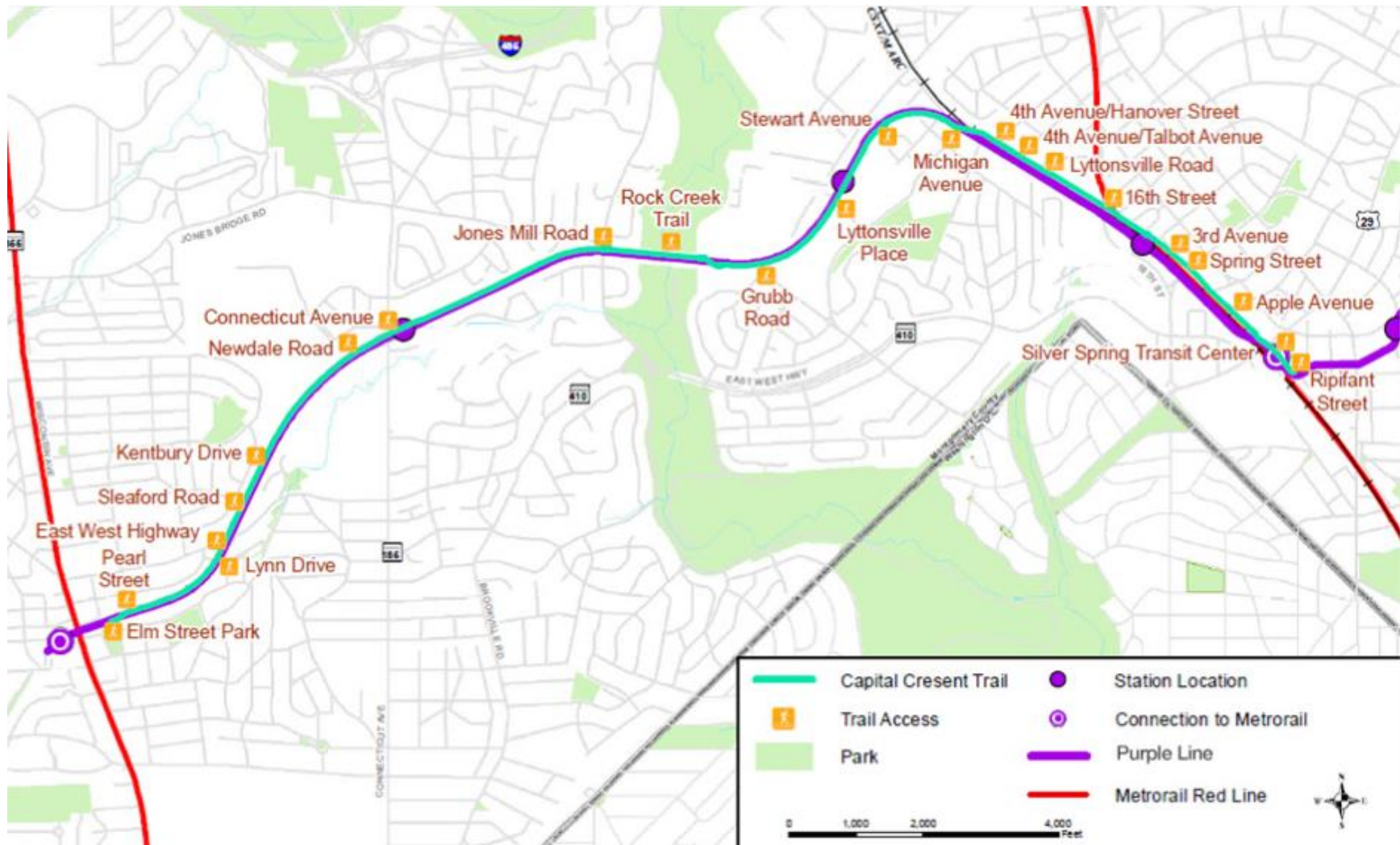


2022 CCCT ANNUAL MEETING AGENDA

- **Introduction – Tony Marra**
- **Report on Capital Crescent Trail – Tony Marra**
 - **Construction of the Trail from Bethesda to Silver Spring - along with the Purple Line**
 - **Wisconsin Ave Tunnel**
 - **Capital Crescent Surface Trail**
 - **Weiner and Potter Plazas**
 - **Improve Access to the Trail in Northwest DC - in the Palisades neighborhood**
 - **Georgetown Trailhead Project**
 - **Bells and Bands**
 - **Invasive Species Removal**
- **Election of Directors**
- **Guest Speakers**
 - **John Noel and David Daddio from the National Park Service**
 - **Mike Riley from Montgomery Parks**
- **Questions and Answers**

Questions may be submitted at any time, using Chat. Click the Chat button in the meeting controls to open the Chat window. Type your question in the field at the bottom, then type “Enter” or “Return” to submit it. Leave “To” set to “Everyone”, so everyone can see what questions have been submitted.
- **Adjournment**

Construction of the Trail from Bethesda to Silver Spring - along with the Purple Line



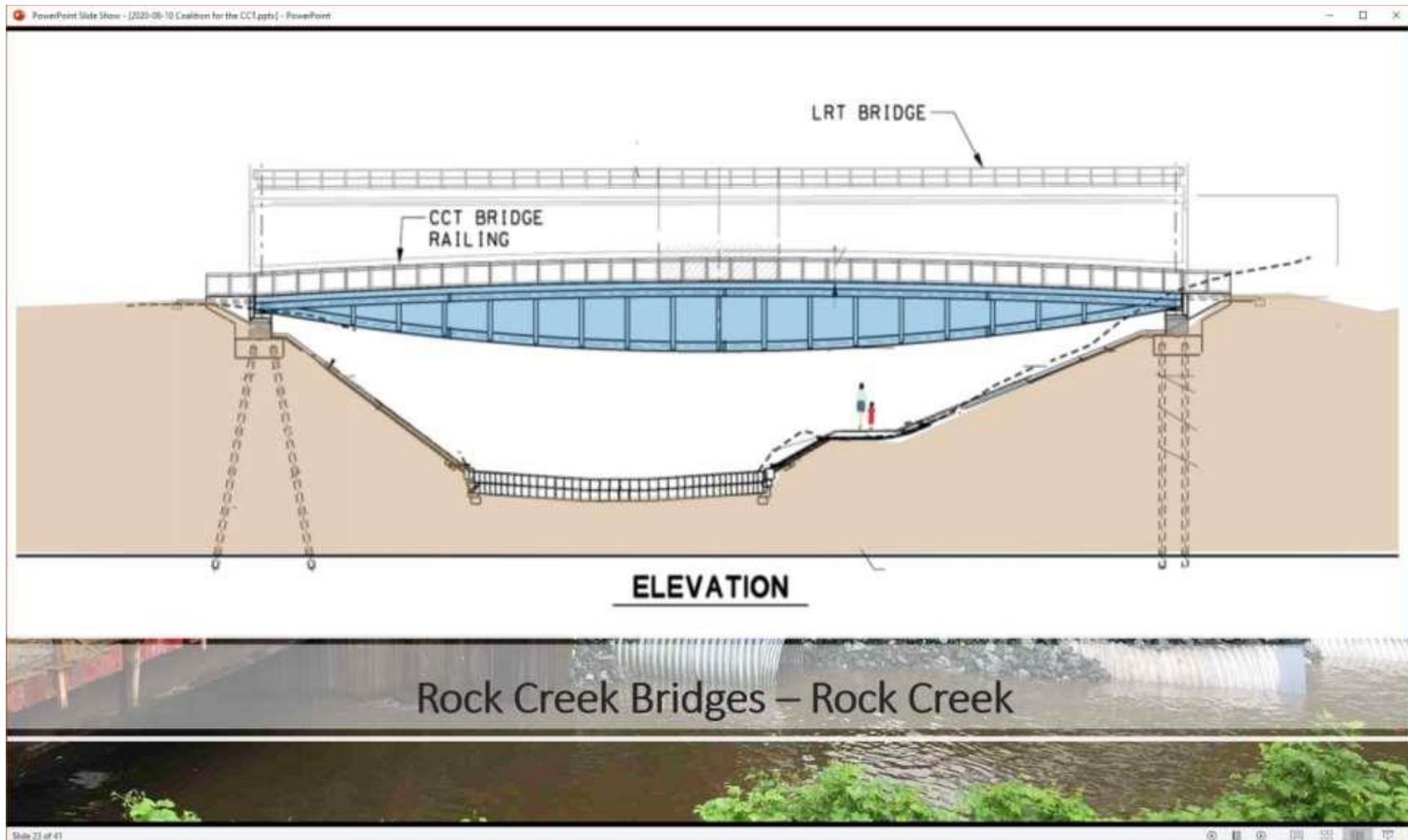
Note the CCT crosses the Purple Line 3 times: by bridge at Pearl St, by underpass just east of Rock Creek Park, and on the Talbot Ave bridge.



**Building East abutment for future CCT bridge over Connecticut Ave.
West abutment is visible across the street, Purple Line bridge to right.**



The West end of the future CCT bridge over Connecticut Ave is seen at the lower right of this rendering of the future Purple Line station.

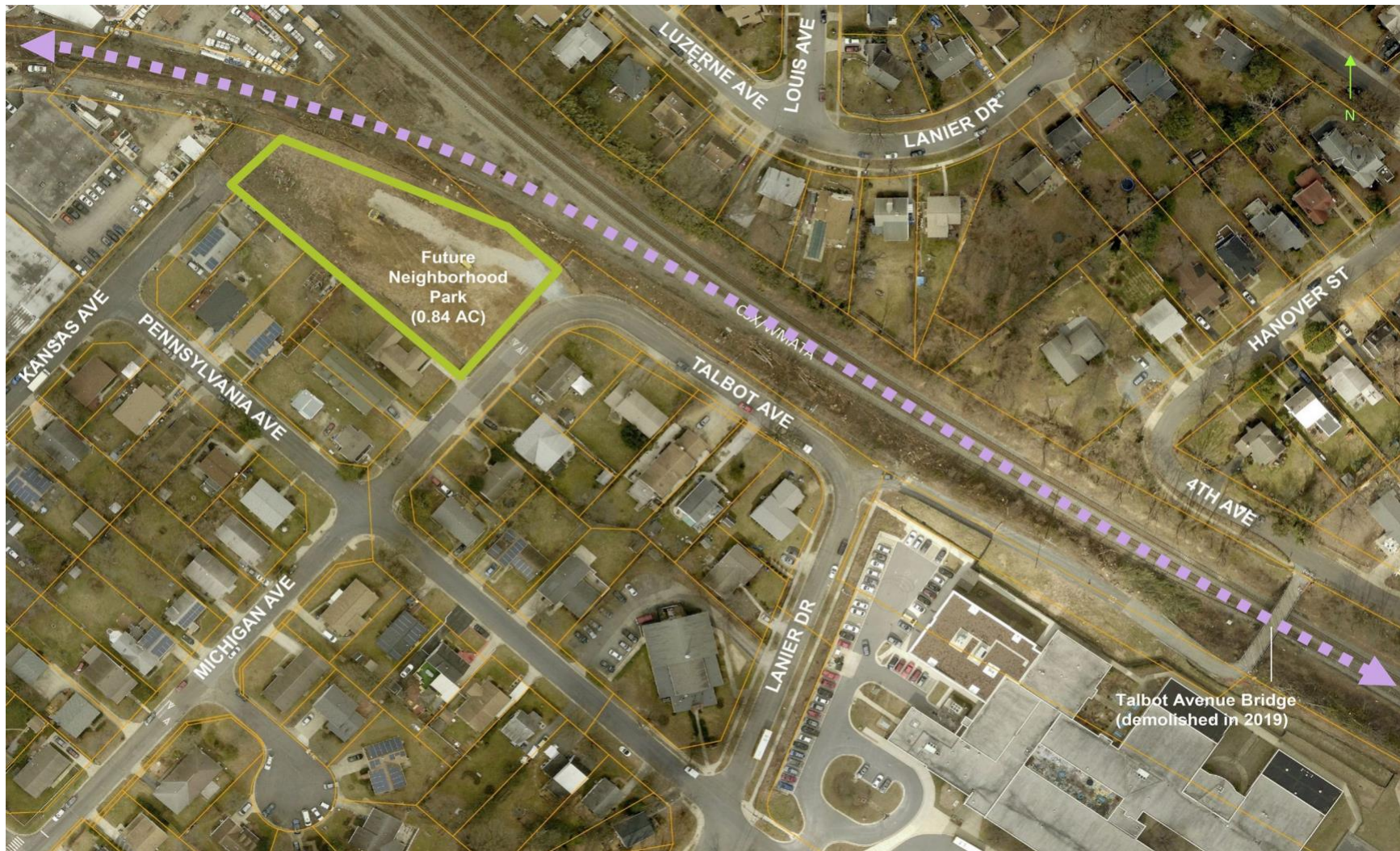


The future CCT bridge over Rock Creek will be lower than the new Purple Line bridge, and much lower than the previous trestle bridge.



This CCT bridge runs between the visible Silver Spring Metro platform, and the Transit Center that this photo is taken from. The CCT will run straight onto the Metropolitan Branch Trail.

Future Lyttonsville Neighborhood Park



Park outline is green. Purple shows Purple Line and CCT, with the CCT next to the park.

**Tunnel under Wisconsin
Avenue – To replace the
Tunnel taken for the
Purple Line Station**

Capital Crescent Trail Tunnel Project

- Project Highlights
 - 985 foot total tunnel length
 - 16 foot wide tunnel with wall tile, metal ceiling tiles & lighting
 - Cellular phone coverage
 - Security cameras and blue light phones
 - Emergency egress stairs
 - At-grade connection to surface trail
 - Elm Street Park redevelopment



Capital Crescent Trail Tunnel Project

- Project Highlights
 - Long and short term covered parking for approximately 450 bikes near Woodmont Plaza and Purple Line Bethesda Station
 - Secure area available for long term bicycle parking



These are Artistic Renderings, May Not Represent Final Design - February 2020

MCDOT
Montgomery County Department of Transportation



The space shown above is part of 7272 Wisconsin Ave (The Wilson & The Elm, that replaced the Apex building). What needs to be built is a “cut and cover” tunnel across Wisconsin Ave and under Elm St, that will surface in Elm St. Park to connect to the CCST and Purple Line CCT.

Capital Crescent Surface Trail
– Protected bike lane between
Ourisman Plaza and Elm St.
Park, crossing Wisconsin Ave



The Capital Crescent Surface Trail (red) is completed from Ourisman to where Willow Ln meets 47th St. It is a protected bike lane, with bicycle specific signals to cross Wisconsin Ave and Woodmont/Bethesda Aves.



The CCST crossing of Wisconsin Ave, looking East onto Willow Lane.



CCST crossing of Woodmont/Bethesda Aves. Bicycle signal is yellow.

Maintenance at Weiner Plaza and Potter Plaza



Weiner Plaza on 9/13/2022, showing the under-maintained planter.

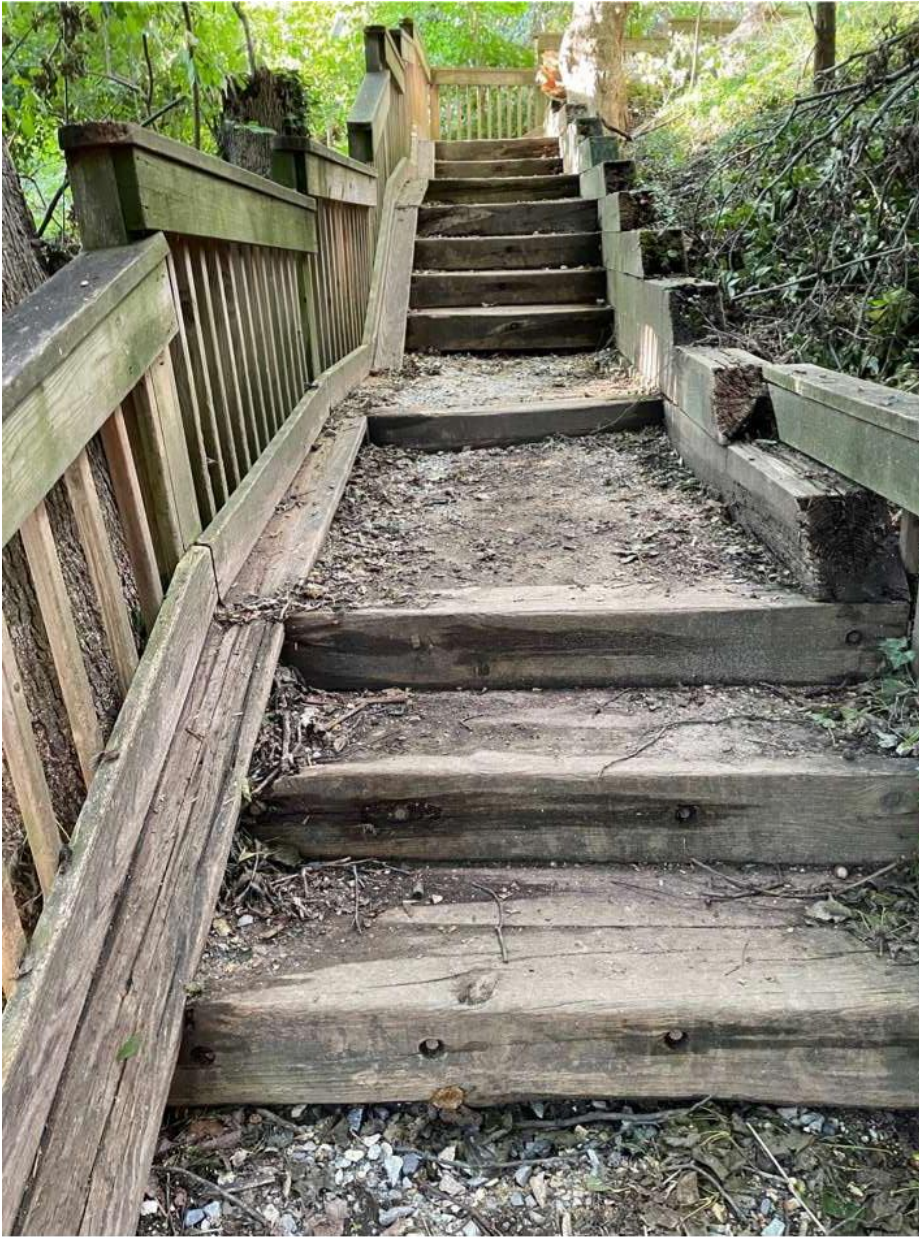


Under-maintained Potter Plaza plantings on 9/18/2022.

**Improve Access to the Trail in
Northwest DC – in the
Palisades neighborhood**



The Norton St access path runs from the corner of Norton St and Potomac Ave, along the back fence of the Dalecarlia water plant, down to the CCT. It has a very uneven surface as shown here. Heavy rain causes dirt and gravel to wash down onto the CCT, leaving dangerous conditions that have caused at least 1 serious crash. This path should be paved and made accessible.



The stairs that lead down from Potomac Ave, 290 feet north of Manning Place, are the only intentional trail access in the Palisades. The risers are uneven and some are taller than meets code. The wood is decaying. Heavy rain causes dirt and gravel to wash down, leaving dangerous conditions. These steps should be rebuilt with more durable materials and paved surfaces.

Arizona Ave. Connector, a DC project with NPS cooperation



About the Arizona Ave. Connector:

- 1) It was conceived of as a connection between the Palisades Trolley Trail and the CCT.
- 2) It will also serve as another access point for CCT users.
- 3) It should be helpful when the CCT eventually gets repaved, allowing some sections of the trail to be closed without needing a long detour on MacArthur Blvd and Reservoir Rd to Fletcher's.
- 4) It will support vehicle access, improving emergency services access to the CCT. Currently, the closest existing vehicle access point is at Fletcher's about 5/8 mile South, but that has significant vehicle height restrictions, and beyond there, it's the Georgetown trailhead. The next paved vehicle access point to the North at Massachusetts Ave is steep and tightly curved, so the next good paved vehicle access point to the North is at River Rd.

Georgetown Trailhead Project
– Reconstruct Stairs from Trail
up to C&O Towpath, and
Trailhead Rehabilitation at
Water Street



Project Background

- Georgetown BID received \$150,000 grant from DDOT through Transportation Alternatives Program (TAP)
- Scope of Work includes:
 - Rehabilitate staircase between C&O Canal Towpath and Capital Crescent Trail
 - Create small trailhead area for Capital Crescent Trail
 - Improve physical safety and discourage illegal and unwelcome behavior
 - Improve drainage on Water Street
 - Accommodate adjacent uses and operations
- BID hired Bradley Site Design to design oversee construction
- Project area includes DDOT right-of-way and NPS jurisdiction (C&O Canal)
- Project will be delivered by September 30, 2021 (end of grant period)

Construction began in June 2022. Pavement and plantings are done, with benches, stair railings, and a display case/map still to come. See a photo taken in mid-September 2022 on the next page.



Bells and Bands



Potter Plaza seen here. We also had B&B's at the Georgetown trailhead and Weiner Plaza (in back of the Ourisman garage, near Bethesda Ave).



These reflective arm bands replaced the whistles CCCT used to hand out.

Invasive Plant Species Removal Along the Trail



Our “Free the Trees” events are held in partnership with the Little Falls Watershed Alliance.

OUR AGENDA FOR THE FUTURE

- . We will focus on unfinished business and the projects that we discussed tonight.**
- . We will continue to support a tunnel under Wisconsin Ave.**
- . We will continue to advocate for repair, repaving, and widening of the Trail between Georgetown and Bethesda.**
- . We will continue to advocate for better access to the Trail in Northwest DC.**
- . We will stress the need for safety and better signage on the Trail.**
- . We also want to hear from you about what you think we should focus on.**

Nominees for CCCT 2022-2023 BOARD of DIRECTORS

Bruce Adams

Lynn Balzer-Martin

Paul Basken

Ed Comer

Jenny Sue Dunner

Scott Feldstein

Mike Hunninghake

Morris Klein

David Kosub

Tony Marra

Holly Seltzer

Ron Tripp

Guest Speakers

- **John Noel and David Daddio from the National Park Service**
- **Mike Riley from Montgomery Parks**

Questions and Answers

Adjournment