CCCT 2021 ANNUAL MEETING
AGENDA

• Introduction – Tony Marra

• Report on Capital Crescent Trail – Tony Marra
  o Construction of the Trail from Bethesda to Silver Spring
  o Wisconsin Ave Tunnel
  o Capital Crescent Surface Trail
  o Fixing Water Erosion at the Palisades
  o Improve Access to Trail in NW DC
  o Fletcher’s Cove Project
  o Georgetown Trailhead Project
  o Bells and Bands
  o Repaving and Widening the Trail

• Election of Directors

• Guest Speaker – John Noel from National Park Service

• Questions and Answers
  Questions can be submitted using the Chat button. Type your question in the “Chat” field, followed by your name and home community, then type “Enter” at the end.

• Adjournment
Construction of the Trail from Bethesda to Silver Spring - along with the Purple Line
Little significant change here since 2020 annual meeting
Note that new trail bridge will be lower than the Purple Line bridge, and much lower than the old trestle bridge that carried the trail.
No significant change here since 2020 annual meeting
Tunnel under Wisconsin Avenue – Replacement for the Tunnel taken for the Purple Line
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
Thanks to County Council support, this tunnel remains in the Montgomery County capital budget, hopefully to start construction in 2025 or 2026.
Capital Crescent Surface Trail – Between Ourisman Plaza and Elm St. Park
The blue Phase I CCST is approaching completion, along Bethesda Ave to take the CCT cross Wisconsin Ave, also along Woodmont Ave.
The CCST Phase I cycle track will cross Wisconsin Ave next to Bethesda Ave, straight onto protected cycle track running along Willow St to the corner diagonally across from Elm St Park.
The cycle track will cross the Bethesda/Woodmont intersection diagonally, run along Bethesda Ave in front of Pottery Barn, and turn to meet the CCT. It crosses the cycle track running along Woodmont Ave.
Fixing Water Erosion Damage along Trail in the DC Palisades
Substantial rock armoring of the slope down from Potomac Ave by DC Water filled the 3 gullies that had been cut there, and tried mostly successfully to guide water overflowing from the street into a recently unearthed railroad-era drain inlet located just above the trail, out of sight at the lower right in this photo.
Fence reconstruction and rock armoring of the slope below the trail was completed, although it was all quickly and heavily overgrown by vines, that had just been cut back in the photo to the left after having grown through the fence and across the shoulder at least twice in 2021, as seen below.
Improve Access to the Trail in NorthWest DC – in the Palisades neighborhood
The Norton St access path is conveniently located and fairly heavily used, but it has an uneven surface. Heavy rain causes dirt and gravel to wash down onto the CCT, leaving dangerous conditions that have caused at least 1 crash with significant injury. This path should be paved.
The stairs down from Potomac Ave near Manning Place are the only intentional trail access in the Palisades. The risers are uneven and many are taller than desirable. The attempt at a bicycle wheel ramp works very poorly, being too close to the handrail. Some wood in contact with the soil has started decaying. Dirt and gravel wash down the steps and onto the trail in heavy rains. Because of all this, these steps should be rebuilt with paved surfaces, and without wood in contact with soil.
This shows dirt and gravel deposited on the trail by rain, below the steps down from Potomac Ave. This is a repeating problem. This happens more heavily from the Norton St path onto the trail, also as a repeating problem.
This DC project is waiting on negotiations with NPS over access and liability.
Invasive Plant Species Removal along the Trail
Fletcher’s Cove – NPS project to Rework Road Access, Parking, and Pathways
Georgetown Trailhead Project – Reconstruct Stairs from Trail to C&O Towpath, and Trailhead Rehabilitation at Water St
Construction has been delayed by unforeseen additional permitting needs.
EXISTING CONDITIONS

SITE APPROACH FROM K STREET
TRAILHEAD GATEWAY THRESHOLD
VIEW OF SITE FROM ALEXANDRIA AQUEDUCT
CONCRETE STAIRS FROM C&O CANAL

THRESHOLD FROM C&O CANAL TO TRAILHEAD SITE
ORNAMENTAL RAIL AT ALEXANDRIA AQUEDUCT
GRAFFITI AT ALEXANDRIA AQUEDUCT
GEORGETOWN TOWPATH
Bells and Bands
Saturday September 18th
10am – 1 pm
At Georgetown Trailhead
Under the Aqueduct Arch
Bells and CCCT Buttons at Bike to Work Day, Potter Plaza, May 21, 2021
We think that these new reflective bands will be more useful to more trail users than whistles have been. Improving the visibility of pedestrians during and after dusk is an important goal, notably those in dark clothing.
Repaving and Widening the Trail
These root heaves are a sample of those below Fletchers Cove.
This rising and cracking on the trail surface is at the uphill end of the bridge over Canal Rd.

The root heaves shown on the next page are a sample of those found uphill of the stairs down from Potomac Ave.
Dirt and gravel routinely wash down onto the trail from the C&O towpath at this location at Fletchers Cove. This badly needs a solid barrier.
Dirt and gravel routinely wash down onto the trail from the C&O towpath at this location below Fletchers. This needs a solid barrier.
OUR AGENDA FOR THE FUTURE

- We will focus on unfinished business and the projects that we discussed tonight.

- Most importantly we will continue to support a tunnel under Wisconsin Ave.

- We will continue to advocate for repair and 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 also want to hear from you about what you think we should focus on.
NOMINEES FOR CCCT 2021-2022 BOARD OF DIRECTORS

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