

Summary of meeting with DOT and WG connector liaison advisory committee on 6-17-22

Present: Rebecca Park and Shelaidia Associates' representatives Moyassar Mohammed, Norm Miksic, and Salim Zaman.

For Washington Grove: Bob Booher, Margo Cavanaugh, Jay Everhart, Wendy Harris, Barbara Raimondo, and Donna Shriner

We met just before 10 am at the base of the 500 block of Brown St. Following introductions and welcome, most of the next hour plus was spent by the visitors addressing our questions and receiving design input.

The current work is termed facility planning phase 2. At 35% completion, Ms. Park expects a reliable determination of cost of the project.

The WG Connector and the longer shared use path from Crabbs Branch Way to Amity Drive are being designed together. However, funding for further work on the Amity path has not been obligated. No federal or state funds are being used for these projects; only county funds are being used. Nevertheless, input from Army Corps of Engineers will be necessary where the Amity path crosses wetlands at the edge of the lower meadow. Ms. Park said that she is aware of the county's responsibilities regarding any necessary permits.

Large format drawings that showed both paths were shown and given to Donna Shriner for safekeeping at the end of the meeting.

The committee strongly supports a route as close to the salt barn as can be allowed before it turns towards the Brown St cul de sac, which would be intersected just west of the Asian elm tree. This route appears to be the one that would have the least environmental and visual impact. The county will develop a landscaping plan for the path. There was no discussion regarding landscaping maintenance.

The curve of the path from the side of the salt barn towards Brown Street cannot be so sharp as to impede the vision of the path users. Planners will follow standards regarding the radius of the curve and other safety features.

The committee prefers wooden (or composite) surface where appropriate. Shelaidia is concerned about increased maintenance for such a surface.

Lighting that is dark sky compliant will be installed along the path between Crabbs Branch Way and Brown St. (Will lights be motion sensing?)

According to Ms. Park, the path crossing of the WSSC right of way will not be a concern.

Features that will slow the speed of cyclists as they connect to Brown St:

- A fairly sharp curve at the salt barn
- Stanchions at the end of the path will both prevent four-wheeled vehicles from entering the trail and slow cyclists coming off the trail.
- The change in surfaces naturally slows riders.
- The immediate ascent up Brown will limit speeds.
- Elements that provide transition from the industrial zone and entrance to the historic residential zone.

There was not time for a tour of Washington Grove at this meeting, but our guests indicated they were open to scheduling one with the landscape design team before the 15% concept design was set.

Submitted by Jay Everhart on 28 June 2022.