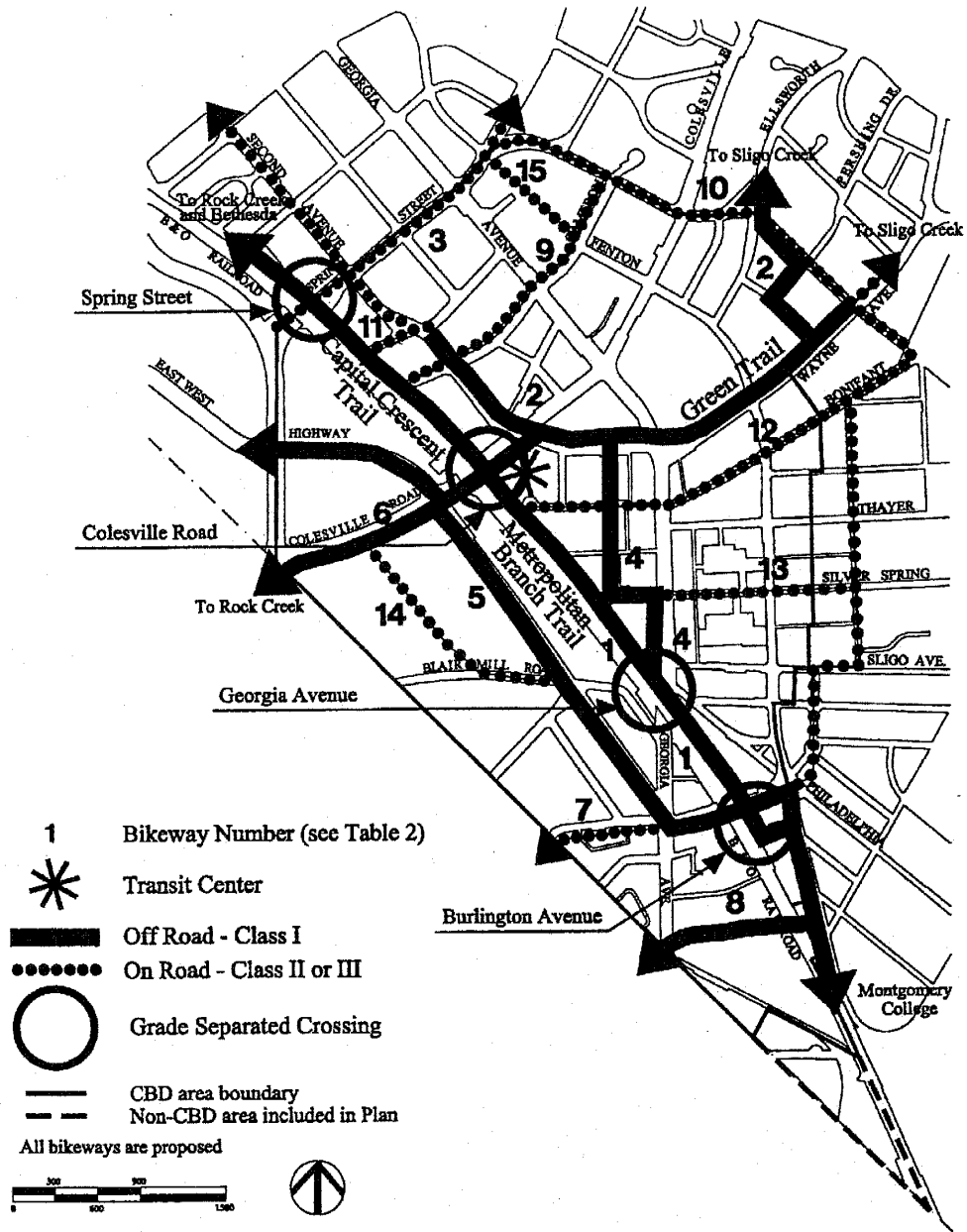
mno to MCPB re Met Branch Trail

ATTACHMENTS

- A. Silver Spring Area Bikeways and Trails
- B. Location Map
- C. Detailed Comparison of Alignment Options
- D. Photographic Renderings of Georgia Avenue Bridge options

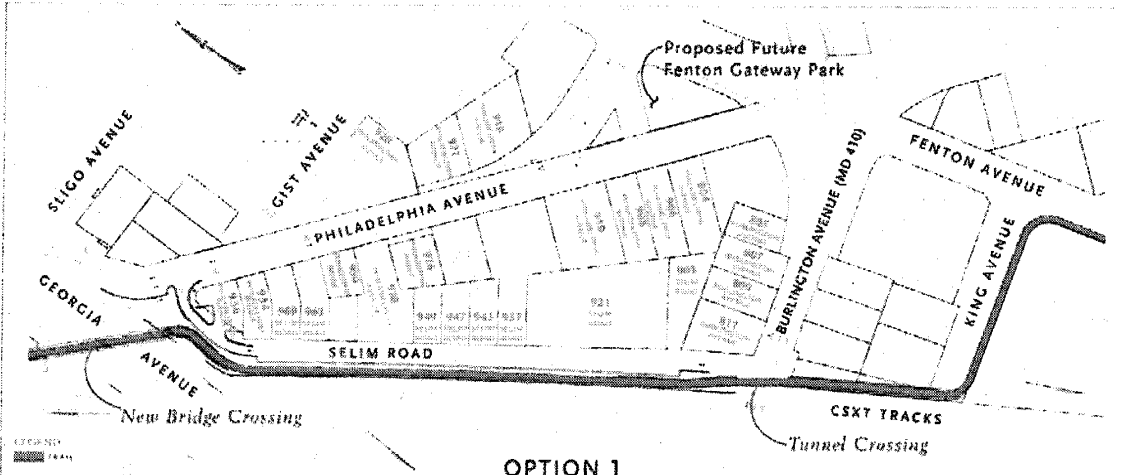
Attachment A. Silver Spring Area Bikeways and Trails

(Source: Silver Spring CBD Sector Plan)

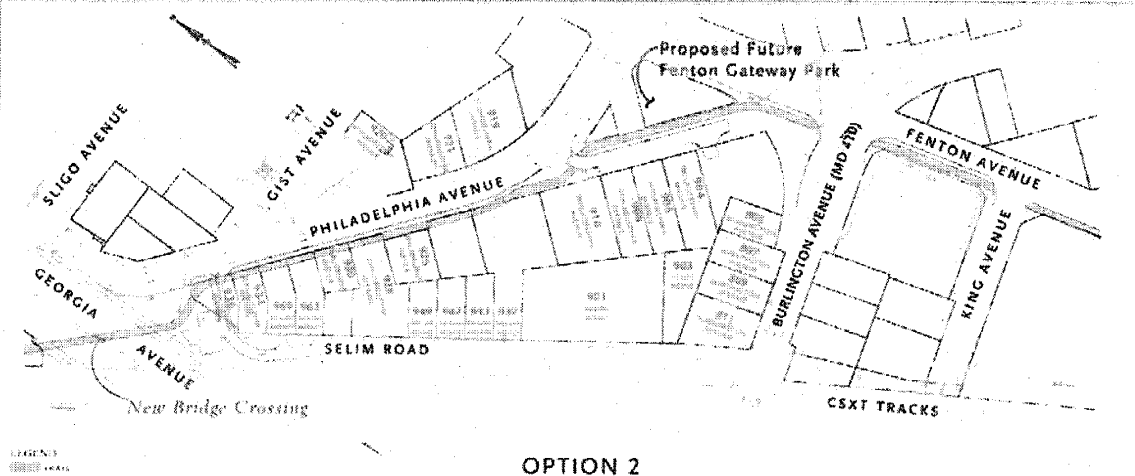


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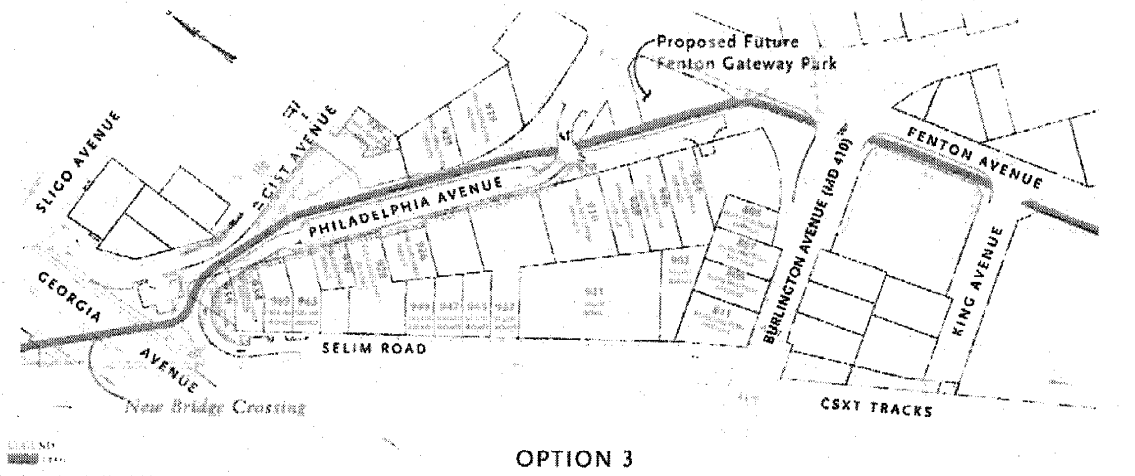
METROPOLITAN BRANCH HIKER/BIKER TRAIL



OPTION 1



OPTION 2



OPTION 3

Attachment B, Page 3

METROPOLITAN BRANCH HIKER/BIKER TRAIL

