

You are visiting Silver Spring. You arrive via Metro or bus and pull into the transit center. What's your first impression?

IT'S BLEAK!

Concern with "gang like" activity. Lack of police presence.

Dirty, confusing. Strange signage is not super helpful. Homeless on cardboard at night. Some lighting is out, dark areas at night. Bad smells

very visible homeless population around the transit center

No greenery!

Dark under overpass. Large concrete structures feel dark and covered.

Lots of construction

Around metro can be hard to see what is going on in Silver Spring. It is a busy area.

Hard to know where to go. In a hole. Not oriented. Needs more signage.

The transit center is visually confusing as a structure and the new Purple Line built around it makes it even more confusing.

Not a lot there. "Office-parky"

Not beautifully designed

Hard to get around: where do I go from here? and what is going to go in that big hole

Transit center represents opportunity to connect SS with the world around it

to add a positive spin: it's very exciting to me that the transit center exists. It represents the confluence of public transportation

A city - an urban place

No feeling of being threatened here.

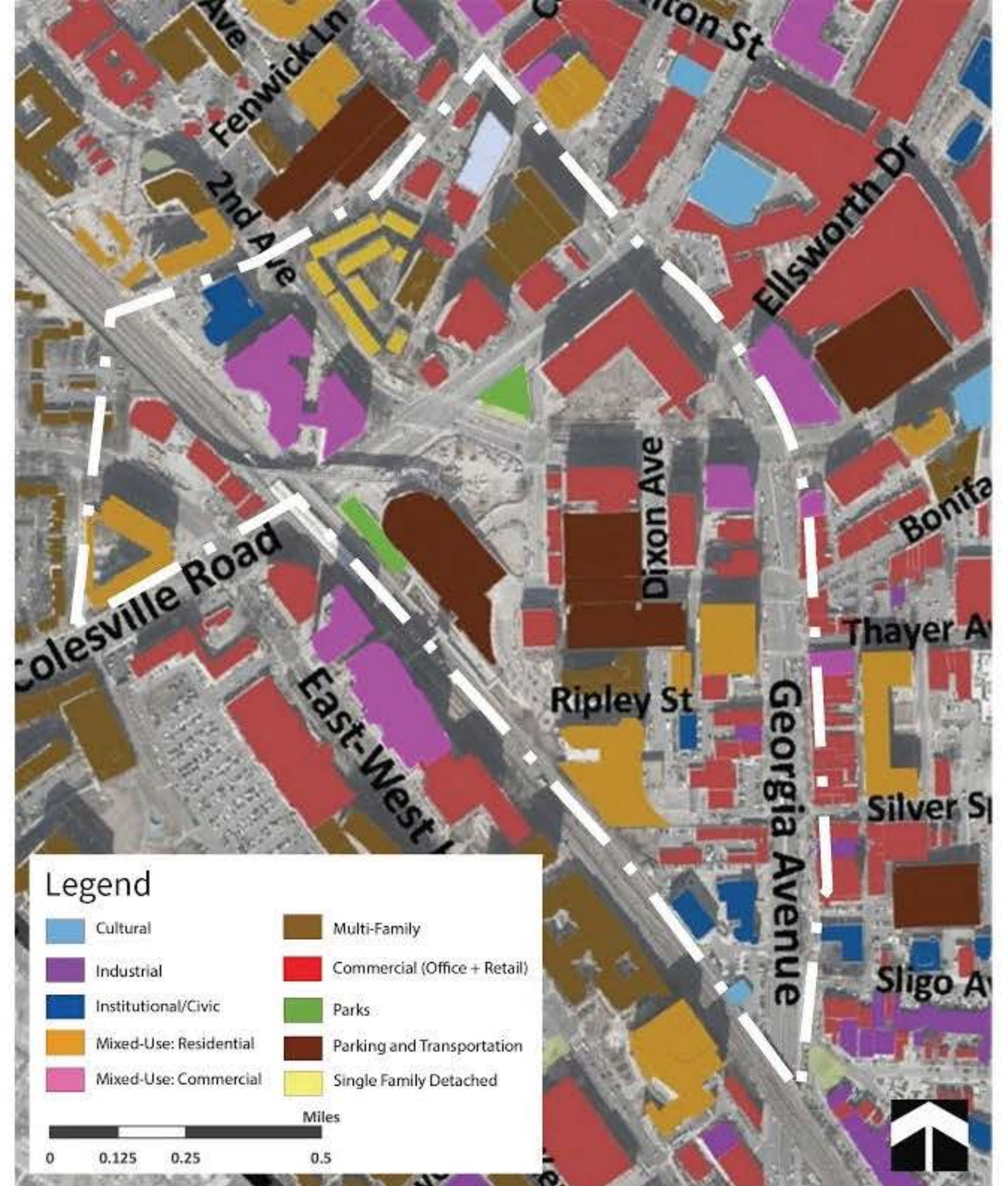
Yeah, I don't see gang activity around the Metro

Metro Center / Ripley District Visioning will focus on....

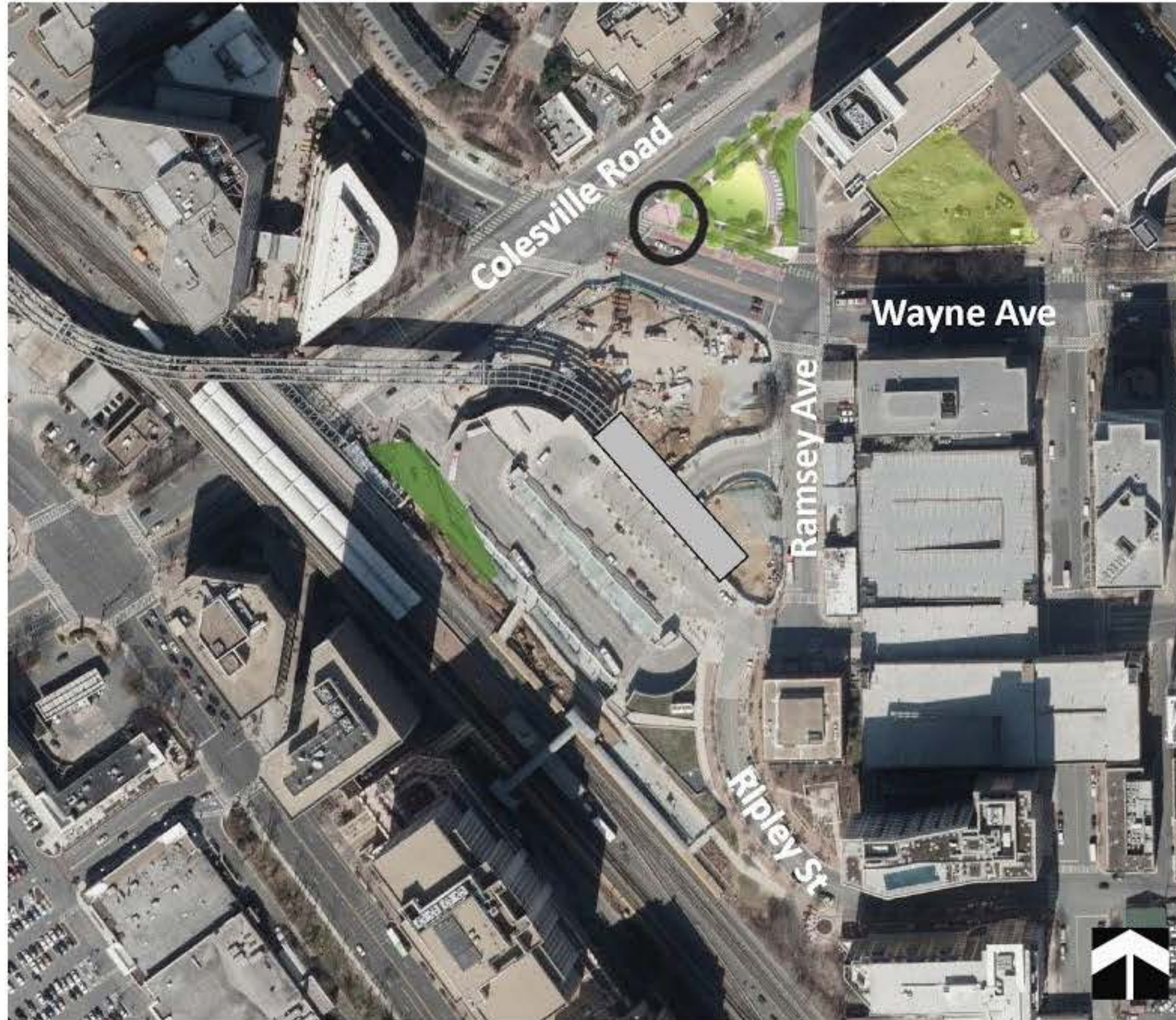


Metro Center / Ripley District

Tonight's discussion will
focus on the area inside
the white dashed line



Transit Center and Surroundings

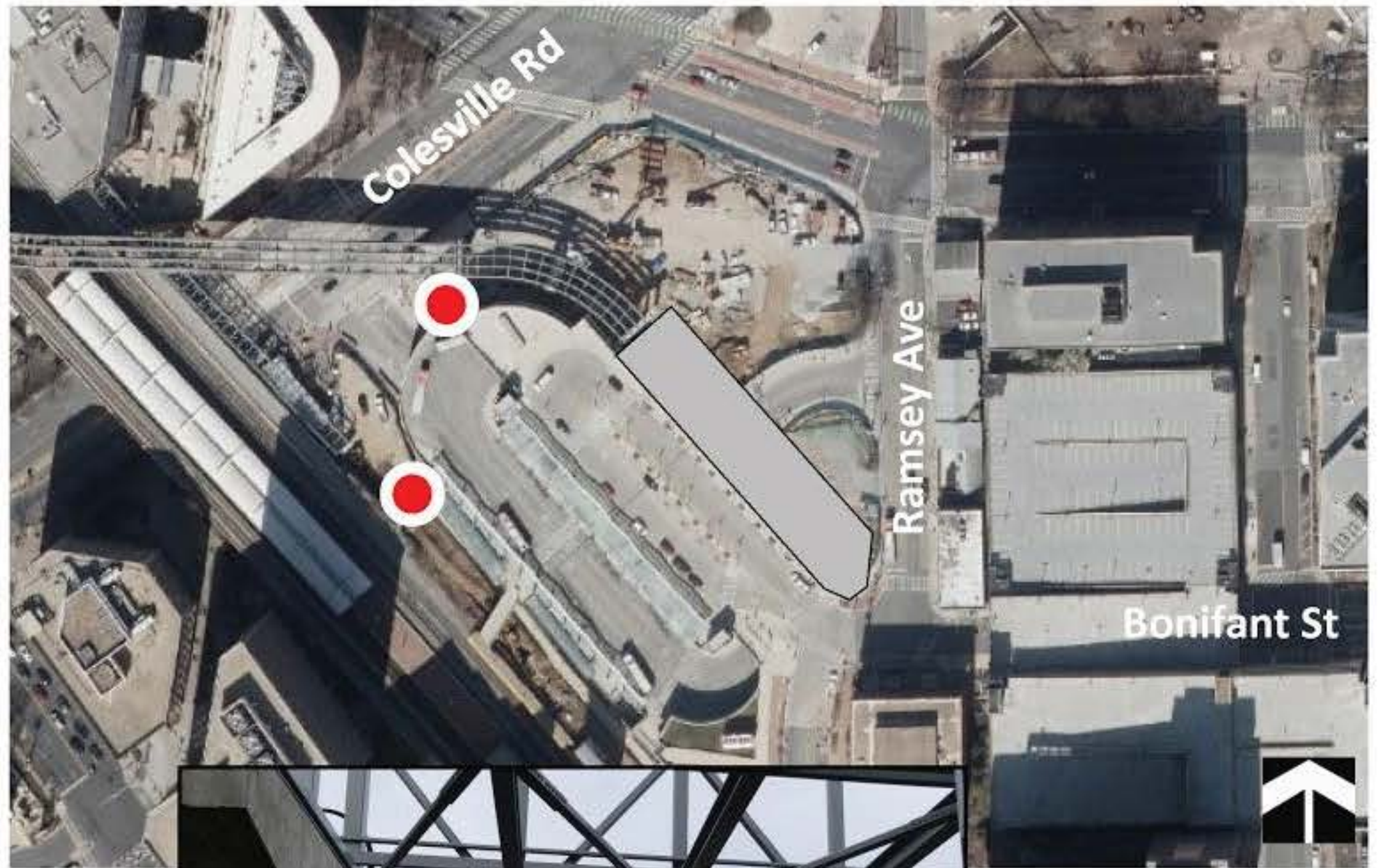


Transit Center:

When you get off the train or bus, where are you?

What is your pedestrian experience like?

Micromobility or bike access?



Limited micromobility experience.

Dislike seeing bikes/scooters strewn about carelessly.

scooters and bikes. Scooters are wicked fast. Not enough room and no clear place to leave them. Buses turn very fast at all corners. Forgot to mention, big increase with graffiti than a year or two ago. Also, tons of utility

Difficult to bike around. Streets not safe to bike on, conflict with pedestrians on sidewalks. Not good options to avoid conflicts with cars or pedestrians.

Bicyclists don't heed signs on Met Branch trail to slow down when they get to pedestrian zone at Metro.

Love the discovery mural (x3). The mural is cool but it's regrettable that the building is presenting a blank face to pedestrians on that busy block

Hard for people with disabilities to get around due to utility poles and other obstacles.

would definitely support narrowing the road for wider sidewalks

second that dangerous feel b/c of traffic

i always feel like a have a march after i get off before there is anything to see or do.

Gas station feels abandoned.

Little commercial activity.

seems like and arduous climb with nothing to see. hard climb.

Wayne avenue/Colesville intersection light too long, gives too much time to Wayne to clear traffic

So much concrete!

forgot to mention that the wait times to cross at collesville and wayne/second seem very long. Not sure how easy this is to solve, but i think that also acts as a barrier.

Coming out on south side and heading up to Georgia, there are two dangerous crossings as pedestrian- crossing the transit center entrance and crossing Wayne. Tons of traffic and drivers trying to make the lights.

Should make it easier to walk from metro to Georgetown. "feels like a ghost town"

Brutal in summer to walk this area.

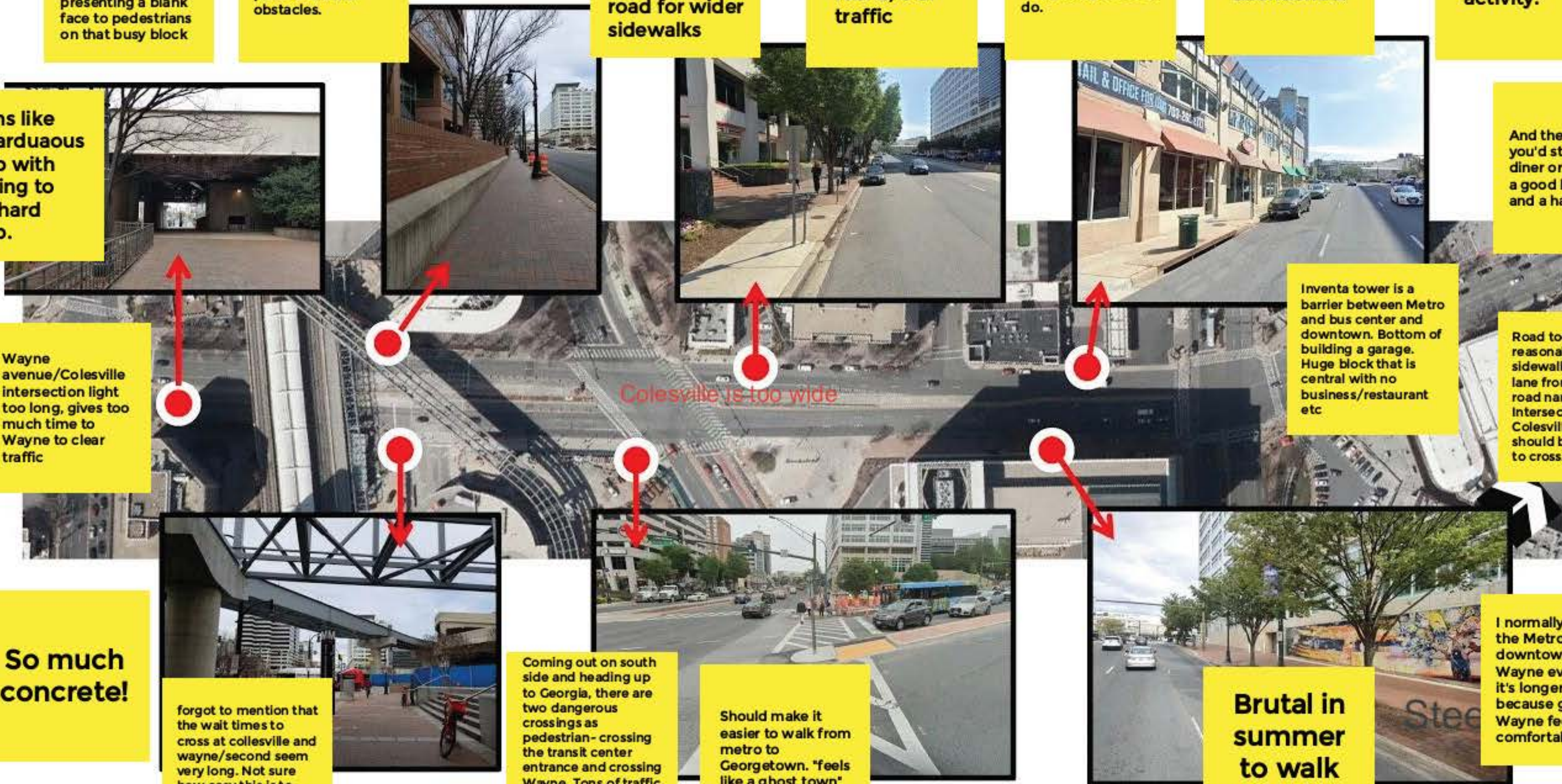
I normally walk from the Metro to the downtown area via Wayne even when it's longer, just because going up to Wayne feels more comfortable

Road too wide! create reasonable sized sidewalk by taking a lane from traffic. Make road narrower. Intersection at Colesville and Wayne should be made easier to cross.

Inventa tower is a barrier between Metro and bus center and downtown. Bottom of building a garage. Huge block that is central with no business/restaurant etc

And there is nothing you'd stop for as a diner or shopper for a good long block and a half or two.

Colesville is too wide



Colesville Road:

What is the pedestrian experience like along Colesville? How can it be improved?



Transit Center:

Colesville Road: WMATA site

What would you like to see here?

Short term?

Long term?

What about under the tracks? Its big and there's opportunity there.

This could be a good place for green space with programming-music, films, etc. Sound wouldn't be so much of an issue surrounded by office buildings.

Food trucks?

Green space. Temp park would be good, opens up to a feeling of being welcomed. Great idea for music or theater here.

Some use that provides space for relaxing and socializing, like Wundergarten in NoMa

space big enough to include dog park, along with biergarten and food trucks? a traditional park is not exactly relaxing, but I think we could add more green space

it is regrettable that we are now locked into the bad Purple Line alignment. I am sure Planning staff will do their best

Logical place for housing and mixed use.

Something like the beer gardens in DC.

street food, not fast food.

Desire to fix the bleakness of walking the Discovery wall.

People won't want to give up the park in 10 years.

short term a park seems okay.

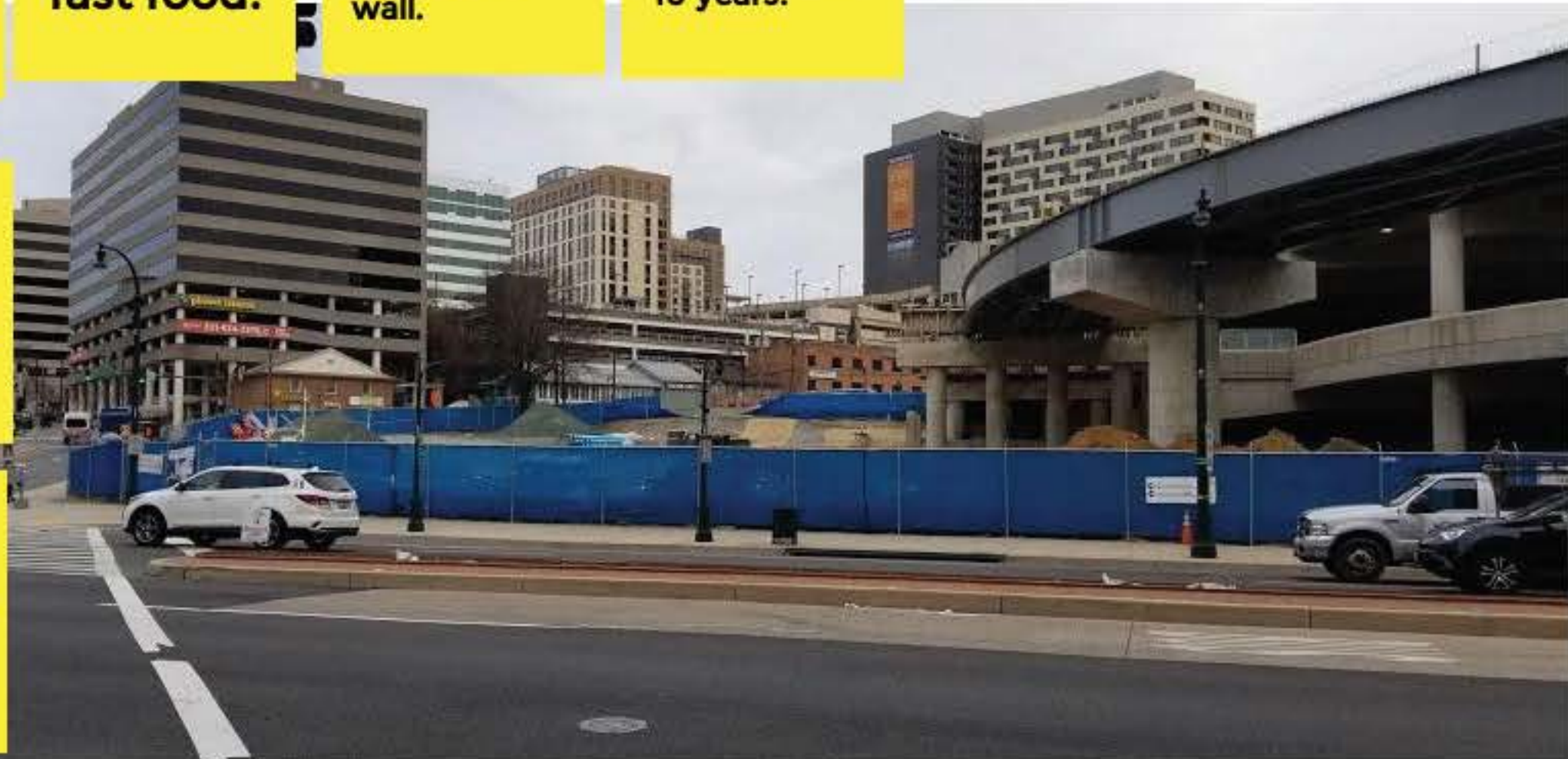
Open under the tracks? Use the space under the purple line for fairs and other uses.

short term park okay, long term it might be good to first try a park. Hard to imagine it would be relaxing.

High density building because we have Metro adjacent which supports the transport needs.

For those of us walking home on foot, it would be great to have something like Eastern Market- fresh food you could pick up on the way home. That is a lacking.

Could be a good hub for micromobility? Pick up/drop off plus bike parking.

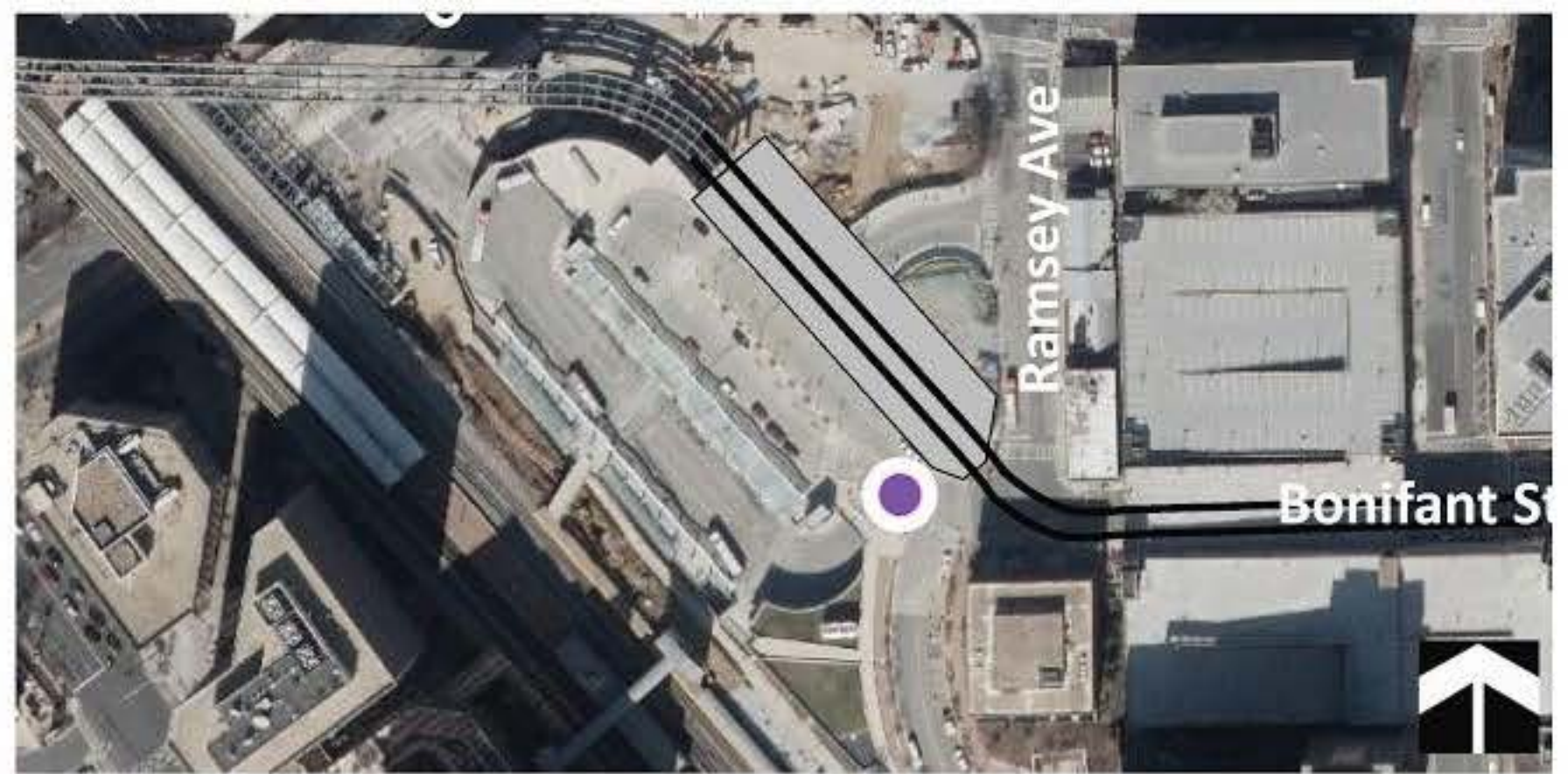


Transit Center:

When you get off the Purple Line, what will your pedestrian experience be?

Close
Bonifant
to Cars!

Even a light
installation under
there would do a lot
to improve. Light
and regular power
washing. And repair
the tiled sidewalk.



was a big
mistake-that
new
alignment

One of the
worst aligned
crosswalks in
history

this is where i
got hit by a
car. i would
recommend
better
crosswalks

**So
ugly!!**

a lot more
inviting if that
garage wasn't
blocking the
view .

Agreed with everyone
else who says that
Bonifant-Ramsey-Ripley
intersection is bad

**Dynamite
the
garages.**

**You need
360 vision
to cross.**



**Wider
sidewalks on
Ramsey. Feel
strongly about
this.**

Bonifant Street

What could Bonifant Street be in the future?

I'm in favor of no cars on Bonifant, but if you can't drive there, drop off and pick up at the metro is going to be funneled into streets that can't take it. Need to consider overflow

Apartment over restaurant and retail in place of garages

Bonifant a great opportunity for a transit/bike/walk street (like NYC's 14th Street and San Francisco's Market Street)

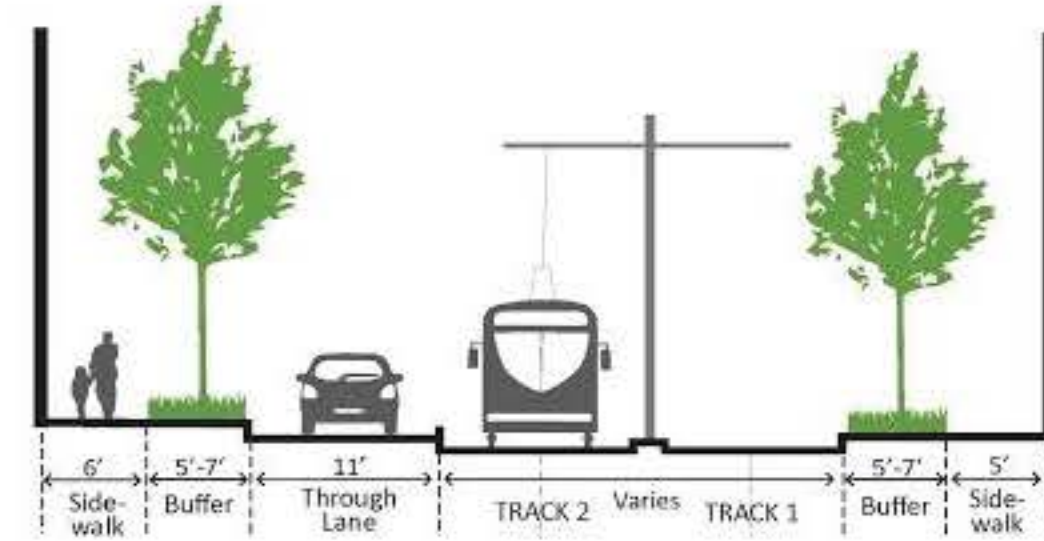
Good spot for a public amenity that attracts 5K people (theater, arena, etc)

Any talk of closing Bonifant?

But if Bonifant is closed to cars, that street south where the butcher place was is going to be VERY busy.

Bonifant Street with Purple Line

Proposed Section, between Georgia Ave and Transit Center



More 3 bedroom apartments. Family size apartments.



Georgia Avenue

East side is better for walking

Crossing the road is the issue. East side has been closed down for open space and the sky didn't fall (do a road diet)

The west side of GA at Thayer where there is no cross street, drivers don't even recognize a light and drive straight through. Very dangerous.

The Ripley Street alley has many sidewalk disruptions and no crosswalk.

i mean a mix-just some 3 bedrooms with the 2, ones and efficiencies

impossible to bike along.

More crosswalks, fewer conflict points with traffic.

value their privacy and security. And plenty of couples with no kids at home. They all value the street life and amenities of an urban environment. Hence the downtown apartment building, as compared to the single family dwelling

Trouble crossing Georgia or walking down it. Drivers run lots of red lights, traffic pattern is confusing. Drivers make turns at high speeds. Lots of curb cuts.

It gets harder to cross the farther south one goes.

Georgia presents as a highway. Until it doesn't feel like a highway, people are going to drive like maniacs in a pedestrian heavy area

it is way too hypothetical but I would like to segregate through traffic from local

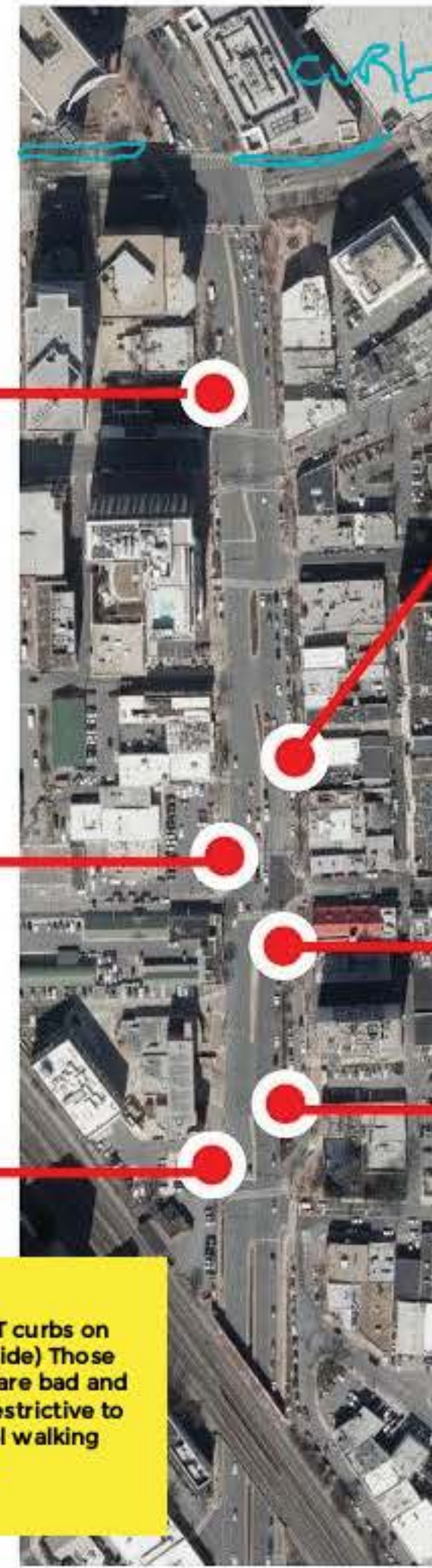
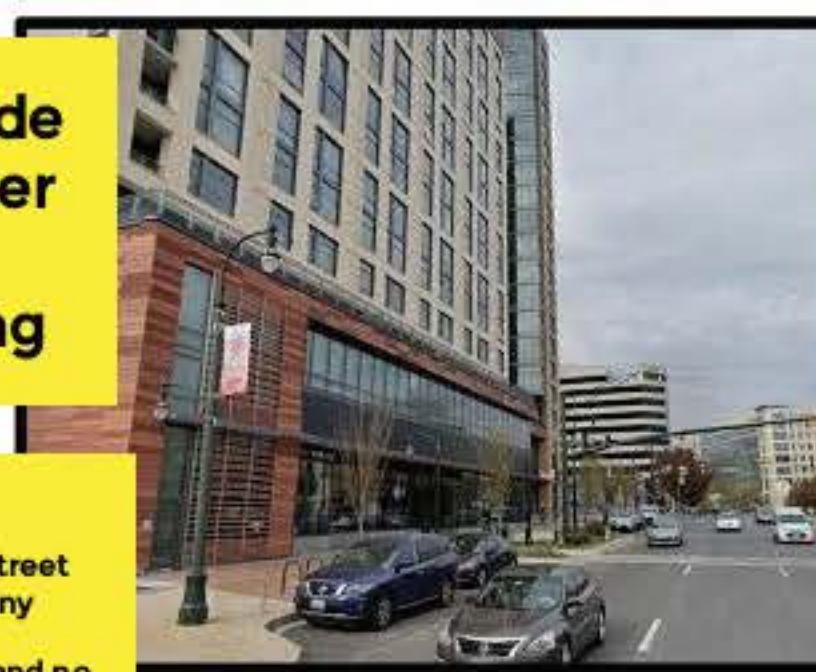
(MDOT curbs on west side) Those curbs are bad and very restrictive to normal walking paths.

It seems to me that all of the new buildings have empty or unfriendly street levels, the older small businesses are the ones that work.

Need more time to cross at Bonifant and GA and Thayer and GA. But also, need a crosswalk between Thayer and Silver Spring Aves.

Love turning on-street parking into restaurant seating. A lot of businesses would benefit.

Georgia Avenue 'works' (I think)

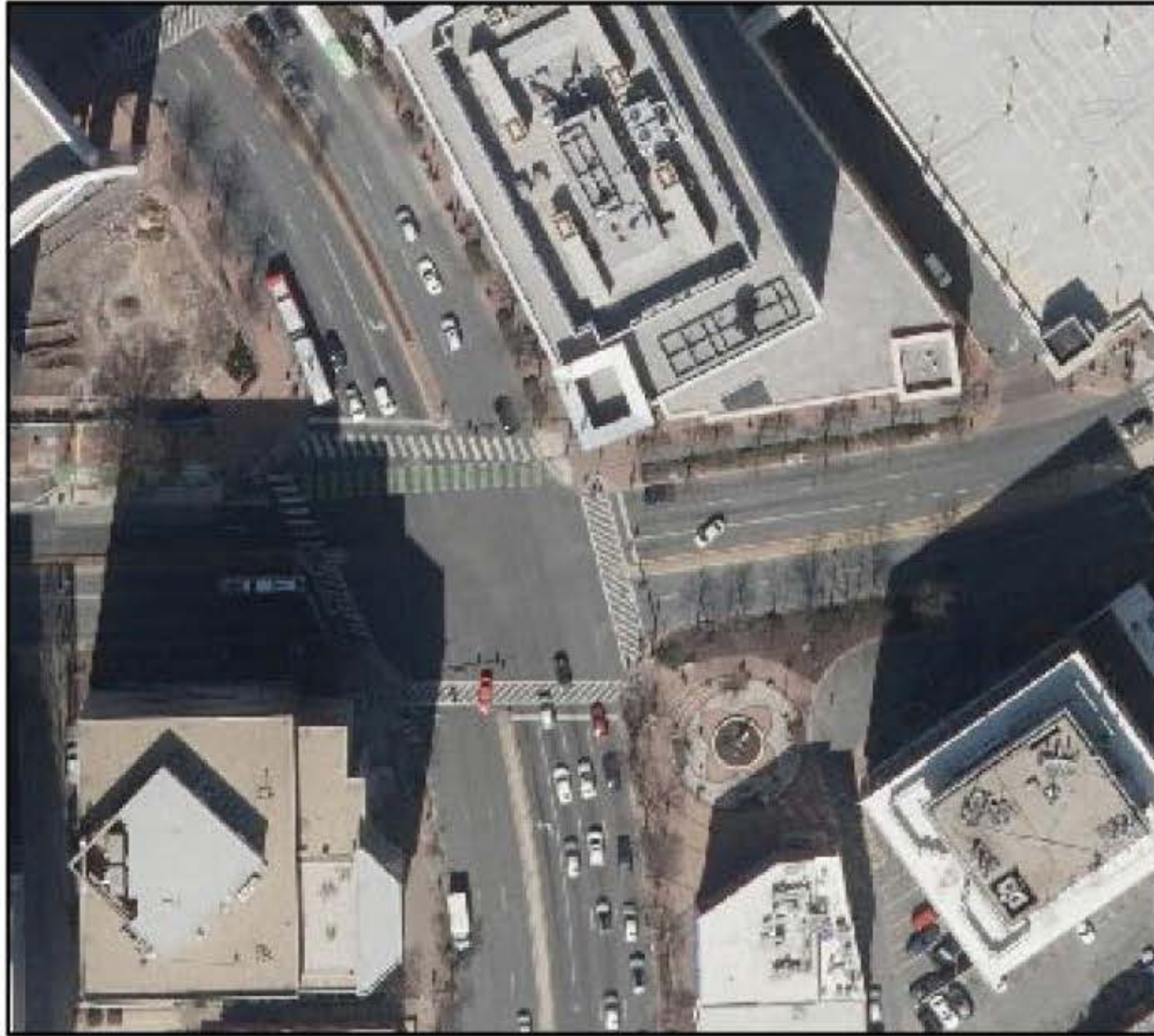


Georgia Avenue

What is the pedestrian experience like along Georgia Ave? How can it be improved?



Georgia Ave and Wayne Ave



Georgia Ave

7-11/Patient First Site

Like the idea of park here, if right type of fence, not a problem with traffic adjacent. Little green space here. Good amenity for apartment buildings.

Development with "Animated" retail on the first floor. Cafe, restaurants, sidewalk cafes.

There are tons of residents in the apartments with dogs. I'm sure they could use a dog park. There is no where to walk them or exercise them.

What about putting a park on the current surface parking lot behind this focus site?

You can probably guess this from me by now, but I'd like that to be some sort of high rise residential/ mixed use development.

I would also support mixed used housing, retail, restaurants, etc.

Lots of people will be living in Ripley district and it makes sense to put a park in this area. Parking lot behind makes more sense, but let's get a park regardless of where.

I have so little faith in the ground floor retail/restaurant. I know the past year is nothing to judge by, but I've lived here almost 20 years and so much new retail restaurant is empty for years.

why put a park on the busiest street??

does not seem like a good spot for green space

to address that point-I always wondered if it were possibly and affordable to put parks over tracks

Adjacent to the Crescent Trail makes so much more sense.

FROM 2010 GREENSPACE GUIDELINES

The park belongs by the Crescent Trail to make accessible to bikes, hikers/joggers

Perhaps some sort of combo of development and park.



What else do you want to talk about?

Entrance to Downtown SS at Colesville and Georgia with big letters is unwelcoming. Awkward to walk through parking lot. P-Lot could be opportunity for green space

Traffic capacity for new and recently existing buildings, even though we're close to transit, has to be considered.

Parking lot at Colesville at Wayne: Make it an amphitheater

We have discovered the outdoor. We should make the use of street space permanent, rather than temporary.

That parking lot at Colesville and Wayne (for Downtown Silver Spring) provides so little parking but lots of problems. What's the point? * it is historic.

Let's get comfortable losing the 'historic' nature of our parking lots.

on the area north of Colesville is we should build high on that Capital One site

