

Appendix 5a  
December 2019

# Palisades Trolley Trail & Foundry Trestle Bridge Feasibility Study

## Public Outreach Summary Report: Part 1

**Contract No.**

DCKA-2017-T-0059

**Category:**

L – Bicycle and Pedestrian Studies, Planning & Design

**Prepared for:**

District Department of Transportation  
55 M Street, SE Suite 400  
Washington, DC 20003

**Prepared by:**

Commun-ET, LLC and Kittelson & Associates, Inc.

## Table of Contents

<b>1.0</b>	<b>Project Background.....</b>	<b>3</b>
<b>2.0</b>	<b>Public Input Outreach Format.....</b>	<b>5</b>
<b>3.0</b>	<b>Public Meeting Summary.....</b>	<b>6</b>
	3.1. Public Meeting Location & Notifications.....	6
	3.2. Meeting Attendance & Survey Data Obtained.....	6
	3.3. Public Meeting Format.....	8
	3.4. Exhibits & Presentations.....	8
	3.5. Written Comments Received.....	9
	3.5.1. Comments Captured at the Boards.....	9
	3.5.2. Title VI Comments from Public Meeting #1.....	10
<b>4.0</b>	<b>On-line Community Survey Summary Data .....</b>	<b>12</b>
<b>5.0</b>	<b>On-line Public Comment WikiMap Data .....</b>	<b>19</b>
<b>6.0</b>	<b>Appendix.....</b>	
	Project Boards.....	
	Public Meeting Presentation.....	
	Community Survey Results.....	

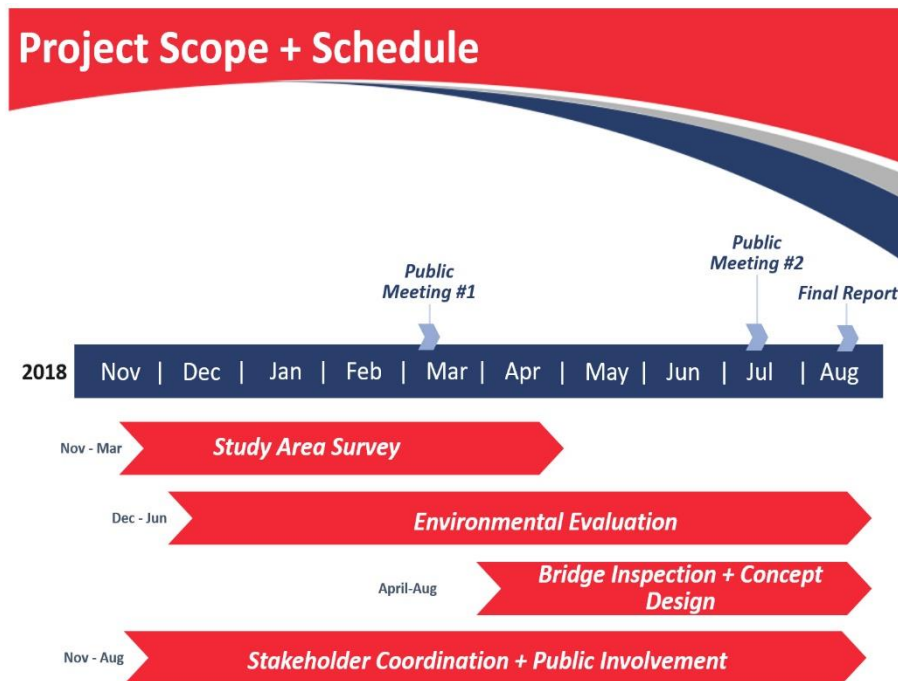
# Palisades Trolley Trail and Foundry Trestle Bridge Feasibility Study

## Public Outreach Report: Part I

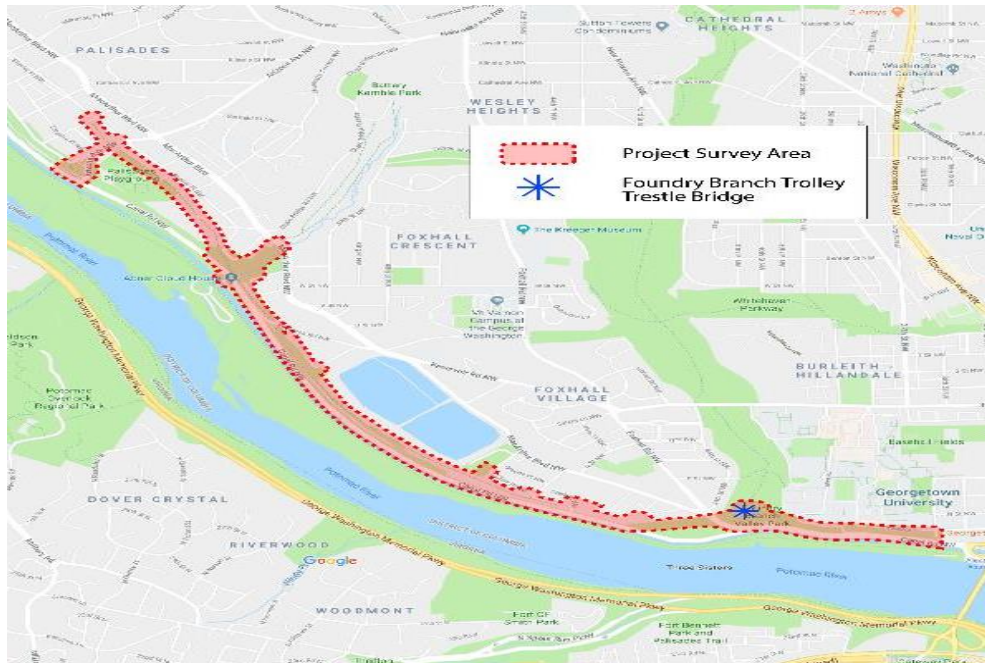
### 1. Project Background:

The purpose of the Palisades Trolley Trail & Foundry Trestle feasibility study is to identify critical issues and challenges in developing a multi-use trail for pedestrians and bicyclists of all ages and abilities on the former Glen Echo Trolley line corridor, an area commonly referred to as the Palisades Trolley Trail. The project will determine if a trail along the corridor would provide a transportation utility for pedestrians and bicyclists. The feasibility study will include a comprehensive survey of the study area to determine topography, utilities, site conditions, and historic resources. In addition, an inspection of the Foundry Branch Trestle Bridge will be completed, and options developed to rehabilitate the Bridge for use by bicycles and pedestrians as part of the Palisades Trolley Trail.

The feasibility study is scheduled to be a 10 month process with key timelines and deliverables noted below in the Project Scope & Schedule graph.



**Study Area:** The study area is the District’s northwest quadrant and is located along the former Glen Echo Trolley line between St. Mary’s Place, NW and Galena Place, NW in the Georgetown and Palisades neighborhoods. The study area includes the abandoned Foundry Branch Trestle Bridge in the historic Glover Archbold Park at Canal Road. A map of the study area can be found on the project website.



### Key Questions to Be Answered by the Study:

#### Foundry Trestle Bridge:

- What is the cost to save the bridge?
- Can the bridge be removed from a historic resources perspective?
- What are the existing and future liabilities associated with the bridge?

#### Trail:

- What need is the trail serving?
- Is the trail warranted/needed from a transportation perspective?
- Should the trail be built without the Foundry Branch Trestle Bridge?
- Is there community support for the trail?
- How will the trail connect into the surrounding neighborhoods and other trails?

The purpose of the public meetings was to inform and gather input from the public on the existing conditions and obtain input regarding the following items:

- Key issues/challenges that would need to be addressed to move the project forward.
- Identify thoughts regarding potential environmental impacts of the project
- Identify thoughts regarding urban design elements based on best practices in multi-use trail implementation.

## **2. Public Input Outreach Format:**

The project team decided on **three key formats** to obtain public input regarding stakeholders' opinions of the existing conditions of the trail; as well as determine the community's viewpoint of the trail's current uses, possible proposed uses and connectivity to other trails and neighborhoods. The public input was obtained through the three following activities:

- 1. Public Meeting (66 attendees): March 7, 2019**
- 2. Online Community Survey (499 Responses): March 7, 2019 - April 7, 2019**
- 3. Online Public Comment WikiMap (162 Comments): March 7, 2019 - April 7, 2019**

As part of the public input process, the community survey was created and posted on-line at the project website, <https://ddot.dc.gov/page/palisades-trolley-trail>, to coincide with the public meeting date. The community survey was also provided at the public meeting and participants were able to provide input through ipads and completion of physical copies of the survey with the staff.

After the public meeting, the community was encouraged to continue to provide input through the on-line community survey and the on-line public comment wikimap. The public comment period for the survey and on-line wikimap was March 7, 2019 through April 7, 2019. Throughout the survey period, reminders of the survey timeline were sent out through social media and email updates to the ANCs, community listservs and other stakeholders to encourage input.

### 3. Public Meeting Summary:

This portion of the report provides a synopsis of the March 7<sup>th</sup> public meeting as well as community input obtained during the meeting.

#### 3.1. Public Meeting Location & Notifications:

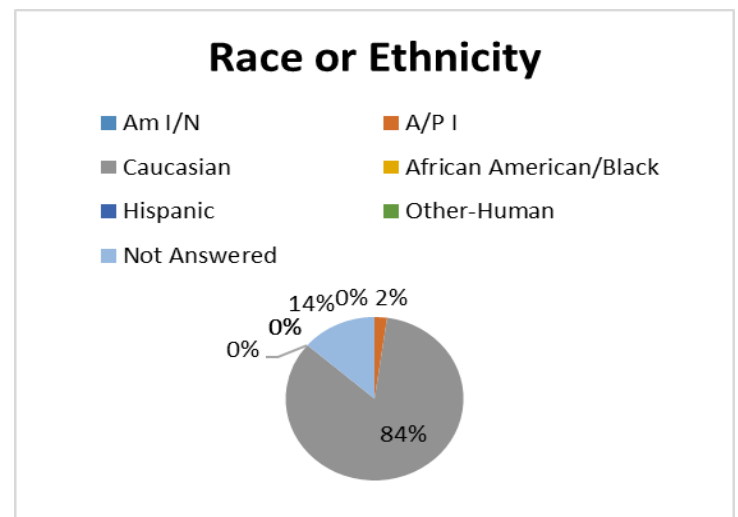
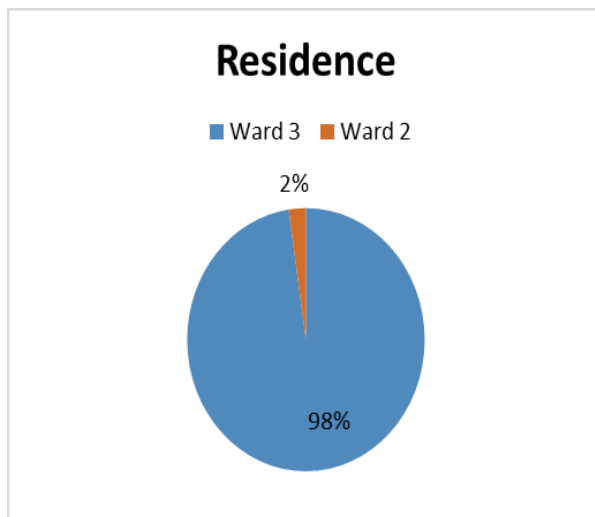
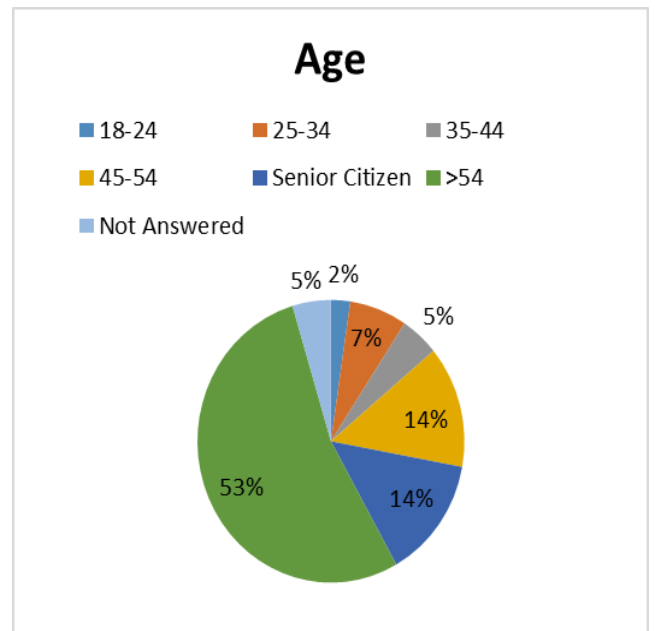
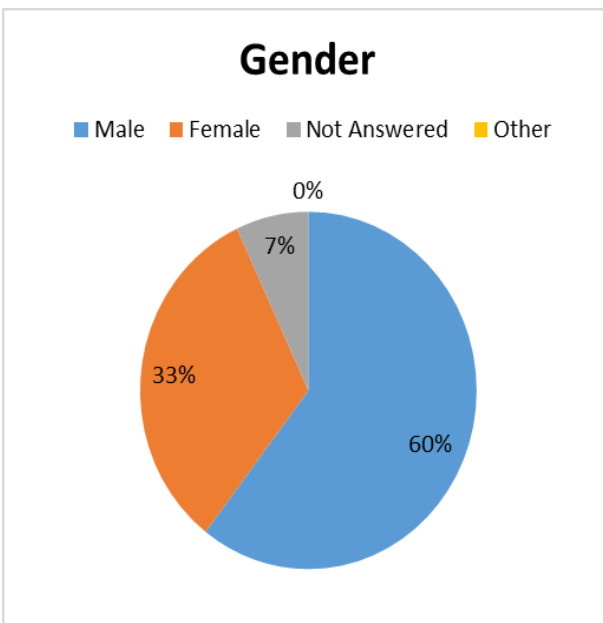
The first Public Meeting was held on March 7, 2019 from 6:30 pm to 8:00 pm at the Palisades Neighborhood Library in the Large Meeting Room, 2<sup>nd</sup> Floor and included representatives from DDOT and the project team.

**Notifications:** Members of the public were informed of the public meeting through the project website, social media, ANC updates, civic associations, and community list serves. Project Fact Sheets were also provided with the public meeting notifications to Wards 2 and Wards 3. A presentation was provided to ANC 3D; and ANC 2E was provided information regarding the public meeting notification and project description. Notifications were also sent to local stakeholders for distribution to the public.

#### 3.2. Meeting Attendance & Survey Data Obtained:

A registration table was set up at the entrance of the venue, with sign in sheets for attendees. The registered attendance for the Palisades public meeting was 66 total in attendance with 3 elected officials and the majority of the residents residing in Ward 3. In terms of public comment data obtained, the following is reported: 42 people completed Title VI forms and 31 people completed the Community Survey.

Additional data regarding the demographics of the meeting are noted below as well.



### 3.3 Public Meeting Format:

The project team provided a registration desk displaying project information, the community survey and the project fact sheet for the attendees to pick up prior to entering the meeting room. Once entering the meeting room, displayed boards were provided that featured project scope, existing conditions of the trail area, historical data regarding the Foundry Trestle Bridge, bicycle/pedestrian access issues and connectivity matters. The meeting also provided corridor maps for residents to provide comments regarding other corridor concerns.

The public meeting was an open-house style format with information boards and interactive activities around the room. The meeting began with residents interacting with project team members at the boards and then moving everyone to the auditorium style seating to listen to the Project Manager provide a 15 minute presentation regarding the project scope, purpose, and information regarding key items to be determined by the feasibility analysis. During and after the presentation, there were on-going questions and answers by members of the project team, DDOT staff, and the public who attended the meeting.

### 3.4 Exhibits & Presentations:

Informational boards, including maps and displays were presented at the public meeting, along with a short presentation. DDOT's Project Manager, Michael Alvino, and members of the project team were available to discuss the project with the public throughout the meeting. As noted, both boards and interactive map activities were designed to give attendees an overview of the study, its purpose/need while documenting key public feedback. The following boards were presented:

- **Project Overview:** This board provided information regarding the project study area, project scope/purpose, timeline for the feasibility study and opportunities for public input.
- **Historic Context:** This board provided information regarding the historical context of both the Foundry Trestle Bridge and the former Glen Echo Trolley Line. This board also noted key elements such as historical ownership changes, maintenance elements as well as historical preservation matters.
- **Current Conditions:** This board provided information regarding the current Palisades Trail and ownership conditions
- **Bicycle & Pedestrian Access Issues:** This board provided information regarding pedestrian and bicyclists access issues along this study area, as well as noting access issues impacted by connectivity, safety and topography.
- **Crossings:** This board sought to document concerns regarding bridge and trail crossings along the project study area.



- **Potential Connections:** This board provided information regarding the study area's possible connectivity to key destinations and other trails, while also seeking input from the public regarding other key connections that could be made.
- **Pedestrian Bridge and Connecting Trail Over Arizona Avenue, NW:** This board was developed by the Arizona Bridge Project Team and highlighted the project scope, status and key issues.

### 3.5 Written Comments Received At Public Meeting:

At the meeting, public comments were obtained through the following avenues:

- Public Comments captured at the Boards-- (noted in this section below)
- Public Comments Received through Title VI data --(noted in this section below)
- A corridor map was presented and attendees were invited to write their comments through sticky notes and post them along the map -- (this data is included in the On-line Public Comment Wikimap data beginning on Page 17 of this report).
- Community Survey Data -- (this data is included in the On-line Community Survey Summary Data beginning on Page 10 of this report)

#### 3.5.1 Public Comments Captured at the Boards During Open House Format of Public Meeting

Below is a summary of comments received by project team members during the open house portion of the public meeting.

- Concerns about bicycle and pedestrian safety at the Foxhall Road/MacArthur Boulevard intersection.
- Concerns about high speed bicycle traffic on the trail in a neighborhood where kids play on the trail; this is an issue on the nearby Capital Crescent Trail.
- Concerns about additional traffic, noise, lighting, and garbage on the trail if it is converted to a multi-use facility.
- Concerns about the cost of three new bridges and the rehabilitation of the Foundry Trestle Bridge. Many see the project as infeasible.
- Desire to keep the trail natural and unpaved and concerns that the Arizona Avenue Bridge project will pave a large portion of the trail.
- Desire to pave the trail so it can be used as a multi-use facility.
- Drainage on the trail is a major problem.

### 3.5.2 Title VI Comments Received From Public Meeting.

The comments noted below were obtained through the Title VI Form at the public meeting and have not been edited or paraphrased.

Additional Questions/Comments
I am against this project. It would provide no connection value and reduce further livelihood left in our neighborhood. Thanks for organizing.
I see no reason for this development; Bikes and walkers
The path is perfect as is! If the city is flush fix the potholes! Reduce taxes, did I say fix potholes!!! Stop paving/graveling Paradise
Do not want anymore paving! There is bike access on cc trial and street and canal. Need to preserve the little green space left for walking. Grading and grass perhaps some pea gravel plus drainage would be welcome, but are over run by vehicles as it is. No more! Bicycles do not mix!
We are a walk do neighborhood with two bike trails/lanes in close proximity to the proposed trial. Its not clear to why this is.
Please explore the feasibility of a bridge from the northwest corner of the Palisades Park (woods), across Arizona Ave to connect to the Canal Road bridge at roughly the same elevation. Also please converse an open meeting specifically about the details of construction of Arizona Ave foot bridge to re-adjoining trial.
I appreciate the thorough work you've done but must register my dismay at the prospect of large outlays of another trail project in a trail rich area. The sacrifice of the natural landscape to the narrow interests of a few. The environmental impact of removing green space. The creation of an expensive trial that would deposit people on the top of a steep hill - the Exorcist steps! I strongly oppose building bridges in our park areas, surfacing the trail with anything other than grass or doing anything to the trail other than improving drainage. If ADA accessibility is the aim, I think a far better use of funds would be to make the sidewalk along canal rode (along side Georgetown U) safer with barriers to speeding traffic so that the mostly gentle slope from MacArthur to M Street could be taken advantage of. More sense to me than multiple bridges over hilly terrain.
Can someone or project manager for the Arizona bridge project contact me. I live on Carolina Place, and had heard that the bridge was going to be rebuilt and or improved. But the map shown tonight shows a far greater footprint along the former trolley trail and down to my street. I am interested in learning more.
Very disappointed to learn the project manager for the Arizona bridge part was not here as we were promised more input on the trail that's across the chain bridge at Battery Kimble. We don't feel the DDOT people been forthright. We feel steam rolled by the project. We prefer the trail left natural but kept up.

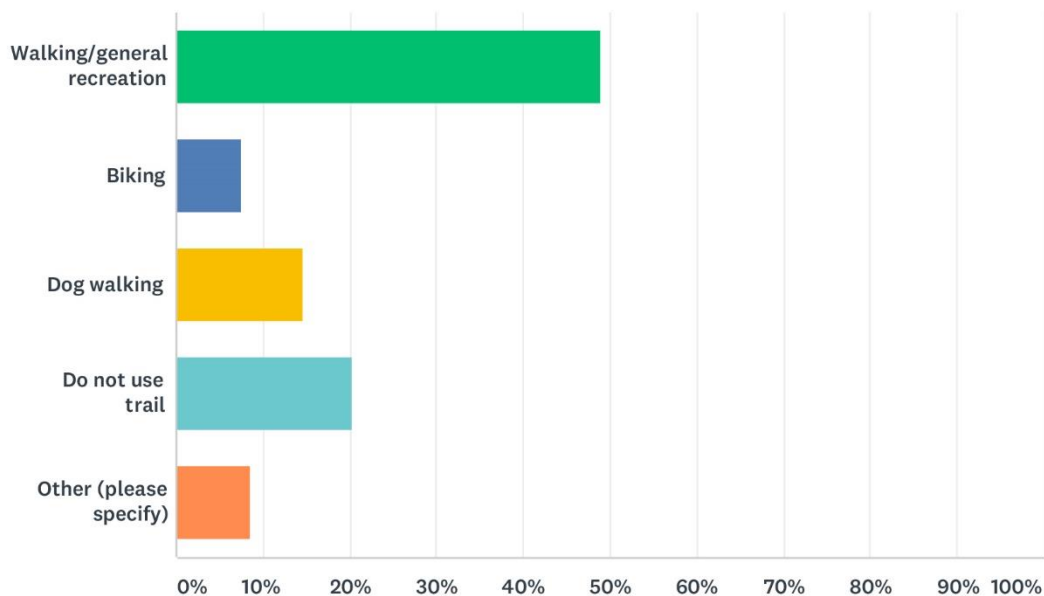
Not enough time to commute, ask questions to get information. We have been given misinformation, lack of feedback from project officials, managers and etc. No information about decisions made about the feasibility studies -outcome of those studies. Definitely not unfair of this project as it exists now, would have suggestions of how it could be improved.
Trolley trail should remain as is except for drainage improvements; no lighting.
Concerns about the trail and most importantly about the noise.
Conditions about the trail
Thank you for the thorough work done by DDOT and consultants. We appreciate the surveys, maps, questionnaires and meetings as a way to give information. All members of our household (4) use the trail several times a week at various times of the day for rest and recreation. We walk our dogs there and meet neighbors. We would prefer the preservation of the natural environment as is; these natural areas are disappearing. We also want the ability to walk our dogs there and the trail for the bikes would be perfect for this.
I am opposed to altering the nature trail. There are adequate alternate widely used trails that run nearby to this and into Georgetown. In fact you can the C and O Canal and Capital Crescent Trail form the Trolley Trail. Nature and wildlife will be destroyed by this project. This is a complete waste of tax money. I do not want bicycles speeding by on this trail.
This project has potential but I have a nagging concern that DC transportation needs to call for a mass transit rail line of some sort in NW quadrant between the red line and the Potomac River. Given how hard it is to build the Purple line. I see this old streetcar right of way as the most promising possibility for a route. A river road trail project might be very costly. I am interested in this issue of connections with the Capital Crescent trail.
Management of meeting was poor. Trail advocates were allowed too much time and neighborhood participants were cut off.
The stretch of the trail on Potomac Ave. runs directly in front of seven homes on a dead end. Having busy bikes immediately in front of these homes would negatively impact the homes in terms of privacy, noise from the homes.
Over crowded
This project is a ridiculous waste of taxpayer resources and should be stopped immediately for following reasons. Cost cannot be justified. There already is a paved bike trail (Capital Crescent) and two paths less than nudge from the proposed trail. There is no need for another bike trail. The money should be used in other parts where its needed. There is virtually no green space in Palisades.
I disagree with money being spent on something that is little to no use for the community or the neighborhood. I develop homes across DC and I know there are neighborhoods with no options for hiking/biking/walking paths. This is only adding to the two homes in the city.

## 4. On-Line Community Survey Summary Data

As noted in the report earlier, the community provided input through a customized survey tool during both the public meeting and through the on-line survey period of March 7, 2019 through April 7, 2019. The Palisades Trolley Trail and Foundry Trestle Feasibility Study's Survey received 499 responses during this timeframe. A summary of the survey responses is provided below.

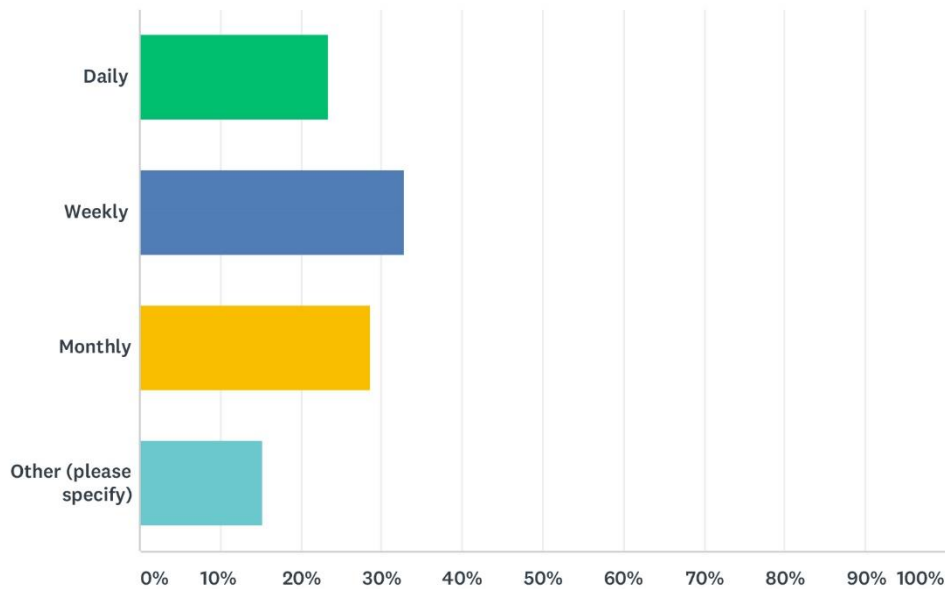
### How do you currently use the Palisades Trolley Trail?

Almost 50% of respondents use the trail for walking/general recreation; 20% do not use the trail. Less than 10% use the trail for biking. Other uses described by respondents include running, gardening, birding, and picnicking.



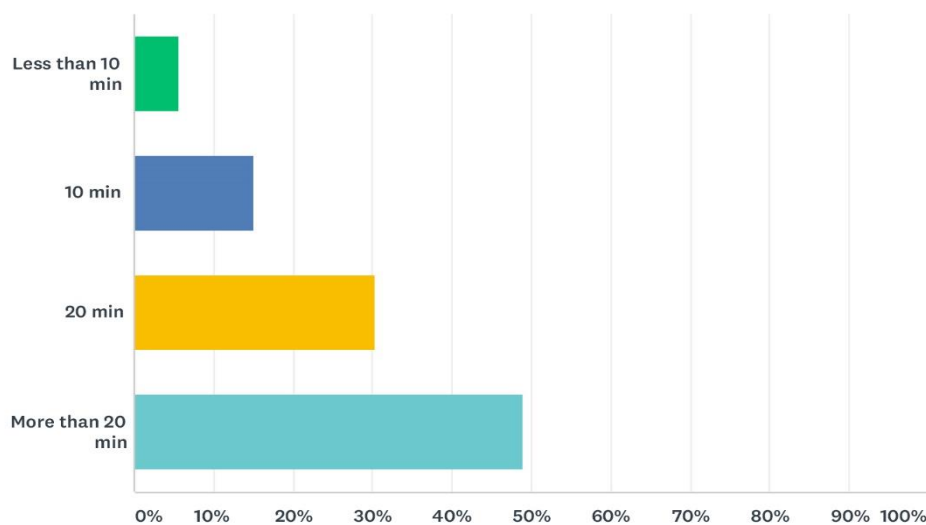
### If you use the trail, how often are you on the Palisades Trolley Trail?

Trail usage is relatively evenly split between daily, weekly, and monthly, with weekly usage the highest among respondents at 32%. Other timeframes described by respondents include once or twice a month, a few times a year, and rarely.



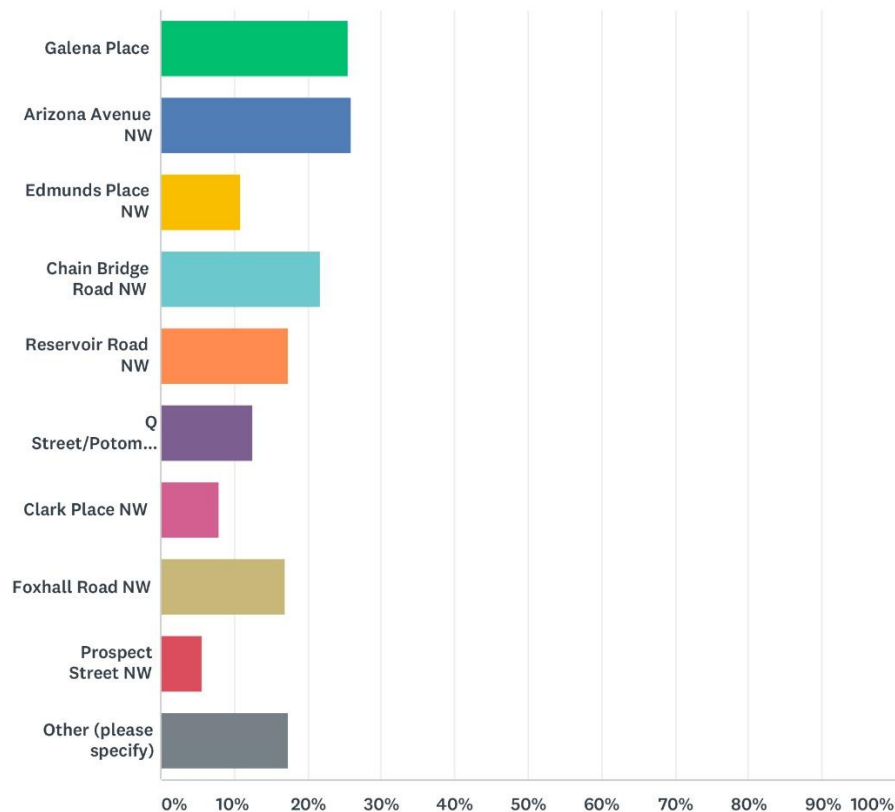
### If you use the trail, how much time do you typically spend on the Palisades Trolley Trail?

Almost 50% of respondents spend more than 20 minutes on the trail and 30% spend 20 minutes. Only 5% use the trail for less than 10 minutes.



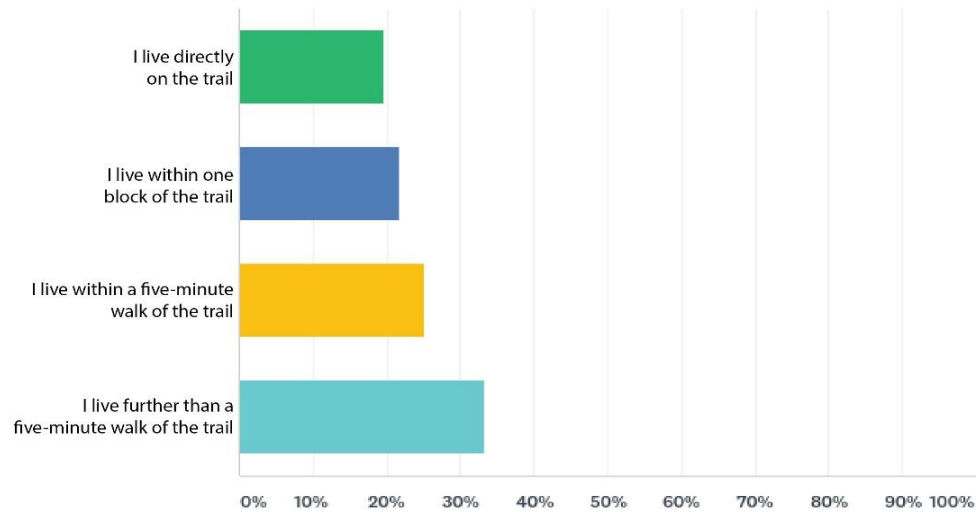
### Where do you currently access the Palisades Trolley Trail?

Galena Place, Arizona Avenue NW, and Chain Bridge Road NW all were listed by more than 20% of respondents. Prospect Street NW and Clark Place NW were both listed the least with less than 10% of respondents at each location. Other access point locations listed by respondents include Sherier Place, Hutchins Place, the Palisades Recreation Center parking lot, Canal Road, and residents' backyards.



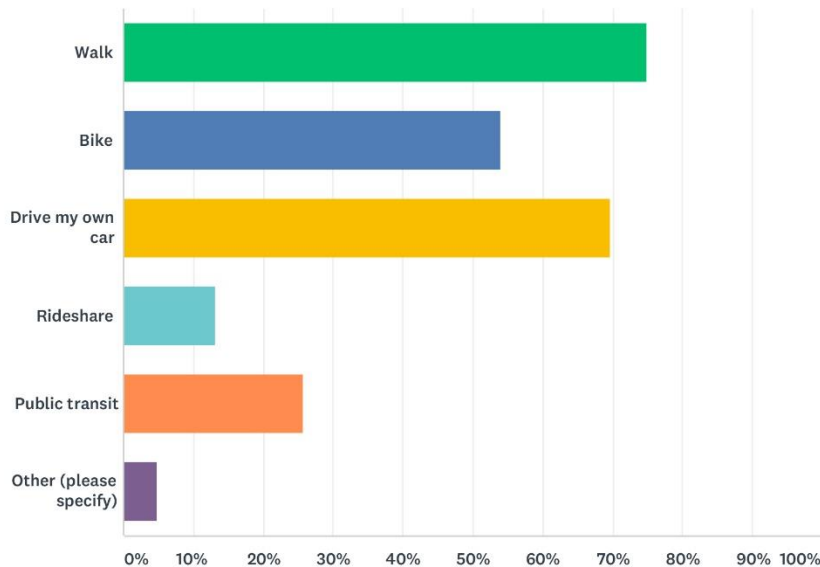
## Where do you live relative to the Palisades Trolley Trail?

More than 30% of respondents live further than a five-minute walk of the trail. Respondents are relatively evenly split between the other three categories of directly on the trail, within one block of the trail, and within a five-minute walk of the trail.



**How do you typically move around the Georgetown/Palisades neighborhoods? (mark all that apply)**

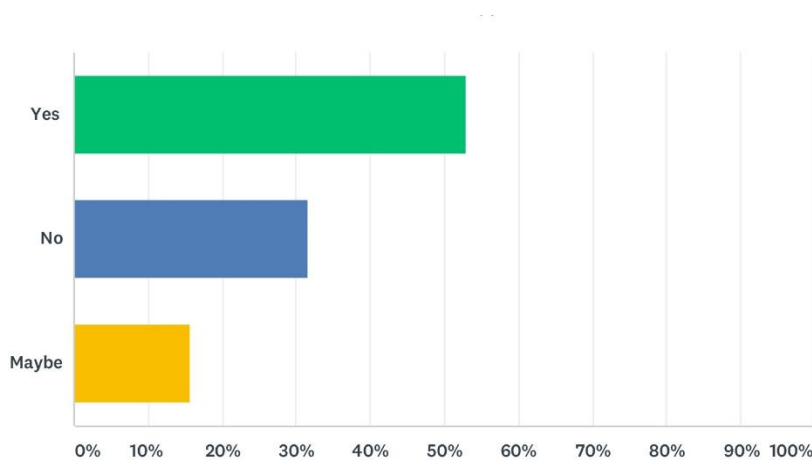
75% of respondents walk and 70% drive their own car; over 50% bike. 25% use public transit and 13% use rideshare. Other modes listed by respondents include scooters and running/jogging.





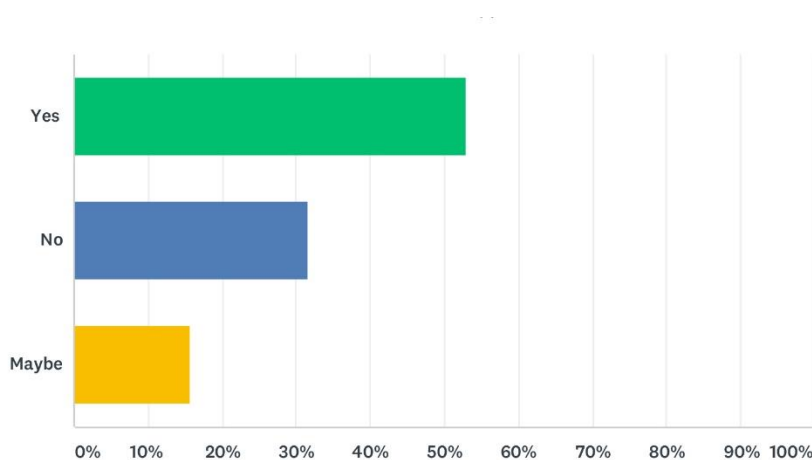
**If there was a multi-use trail, would you use it for transportation to access the Georgetown commercial district and/or Downtown DC?**

Over 50% of respondents would use a multi-use trail to access Georgetown/Downtown DC, while 31% would not use the trail. 15% might use the trail.



**How important to you is the rehabilitation of the Foundry Trestle Bridge over Glover Archbold Park for use by bicyclists and pedestrians?**

Over 35% of respondents think the rehabilitation of the Foundry Trestle Bridge is very important. Roughly 50% of respondents think the Bridge is either somewhat important or not important.



**Please provide any other comments here:**

The main topics and issues discussed in the write-in comments are listed below with the number of responses received for each topic.

<b>Comment Topic</b>	<b>Number of Responses</b>
Maintain the trail as a natural environment	59
<b><i>Paving/Trail Surface</i></b>	
Keep it grass/natural	57
Crushed Stone/Gravel Preferred	10
Paved Trail Preferred	13
Concerns about bicycle traffic on the trail	62
Want to be able to bike on the trail	49
Want more access to the CCT/C&O Towpath Trails	35
Provide a new CCT connection instead of multi-use trail on PTT	22
Concerns about drainage/erosion of the trail	30
Concerns about additional traffic on the trail disturbing residents	41
Concerns about cost of building the trail	19

## 4. On-line Public Comment WikiMap Data

As noted earlier in the report, an Online Public Comment Wikimap was the third interactive format created to obtain public input regarding the Palisades Trolley Trail and Foundry Trestle Feasibility Study. The Online Public Comment Wikimap tool received 162 comments while open from March 7, 2019 through April 7, 2019. The comments are categorized by issues/concerns and opportunities/ideas for the study area; they reflect both support for and opposition to a paved, multi-use trail facility. Topic areas addressed in the comments include the following:

### Opportunities/Ideas

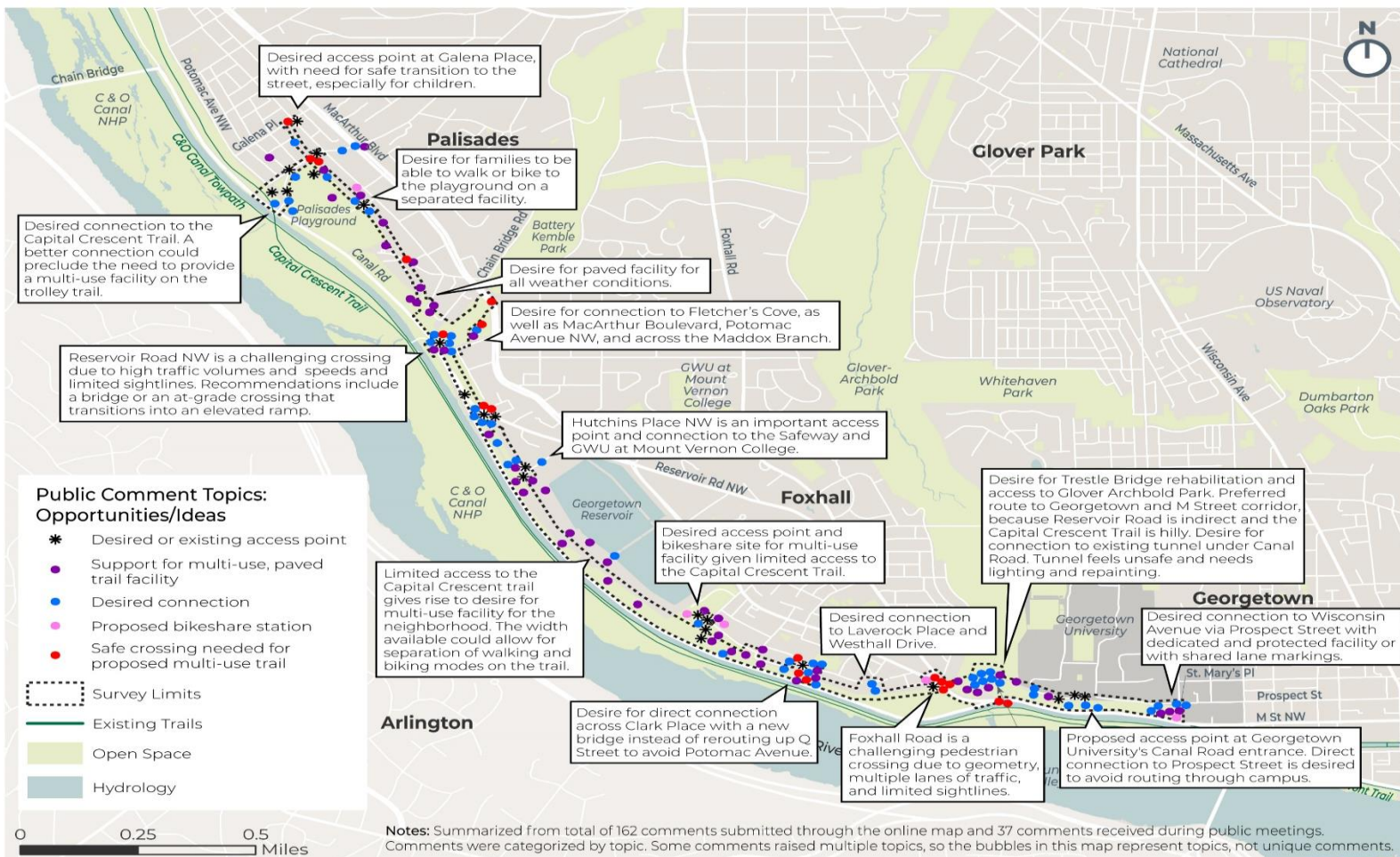
- Desired or existing trail access point
- Support for multi-use paved trail facility
- Desired connection
- Proposed bikeshare station
- Safe crossing needed for proposed multi-use trail

### Issues/Concerns

- Maintain natural state of trail; opposed to paving
- Lighting/increased traffic concerns
- Parking concerns
- Mode conflicts between pedestrians and bicyclists
- Drainage Issues

Summary maps of the Opportunities and Issues comments are shown on the following pages.

## Opportunities

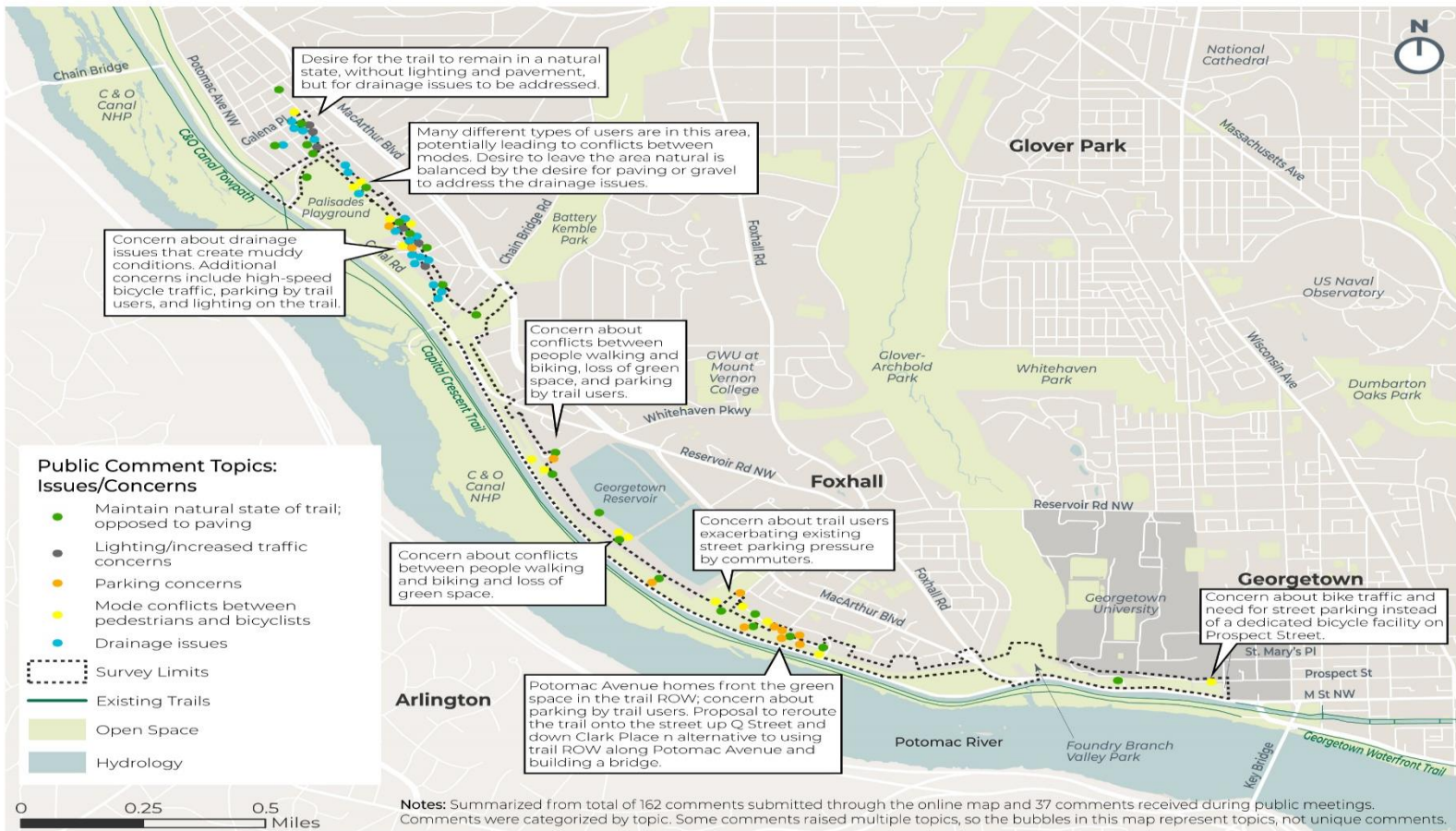


A number of comments noted the benefit of a paved, year-round, all-weather facility, focusing on the potential to address drainage issues between Galena Place and Battery Kemble Park, limited access to the Capital Crescent Trail, and the need for families to be able to walk or bike safely with children. The public identified desired connections from the trail, including to the Safeway in Foxhall, GWU at Mount Vernon College, Fletcher Cove, Georgetown University, and Prospect Street to Wisconsin Avenue. The existing and missing bridge sites, including the Trestle Bridge, Clark Place NW, Reservoir Road, and Battery Kemble Park/Maddox Branch, were also identified as critical gaps along the corridor.

Commenters also identified potential bikeshare station locations, crossing locations that would need safety upgrades if the trail was built, and existing and desired or more formal access points, including near Arizona Avenue NW, Canal Road NW near Fletcher's Cove, Reservoir Road NW, Hutchins Place NW, Eliot Place NW, Clark Place NW, MacArthur Boulevard/Foxhall Road, the Canal Road tunnel at Foundry Branch Valley Park, and Canal Road at Georgetown University.



## Issues



Concerns about a multi-use trail facility were concentrated near the residential areas between Galena Place NW and Chain Bridge Road NW, and near Hutchins Place NW, Eliot Place NW, and Potomac Avenue NW. The residents abutting trail between Galena Place NW and Chain Bridge Road NW are concerned about lighting and parking adjacent to residential areas. People who walk the trail regularly want to see the green space maintained and are concerned about conflicts with high speed bicycle traffic if the trail were to be paved.

Drainage was the most commonly cited issue at the northern end of the study area, with some members of the public preferring muddy conditions over the prospect of a paved path, while others suggested that drainage improvements would be a positive outcome of potential trail construction. Loss of green space, parking by trail users, and potential conflicts between people biking and walking are also the main concerns at potential access points at Hutchins Place NW, Eliot Place NW, and Potomac Avenue NW.

Georgetown residents are concerned about maintaining street parking on Prospect Street, should an on-street connection be created from the trail toward the east. Some members of the public felt that a third multi-use trail is not needed given the two parallel trails, suggesting that a better connection to the Capital Crescent Trail from Arizona Avenue would preclude the need to pave the Trolley Trail.

## **APPENDIX**

### **Separate Attachments:**

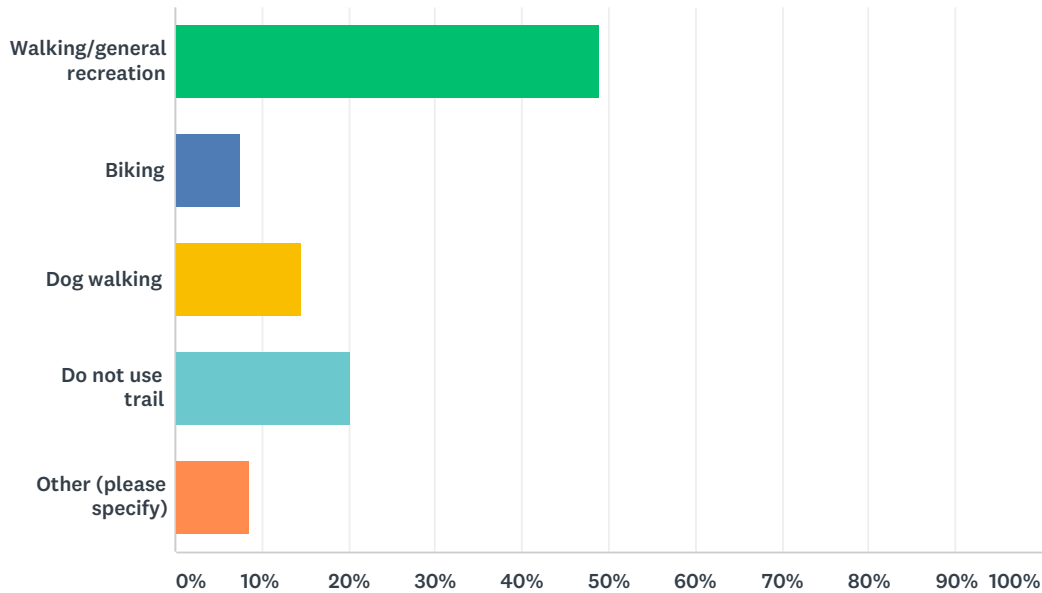
- **Project Boards**
- **Public Meeting Presentation**
- **Community Survey Results**

# Palisades Trolley Trail & Foundry Trestle Bridge Feasibility Study

## Community Survey Results

## Q1 How do you currently use the Palisades Trolley Trail?

Answered: 497 Skipped: 2



ANSWER CHOICES	RESPONSES	
Walking/general recreation	48.89%	243
Biking	7.44%	37
Dog walking	14.69%	73
Do not use trail	20.32%	101
Other (please specify)	8.65%	43
<b>TOTAL</b>		<b>497</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Would like to use it for walking and easy biking if surface were improvef and segments joined.	4/8/2019 3:31 PM
2	Would use trail more often if trestle were repaired	4/8/2019 12:11 AM
3	Only usable for short walks	4/7/2019 11:51 PM
4	running	4/4/2019 8:27 PM
5	Running	4/3/2019 5:34 PM
6	Walking, dog walking, biking -- all three!	4/3/2019 4:36 PM
7	Running and Hiking	4/3/2019 4:27 PM
8	Gardening	4/3/2019 3:06 PM
9	Running/Jogging	4/3/2019 12:05 PM
10	Running and hiking	3/29/2019 10:37 AM
11	Walking, dog walking, and trail run	3/27/2019 5:46 PM
12	walking and dog walking (why only one choice?)	3/27/2019 5:30 PM
13	birding	3/24/2019 12:56 PM

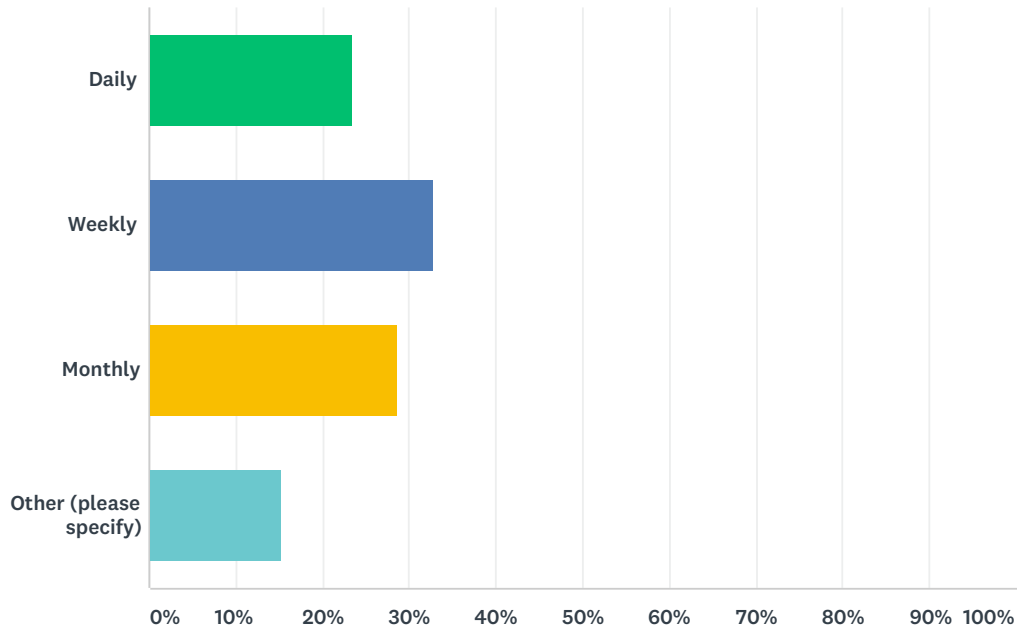


## Palisades Trolley Trail and Foundry Trestle Community Survey

14	Access to canal	3/19/2019 11:13 AM
15	Very rare walking with visitors	3/19/2019 10:15 AM
16	Running	3/19/2019 7:51 AM
17	running	3/18/2019 9:58 PM
18	Running	3/18/2019 5:08 PM
19	Running	3/15/2019 12:31 PM
20	Walking and Running	3/14/2019 11:50 AM
21	Don't use it since it goes no where.	3/13/2019 3:01 PM
22	Enjoying the natural setting	3/12/2019 12:22 PM
23	Walking and biking	3/12/2019 11:51 AM
24	and walking/general recreation	3/12/2019 9:17 AM
25	Kids' commute to school	3/11/2019 1:55 PM
26	Running	3/11/2019 10:57 AM
27	running, walking, access down to boat house	3/10/2019 1:38 PM
28	Walk and bike	3/10/2019 11:15 AM
29	Tried to bike along the Palisades Trolley Trail but it is too overgrown.	3/10/2019 10:16 AM
30	Yes	3/10/2019 10:10 AM
31	picknicking, sight-seeing, reading, enjoying nature	3/9/2019 11:24 AM
32	Walking/general recreation and dog walking	3/9/2019 10:42 AM
33	Walking, nature study, contemplation, stress reducer, birding	3/9/2019 9:48 AM
34	Walking, dog walking and bike	3/8/2019 11:30 PM
35	I used to use the trail, but became overgrown	3/8/2019 12:13 PM
36	I live by it at the end and don't want to see it developed in any way at all.	3/8/2019 10:24 AM
37	Running	3/8/2019 10:24 AM
38	All of the above (except none!)	3/8/2019 12:48 AM
39	I run on it to connect Rock Creek Trails (Battery Kemble) to the C&O.	3/7/2019 11:30 PM
40	Access to Palisades Park	3/7/2019 11:08 PM
41	Sometimes I try and bike or walk but its always muddy	3/7/2019 10:30 PM
42	Waking and recreational. Also dog walking	3/7/2019 8:41 PM
43	TEST	3/7/2019 6:57 PM

## Q2 If you use the trail, how often are you on the Palisades Trolley Trail?

Answered: 415 Skipped: 84



ANSWER CHOICES	RESPONSES	
Daily	23.37%	97
Weekly	32.77%	136
Monthly	28.67%	119
Other (please specify)	15.18%	63
TOTAL		415

#	OTHER (PLEASE SPECIFY)	DATE
1	Not usable near me in current state	4/8/2019 3:31 PM
2	When I am near by	4/8/2019 12:14 PM
3	Few times a year	4/8/2019 7:45 AM
4	Once or twice a month	4/8/2019 12:11 AM
5	na	4/7/2019 10:54 PM
6	Twice a week	4/5/2019 12:02 PM
7	rarely	4/4/2019 9:14 PM
8	Sometimes	4/4/2019 2:02 PM
9	Rarely	4/4/2019 12:25 PM
10	yearly	4/4/2019 11:46 AM
11	About 6 times a year	4/4/2019 11:08 AM
12	rarely	4/4/2019 8:02 AM
13	Don't currently use	4/3/2019 11:27 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

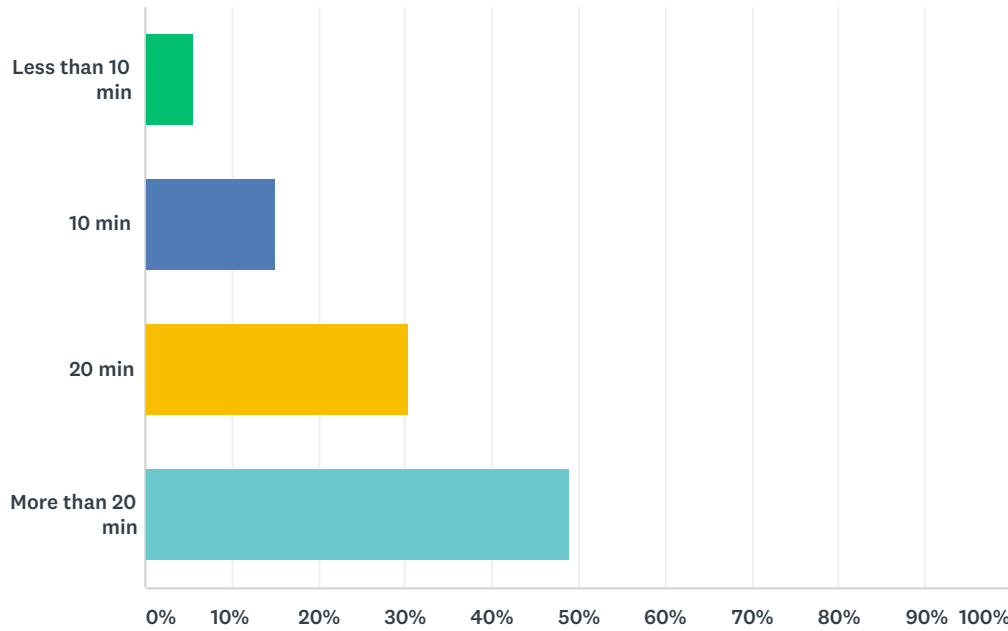
14	too spooky and unused feeling	4/3/2019 9:58 PM
15	Never	4/3/2019 5:56 PM
16	Ran on it for the first time in April. Had no idea it existed	4/3/2019 5:34 PM
17	just a few times a year	4/3/2019 4:51 PM
18	several times a week	4/3/2019 4:30 PM
19	Recently moved to neighborhood & each time I've tried to use the trail it is too muddy a stroller	4/3/2019 4:21 PM
20	A few times per year	4/3/2019 12:54 PM
21	I live in Japan.But I love bridges.	3/30/2019 9:24 AM
22	Occasionally	3/27/2019 5:37 PM
23	twice a year	3/20/2019 2:12 PM
24	a few times per year	3/19/2019 10:15 AM
25	I do not use the trail at present.	3/19/2019 9:24 AM
26	0	3/19/2019 9:11 AM
27	Every few months	3/19/2019 9:03 AM
28	yearly	3/18/2019 9:58 PM
29	As weather permits	3/18/2019 3:23 PM
30	I don't currently	3/18/2019 2:31 PM
31	Yearly	3/18/2019 10:59 AM
32	2-3 times a year	3/15/2019 12:31 PM
33	Do not use it	3/13/2019 9:14 PM
34	Once or Twice a year on a ride out there	3/13/2019 3:42 PM
35	If it went somewhere I'd use it everyday.	3/13/2019 3:01 PM
36	too wet to use	3/12/2019 10:20 PM
37	At least weekly	3/12/2019 12:22 PM
38	A few times a year	3/11/2019 11:28 PM
39	a few times a year	3/11/2019 11:34 AM
40	Cannot use the unpaved trail, have only used a few times for walking but the walk was far from enjoyable.	3/11/2019 11:34 AM
41	Less than monthly	3/11/2019 10:57 AM
42	Occasionally	3/10/2019 1:51 PM
43	Few times a year	3/10/2019 12:20 PM
44	1x/year	3/10/2019 11:34 AM
45	maybe once every few months	3/9/2019 9:46 PM
46	Couple times per year	3/9/2019 7:24 PM
47	4-5 times per year	3/9/2019 6:49 PM
48	I use it monthly towards Palisade, a lot towards Georgetown	3/9/2019 6:21 PM
49	Not using	3/9/2019 4:57 PM
50	a few times a year but I find it too overgrown, tick-infested	3/9/2019 1:49 PM
51	a few times a year	3/9/2019 1:04 PM
52	I don't use it	3/9/2019 11:15 AM
53	Every couple of months	3/9/2019 11:08 AM

## Palisades Trolley Trail and Foundry Trestle Community Survey

54	I live along the trolley line not the section in the study area	3/9/2019 9:48 AM
55	N/a	3/9/2019 1:36 AM
56	weekly when not muddy	3/8/2019 3:38 PM
57	Two to three times a week	3/8/2019 3:07 PM
58	Rarely-I use crescent and canal trails	3/8/2019 1:03 PM
59	not often	3/8/2019 12:13 PM
60	rarely because it appears to be unused and unsafe, but the views are nice, so it's a real shame the way it is being abandoned.	3/8/2019 12:13 PM
61	3-4 times a year.	3/8/2019 9:59 AM
62	seldom	3/7/2019 11:54 PM
63	TEST	3/7/2019 6:57 PM

### Q3 If you use the trail, how much time do you typically spend on the Palisades Trolley Trail?

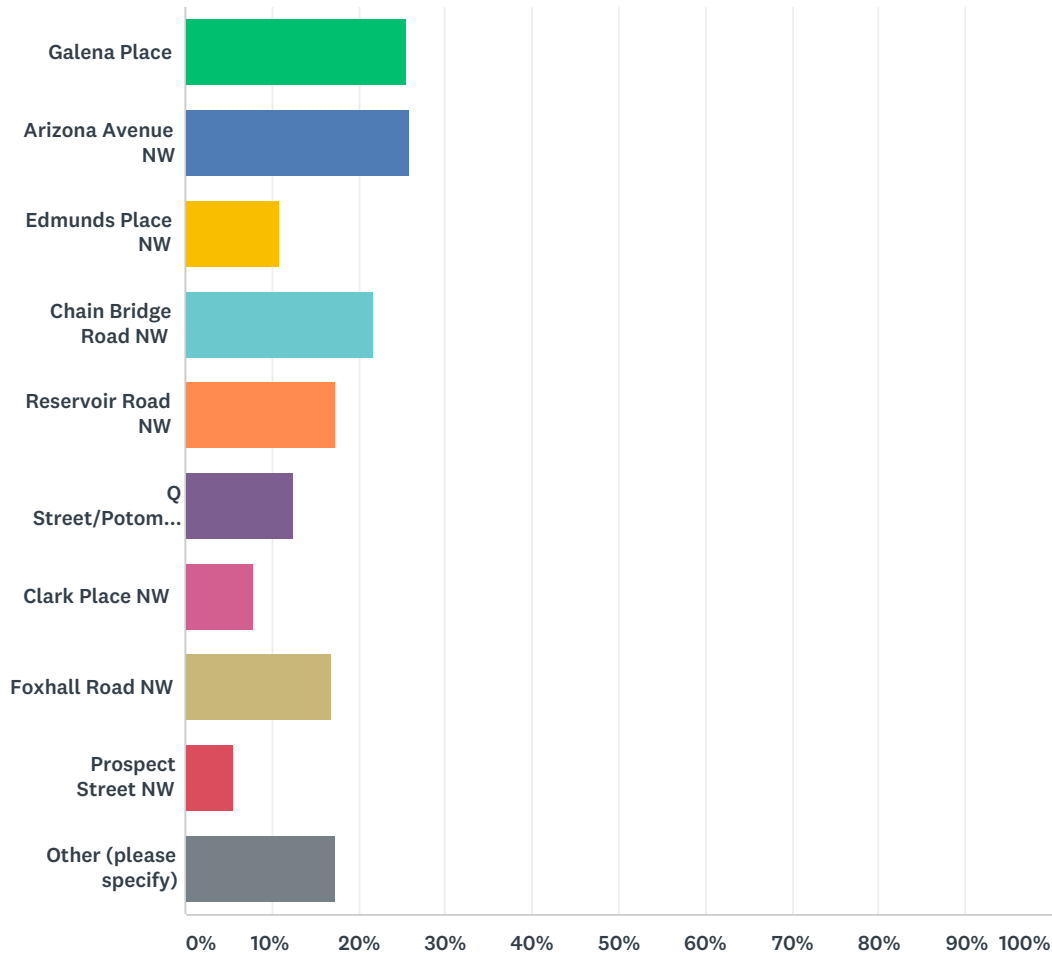
Answered: 401 Skipped: 98



ANSWER CHOICES	RESPONSES	
Less than 10 min	5.74%	23
10 min	14.96%	60
20 min	30.42%	122
More than 20 min	48.88%	196
TOTAL		401

## Q4 Where do you currently access the Palisades Trolley Trail? (mark all that apply)

Answered: 414 Skipped: 85



ANSWER CHOICES	RESPONSES	
Galena Place	25.60%	106
Arizona Avenue NW	25.85%	107
Edmunds Place NW	10.87%	45
Chain Bridge Road NW	21.74%	90
Reservoir Road NW	17.39%	72
Q Street/Potomac Ave NW	12.56%	52
Clark Place NW	7.97%	33
Foxhall Road NW	16.91%	70
Prospect Street NW	5.56%	23
Other (please specify)	17.39%	72

# Palisades Trolley Trail and Foundry Trestle Community Survey

Total Respondents: 414

#	OTHER (PLEASE SPECIFY)	DATE
1	Capital Crescent Trail	4/8/2019 1:36 AM
2	na	4/7/2019 10:54 PM
3	Battery Kimble trail	4/7/2019 7:52 PM
4	I	4/6/2019 12:30 AM
5	Behind my house on Sherier	4/4/2019 10:09 PM
6	Sherier and Nebraska	4/4/2019 8:27 PM
7	Palisades Park	4/4/2019 2:02 PM
8	Elliott Place	4/4/2019 11:46 AM
9	Palisades Park	4/4/2019 10:59 AM
10	Sherrier	4/4/2019 10:49 AM
11	Varies	4/3/2019 10:48 PM
12	Hutchins Place NW	4/3/2019 10:28 PM
13	Hutchins Pl NW	4/3/2019 10:14 PM
14	Hutchins Pl	4/3/2019 8:06 PM
15	Sherier Place	4/3/2019 4:30 PM
16	Sherier	4/3/2019 3:11 PM
17	5700 Sherier PL NW	4/3/2019 3:06 PM
18	I live in Georgetown, so east end	4/1/2019 6:43 PM
19	Palisades Rec Center Parking Lot	4/1/2019 10:44 AM
20	Sherier place before Nebraska	3/28/2019 4:40 PM
21	From the playground	3/27/2019 6:13 PM
22	next to rec center	3/27/2019 5:37 PM
23	Sherrier St./Palisades Rec. Center	3/27/2019 5:30 PM
24	Back yard we do not nee	3/27/2019 5:24 PM
25	My back fence abuts the trolley trail	3/24/2019 12:56 PM
26	Back of Lingan Road NW	3/21/2019 8:51 AM
27	Canal Rd	3/19/2019 11:36 AM
28	sherrier place, fletcher's cove tunnel, palisades playground	3/19/2019 11:35 AM
29	Foxahll	3/19/2019 11:21 AM
30	Sherrier Pl.	3/19/2019 11:13 AM
31	Hutchins Pl. NW	3/19/2019 11:11 AM
32	Sherrier Pl.	3/19/2019 11:09 AM
33	Hutchinson	3/19/2019 10:59 AM
34	Neb. Ave	3/19/2019 10:52 AM
35	Trail of Hutchins Pl	3/19/2019 9:59 AM
36	Hutchins Rd	3/19/2019 9:57 AM
37	Hutchins Place	3/19/2019 9:54 AM
38	5060 Shegrier Pl - My Backyard	3/19/2019 9:53 AM

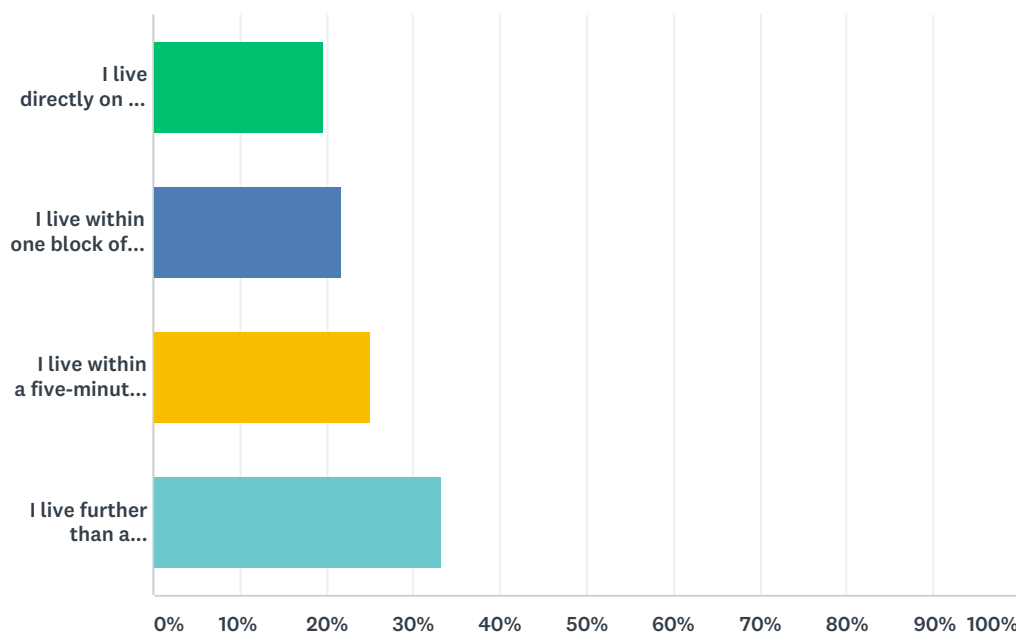
## Palisades Trolley Trail and Foundry Trestle Community Survey

39	The bridge accross Maddox Branch and the Maddox Branch trails	3/18/2019 10:59 AM
40	from the Community Park of from my back yard	3/17/2019 8:59 PM
41	Sherier Pl	3/13/2019 12:24 PM
42	If I used the trail, I would walk to the end of my street to access it.	3/12/2019 4:14 PM
43	Palisades Rec Center	3/12/2019 3:25 PM
44	Palisades Park	3/12/2019 11:41 AM
45	Palisades Rec Center Parking Lot	3/12/2019 9:17 AM
46	Palisades recreation center enterance	3/11/2019 10:17 PM
47	Rec center	3/11/2019 9:54 PM
48	44th street	3/11/2019 6:19 PM
49	Palisades Park	3/11/2019 4:00 PM
50	Ashby and Potomac	3/11/2019 1:04 PM
51	Palisades Rec Center	3/11/2019 11:32 AM
52	above Fletcher's Boathouse via the trail	3/11/2019 10:57 AM
53	via my backyard gate	3/10/2019 7:55 PM
54	rec center	3/10/2019 11:16 AM
55	Palisades Recreation Center	3/9/2019 1:33 PM
56	Palisades rec center	3/9/2019 11:08 AM
57	and as well starting from Palisades Park	3/9/2019 10:42 AM
58	Rec center	3/9/2019 9:48 AM
59	Hutchins Place, NW	3/9/2019 8:30 AM
60	N/a	3/9/2019 1:36 AM
61	Palisades park	3/9/2019 12:06 AM
62	Sherier Place	3/8/2019 3:07 PM
63	Canal road intersection Foxhall Macarthur	3/8/2019 11:00 AM
64	Directly in front of my house on Potomac Ave	3/8/2019 10:51 AM
65	Canal Rd.	3/8/2019 10:32 AM
66	Palisades Rec Center	3/8/2019 9:59 AM
67	in front of the Palisades Rec Center	3/8/2019 4:26 AM
68	Palisades Park	3/7/2019 11:55 PM
69	Jump on the trail next to the old school house, run down, cross the creek, up the rocks, down the trail, cross over to Fletcher's.	3/7/2019 11:30 PM
70	Hutchins	3/7/2019 8:41 PM
71	TEST	3/7/2019 6:57 PM
72	at Hutchins Place	3/7/2019 4:30 PM



## Q5 Where do you live relative to the Palisades Trolley Trail?

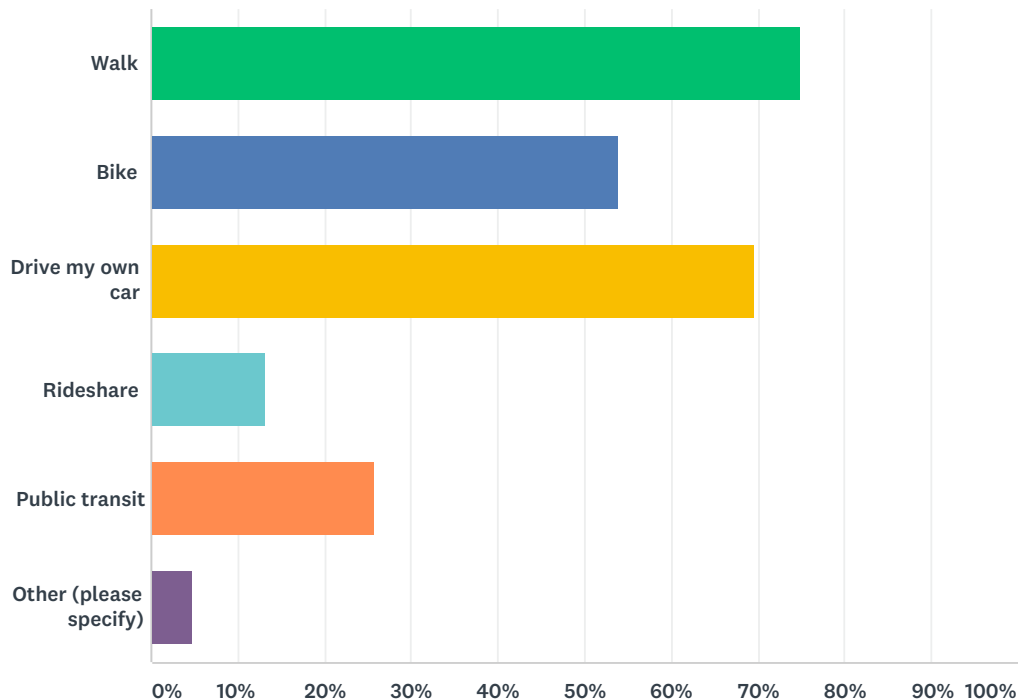
Answered: 486 Skipped: 13



ANSWER CHOICES	RESPONSES	
I live directly on the trail	19.75%	96
I live within one block of the trail	21.81%	106
I live within a five-minute walk of the trail	25.10%	122
I live further than a five-minute walk of the trail	33.33%	162
TOTAL		486

## Q6 How do you typically move around the Georgetown/Palisades neighborhoods? (mark all that apply)

Answered: 491 Skipped: 8



ANSWER CHOICES	RESPONSES	
Walk	74.95%	368
Bike	53.97%	265
Drive my own car	69.65%	342
Rideshare	13.24%	65
Public transit	25.66%	126
Other (please specify)	4.89%	24
Total Respondents: 491		

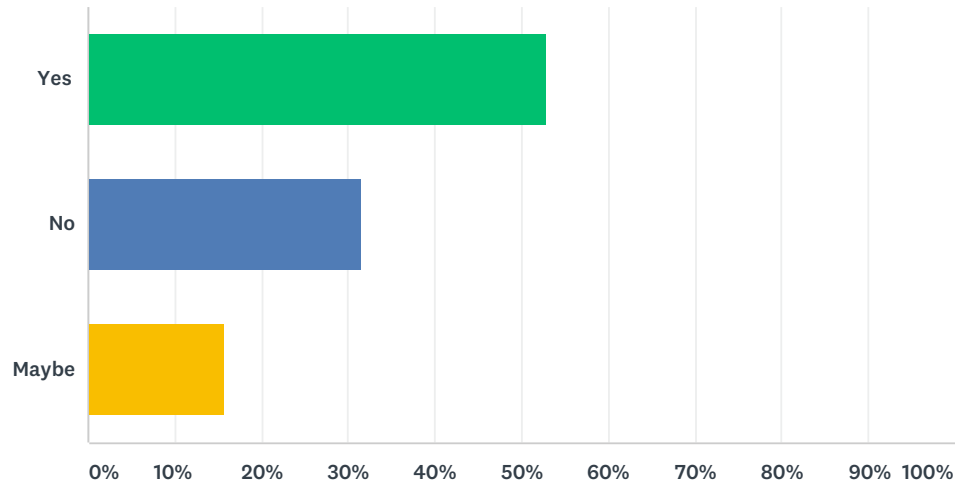
#	OTHER (PLEASE SPECIFY)	DATE
1	Run	4/7/2019 8:40 PM
2	I've never been there.	4/5/2019 5:56 AM
3	I love the Palisades, because it is so close to "walkable" Greenspace. Are use my car mostly to transport me for work. However, many days I don't get in my car when I'm working from home because I can easily access The Trilley Trail to The post office, Mack market, Starbucks and local restaurants...	4/4/2019 9:41 AM
4	Drive my Vespa Scooter	4/3/2019 4:10 PM
5	Running/Jogging	4/3/2019 12:05 PM
6	run	3/27/2019 1:39 PM
7	Run	3/19/2019 9:23 PM

# Palisades Trolley Trail and Foundry Trestle Community Survey

8	Scooter	3/19/2019 6:13 PM
9	run	3/19/2019 11:35 AM
10	Run	3/19/2019 4:22 AM
11	Run	3/15/2019 12:31 PM
12	All of the above	3/13/2019 12:24 PM
13	all of the above	3/12/2019 12:29 PM
14	Metro Access	3/12/2019 3:52 AM
15	Run	3/11/2019 10:57 AM
16	Walk. Bike. Drive.	3/10/2019 11:15 AM
17	Jog	3/10/2019 9:02 AM
18	You should also include Foxhall as a separate neighborhood between Georgetown and Palisades in which the tresle bridge is located.	3/9/2019 12:29 PM
19	Run/jog	3/9/2019 7:24 AM
20	The underpass to access crescent trail is a poor choice and in terrible shape	3/8/2019 11:08 AM
21	Scooter	3/8/2019 10:49 AM
22	ride my Vespa scooter	3/7/2019 11:54 PM
23	Run	3/7/2019 11:30 PM
24	TEST	3/7/2019 6:57 PM

## Q7 If there was a multi-use trail, would you use it for transportation to access the Georgetown commercial district and/or Downtown DC?

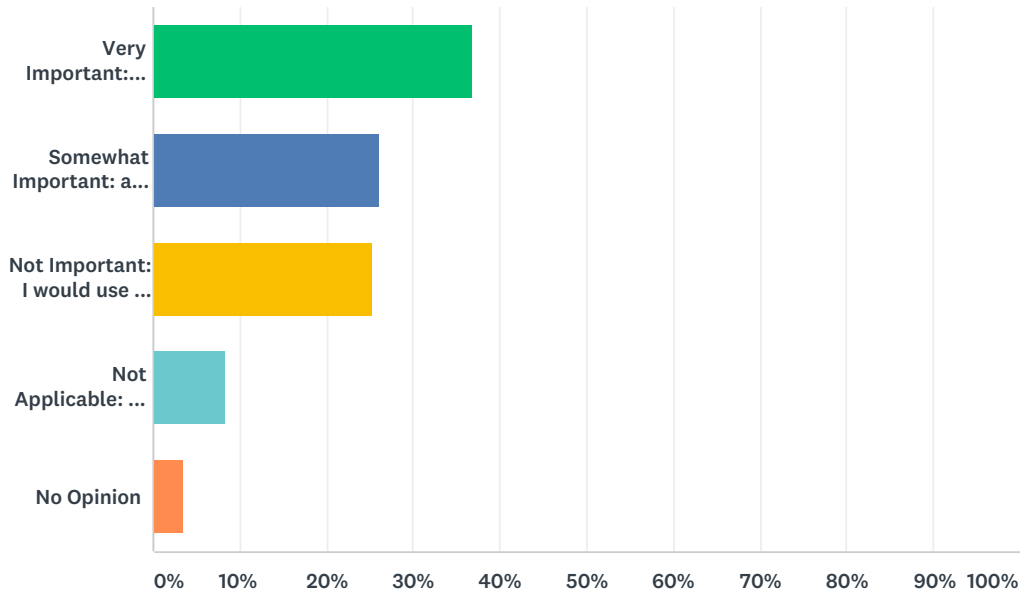
Answered: 492 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	52.85%	260
No	31.50%	155
Maybe	15.65%	77
TOTAL		492

## Q8 How important to you is the rehabilitation of the Foundry Trestle Bridge over Glover Archbold Park for use by bicyclists and pedestrians?

Answered: 490 Skipped: 9



ANSWER CHOICES	RESPONSES	
Very Important: rehabilitation of the bridge is the primary reason for a trail in this area.	36.73%	180
Somewhat Important: a trail in this location would be better if the bridge rehabilitation was a part of the project.	26.12%	128
Not Important: I would use a trail in this area with or without the Foundry Trestle Bridge.	25.31%	124
Not Applicable: I would not use a trail in this area with or without the Foundry Trestle Bridge.	8.37%	41
No Opinion	3.47%	17
TOTAL		490

## Q9 Please provide any other comments on the Palisades Trolley Trail below.

Answered: 312 Skipped: 187

#	RESPONSES	DATE
1	Keep it green. The CCT is great. Everything does not have to be improved. Keep it green.	4/8/2019 10:55 PM
2	I stumbled upon this trail a while back and couldn't believe I hadn't known about it. Now I'm a regular.	4/8/2019 6:29 PM
3	The trail is not accessible to most people. You need to walk or drive too far out of your way to use it. It's a small segment, not connected to others, it is only usable by people who live right next to it to walk their dogs etc	4/8/2019 3:31 PM
4	Washington DC needs more bike trails!	4/8/2019 12:17 PM
5	I am a daily, all-year bike commuter. I use the two path and the CCT. It would be great to have other options for bikes, running, walking, family expeditions etc.	4/8/2019 10:46 AM
6	The trail is currently not usable! Aside from a private place to take your dog for short walks it is not a practically usable space right now. I was in the park on Saturday and even though there was no rain on Saturday the trail was a mushy and in places muddy impassable mess. Other neighborhoods have direct access to a trail that is usable year-around - Palisades should have the same access and same opportunities for recreation, walking, exercising and transportation. Having access to Georgetown via this trail would be a fantastic transportation option - currently there is no way to get from the Capital Crescent to Georgetown and even the access on the Palisades end of the neighborhood is really poor. The rest of DC is getting great spaces like this - please check out the new Klingle Valley Trail - we deserve to have similar things in Palisades especially if we are sincere about tackling global warming and reducing our dependence on cars and fossil fuels. I would also love to be able to use this trail for going running.	4/8/2019 10:28 AM
7	I work in the Palisades and bike to work every day. A functional bike trail would make a huge difference in my daily commute!	4/8/2019 9:34 AM
8	Please install this trail so that I can have a safe way to bike downtown from the Palisades.	4/8/2019 8:42 AM
9	Trail is a massively under utilized public asset with great potential to be used for the public good. Similar to Georgetown Waterfront converting from parking lot to a nice park utilized by the public. Trestle bridge must be fixed to access this great public good.	4/8/2019 7:44 AM
10	Have the people who are in favor of it start a fundraising campaign to pay for the rehabilitation.	4/8/2019 6:34 AM
11	The trail is sort of there but needs major rehab so it is usable in a safe and practical manner	4/7/2019 11:51 PM
12	I don't live in Palisades but am at the Palisades Park almost every single weekend during the spring and fall as I have two children who play soccer and baseball. In fact yesterday I was at the park for a baseball and a soccer game and I was back again today for baseball practice. But we are just a couple of miles away and we are a car-light family where everyone bikes especially when the weather is nice and if we had a safer way to get to the Palisades rec center on a bike we would utilize it and we could also for example go running on the trail while waiting out a baseball practice. We do however live close to the Capital Crescent trail and use it to get to both Bethesda and the Public Swimming Pool on Little Falls Parkway and find the CCT to be a magical and safe space where bikers and pedestrians are sheltered from cars but can use a trail that takes them right to the heart of the action in Bethesda without the stress of driving a car - something similar connecting the Palisades to Georgetown would be a great asset to both the community and the city. Also please don't use crushed stone but instead use a material that will be firm and usable year around and make the trail comfortably accessible to everyone - pedestrians, the elderly, people with strollers, roller bladers, bikers, skate boarders (there is great skate park at Palisades Rec Center) and bikers - the asphalt on the CCT (and in Rock Creek) works great but if there is a permeable asphalt that can be used that would be even better. My family looks forward to this trail being accessible to everyone - we've actually hiked its full length and it is a fantastic space with some great views of the Potomac and would be one of the premier multi-use trails in the country if built.	4/7/2019 10:37 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

13	The trail is just fine the way it is. We already have a more than adequate multi-use trail to Georgetown in the form of the Capital Crescent trail. Paving the trolley track is unnecessary and will destroy a more natural walking trail that connects to the Battery Kimble Trail.	4/7/2019 7:52 PM
14	I think the trail should be left as it is. If anything, some efforts to mitigate erosion should be made, but keep it in its natural state.	4/7/2019 9:56 AM
15	Would love to see drainage improvements throughout the trail!	4/5/2019 12:02 PM
16	I would say the conflation of the historic trestle and the trail is likely going to lead to skewed results. I would be happy if the trail is opened, or if we just added bridges to the C&O and Crescent trails. I would also be happy if a new, less expensive trestle were installed rather than restoring, no doubt expensively, the historic trestle. In short, count me in for whatever the majority of residents want to see that also meets DC's budget.	4/5/2019 12:27 AM
17	The Trail is a beautiful resource for the Palisades neighborhood and should be kept as is. Its natural state is an important aspect of it, offering quiet in the city, and access to nature - flora and fauna.	4/4/2019 11:24 PM
18	It is a beautiful, undisturbed natural beauty in the city, please do not add more hard surface and high traffic, there are plenty of ways to get into the city.	4/4/2019 4:27 PM
19	I do not support cars on the trail. I think it could be upgraded so that it could be more useful during all kinds of weather. But it must be done carefully so that pedestrians do not feel they will be run over by a speeding bicyclists or others	4/4/2019 2:02 PM
20	Please do not pave. The bicyclists have more than enough pavement and are certainly not shy about using it.	4/4/2019 1:47 PM
21	I think an alternative method of accessing Georgetown would really help with traffic in the neighborhood. I've used the Canal/Capital Crescent to get into Georgetown but you're still uncomfortably close to Canal Rd traffic to get to the access tunnel running under the canal and I would never use that tunnel after dark. If I didn't have to walk along Canal Rd or hike up and over on Reservoir Rd, I wouldn't drive into Georgetown as much.	4/4/2019 12:05 PM
22	We have 2 existing bike trails. No need for another. It is already difficult to get DC to maintain existing parks and trails. Better access to existing trails makes sense.	4/4/2019 10:59 AM
23	I think that the trail should be upgraded in places but not paved. I do not think that the trestle bridge should be rehabilitated. I think that the money should be spent in other parts of the city that have less than we have in terms of amenities.	4/4/2019 10:56 AM
24	Strongly support a trail that supports walking, strollers, . The trail is not really walkable now because of the need for bridges etc. Gravel would be a nice option but weather makes the current trail impassable.	4/4/2019 10:49 AM
25	Where is Foundry Trestle Bridge? I use Arizona Bridge. I am strongly in favor of keeping the trolley trail a walking trail only. It is peaceful and calm and good for small children and dog walking. We have enough biking trails.	4/4/2019 9:41 AM
26	Please do not pave this trail. It is so useful as it is.	4/4/2019 7:49 AM
27	I would welcome any effort to maintain and improve the Trolley Trail but am strongly opposed to any plan that would involve paving the trail. The Capital Crescent Trail already serves that purpose. The Trolley Trail should NOT be paved. Paving the trail would greatly diminish its value and hurt the neighborhood.	4/3/2019 10:28 PM
28	This survey assumes we want a multi-use trail. I do not. I think it should be kept in its natural state for walkers. Bikers do not need another trail. They already monopolize the capital crescent trail and do not need another. Leave the trolley trail alone or make it better for walkers	4/3/2019 10:18 PM
29	I strongly prefer that the trail not be paved. I also strongly prefer that the trail not have lighting.	4/3/2019 10:15 PM
30	Please do not pave the Trolley Trail. It is so important, and increasingly rare to have access to such beautiful outdoor space that is not paved. It is lovely to have a place where dogs and people can wander outside without dodging bikes and cars. We are lucky to have such a space in Palisades. I would far prefer to make the Crescent Trail more accessible for use by bikes.	4/3/2019 10:14 PM
31	would like better bike access to the capital crescent trail	4/3/2019 10:04 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

32	It's a really steep hill and makes sense to put a bridge in. Don't let a few snooty people keep this property off limits. It is public land, and should be used by the public. It isn't used because it is so dilapidated and spooky that most neighbors ignore/avoid/fear it. It'd be a good way for kids to get to school if it were made usable in any weather and there were a bridge that kept people from having to walk along canal (where the panhandlers etc. grab at women who are on their own, and the hill is so steep).	4/3/2019 9:58 PM
33	I currently use the current capital crescent trail, mostly biking. which provides very easy access from the palisades to Georgetown. What is needed is a better drained trolley trail for better/easier usage and better access from the trolley trail to the capital crescent trail at different levels.	4/3/2019 9:49 PM
34	Keep the trail grass only, or some Natural surface . No need for every trail to be paved!!	4/3/2019 6:19 PM
35	I think providing a link to the Georgetown commercial district that would get pedestrians off the dangerous sidewalk along Canal road is a very important safety upgrade.	4/3/2019 6:17 PM
36	Please use a surface that doesn't allow the trail to be completely taken over by high-speed, inconsiderate bikers.	4/3/2019 6:17 PM
37	Wasted effort pushed by a few for personal reasons. Take it down and open the park trails.	4/3/2019 5:56 PM
38	Build the trail! Rehabilitating the bridge would be great but shouldn't delay construction of other parts of the trail	4/3/2019 5:34 PM
39	We desperately need bike trails in this city!	4/3/2019 5:20 PM
40	A continuous multi-use trail from Galena Place to Georgetown would be a dream! Not that this is currently under discussion but a trolley running all the way into suburbs would be great too!	4/3/2019 5:09 PM
41	Keep the trail green -- stop paving things.	4/3/2019 4:36 PM
42	Please do not use impervious pavement or artificial lighting on the trail. Please improve basic maintenance of the trail to ensure it is usable - often it is overgrown, muddy or waterlogged in parts	4/3/2019 4:30 PM
43	KEEP IT THE WAY IT IS, IT IS A BEAUTIFUL NATURE TRAIL. ABSOLUTELY KEEP BIKES OFF OF THE TRAIL. THE TOW PATH AND CRESCENT TRAIL ARE LESS THAN 100 YARDS AWAY. MAKING IT A BIKE PATH IS DELUSIONAL	4/3/2019 4:27 PM
44	Palisades Trolley Trail is a treasure. It is a gentle, natural, soothing refuge for pedestrians. Its value as a NATURAL trail cannot be overstated!!	4/3/2019 4:24 PM
45	We are new to the neighborhood but not new to DC, and the biggest "shock" of the move is how inaccessible certain parts of the neighborhood are for walkers - which is by far our preferred mode of transportation with our 1-year-old son. The trail in its current mode is often inaccessible for strollers, and we hate walking along Canal Road with the stroller as cars speed by. I believe this would be a big upgrade to the neighborhood and help to further attract new, young families. Those opposed strike me as a vocal NIMBY minority and those who wish to see no change in the neighborhood.	4/3/2019 4:21 PM
46	I would strongly prefer a non-paved trail that prioritizes walking / jogging / recreational over biking (even though I bike too). A dirt path would be my preferred option.	4/3/2019 4:16 PM
47	thank you for all your work.	4/3/2019 4:14 PM
48	This would make a splendid bike bath complementing the Capital Crescent Trail!	4/3/2019 4:12 PM
49	I would prefer to use the Trolley Trail to run trolleys again	4/3/2019 4:10 PM
50	It would be nice have an easier access on to the trail and also the bike paths.	4/3/2019 3:54 PM
51	I would support a hybrid or "multi-use" design that calls for a hard-packed but not paved trail so as to support many types of use and encourage slower speeds to accommodate pedestrians, dog walkers, children, the elderly and others including responsible cyclists.	4/3/2019 3:20 PM
52	I commute by bike and have to cross Canal Road, which is scary, even with the light installed there now.	4/3/2019 3:14 PM
53	Walked the trail this morning and enjoyed the developing blooms and butterflies. Spring is best on the trail	4/3/2019 3:13 PM



## Palisades Trolley Trail and Foundry Trestle Community Survey

54	I think the best use of the trail is for a neighborhood maintained (meaning a fine gravel and maintained for high grass/drainage/ticks) which is to be used for walking/biking/dog walking, but not fully paved since it shouldn't be a high speed bike path. Keeping it safe for kids on bikes, since Macarthur is very dangerous. OR just getting a bridge to connect to Capital Crescent, since current accessing is out of the way, or not advised for anyone but sure footed types (meaning its not a viable option for the elderly or handicapped) . THANK YOU.	4/3/2019 3:11 PM
55	Would prefer a non-paved surface on the trail - natural materials	4/3/2019 3:06 PM
56	I'm strongly supportive of upgrading the trail BUT ONLY IF bicycles and pedestrians can be separated i.e. two trails OR bicycles as not allowed - they already have the capital crescent trail to Georgetown. . It is now impossible to walk a dog - or walk other than in single file - on the capital crescent trail now that it is a bicycle race track. If the same becomes of the trolley trail it will be a disaster.	4/3/2019 3:00 PM
57	Trails are good. Expand/improve/connect PTT across the bridge.	4/3/2019 2:24 PM
58	I see the bridge as a major barrier to effective use of the trail as a user from further east in the city. It makes using the trail for through-traffic worse for me, a commuter and recreational cyclist, in ways a rehabilitated Foundry Trestle Bridge would not help.	4/3/2019 2:18 PM
59	Restoration/rehab of the Foundry Trestle Bridge is essential to this project. With that element in place, the trail can be used to access the Georgetown commercial district - without it, the trail is not remotely as useful.	4/3/2019 12:35 PM
60	Our most valuable resources across many cities in the US are historical structures that are maintained and featured. We do not want to lose this treasure. We should highlight its history and make it a tourist attraction.	4/3/2019 12:25 PM
61	Please restore the import at part of DC's history that will also create a sense of place for the trail.	4/3/2019 12:16 PM
62	This trail is great, I love the views from the Palisades. But in its current condition it's not easy for people to access and use the entire trail. Please improve it!	4/3/2019 12:05 PM
63	Not only is it important to fix the Trestle Bridge for pedestrian/bicycle use, but it is also imperative to maintain the historic character of the neighborhood. We must preserve what remnants of our past remain, and make them relevant to our lives today.	4/2/2019 2:44 PM
64	a	4/2/2019 12:29 PM
65	As a Georgetown resident, this trail will be great for jogging.	4/1/2019 6:43 PM
66	With respect to question #7: There already is a multi-use trail that goes right into Georgetown. We do not need another paved trail. The trolley trail should be kept natural.	4/1/2019 10:44 AM
67	Please, rehab the bridge and pave the trail!!	4/1/2019 8:45 AM
68	If this trail (and the bridge) were made into a bike trail, I would use it!	3/31/2019 7:22 PM
69	I regularly use the trails in Glover Archibald Park. The current state of disrepair of the Trolly Trestle has caused parts of Archibald Park to close. I would like to see the Trestle repaired so we can also access the Foundry Branch tunnel, which allows runners to connect to Foxhall Road and the Capital Crescent Trail.	3/31/2019 3:58 PM
70	from (at least) Foxhall Rd to Georgetown, the trail should be paved so as to serve as a safe alternative route to Georgetown for persons who shop by bicycle	3/31/2019 3:30 PM
71	Seems like that repair of trestle bridge would be quite costly. Prefer other investments in trail and bike infrastructure. Thanks for asking.	3/31/2019 2:48 PM
72	I don't care if the existing bridge stays or goes, but it will s very important that asome kind of bridge is there. Feel free to build a brand new one if you can't make the current one safe.	3/30/2019 10:10 PM
73	I don't use the trail or come to the neighborhood very much, precisely because until the bridge is restored, the trail and the neighborhood aren't accessible via bicycle.	3/30/2019 9:25 PM
74	Upgrading the existing trail to a surface and design that accommodates walking / biking, dog walking & people with disabilities is a good idea. And it should extend all the way to Georgetown, which requires a bridge across GA park. I don't have a strong opinion on whether that bridge should be brand new or a rehabilitated Foundry Trestle. Cost and functionality are the key factors for me, though preserving this piece of history would be a nice (optional) plus.	3/30/2019 6:17 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

75	If the bridge were repaired, we could walk through Georgetown on my way to work. Now I primarily drive because walking on Canal Road is so unpleasant. Thank you	3/29/2019 10:37 AM
76	Trestle Bridge rehabilitation is important no matter what. It would provide an easy access to Georgetown to our neighborhood.	3/29/2019 9:51 AM
77	I have lived at 4900 Sherier Place for 25 years. I use the trail every day for walking my dogs and leisurely walks in nature. I feel that any changes/improvements will disrupt the natural ecosystem. There are many wild animals that make this trail so special and there habitat could be endangered with changes. It is very special to have wild untouched space in the city, it is the greatest asset of the Palisades. There is not enough green space left. I am very fearful that a trail to Georgetown will soon have requests for bright lighting in neighbors backyards. Allowing this to be a bike trail will become a commuter route and no longer allow casual walks or walking dogs along this space. A connected path to Georgetown would also create opportunities to create theft.	3/28/2019 4:40 PM
78	Thank you for your work to provide recreational outdoor activities that can be accessed by people without using a vehicle! I don't own a car so trails like this give me an opportunity to get out into nature easily.	3/28/2019 9:36 AM
79	Please no more paving! It destroys natural environment- causes runoff- and invites too many bikers that ride too quickly. I ride my bike a few times a week into the city and use Crecent Trail- And Maybe more access to that trail may be helpful. Yet what's wrong with keeping a quiet trail for hiking or walking like Battery Kemble-children and dogs may have less chance of racing bikers,( oh yes you do) and moterized bikes and scooters are out of control as well. Sometimes change is not meaningful and even selfish-Too much!	3/28/2019 8:40 AM
80	I prefer the current trail. It is difficult to walk on Capital Crescent trail. There are too many bikers, driving to fast. More than one of my friends had an accident on the Cres, trail	3/27/2019 7:35 PM
81	The greenway in this neighborhood is a rare, safe walking trail right in the city. The mud can be annoying and that problem could be addressed without using crushed gravel. The Arizona ave bridge should be able to be accessed from both sides of Arizona so people could avoid a difficult and dangerous crossing.	3/27/2019 6:13 PM
82	Please, not in my back yard. Don't pave this water conduit corridor.	3/27/2019 5:46 PM
83	I would like to see the trail hardened for walking and kept as natural as possible.	3/27/2019 5:37 PM
84	Keep the trail completely natural. I like the mud! There are not enough natural places in the neighborhood and there is more than enough paving. DEFINITELY I DO NOT WANT COMMUTING BICYCLES. Give them more access to the CCT. A friend who cycles to Gtown says it is not a big deal to cycle a bit out of her way to get to the CCT. PLEASE do nothing to the Trolley Trail. Children and adults need more natural places as a source of refuge. No artificial lighting. no pavers. no change.	3/27/2019 5:30 PM
85	Would prefer to keep the trail natural, and not for it to become a commuter trail to Georgetown or other. The Crescent Trail already serves this purpose for both recreational and computer biking. Appreciating nature and the slower pace for the many people of all ages who use the trail is very important to the community at large. Children, dog walkers, elderly walkers, etc...all use this trail in it's current state. If anything were to be done, just making the dirt/grass surface a little better would be sufficient. Also, we have not heard anyone address the traffic, pedestrian and otherwise issues where the path crosses residential streets, especially when it comes very close to homeowner's yards and homes. Also, there are many parking challenges on the small streets here in the Palisades, especially where the trail crosses Chain Bridge Rd. We are totally against any gravel or hard surface, an or eventually connecting it to a longer stretch, especially into Georgetown.	3/27/2019 5:30 PM
86	We do not need another path between other trails used for walking and biking .. not necessary and waste of money and a disruption to the neighborhood.	3/27/2019 5:24 PM
87	I am a daily user of the trail, including on bicycle. I believe drainage should be improved on the trail, though this does not necessarily mean resurfacing. Separately, access from the Palisades to the Capitol Crescent Trail (such by a bike/pedestrian bridge over Canal Road) needs to be improved. Turning the Trolley Trail into a new bike trail all the way to Georgetown is redundant and unnecessary.	3/27/2019 5:16 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

88	<p>I have concerns regarding the Glen Echo Trolley Trail refurbishing proposal in the Palisades. Although I believe there is a need to rebuild the pedestrian bridge over Arizona Blvd., I strongly disagree with the motion to change the path on the existing trail between Galena and Sherier/Nebraska. I like the idea of reconstructing/rehabilitating the pedestrian bridge. As a safe route over Arizona, the pedestrian bridge has provided a path for my family to visit friends on the other side of the neighborhood. The proposal to rebuild the bridge, as long as it's met with consideration for the existing path and residents, would be a welcomed improvement. It's concerning that construction of the proposed trail would disrupt wildlife and welcome heavy traffic very close to our neighbors backyards. The proposal to change the path from it's natural state seems incredibly disrespectful and detrimental to the property value of those homes backing up to the park. My family and I have lived in the Palisades on Sherier Place, across from the park entrance for over 10 years. Within those 10+ years, my husband, 2 children, and myself have enjoyed daily walks with our dog along the natural green space between the park and Galena. I know I would personally hate to see the existing path changed from it's natural state to a paved, man-made material, or marked pathway. It has been a treasure of the Palisades to be able to take walks along un-marked trails from Sherier/Nebraska, through the back of the park, and over to Galena. It's like hiking, without really hiking. It would be such a disappointment to lose this aspect of our neighborhood. The trail, as-is, is definitely a treasure. Our neighborhood is blessed with so many nearby commuter routes. Please consider supporting to keep the natural state of the trolley trail. Thank you for your time and attention.</p>	3/27/2019 5:14 PM
89	The trestle bridge is not worth the time and money needed to rehabilitate it	3/27/2019 1:39 PM
90	This is a great idea that would transform the area and make Georgetown more accessible.	3/24/2019 4:06 PM
91	<p>When I want to bike to Georgetown from the Palisades, I get on the Capital Crescent trail off Manning and Potomac. Sometimes I access it close to the Delecarlia water treatment plant. There is no need for a new through trail to Georgetown because there is a perfect one that already exists -- The Capital Crescent Trail and/or C&amp;O Canal trail. For birders, like me, the unique urban greenway that some call the Trolley Trail, is a priceless place for communing with nature and birding. It's so nice not to have to worry that you're going to get mowed down by a cyclist.</p>	3/24/2019 12:56 PM
92	We live in the Palisades, and directly on the TrolleyTrail specifically or it's natural beauty in a city that is increasingly overdeveloped. It is one of the few places left to walk and enjoy nature!	3/24/2019 9:45 AM
93	I live in Shaw and would love to have another wooded trail to explore besides the canal and Capital Crescent trail.	3/22/2019 8:46 PM
94	<p>I have lived directly on the trail for almost 33 years. And have taken care of it with my neighbors at our expense. Have raised my children and grandchildren playing on it with respect to the environment and feeling absolutely safe. Watching families of deer going and coming. Foxes. A huge and millennial turtle. And all the birds imaginable, What would hapen with a trail? How can I feel safe at night knowing of an easy access through the back. What would happen to the view of the river between the trees? It really is a very very sad feeling just to think of the possibility of this change. This considerations have to really be taken into account. Thank you.</p>	3/21/2019 8:51 AM
95	<p>My home lies directly on the trail and will be affected by updates to the trail, rehabilitation of the Arizona Avenue bridge and the proposed sidewalk along Arizona Avenue. Therefore, I thank DDOT for the opportunity to provide feedback. I recently bought this home and moved into the Palisades from the Glover Park neighborhood. In making this decision, one of the chief attractions of the Palisades was its natural beauty. The trolley trail is unique among trails: it offers a quiet, friendly and natural oasis in our neighborhood for people of all ages to enjoy. Whether this came about by design or happenstance, we should strive to maintain this characteristic, for once we lose it, it is unlikely that we will get it back. Some concrete recommendations: * Water drainage and pepco truck activity are an issue and should be addressed. * Please don't pave the trail. If a new surface must be added, it should be a natural pervious surface that encourages recreational use, but discourages fast traffic. * Instead of converting the trolley trail into a commuter thoroughfare, the city's scarce funds should be directed towards better access to CCT * Regarding a new sidewalk on Arizona, please note that that would mean cutting down a vibrant and mature pin oak, and three young and healthy oak trees. If the sidewalk must be constructed, please include building a retaining wall in the plan since the recent rains have been making erosion worse along Arizona Avenue. * The current state of the plans is unclear. How will residents directly impacted by proposed construction be kept in the loop?</p>	3/20/2019 3:45 PM
96	This would be an excellent way to connect various neighborhoods and provide another needed amenity to taxpayers and others.	3/20/2019 2:12 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

97	The glover park trail should also be reopened which will require fixing the bridge. It is also a big problem for residents of glover park to not have access to Georgetown and the towpath and capital crescent via this trail.	3/20/2019 9:28 AM
98	All that is required is grading. Track has been at its worst in years due to all the months of rain and it's grading problem. Many years ago when underground pipes were put in to link with far downtown it was never regraded. Keep the grass.	3/19/2019 6:13 PM
99	The materials I have seen thus far provide no information concerning how the bicycle traffic on the trail is expected to traverse west Georgetown. The east-west streets on the west side of Wisconsin are clearly not suitable for the installation of bike lanes. Also, doesn't the proposed trail parallel and duplicate the Capital Crescent Trail?	3/19/2019 5:41 PM
100	We just moved to the Palisades from San Francisco where we loved to bike. We were dismayed to see that there was no easy access to the Capital Crescent Trail that's so close to our neighborhood. We are very supportive of making the Palisades Trolley Trail a safe access point to allow us to enjoy biking in DC and MD.	3/19/2019 4:44 PM
101	The trail is a great asset. It should be NOT be paved or lighted, as this will negatively affect the neighborhood. We do not need another paved bicycle highway like the CCT (but improved access to the CCT is welcome and needed).	3/19/2019 2:27 PM
102	This trail in its natural state is a treasure of the Palisades. A "multi-use trail" would make it unusable as a wandering, walking trail, and would banish the wildlife from it.	3/19/2019 12:29 PM
103	Pre-meeting I know little of it. I do know I would give for more and better bike access.	3/19/2019 11:49 AM
104	Three years ago Palisades - Fox hall area had a survey taker. Residents wanted to keep the trail in a natural state.	3/19/2019 11:43 AM
105	We are very concerned how close this trail will be in relation to our house.	3/19/2019 11:36 AM
106	There are zero bike trails in the Palisades. Where do children ride bikes?	3/19/2019 11:26 AM
107	The trail segments from Galena to Foxhall plus beyond need to be connected with bridge to be used by walkers, bikers, strollers and etc.	3/19/2019 11:21 AM
108	We live right on the trail. We welcome all work to improve the trail. We hope to age in place in our home and want to be able to use in trail access to the Canal into our 80's.	3/19/2019 11:13 AM
109	I am firmly against developing the trolley trail into a bike path. It would pose a health risk to walkers and dogs and it would have dramatic negative impact on the natural development.	3/19/2019 11:12 AM
110	Trail modifications are not need and adding bike access will make it more difficult for walkers. DC should devote its resources for other parts of the city where residents don't have access plus resources.	3/19/2019 11:08 AM
111	Do not support this trail construction.	3/19/2019 11:06 AM
112	The stretch of the trail on K Street Potomac Ave are directly in front of the seven houses were the bilars would be immediately in front of homes impacting privacy, noise and views. It would be unique how close with no separation between a bike and homes. It would be more cost effective to connect the neighborhood to the Crescent trail which is a great trail rather than build a parallel duplicate trail.	3/19/2019 11:05 AM
113	his project is a shameful waste of tax payer resources and is not needed. The Capitol Crescent Trail is 100 yards below the trolley trail. We do not need another paved trail.	3/19/2019 11:04 AM
114	One word, silly. Silly use of money. We have the Crescent and Canal paths and the idea of people would use it to commute is silly. These are wealthy people.	3/19/2019 10:59 AM
115	Connections to Crescent trail via pedestrian bridge over Arizona, accessed through Rec. center.	3/19/2019 10:52 AM
116	As wonderful a trail this would make there are already two parallel off-street trails in this area. Use resources to complete trails in underserved areas of the city.	3/19/2019 10:27 AM
117	I want the natural beauty of the trail as is, with no paving to remain as is.	3/19/2019 9:59 AM
118	Altering the nature trail is an utter waste of money. I am wholly opposed to this effort. The trial is very nice the way it is	3/19/2019 9:57 AM
119	The trail should remain as it is, with exception of drainage improvements; no lighting.	3/19/2019 9:53 AM

## Palisades Trolley Trail and Foundry Trestle Community Survey

120	The trolley trail is currently a disaster, especially if it rains. I shouldn't need to wear rubber boots to walk my dog or go with the kids to the palisades park. Please install an all weather surface. Even in dry weather, the trail is in terrible shape beyond the park. If it is not useable, it doesn't matter if it is "natural."	3/19/2019 9:49 AM
121	Concerns about the proximity of the trail noise pollution in residential area. Water drainage concerns and concerns about safety.	3/19/2019 9:46 AM
122	I bicycle commute for years and I walk home from work every day now. There is nothing stopping anyone from getting to Georgetown without a car.	3/19/2019 9:39 AM
123	Please do more to promote pedestrian and cycling options in and around Georgetown.	3/19/2019 9:33 AM
124	Stop paving Paradise/ poor/ bad use of tax money	3/19/2019 9:30 AM
125	I live on the east side of Wisconsin just below Book Hill. Neighborhood biking east-west is dangerous due to traffic. We pack our bikes into our car and drive to trail entrances, rather than risk riding through Georgetown. Descending to river level for the trails there is similarly hazardous. Please consider adding a connection to the Trolley trail that gives bikes safe passage east through Georgetown, and we'll then use that trail frequently for recreational biking. Thanks!	3/19/2019 9:24 AM
126	It must include a safe walking environment and not simply be a bicycle trail	3/19/2019 8:17 AM
127	Thanks this is great	3/19/2019 4:22 AM
128	I'm a trail runner who lives in DC. I would love to use this as a reliable running trail.	3/18/2019 9:58 PM
129	thank you for your consideration	3/18/2019 5:39 PM
130	yay for bikes!	3/18/2019 4:05 PM
131	Please make this a shared use path for walking & biking, it would be a huge asset for the community and be much safer than our current options.	3/18/2019 2:31 PM
132	This is a great project - please develop this trail and also make it continuous with the Georgetown campus please!	3/18/2019 2:10 PM
133	This trail would provide a crucial link, not only for those who live Northwest of Georgetown to access Georgetown, but also for those of us who would use the trail to access points northwest of Georgetown. We live in Arlington, and would use this trail as a connection to bike via the key bridge to the Palisades neighborhood and further into NW DC. Whatever is built should include a safe, easy connection (appropriate for all sorts of bikes, including cargo bikes) from the Key Bridge to Georgetown University, which would provide a safe route to other points north of the university. My family would use it to bike to the zoo.	3/18/2019 1:30 PM
134	Please try to keep this trail unpaved if you can. The CCT and C&O canal toe-path are good routes when pavement or gravel is a requirement. I love this trail.	3/18/2019 10:59 AM
135	What matters most to me is that the natural beauty of the trail is preserved by NOT PAVING it.	3/17/2019 9:13 PM
136	I am strongly against turning the trolley trail into a "multi-use trail" since this would involve surfacing the trail and we don't need more man-made surfaces in our neighborhood. One of the unique aspects of the Palisades is its closeness to nature. It's so rare to find grassy areas in a city, let alone grassy paths, and I love the trail as is. I have used it for 22 years for jogging, walking, and dog-walking. It is quiet (as only a natural surface can be) and I can hear birds and the sound of wind. We have plenty of paved trails around including the Capital Crescent Trail as well as quiet paved streets and sidewalks for bikes and strollers. I bike every weekend and feel no need for an extra biking surface. Furthermore, I brought up my kids here and found no lack of paved trails for the stroller. Surfacing the trolley trail would not solve the commuting problem anyway because there still would be no easy access to the canal towpath/CCT without a bridge or tunnel. Frankly, I think we would spend our money much better creating a new access point to the towpath/CCT. Once you pave paradise, you can't easily go back.	3/17/2019 8:59 PM
137	Trail improvements must make it ADA compliant and accessible to all persons all of the time in all locations. This is public property and its use is NOT to be dictated by the few who live next to it.	3/17/2019 12:50 PM
138	I use the Glover Archbold trail weekly and rehabilitation of the Trestle Bridge is very important to me.	3/15/2019 12:31 PM
139	The Trolley trail is a waste of a significant amount of money since there are already two trails easily accessible to reach Georgetown and Downtown from the Palisades..	3/14/2019 11:50 AM
140	Please build it with a good connection to the CCT.	3/13/2019 9:14 PM



## Palisades Trolley Trail and Foundry Trestle Community Survey

141	Another waste of money to make the militant biker community happy. News flash, their pathetic entitled asses will never be satisfied. They have bike paths all over the place that our tax dollars get spent on and they still clog up the road all the time. MacArthur Blvd is not useable many spring weekends because these idiots turn it into the Tour de France. Get these clowns out of the road and on the places they belong and then maybe they can have more stuff.	3/13/2019 6:38 PM
142	I want the trail!	3/13/2019 3:01 PM
143	Providing more, safe ways for Palisades residents to move about the neighborhood and connect to Georgetown/downtown DC is more than a great idea. I believe it benefits everyone. I do not think many people are affected by a new trail being built as it mostly runs away from current housing or is completely cut off from the houses it does run near, bringing an disturbances from traffic on the trail to a minimum, if any at all. I would definitely use a permanent path to Georgetown on my daily bike commute. Its much safer than macarthur blvd or the sidewalk along macarthur and will break up the bike/walking traffic on the capital crescent trail given more and more people are embracing the benefits of biking and exercise in general.	3/13/2019 2:59 PM
144	Establishing this trail - rebuilding it to completion - will provide an essential mode of transit and recreation for the people of the Palisades neighborhood, as well as those who commute through the area and don't feel safe riding a bicycle on MacArthur Boulevard.	3/13/2019 1:21 PM
145	Trolley Right-of-Way should be maintained as a natural path, no gravel or paved surface. Definitely no lighting or anything that requires additional maintenance by DC.	3/13/2019 12:24 PM
146	I am a bike commuter but I strongly oppose paving the trolley trail. We badly need a bridge or trail connecting the rec center and Arizona to the C & O trail, but that is the bike trail. There is no need for a truncated trail parallel to it. PLEASE keep the trolley trail green for children to play, walkers, dogs, and dirt bikes. It just needs drainage and to be maintained as the grass trail that it is.	3/13/2019 12:17 PM
147	DO NOT PAVE!!!!!!	3/13/2019 10:53 AM
148	If I wish to bike to Georgetown, I use the Crescent Trail and access it from Potomac. I feel that finding another access point to the Crescent Trail would make more sense. When the Trolley ran through Palisades, the streets it crossed were very sparsely populated. Today, many of these streets couldn't accommodate the kind of bike traffic this trail would invite. Keep it a natural pedestrian greenway.	3/13/2019 9:48 AM
149	Please leave it as is -- bikes can use crescent trail	3/12/2019 10:55 PM
150	The trail is lovely but it's not very usable now. There's room for all kinds of users to benefit the trail. People's fears can be met with compromise solutions. The trail is a rare asset that is in bad shape and worth DDOT's attention.	3/12/2019 10:34 PM
151	the more safe options to run, walk, or cycle without worrying about cars the better. We should encourage less cars and more movement!!	3/12/2019 10:20 PM
152	Mud sucks. Please improve it.	3/12/2019 10:01 PM
153	Please, please, please PAVE this trail so that we can actually USE and ENJOY it!! More non-car options are needed to get around the Palisades!	3/12/2019 5:30 PM
154	With an inevitable increase in traffic, people, dogs, noise, and trash, creating an expanded trolley trail would put a permanent, unacceptable burden on those of us who live directly on or close to the old trolley line. The point of this re-hashed project has always been to provide a speedy commute for bikers who already have two trails along the Canal, just down the hill. I've already given up walking on both of those trails due to bikers speeding by - it's hardly a peaceful walk in the park. Why would anyone want this on their own block? If bicyclists and hikers need better access to the Canal trails, why not take some of the huge amount of dollars they are ready to spend on their new bike route and create better access to what already exists, starting with a bridge over Canal Rd. from Reservoir to Fletcher's and other access points? Why burden the neighbors all along the Canal to create a superfluous route for a few, when easier access to what already exists would do the job? If you're serious about having a walking path, how about repaving the current dirt trail along the Canal with a permeable surface, addressing the drainage issues, and making one of the trails solely for walkers, baby carriages, and dogs? The bicyclists could have free reign on the other trail without having to swerve around those pesky, slow pedestrians, and the pedestrians could enjoy a leisurely walk in the woods without fear of being run over by a succession of speeding bicyclists. By the way, this survey is clearly biased in favor of a "multi-use" trail. There is no question that relates to having a trail that does not cater to bicyclists, making #8 a trick question. Given that it's so slanted, how seriously can the results of this survey be taken?	3/12/2019 4:14 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

155	I am writing to you to express my concerns regarding the Glen Echo Trolley Trail refurbishing proposal in the Palisades. Although I believe there is a need to rebuild the pedestrian bridge over Arizona Blvd., I strongly disagree with the motion to change the path on the existing trail between Galena and Sherier/Nebraska. I like the idea of reconstructing/rehabilitating the pedestrian bridge. As a safe route over Arizona, the pedestrian bridge has provided a path for my family to visit friends on the other side of the neighborhood. The proposal to rebuild the bridge, as long as it's met with consideration for the existing path and residents, would be a welcomed improvement. It's concerning that construction of the proposed trail would disrupt wildlife and welcome heavy traffic very close to our neighbors backyards. The proposal to change the path from it's natural state seems incredibly disrespectful and detrimental to the property value of those homes backing up to the park. My family and I have lived in the Palisades on Sherier Place, across from the park entrance for over 10 years. Within those 10+ years, my husband, 2 children, and myself have enjoyed daily walks with our dog along the natural green space between the park and Galena. I know I would personally hate to see the existing path changed from it's natural state to a paved, man-made material, or marked pathway. It has been a treasure of the Palisades to be able to take walks along un-marked trails from Sherier/Nebraska, through the back of the park, and over to Galena. It's like hiking, without really hiking. It would be such a disappointment to lose this aspect of our neighborhood. The trail, as-is, is definitely a treasure. Our neighborhood is blessed with so many nearby commuter routes. Please consider supporting to keep the natural state of the trolley trail. Thank you for your time and attention.	3/12/2019 3:25 PM
156	Keep it green! It is a treasure the way it is. Proper drainage and grass seed is the only appropriate and effective intervention.	3/12/2019 1:59 PM
157	This survey is very biased toward bicycle use. The Trail is NOT primarily used as some sort of transit artery - it is recreational, should remain natural and focused on pedestrians and child bicyclists. What is the problem with a "wander trail" as in Europe??	3/12/2019 12:48 PM
158	I strongly oppose any sort of remediation to the green spaces. As much as I support biking, the path will be ruined for walking. I do support a bike lane on MacArthur Blvd. and a connecting sidewalk to the other side of the bridge on Arizona.	3/12/2019 12:29 PM
159	It is very important to preserve this natural treasure. Once undone it will be lost as a resource for all time. I worry about the "muti-use aspect, as well. Bikers would dominate an "improved" surface, making the trolley path a less desirable space for every other use(r). A trestle that could provide access to the crescent trail from available roads would be a good idea.	3/12/2019 12:22 PM
160	Please Leave the trail in its current natural state. The idea of "improving" nature seems to be one that has not historically worked well.,.	3/12/2019 11:41 AM
161	I strongly believe that keeping a natural surface on the trail is the best choice. We have streets and sidewalks already. Having a natural path is an asset to the neighborhood and environment	3/12/2019 11:36 AM
162	Leave it green. Thank you.	3/12/2019 11:28 AM
163	Keep it green. No paving or impermeable surfaces.	3/12/2019 10:53 AM
164	Question number 7 ignores that there already is a trail (the Capital Crescent) that provides direct access to Georgetown. I oppose infringing further on nature by paving--even with a somewhat pervious surface. The trail as it is is not perfect. It is often muddy. But---it's great because it is not typically used by cyclists. The argument that a crushed stone surface or similar would make cyclists ride more slowly is a fallacy. I have walked my dog along the canal path up by Old Anglers Inn and cyclists fly by. I know people are always looking for ways to "improve" things, and I appreciate that. But sometimes, leaving things as they are is best.	3/12/2019 9:17 AM
165	I support the use of semi-hard, permeable materials to "pave" the trail in part if not in whole.	3/12/2019 8:56 AM
166	Please make the trail ADA accessible by placing a firmer surface on it yet not fully paved	3/12/2019 4:19 AM
167	I agree w/ Christy H. Ross's Ode to the Trolley Trail. I think we need to get back to nature.	3/12/2019 3:52 AM

## Palisades Trolley Trail and Foundry Trestle Community Survey

168	<p>I presently use the path for recreation (north of Reservoir), but it would be nice to also use the south section for "commuting." I've never walked the full length because of the breaks that presently exist. I occasionally walk to Foggy Bottom for work, but the current routes are not particularly appealing. The Crescent Trail is dangerous for walkers; the bikers run you over. The tow path is too muddy, the walk along MacArthur to Canal Road is possible, but hardly restful as you're only feet away from the traffic once you reach Canal Road (between Foxhall and M). A foot friendly path from the Reservoir to Georgetown that had some surface covering to prevent it from being an elongated mud puddle, and restoration of the bridge over Glover Archbold Park to allow the walk to continue into the business district would be a really nice addition to the neighborhood. I also walk the trail out to the Rec center. I think this piece lends itself to staying more natural given that parts of the terrain are very rough, but the little bamboo bridge over Maddox Branch could use some reinforcement. There's also an unfortunately tension between making the path ADA accessible and preventing the bikes from taking over. Perhaps portions could be made ADA accessible, leaving other sections (such as the Maddox Branch crossing) more natural? Having some breaks like that would deter bikers and although it would be nice to have the whole path ADA accessible, the portions like that creek crossing really don't lend themselves well to such a purpose. Another helpful compromise might be putting bike lanes on MacArthur to divert bike traffic from the Trolley Trail, at least up to Foxhall. Then provide a section from either Clark Place or Foxhall to Georgetown that has multiple paths, with sections that are ADA accessible for walkers (strollers, small children) and then maybe a separate "track" for high speed bikers. Or put in a crossing so that bikers can reach the Crescent Trail. The only access points now are the bridge at Fletcher's Boat House or the tunnel under Canal Rd that's down near Glover Archbold Park, so if the Trolley trail is improved, the bikers will be sorely tempted absent and alternative.</p>	3/11/2019 11:28 PM
169	<p>We feel that it would a huge mistake to pave the trail.</p>	3/11/2019 11:19 PM
170	<p>Do not support a pedestrian access ramp both sides of Arizona. This intersection is already dangerous and a ramp has little chance of being used when crossing Arizona when it is much easier to simply cross the road. Its human nature to take the shortest distance between two points. Additionally, this ramp will - make traffic more dangerous by impacting west-view line of sight for people exiting Sherier onto Arizona - benefit only a small number of residents who find it more convenient to take that ramp versus other entry-points. - cost a significant amount of money (\$250,000 - \$400,000 for just the ramp). - There are already 4 existing entry points no more than two minutes walk each other - is not required regulation/law driving the addition of a new ramp - A ramp isn't going to make crossing the road any safer. That being said, in leu of a ramp, please consider enhanced pedestrian walkways including improved signage, signaling, and enforcement. Specifically, a HAWK Pedestrian Crossing system could work by being less costly, less intrusive, and ultimately be more effective in allowing pedestrians to safely cross Arizona. Here are some links to the HAWK pedestrian Crossing system: <a href="https://ddot.dc.gov/page/hawk-signal">https://ddot.dc.gov/page/hawk-signal</a> <a href="https://www.youtube.com/watch?v=6rXF8_DvH-A">https://www.youtube.com/watch?v=6rXF8_DvH-A</a></p>	3/11/2019 10:17 PM
171	<p>Please do not put pave the Trolley Trail or add any gravel or other material. The Trolley Trail is best as it is--grass and nature.</p>	3/11/2019 10:13 PM
172	<p>The trolley trail represents a potential significant price tag in tax dollars and am interested in the government's analysis or return on investment. I understand there are a vocal minority that espouse the need for this trail, but remain unconvinced that a dedicated trail would be more beneficial than additional connections to the capital crescent at strategic points. When factoring in the cost of the trail, please also analyze the cost for leveling, drainage, enhanced privacy for those directly along the trolley trail.</p>	3/11/2019 9:54 PM
173	<p>Prefer to keep it GRASS. Improve drainage and plant grass again. If not that, leave as is.</p>	3/11/2019 8:59 PM
174	<p>I'd like to keep the trail as natural as possible. No pavement. The trail does need some work, but I'd like to keep it for pedestrian traffic and not bike traffic. We already have the Capital Crescent trail that runs parallel to this trail. Thanks!</p>	3/11/2019 6:34 PM
175	<p>Our family's main concern with the trail is that the bridge over Arizona Avenue is made accessible from both side of the street. Currently, one can only access it on the west side of Arizona. Arizona is a very busy intersection with a lot of commuters. It is not safe to cross for children. A pedestrian bridge that is accessible from both sides of Arizona would be a huge safety help. Arizona cuts one side of the Palisades off from the other... building an east side access point also helps to connect the two sides of our neighborhood. In addition, the trail should be properly maintained with better drainage included (it becomes quite muddy and rough after it rains). Thank you.</p>	3/11/2019 4:00 PM



## Palisades Trolley Trail and Foundry Trestle Community Survey

176	I urge you to keep the palisades trolley trail GREEN. It's a valuable connection to nature for our children, residents and others to enjoy. I have been using it for 35 years, and creating a paved path and or any type of gravel would negatively impact this green space that has remained a nice respite from the rest of the city.... Please keep it GREEN!	3/11/2019 2:44 PM
177	Please do NOT pave or use anything but a completely permeable surface, preferably just soil, on this trail. Please don't let the overly fast, scary bicyclists ruin this for walkers with their dogs, children, and human friends.	3/11/2019 2:29 PM
178	Restore the bridges and provide direct and safe access to the Crescent Trail via the Palisades Park/Arizona Bridge Access Points.	3/11/2019 1:57 PM
179	Canal Rd by Georgetown Univ is very unfriendly to cyclists and somewhat dangerous. The sidewalk is too narrow. An alternative would be welcome.	3/11/2019 1:55 PM
180	I am opposed to any paved or artificial surface on the Trail.	3/11/2019 1:09 PM
181	We've lived above the trolley trail for 25 years. The trolley trail, the canal towpath and the Capital Crescent (CC) trail have very different surfaces, users and purposes: one cannot walk (or allow children riding kiddie bikes) on the CC as it is hard-paved and used by speeding bikers. The towpath is fully multi-use due to the natural surface. The trolley trail is too soggy much of the time to be used for other than walking in waterproof shoes. In order to ensure full use of the trolley trail by all ages and for all purposes, any improvements must specify a natural, non-impervious surface such as gravel (with wooden boards over soggy sections). An impervious surface (such as asphalt or concrete) would result in additional run-off into the Potomac and (due to speeding bikers) discourage full use of the path by walkers, dog-walkers, strollers, casual bikers and kiddie bikes.	3/11/2019 1:04 PM
182	The trail should remain as it is. It shouldn't be paved. It's currently lovely and a great respite for all from the hustle and bustle. As regards trails over or through the lower section of Glover-Archibold, homeless people reside there and therefore I don't/wouldn't use the path.	3/11/2019 12:13 PM
183	I want the trolley path green and wild. There are too few areas in the city that are natural allowing families and children opportunities to enjoy nature. We have a beautiful paved trail that provides excellent access to Georgetown .. the capital crescent. Our tax dollars should be used to enhance existing capital crescent trails.	3/11/2019 12:00 PM
184	I DO NOT want to see a PAVED trail with BICYCLES SPEEDING on it. It is a beautiful place to WALK. The canal path and Crescent Trail is HAZZARDOUS for pedestrians.	3/11/2019 11:58 AM
185	Keep the trail green! no artificial pavement or gravel	3/11/2019 11:38 AM
186	Please pave the trolly trail. It gets very muddy	3/11/2019 11:34 AM
187	But not for bicyclists! They already have the Capital Crescent Trail. Leave the Trolley Path and related areas for pedestrians.	3/11/2019 11:32 AM
188	Keep it green but maintained - no waist high overgrowth in the summer.	3/11/2019 11:31 AM
189	I feel strongly about keeping The Trolley Trail as a GRASS SURFACE and not having paving or gravel or any other surface put there. We do not need more artificial terrain and this is a natural treasure of the Palisades!	3/11/2019 11:12 AM
190	The bridge rehab is critical to reopening the Glover Archbold Trail and access for walking/running on that section.	3/11/2019 10:57 AM
191	I feel very strongly that the trolly path is NOT paved over and does not become a hub for bicycles. I think it makes way more sense to increase access for bikes to the capital crescent trail, which is so close. Adding the light between Reservoir and Canal is a huge improvement on this front and I think it makes sense to keep that trail for bikes and this one for people on foot.	3/11/2019 10:03 AM
192	Where I reside, I can use the Crescent Trail, the Tow Path, and the sidewalk on MacArthur Boulevard to reach Georgetown and beyond. In what universe do I need the city to spend taxpayer dollars to construct an essentially duplicate fourth option??	3/11/2019 9:30 AM
193	Please build the trail in the most complete & direct form possible.	3/10/2019 11:24 PM
194	I would like the trail to be upgraded for walking -and avoid speeding bikers. I am a biker myself, and for that I use the Crescent Trail.	3/10/2019 11:11 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

195	For years, Palisades residents have expressed desire for a safe and direct cycling connection to the Capital Crescent Trail. While such a connection would be a considerable engineering project requiring the construction of a bridge, making the Trolley Trail a cycling thoroughway would require the rehabilitation of one bridge and the construction of three more. Accessing the Capital Crescent would be a one-bridge solution, while accessing Georgetown via the Foundry Trestle would require a four-bridge solution. Yet it appears that only the four-bridge solution is being studied. Please consider and study the creation of one or more connections from the Palisades neighborhood to the Capital Crescent Trail.	3/10/2019 7:55 PM
196	Please build a trail that everyone can use.	3/10/2019 2:48 PM
197	There is much debate on keeping the trail green or making it multi-use (wheel accessible). As a compromise, I suggest providing paved access to capital crescent trail at Arizona and at Canal, where it meets MacArthur (essentially the idea with the trestle bridge I presume). When I bike into Georgetown the choices are taking the sidewalk all the way in or taking it partially down to where the trail connects, or using Canal Road. Canal Rd is too dangerous and too congestive (this is a whole other set of issues) and the sidewalk is too narrow for both walkers and bikers making it also dangerous (btw that sidewalk needs repairs). It's best to use the trail but to go down the hill on a bike using the sidewalk is just as dangerous due to the blindspot and narrowness of the sidewalk (and if a bike is going down the hill next to the telephone pole while a walker is there, it's awful), hence the bridge that goes down and connects to the trail is a fabulous option to connect our neighborhood to the trail for recreation as well as a commute into Gtown. Having the two paved access areas can connect bikers to either side depending on where one needs to enter or exit. While MacArthur is not ideal for bikers to bike in-between, at least the highway is a double lane making it slightly better. However, the best option would be to build a bike lane. Providing bike access in/and out of our neighborhood to commute and recreate on the rail is a good compromise for bikers (I am one). This leaves the trolley trail as a maintained dirt trail for walkers not wanting bikers, dog walkers and runners (I am one).	3/10/2019 1:38 PM
198	Please create a multi use trail. This area is tough to bike without a protected area to do so.	3/10/2019 11:52 AM
199	PLease, please, please make this a paved, multiuse trail! There is no metro station here, and loads of road traffic. Bicycling to Georgetown and beyond is impossible as the trail is not passable and the roads are dangerous. this would be a huge benefit for the community - and would reduce traffic congestion! YES, Yes, yes!!!	3/10/2019 11:16 AM
200	This rail right of way should be converted to a bike/pedestrian trail ASAP. The local wealthy 20017 residents should not continue to have is preserved for an extension to their backyards,. Shame on them.	3/10/2019 10:16 AM
201	It can be very muddy and therefore difficult to use. It would be nice if it were improved with either a more natural surface, or something bike friendly. Maybe there could be a special bike lane? This would be a great option as currently access onto the crescent trail and the canal is extremely difficult. The paths are very vertical, full of roots, improperly sized steps, rocks, and steep inclines. I tried to take my daughter for a walk in her stroller once and had to give up as it was too dangerous to carry it at the Arizona access point. The stroller also does not work on the current trolley trail surface. So I guess I have two points: (1) if would be fabulous if the trolley trail were improved. It doesn't have to be an asphalt or such surface, but just so it is a harder surface that isn't almost swampy. And (2) access to the crescent trail needs to be improved. My husband and I live on Fulton a few blocks from these trails. It is one of the main reasons we moved to the neighborhood last year, but when we first started going on family walks we were really shocked at how terrible access to crescent was and conditions on trolley trail were. I grew up in Bethesda a couple blocks off of the crescent trail. Although yes, I agree that bicycles can go very fast on the trail, I also think it is the reality of a shared space. I think being educated and enforcing proper etiquette and usage rules on any trail is an effective way of supporting users safety. It is important to support physical activity in this city and neighborhood, and I think improving conditions and access to trails is a winner for all! For those wanting a much a natural experience, we have battery Kimble Park!	3/10/2019 9:02 AM
202	I hate walking the dog in mud. I would love to see an improved trail that will alleviate the mud and drainage issues. I am very much in favor of improvements that will look natural, like a crushed stone/ gravel type path. It's great that DGS is mowing it. That has been awesome!!!! I think it's definitely a project waiting to happen. It will be such an asset to the community. Right now, it is hardly used!	3/10/2019 12:58 AM
203	I want the trail improved/paved so that I can travel throughout the Palisades.	3/9/2019 10:44 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

204	I would like a trail surface amenable mainly to pedestrian use, and not a duplicate of the situation on the Crescent Trail. The Crescent Trail is dominated by speeding cyclists and is of little use and downright dangerous to walkers and children.	3/9/2019 9:55 PM
205	I don't think a paved trail would improve the neighborhood.	3/9/2019 8:48 PM
206	This proposal seems utterly redundant, what with the capital Crescent Trail and the C&O canal trail so close by. Resources should be invested in increasing access to the existing trails, and demolishing the trestle.	3/9/2019 7:24 PM
207	Rehabilitation of the bridge would be a tremendous asset to both Georgetown and the local neighborhood. We support it so much we would be willing to contribute \$10,000 to help make the rehabilitation happen.	3/9/2019 6:49 PM
208	I would use the Trestle Bridge a lot more often than the Palisades section of the trail (which is more for recreation in my case)	3/9/2019 6:21 PM
209	I am not in favor of seeing the Trolley Trail have any sort of paving or crushed stone surface. I am in favor of a connection from Arizona to the Capital Crescent Trail and also in favor of a sidewalk across Arizona to connect Sherier.	3/9/2019 5:36 PM
210	I support modest improvements to the trail to assist with drainage but strongly oppose paving it. We need to retain what little green space we have left in the Palisades, not cover it in asphalt! We also do not need bike commuters from MD speeding through the neighborhood, especially when there is already one paved bike path that is mere blocks from the trolley trail!	3/9/2019 5:18 PM
211	A great way to increase safety for bikers and walkers all year round, regardless of weather. MacArthur is dangerous for bikers and walkers, especially children.	3/9/2019 5:13 PM
212	I would love to have easier access to the bike/walking trail from the Palisades. It's dangerous to get to Fletchers crossing Canal Rd.	3/9/2019 4:57 PM
213	I would abandon my love of using the trolley trail if it were paved. The paved Capital Crescent Trail has been taken over by speeding, reckless cyclists, and is intolerable.	3/9/2019 4:46 PM
214	This would be a great project. I'd suggest parallel trails (or at least bike lanes) to address concerns for the safety of pedestrians.	3/9/2019 4:36 PM
215	strongly in favoring of paving this trail. It is unusable now for anything besides dog walking because it is soft and gets muddy. This would be a huge improvement to the neighborhood.	3/9/2019 3:59 PM
216	There is an existing bike path where walking is almost dangerous at times. I prefer natural path versus the pavement	3/9/2019 3:50 PM
217	I am an avid biker and a daily bike to work commuter, but I'd still like to see area left for pedestrian use only. The Capital Crescent is more than sufficient, and if you're already on a bike, it's certainly no challenge to ride a few extra blocks to an access point.	3/9/2019 3:47 PM
218	Please make bike commute possible on trail- I would stop driving car- CCT is completely inaccessible for bikes from neighborhood, and other streets way too dangerous for biking during the week	3/9/2019 3:41 PM
219	The trail should support bikes and walkers. Bike commuting would increase and improve the environment	3/9/2019 3:30 PM
220	Given the amount of traffic, green commute options are key to our community. I support the paved trail that I can use to bike to work, saving time, money and the planet.	3/9/2019 2:18 PM
221	1-I consider this project both prohibitively expensive and redundant, with the Capital Crescent Trail and Towpath providing biking and walking along similar routes. I would suggest spending less money to improve access to those existing trails. I think DC has many more pressing needs that should get higher priority, such as affordable housing and education. 2-If the trail project goes forward, I strongly recommend a crushed gravel surface - not a paved asphalt service. Bikes and pedestrians together cause safety hazards on the Capital Crescent Trail. Since bicycles already dominate that trail, any new Trolley Trail should be pedestrian-friendly.	3/9/2019 2:07 PM
222	This bridge is a once in our lifetime opportunity to save an historic treasure, and rehabilitate an overgrown area into a very nice addition to our neighborhood.	3/9/2019 2:05 PM
223	I would like to see better bike/hike access to the trolley trail and to the C&O from Arizona and elsewhere. I would like to see the trolley trail maintained, better signed, wider and less overgrown. There is too much NIMBY here in opposition to trail improvements. We need them. Thanks.	3/9/2019 1:49 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

224	Green spaces are very important for drainage and a healthy, balanced environment for local residents. The natural nature of the trail is worth protecting, both as an area to enjoy on foot as well as an environmental balance to all the pavement we already have in the community. Perhaps some minor drainage enhancements would be valuable but it is my opinion that undertaking a multimillion dollar trail project would be a particularly bad idea for the residents of the Palisades Community.	3/9/2019 1:33 PM
225	I love the trail as is. If we could just stay on top of mowing it, that would be perfect.	3/9/2019 1:15 PM
226	The trail is an escape from the city. Please leave it alone, do not pave it but leave it as a rural style walk.	3/9/2019 1:08 PM
227	I believe the old DCT right-of-way is appropriate for walking/dog-walking but do not feel any resources should be applied for improvements. There are already sufficient options for recreational and commuting bicycle users.	3/9/2019 1:04 PM
228	Very supportive of the effort. I would like to see it support walking and some level of biking supported.	3/9/2019 12:46 PM
229	I live in Foxhall Village and restoring the bridge by itself would be a wonderful improvement for the Foxhall area. Right now, in order to travel east into Georgetown, you either have to take Reservoir Road or the narrow and dangerous sidewalk on Canal Road. Fixing the trestle bridge would create an on-grade pedestrian access from the intersection of 44th St. Foxhall Road and MacArthur Blvd into Georgetown's campus and then on to Prospect Street. The intersection of 44th Foxhall and MacArthur is a pedestrian nightmare. That needs to become a proper four way stop. Finally you absolutely need to re-open the NPS trail through Glover Archbold Park under the trestle bridge ASAP. Right now, that trail is useless. This is going to be a multi-year project, so need to plan on putting in scaffolding and supports for bridge in asap so that we can start using the NPS trail again.	3/9/2019 12:29 PM
230	In the interest of keeping the trail the amazing spot that it is, I oppose paving it. It's a hidden gem and one of the reasons I continue to live in the community — access should definitely be expanded and shared with others, however that should not include biking. As a cyclist who commutes to downtown DC daily, I use capital crescent or the canal. It is easy, accessible and well maintained. With increasing use of electric scooters and bikes, a paved trail hazards aggressive useage and the problems that those bring. Keep it as a walking or running trail — it's a planning decision that promotes community rather than only transit / mobility. If the problem is a lack rideable roadways from palisades to Georgetown put in bike lanes, make the roads safer for us cyclists. The infrastructure is already there (lighting etc).	3/9/2019 12:03 PM
231	KEEP IT NATURAL! NO NEW CAPITAL CRESCENT SUPERHIGHWAY!	3/9/2019 12:00 PM
232	I just answered this survey (and didn't change my answers on #1-8). However, after reading the comments of residents who actually use the trail, I'm inclined to believe this should be a pedestrian and NOT a biking trail. Thanks! I like the idea of preserving the trestle bridge because of its historic value. (I live in Burleith on 39th Street.)	3/9/2019 11:57 AM
233	It is very important to me and my neighbors that the Trolley Trail be kept natural. We do not want it resurfaced. We are also very concerned that the city has not been transparent about the process. The Palisades already has many roads, paved paths, and gravel paths. What is an "endangered species" in our neighborhood are natural paths. Natural paths matter because sometimes we all like the choice of being closer to nature. For Key School children in particular, it's important for them to have a place to walk and explore safely, without having to constantly look over their shoulders to avoid getting hit by cycling commuters. In fact, that connection to nature is the distinguishing characteristic of the Palisades—it's why so many of us chose to live in the Palisades and not, say, Bethesda. If we protect the natural path, everyone will still be able to get where they want to go because there are plenty of paved, and gravel options in the neighborhood. Importantly, if we protect the natural path, our neighborhood will be enriched with an additional choice: we'll have the chance to walk with our children, and dogs, and friends that's connected to nature. Please support our community's desire to keep the Trolley trail path natural. Finally, I am concerned that this survey appears biased in favor of resurfacing the trail. It does not ask the question, "Would you prefer the Trolley Trail be a) Natural; b) Gravel; c) Paved?"	3/9/2019 11:55 AM
234	I live in Burleith on 39th Street (north of T) so don't currently use the trail (mostly because I didn't know about it), but would definitely bike on it when it's finished.	3/9/2019 11:51 AM
235	I am not in favor of seeing the Trolley Trail have any sort of paving or crushed stone surface. I am in favor of a connection from Arizona to the Capital Crescent Trail and also in favor of a sidewalk across Arizona to connect Sherier.	3/9/2019 11:35 AM

## Palisades Trolley Trail and Foundry Trestle Community Survey

236	It is critical that the Palisades Trolley Trail NOT be paved. Bikers who want to get to Georgetown quickly can use the CCT, and the PTT should aim to give walkers, dogs, and slower moving traffic (kids on mountain bikes) a safe place to connect to Georgetown Improving access to the CCT from the Palisades area and the PTT would make it easy for people to choose the best route, according to their speed and mode of transport. Also, the trail should stay natural--concrete only undermines that feel.	3/9/2019 11:28 AM
237	Bicyclists have plenty of options already. This should be unpaved and pedestrian-only. Bicycles are hazardous to pedestrians.	3/9/2019 11:24 AM
238	I do not favor more concrete over pleasant walkways. I have to go OUT OF MY WAY now to walk on dirt and grass because too much of the city is concrete already. If bicyclers started riding on our pleasant nature walkways, I would knock them over and stop them from proceeding. the whole world should not be a highway. "they paved paradise and put up a parking lot." I love to bicycle and have spent years of my life on bikes. but enough is enough. - steve hansch	3/9/2019 11:24 AM
239	The Capital Crescent Trail is adequate for me for biking and I never find that bikers and walkers mix all that well, particularly when bikers are looking for a commuter route and are not using an area for just leisure. Is there some wrong with natural areas being left natural, for God's sake?	3/9/2019 10:42 AM
240	I support preserving and maintaining the trail as green open space -- a wild and scenic area for pedestrian use and other slow moving traffic. I oppose a formal bike route on the trail because of the safety hazard from fast moving bikers and the resulting loss of a calm natural setting in the city....	3/9/2019 9:48 AM
241	I frequently use the Crescent Trail for dog-walking and biking (errands and fitness). Rehabilitation of the Trolley Trail and Trestle is exciting news as it offers even more opportunities to leave my car in the driveway! This is great news! I follow the 'rules of the road' as a pedestrian and biker in all cases, and have never had any issue with the mixed use trails in my 16 years living in Palisades. Best Wishes and Thank you!	3/9/2019 8:33 AM
242	I believe it is very important to keep the Trolley Trail as a natural walking trail . . . no paving and no bikes.	3/9/2019 8:30 AM
243	Would be wonderful to have a trail for runners like myself. It would provide a nice route into Georgetown and a loop route combined with Capital Crescent. Additionally it would make for a more aesthetically sightly Palisades neighborhood.	3/9/2019 7:24 AM
244	This duplicates multiple other trails. The CCT. The C&O. MacArthur Blvd. It just simply is not needed regarded how much a few people are being silly over it. Everything this trail would do - is currently done by other trails - or could for instance by improving cycling along macarthur blvd in that area	3/9/2019 3:43 AM
245	Family, friends, and I frequently use MacArthur Blvd to bike from Georgetown to Great Falls but we would feel much safer using a paved trail instead. The C&O Canal is often flooded / muddy / slow. Please build a trail in this space. Robb Dooling 1160 1st St NE Washington DC 20002	3/9/2019 1:36 AM
246	I strongly support the construction of a shared-use path trail using the full-length of the Trolley right of way, and possibly including connections to other community amenities using on-street bike facilities. I am a mobility-challenged person with a special bike & I need trails and multi-modal facilities. I live in Ward 5 and I can't visit the Palisades because it's secluded from safe non-car travel routes. I also was raised in a community in which I benefited from a 40-mile Rail-Trail. I know how much un-tapped value is in these old rail rights of way. I know that reconstruction of a trail can also incude up-to-date, best practices ecosystem revitalization. No doubt building this trail could improve the existing drainage problems.	3/9/2019 12:47 AM
247	I worry about the increased traffic in the area.	3/9/2019 12:31 AM
248	I'm against paving the trail. I prefer better access points to the canal - not a new paved section	3/9/2019 12:06 AM
249	Do not have pave the trail. I like it natural like it is.	3/9/2019 12:01 AM
250	Please consider small gravel to avoid mud, but NOT paving it. It feels beautiful and rustic and "country " in the city	3/8/2019 11:56 PM
251	I would love this trail to be working, but as a bicyclist I do not need it paved. I want it to continue to be leisurely and safe and feel more as a backyard alley than an extension of the capital crescent trail.	3/8/2019 11:30 PM



## Palisades Trolley Trail and Foundry Trestle Community Survey

252	The trail is currently unusable for anyone other than agile walkers, and very muddy in winter. Paving of the trail and repair/replacement of bridges would dramatically encourage more use, promote healthier lifestyles and would reduce car use in the area.	3/8/2019 9:35 PM
253	This survey does not properly survey interest in a trolley trail running through the Palisades neighborhood. It conflates rebuilding the Trestle Bridge with construction of a full trail running the length of the Palisades. These are two separate items and support of restoring the bridge does not indicate support to the trail. The survey is incomplete and misleading in terms of assessing the true interest of Palisades residents.	3/8/2019 9:24 PM
254	I do not want it to become a bike path because i walk on the trail with young kids.	3/8/2019 8:48 PM
255	I'm a supporter of the trail project and hope that it gets approved and built.	3/8/2019 8:31 PM
256	Commuters would park on Sherier to use the bike trail for commuting. We don't need another high speed bike trail.	3/8/2019 5:41 PM
257	YES PLEASE improve the surface / functionality of the Palisades Trolley Trail. It is a MESS back there - always wet and muddy, doesn't drain, uneven/unsafe surfaces in some spots. It's currently unusable for scooters, skateboards, strollers, trikes.	3/8/2019 5:03 PM
258	The roads in the part of the Palisades are congested and dangerous. The Trolley Trail could provide a safe and accessible way to connect us to the rest of the city, especially via biking.	3/8/2019 4:18 PM
259	Converting this to a bike path would eliminate the ability to use it for walking with children or just being alone with nature. Bikers to not share well. They think they have a right to go as fast as they want and other user should not get in their way. I would also need to know who is going to clean up from the biker. We have enough bike trails between the Palisades and G'town. We need to preserve some quiet walking areas.	3/8/2019 3:57 PM
260	I would like to see the trail paved or lined with gravel. Mud is a major deterrent and effects its usability.	3/8/2019 3:38 PM
261	I am excited at the prospect of DC making the trolley trail usable in all weather conditions. At Sherier Place, it is unusable for a couple of days every time it rains since the drainage is so poor.	3/8/2019 3:07 PM
262	I do not think the trail should be paved under any circumstance.	3/8/2019 2:25 PM
263	there is no such thing as a multi-use trail: bikes trump children and dogs and elderly people. bikes already have the Crescent Trail (where it is dangerous for children and dogs and elderly people to walk	3/8/2019 2:06 PM
264	I live east of Rock Creek, in 16th St Heights. Currently I avoid—indeed, don't really even think about—riding a bike in the western parts of the District because it isn't safe to do so. It is critical to combating climate change that we make it possible for District residents and visitors both to get around and to get exercise without needing to use a car, and it's critical to doing so that we take every available opportunity to create a network of protected, and where possible off-street, places to ride a bike. Therefore, even though I don't live particularly close to this project, I support it as a bike rider and as a District resident.	3/8/2019 1:41 PM
265	I think it's a mistake to provide Paved access into the Palidades neighborhood- too close to homes-bikers and rollerbladers will race by/ noisy and dangerous in this hood. We have close by crescent trail fur biking access. Please don't pave!	3/8/2019 1:03 PM
266	Please pave it and make it usable for me and my kids on bikes.	3/8/2019 1:02 PM
267	I didn't know about the trail until very recently but am eager to explore it as a means to travel within the Palisades; I actively use both the C&O and Capital Crescent Trail on an almost daily basis and would welcome the rehabilitation of the Trolley Trail in some capacity (paved, maintained but rustic, etc)	3/8/2019 12:42 PM
268	Grooming, draining but not paving is my hope before it is taken over by racing bikes and making it impossible for walkers	3/8/2019 12:29 PM
269	A strong connection, cross-city with Rock Creek Park toward the north end of the trail would be really, really helpful. Currently, crossing the city from E-W pretty much anywhere is a nightmare of traffic, zigzagging, and poor roads. Let's connect all the N-S trails with safe, car-free E-W trails at multiple points throughout the district so people can truly commute and recreate safely.	3/8/2019 12:22 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

270	I am always disappointed by how close we are to Georgetown but lacking safe pedestrian access in many ways. I have a young child (1 year old) and would love to be able to take him in a stroller, but it becomes quite a lengthy walk, as it does not feel safe to walk along Canal Road with the speed of cars going by. We are raising him in the city for access to walkable communities. We recently moved to the Palisades from the U St/CoHi area because we could not afford a full home there. It is so sad that to afford a home you need to lose such walkability, and this feels like a no-brainer option to address it.	3/8/2019 12:15 PM
271	If this trail were completed, including restoring bridges, it would be a wonderful recreational and commuter bike trail, complementing the present Capital Crescent Trail.	3/8/2019 12:14 PM
272	I'd like a designated trail for use without fear of being hit by a cycle.	3/8/2019 12:13 PM
273	I support the trail. I also support repairing the bridge. It needs to be used, otherwise it will be misused (creepy people throw debris about, etc.) and that is a security issue for those of us who like to be outside and/or care about reducing car traffic and pollution.	3/8/2019 12:13 PM
274	I am concerned about the trail becoming like the Capital Crescent Trail, which is unsafe for pedestrians and children. The Trolley Trail needs to be kept safe for children! (i.e. no crazy, speeding cyclists!)	3/8/2019 11:26 AM
275	Paving this trail is great idea, 100% support. Its currently very dangerous to get to bike from Palisades to canal trail - children cannot carry bikes down the paths that exist, and must cross very busy roads/intersections to get to Georgetown.	3/8/2019 11:25 AM
276	Improve our pedestrian connectivity to the crescent trail, don't invent yet another trail to maintain, focus on the already present crescent trail and give us access to it as that would better connect us to Georgetown's ommercial district.	3/8/2019 11:08 AM
277	My greatest concern is in regards to traffic and abusive parking of cars for people that would seek to avoid the congestion on Georgetown's shopping strip and the invasion of such pedestrian traffic in this residential neigbrihood. This project has no nature protection provisions and the benefits to actual residents are highly doubtful. The safety and tranquility of our residential neighborhood is not being served here nor is this promoted by nature preservation incentives. Households directly impacted by this must be engaged in discussions and there r concerns heard. This is an overly ambitious and uncalled for use of public funds.	3/8/2019 11:00 AM
278	This is a complete waste of time. There are already two bike/jogging trails running parallel to this proposed trail. This trail would do nothing other than turn my street into a parking lot for people trying to access Georgetown and would take away a large amount of green space that all of the neighborhood kids play in. This seems like a selfish play by a select group of people that are using "access to Georgetown" as a means for yet another bike trail that will only harm neighboring properties.	3/8/2019 10:51 AM
279	It would be a wonderful addition and while there maybe objections from those living directly along the trail I feel they are selfishly trying to keep the wonderful facility for their use only. I have my fingers crossed for this project.	3/8/2019 10:49 AM
280	Having a contiguous, well flowing route is critical to the success of revamped trail. The Foundry Trestle, a bridge over Clark PI NW, and ensuring other crossings that are at grade prioritize pedestrians / cyclists are essential. Additional bikeshare stations along the trail are also needed.	3/8/2019 10:45 AM
281	Concerns about the safety of the trail, houses on the trail already experienced break ins, night time lighting of the trail would destroy this natural oasis and the tranquility of the place with traffic noise. Concerns about further fencing, poor long term maintainece of trail with water erosion would drive costs invariably high while we already have the trail on the C & O Canal. Why not improve pedestrian connectivity from the Foundry bridge, over the Foxhall/Macarthur intersection and down over to the C & O Canal where that infrastructure is already maintained, connecting pedestrians to a nature park away from the car pollution on Canal street. Connect the saving of the bridge to the pedestrian benefits of easy access to the C & O Canal and do not duplicate maintenance costs.	3/8/2019 10:43 AM
282	Incorporating the bridge in the project solves grade issues that wouldn't otherwise be easily solved, and provides better access to GU, Georgetown, and Burleith. Dumping the trail out at the corner of MacArthur and Foxhall won't make the east-end connections that would make the trail both well used and useful.	3/8/2019 10:41 AM

## Palisades Trolley Trail and Foundry Trestle Community Survey

283	The dismantlement of the Foundry Bridge would also improve access to the Glover Park trail and work on improvement of that trail's water erosion is needed. I would support the renovation of the Foundry Bridge if there was clarity about a pedestrian pathway that would bypass the already very congested intersection where Macarthur and Foxhall meet. Offering designs and information on the potential benefits for that congested area may buttress interest in saving the bridge. We do support improved pedestrian connectivity to the C & O Canal pedestrian bike trail that is currently maintained, connecting infrastructure currently missing, but this support is unrelated to the discussion of yet another terraced bike trail with all the afferent infrastructure it requires. With regards to this envisioned additional connecting trail we hold major reservations with regards to safety, noise and light pollution and the impact on the preservation of the natural environment protected by these federal lands. We have received far too little support against the increased noise pollution caused by heavily increased airplane traffic and that compounds reservations about yet another source of increased noise and traffic and safety risks potentially impacting real estate value in this residential neighborhood.	3/8/2019 10:32 AM
284	I do not agree with the fact that we need another trail in our neighbourhood. We have the bike path down by the canal. I do not want a trail in front of my house. It will affect the security of the area, it will add noise to the area and it will lower the value of my home. We already have enough people walking dogs out the bag and making a mess. We also have issues with garbage. I really do not agree with this development and we need a thorough community consultation on the project and process, not just a survey. Please let us know when you will be meeting with affected communities.	3/8/2019 10:24 AM
285	I have seen the concern expressed by residents who live along Potomac Ave and Galena Place - that they do not want this trail build 'in front of their homes.' The fact is - the land 'in front of their homes' is not their land. To suggest that the trail be picked up along lower Clark Place is not only selfish of those residents - it's literally unsafe and unfeasible. The 'feasible' option is for the trail to continue along these streets and have a pedestrian bridge built over lower Clark Place. Clark Place is a very small access street to Canal Road. It has a blind curve. It's used for Emergency vehicles. It's in a school zone. To dedicate part of this trail to go along Clark is a selfish idea posed by property owners to avoid 'ruining their view.' Of the trail was to continue into Georgetown - it needs to stay along the extended trolley trail with a pedestrian bridge over Clark Place. That's the safest/most feasible option for pedestrians and all who access this area.	3/8/2019 10:23 AM
286	I prefer leaving the area in its natural state.	3/8/2019 10:14 AM
287	I live in Georgetown and bike regularly. My family and I would use this trail a lot. To access the Crescent Trail and C&O Canal Trails, we have to bike up and down very hilly roads with cars (sometimes with my kids). There's a tunnel I can access under the C&O Canal, but my wife does not feel safe using it. The Palisades trolley trail would provide a flatter way to access the Crescent & C&O trails. And it would be a great way to access the great rec center in Palisades. And it would increase pedestrian/biker traffic to upper Georgetown, which could give upper Georgetown retail a little boost. And hopefully it can preserve a beautiful old trestle bridge and some history. I love everything about the proposed trail.	3/8/2019 9:59 AM
288	I would like there to be bridges over the gullies between Galena Place and the reservoir to make this part of the trail more accessible. Also, please do something about the mud. The trail is too muddy to use much of the year.	3/8/2019 9:29 AM
289	This would be a great idea. Current options for cycling to Georgetown are dangerous.	3/8/2019 9:26 AM
290	Could we add another ramp to the bridge over AZ Ave so it's accessible from both sides of that street? I am afraid of potential bicycle speeds and volumes on this trail. This would change its character, though I don't want to limit access. I'd strongly prefer a surface material that limits speeds	3/8/2019 8:06 AM
291	This is such a good thing for the neighborhood. I hope it can happen.	3/8/2019 7:19 AM
292	This is hugely important! this is a valuable resource in the neighborhood and a safe bicycle trail is an advantage to quality of life, child safety and enjoyment of the natural resources. Children can enjoy safe bicycle rides in the neighborhood and avoid busy street, adults can use it to commute to work on bike and all residents can enjoy it for recreation. Please prioritize making this trail safe for bicylists!	3/8/2019 4:26 AM
293	It will be an important mean of transportation for all commuters !	3/8/2019 3:20 AM
294	Brett - please stop this unsupported action. There are adequate alternatives in the c&o and capital crescent. The trolley trail is a beautiful asset to the neighborhood as it stands.	3/8/2019 12:55 AM



## Palisades Trolley Trail and Foundry Trestle Community Survey

295	Most of the opposition seems to come from people who live on the 5000 and 5100 blocks of Sherier or the 4900 block of Potomac Avenue. With no loss of utility the trail could be routed away from all of those people. From Chain Bridge Road to the rec center parking lot it could be routed along Sherier Place. From the Parking lot to Galena it could be routed on the existing trail to the tennis courts, behind the tennis courts and over the bridge. At Potomac Avenue it could be routed along Q Street to Clark Place. The people who are dead set against should be asked if they are against the whole thing, or just in their back yard.	3/8/2019 12:48 AM
296	Please make biking safer with this trail! I would bike if it were possible and not so dangerous because of the cars.	3/7/2019 11:56 PM
297	Please do NOT change the trail in anyway. This is a community treasure. It's lovely and wild and muddy and grassy. Leave it alone!	3/7/2019 11:55 PM
298	I want to recreate the trolley service on the trolley trail. I want to reduce car traffic along Macarthur BVD. I want to recreate a public transport system that does not clog up MacArthur. If we build a cable car line along the same track, we can avoid rebuilding the tressle bridge, or do both?	3/7/2019 11:54 PM
299	A hardpack but non-asphalt surface will send many of the speed demons to the CCT and Mac Blvd leaving a gentler, more kid/stroller-friendly neighborhood trail. An easy link to the CCT say near Palisades Rec would add lots of value in the same way AZ Ave benefits Canal Rd & Mac Blvd.	3/7/2019 11:31 PM
300	I commute daily from Bethesda to Georgetown University by bike. Riding the Capital Crescent most of the way, I normally jump off at Norton and ride Mac to work. It would be great to be able to still get off at Norton and then ride down Potomac and get onto the trail at the far southern point of Potomac.	3/7/2019 11:30 PM
301	The Palisades Trolley Trail with a rehabilitated Foundry Trestle Bridge would be an important bicycle link for the Palisades to downtown. This would avoid sometimes dangerous maneuvers to get from MacArthur Blvd. to the Foxhall Rd. sidewalk to access the Capital Crescent Trail or using Reservoir Road to Georgetown, which is narrow and dangerous. This would be a huge step toward the District's Vision Zero goals.	3/7/2019 11:26 PM
302	This is a colossal waste of public resources when the CCT and Tow Path are located in the same immediate area.	3/7/2019 11:23 PM
303	I support the improvement of the trail to facilitate bicycle commuting. That said, I do not like the idea of lights and asphalt paving; the transformation of the trail into another paved thoroughfare would be a net loss for neighborhood quality of life.	3/7/2019 11:08 PM
304	The trail is needed to provide a safe alternative to MCargur blvd for kids and adults to ride their bikes	3/7/2019 10:52 PM
305	I think it's a wonderful opportunity for the neighborhood. I bike into work downtown regularly and the difficulty in accessing the Canal Path has always been a problem for me. It's dangerous for me to carry my bike up and down the rocky trail at Potomac Ave NW (to AZ ave bridge) and its CRAZY on MacArthur for a grown woman, let alone any neighborhood children. Very much in favor!	3/7/2019 10:30 PM
306	A paved trail would make it easier to visit and shop in the Palisades neighborhood, especially with children in tow.	3/7/2019 8:59 PM
307	I do no want a paved trail. Cyclists go 25 mi/hr and it is not safe for walkers and animals. Deer and other animals live there. Where will they go. How will you protect the houses along the trail. We favor more access to the capitol crescent trail but not ctraying a new paved trail	3/7/2019 8:41 PM
308	I do NOT want the trolley trail to be surfaced for bikes. The Crescent Trail has nonstop high speed bikes and goes straight to Gtown. It is now a place I cannot run, walk, or walk my dog because of the bikes that are commuting. Keep the trolley trail green and BIKE FREE except for slow moving kids on bikes. No lighting. DO fix the water and drainage problems.	3/7/2019 8:24 PM
309	Construction of a Palisades Trolley Trail should include aggressive removal of the many invasive plants infesting the property. Furthermore, careful thought needs to made about how to negotiate Battery Kemble Park and Maddox Branch. I favor using Ashby Street, NW and Reservoir Road or building a high bridge across the entire park.	3/7/2019 8:12 PM
310	TEST	3/7/2019 6:57 PM
311	I'd love a bike trail here! Great alternative to the CCT and it would be very very helpful to have a connection to the Water street bike lanes and add bike lanes to M St	3/7/2019 6:27 PM

## Palisades Trolley Trail and Foundry Trestle Community Survey

---

312	Concerned about pedestrian safety with bikes, bikers safety at Palisades Rec Center parking lot and drop off and most importantly crossing Chain Bridge Rd - way too dangerous for bikers and automobile drivers. A DC sanitation worker was killed when he fell off the truck backing up in intersection and way too many near misses with bikers, cars, utility trucks. Further, I am concerned about injuries at the Palisades Park, especially with toddlers, distracted parents, aged, and the sheer volume of visitors to the park and parking lot. Dangerous. Lastly, for dog walkers in the path, bikes could be disruptive, even with dogs on leashes, injuries, arguments, similar impact on nature walkers, aged. Pathway should be kept green, concentrate on improving greenway, drainage for all to enjoy nature, community. Concentrate a commuter bike pathway at the crescent trail for flow and protect everyone from liability, injuries, death.	3/7/2019 4:25 PM
-----	---	------------------

---