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

- **Incomplete transit infrastructure**
- **Busy and lively**
- **Not much available around the area. Would like to see more!**
- **Wayfinding is needed because most of the major destinations are not near the transit center**
- **Usually don't know where I'm going unless I use my GPS**
- **Overwhelming with how much is going. Confused as to where I needed to go.**
- **Feels like a nice downtown. One of the better downtowns**
- **What a mess!! There isn't much there**
Metro Center / Ripley District Visioning will focus on:

- **In and around the Transit Center**
- **Colesville Road Experience**
- **Georgia Avenue Experience**

Topics you want to discuss?
Metro Center / Ripley District

Tonight’s discussion will focus on the area inside the white dashed line.
Transit Center and Surroundings

Two separate entrances on Colesville is really confusing. Wayfinding that lets you know what's available on each side.
Transit Center:

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

What is your pedestrian experience like?

Micromobility or bike access?
Colesville Road:
What is the pedestrian experience like along Colesville? How can it be improved?
Colesville Road:
What is the pedestrian experience like along Colesville? How can it be improved?

- Lots of vacancies - revitalize area
- Narrow sidewalks can be expanded and include shade trees
- Better pavers
Colesville Road:
What is the pedestrian experience like along Colesville? How can it be improved?

- Ped experience is secondary to vehicular experience. More direct connections to tailor to peds.
- Discovery side being monotonous -- but love the murals too!
- The incline is difficult along Colesville
- Northside walking from the metro is friendlier not crossing with buses. Also towards Dixon - don't have buses turning behind you.
- Big and busy intersections. Vacant buildings by the gas stations. Feels very underutilized
- Bus make wide turn and other vehicles are an issue. Could get more time crossing.
- Parts of the sidewalks can be narrow. Esp North side of Colesville
- That strip in the bottom right picture (pg 7) is extremely underutilized + the gas station to the north of it
- Don't like the pavers. Always kicking bricks back into place.
- Not much to look at while you're looking esp on the southside compared to the north
- Doesn't make a difference to make a wider sidewalk. Maybe utilize the space where the hotel didn't get developed and put attraction there to get people to want to take the metro to SSP.
- Possibly remove on street parking, expanding the sidewalk, and put in more trees (pg 7 bottom right)
- Don't like crossing Colesville. Needs to be more pedestrian friendly.
- Slope is difficult
- Need escalator.
Transit Center:

Colesville Road: WMATA site

What would you like to see here?

Short term?

Long term?

- Development to match nearby buildings but not too overwhelming to block views
- Mixed-use development would be great
- Could be a spot for additional wayfinding
- Don't build something the size of TTT. Preferably of housing because we don't have much of it.
- Greenspace to match with future park
- Food trucks, arts, activities
- Who will take the metro for a quarter acre park? Really think about the height in this space shorter buildings, anything that activates the site
- Housing should be the priority and sounds like a good opportunity to work with WMATA.
- Greenspace/tracks may be too short term for maximum benefit.
- Don't build something the size of TTT. Preferably of housing because we don't have much of it.

Develop at the right height. This could create a new focal point for Downtown Silver Spring.

Greenspace on transit center and comfortable viewpoint for pedestrians
Transit Center:

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

- Turn the top of parking garages to green spaces
- Intersection of Ramsey and Bonifant to be difficult as a pedestrian, narrow the road and possibly widen sidewalks
- Brighten tunnel. Maybe LED lights and could be a real attraction
- Make it safer for pedestrians
- Bring smaller retail/places of interest close to the purple line
- More opportunities to find what you need
- Retrofitting that purple dot. Adding basketball courts, spaces for bus drivers
- Street vendors
- Opportunity for art
- Better wayfinding and guidance
What could Bonifant Street be in the future?

- Redevelop some of the buildings and put retail and encourage pedestrian level activity.
- Create a bicycle center.
- Put retail under the tunnel space where the garage is.
- More seating and green space.
- Shaded spaces. More integration between inside and outside.

Bonifant Street with Purple Line
Proposed Section, between Georgia Ave and Transit Center
Georgia Avenue

West side vs East side

Imagine having more housing on top of existing storefronts. Like Georgia Ave. A lot of independent retailers. East side issue is the depth of lots. The buildings are old and out of date. Additional crosswalks esp on Ripley St. Fenton village is the most pleasant space. Keep the character. Overpass area could provide more lighting.

Prioritize pedestrians. More crosswalks. Improve East/West connectivity. A way for the building owners to update the buildings. Preserve some buildings, update others to build with more density.
Georgia Avenue
What is the pedestrian experience like along Georgia Ave? How can it be improved?
Georgia Ave and Wayne Ave

- Have been stuck at medians trying to cross
- Crossing experience could be improved. More ped friendly
- Conflicts with cars turning and provide longer times to cross
- Never enough time to cross. Drivers lack respect for peds
- Really don't like intersections. Either feel like I will be hit by car or I will hit someone with my car

Awkward space at alley
- Tight turn going south on Georgia ave. Steep upgrade on the sidewalk
- Challenging. Right turn is hard for vehicles

Spaces often used to wait, kill time, or pass through

- Space is rarely used
- Used green/open spaces when waiting - not an attraction to visit
- Nice space could be used for a small festival. Awkward with the bank being the main thing there
- Not very attractive space
Georgia Ave
7-11/Patient First Site

Creating a space that's user friendly
Combine development and green space
Green space by itself isn't useful
Good development potential
Green space may work here, but need to make it comfortable being next to busy road
Great place for housing

Stormwater management in place of large surface parking area

FROM 2010 GREENSPACE GUIDELINES

Not sure if green space still fits this area

The Patient First is beneficial. The rest of the space could be better utilized

Good development potential

Great place for housing

Not sure if green space still fits this area
Proper maintenance in the pavement and public realm:

I feel safe and want to be in downtown Silver Spring, and think investment of the plan will help entice others.

Create SSP as a place to live and work:

Make people feel the area is safe, well-maintained, and economically friendly:

Community activation rather than so much office space. (see Silver Branch as an example)

What else do you want to talk about?

Parking garages may be too abundant for the fewer cars expected in the future. Think about how we envision people will visit and explore Silver Spring.

Find out what support the plan needs to succeed. Not everything can be included in this Master Plan, but may affect its viability.

Silver Branch is nice and has been transformed.

Area is dominated by office and needs to be reactivated to pop.

one of the things I'm worried about is losing the subsidized housing in my building, Lenox Park. Apparently there are 80 affordable units that are supposed to be lost by 2022.

Legend:

- Cultural
- Industrial
- Institutional/Civic
- Mixed-Use Residential
- Mixed-Use Commercial
- Multi-Family
- Commercial (Office + Retail)
- Parks
- Parking and Transportation
- Single Family Detached