

Appendix 5b
December 2019

Palisades Trolley Trail & Foundry Trestle Bridge Feasibility Study

Public Meeting Summary Report: Public Meeting #2

Contract No.

DCKA-2017-T-0059

Category:

L – Bicycle and Pedestrian Studies, Planning & Design

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Palisades Trolley Trail and Foundry Trestle Bridge Feasibility Study

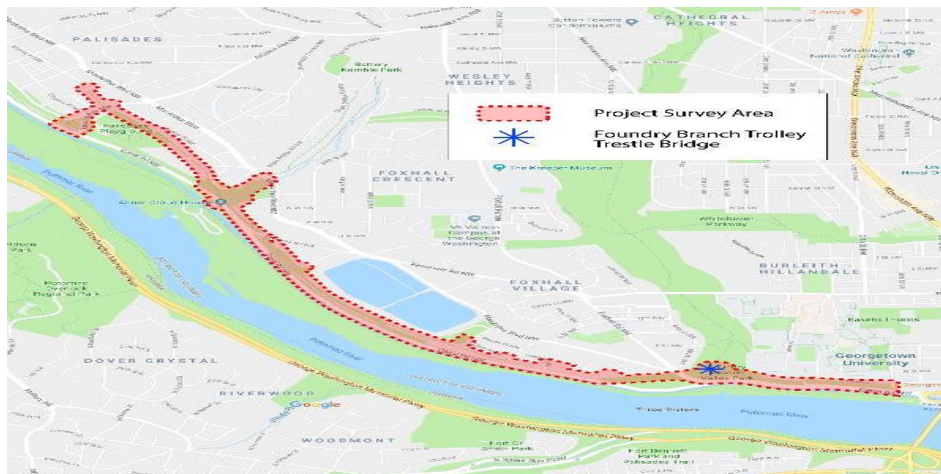
Public Meeting Summary Report: Public Meeting #2

1. Project Background:

The purpose of the Palisades Trolley Trail & Foundry Trestle Bridge 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.

As per the project schedule, the second public meeting occurred in July 2019. The Palisades Trolley Trail & Foundry Trestle Bridge feasibility study was scheduled to be a 10-month process that began in November 2018 and was set to end by August 2019. The project timeline was extended until December 2019 with the feasibility report being prepared for a November submission.

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?

2. Purpose of Public Meeting #2:

The purpose of the second public meeting was to inform and gather input from the public on the proposed project recommendations and obtain input regarding the following items:

- Key issues/challenges that would need to be addressed to move the project forward
- Share public input obtained from the first public meeting, on-line survey and on-line wikimap
- Trail Concepts, Trail Alignment Options and Trail Connections
- Foundry Trestle Bridge Rehabilitation Concepts
- New Bridge Options and Design Concepts
- Capital Crescent Trail Connections
- Informing the public on the Feasibility Study Process and Next Steps
- Identify potential environmental impacts of the project
- Identify urban design elements based on best practices in multi-use trail implementation

3. Public Meeting Location & Notifications:

The second Public Meeting was held on July 23, 2019 from 6:30 pm to 8:00 pm at St. John's Episcopal Church, Georgetown in Blake Hall 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 servs. Project Fact Sheets were also provided with the public meeting notifications to Wards 2 and Wards 3. A press release was distributed to stakeholders and posted to various community websites. The PM and the public engagement team attended ANC 3D's July meeting and invited stakeholders out to Public Meeting #2; and ANC 2E was provided information regarding the public meeting notification and project description, which was announced at the July meeting by Chair Murphy. Notifications were also sent to local stakeholders for distribution to the public.

3.1 Public Input Outreach Format & Comment Period:

The project team obtained input during the second public meeting and continued to receive comments after the second public meeting. The comments received post the public meeting through October 10, 2019 are documented in this report. The public provided comments through the website (<https://ddot.dc.gov/page/palisades-trolley-trail>), project email and through emails directly to the public engagement team and the DDOT Project Manager, Michael Alvino.

4. Public Meeting Format & Summary:



This report provides a synopsis of the July 23rd public meeting as well as community input obtained during and after the meeting. The second public meeting utilized a new format titled the “Information Station” process. This process allowed the consulting team and DDOT to facilitate focus group discussions at the Information Stations on preliminary findings and design ideas for the trail, including rehabilitation of the Foundry Trestle Bridge.

The Information Station format is summarized below in the meeting agenda highlighted below.

Palisades Trolley Trail and Foundry Trestle Bridge Feasibility Study Public Meeting #2: St. John’s Episcopal Church, Georgetown (Blake Hall)

Meeting Format (Information Station Format):

Time	Description
6:30-6:40	Meet and Greet/Welcome
6:40-6:45	Project Update & Orienting announcement
6:50-7:45	Info Station #1: Project Background & Public Input Summary Info Station #2: Trail Overview & Trail Alignments Info Station #3: Foundry Trestle Bridge Info Station #4: New Bridges & Trail Connections Info Station #5: Arizona Avenue Bridge Project & Next Steps for the Palisades Trolley Trail & Foundry Trestle Bridge Feasibility Study
7:45-8:00	Wrap Up/Next Steps

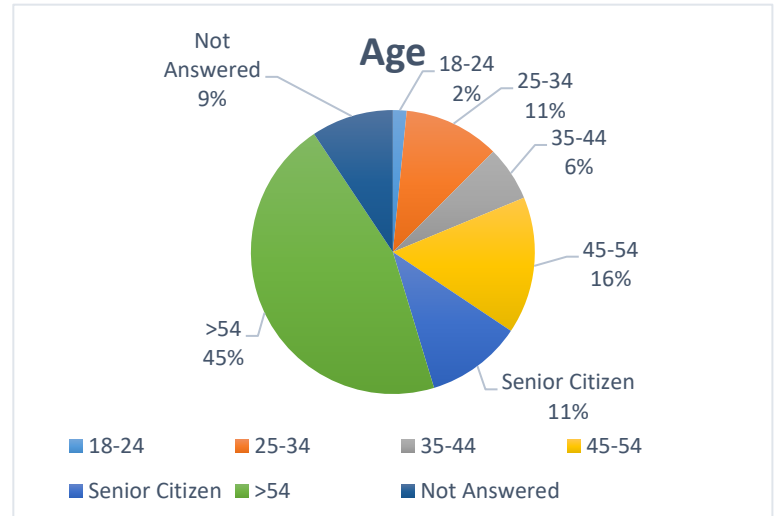
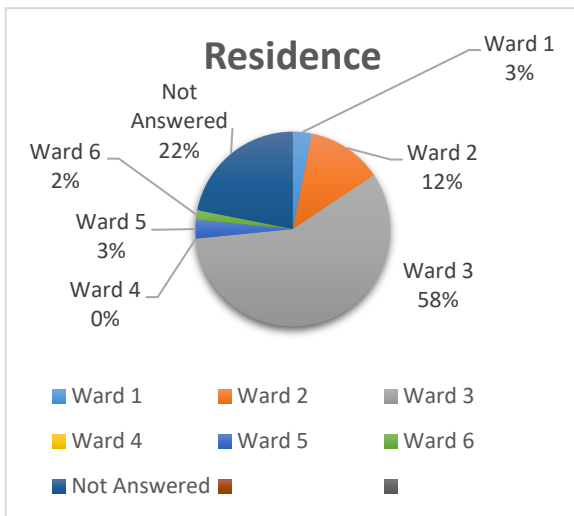
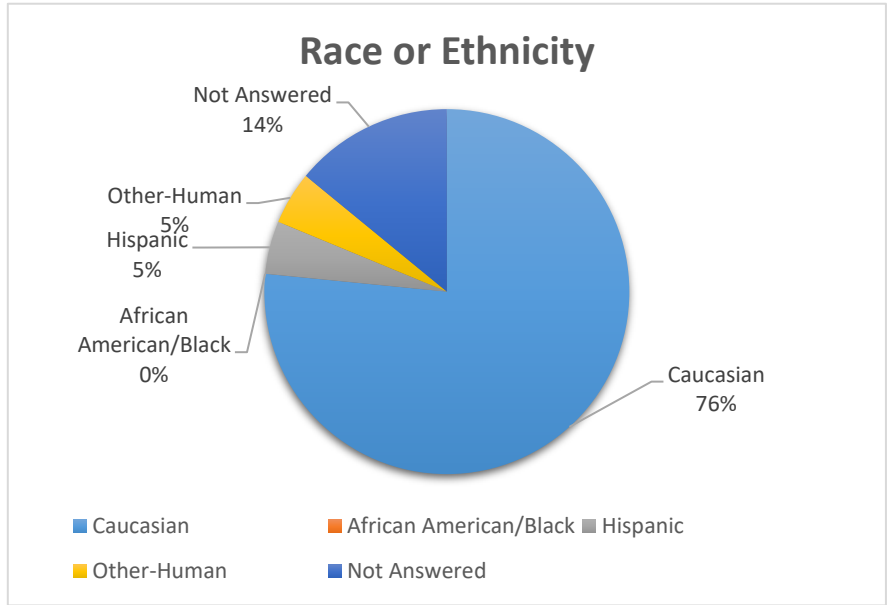
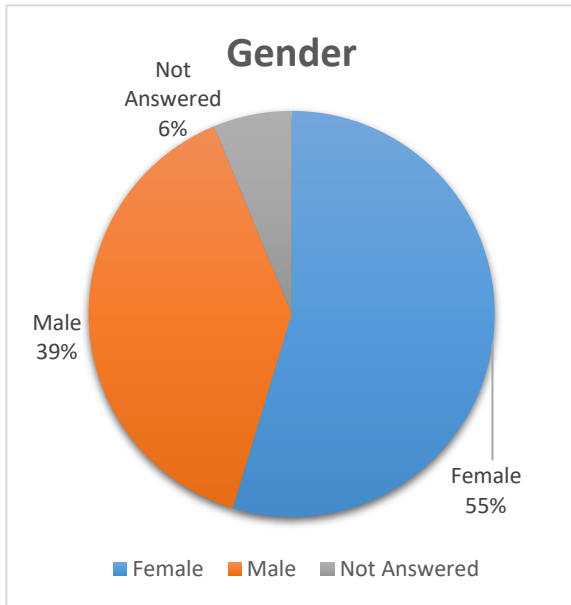
The Information Stations are noted below with a summary of the respective boards displayed at each corresponding station. More information regarding the data displayed in the boards is noted in Section 4.3 “Exhibits & Presentation.”

Station	Boards
Info Station #1	Project Study Overview Board; Historic Context Board; Public Outreach Board
Info Station #2	Potential Trail Alignment West of Foxhall Rd. Board; Trail Concepts Board; Trail Alignments Options East of Foxhall Rd Board; Table Maps displaying alignments.
Info Station #3	Foundry Trestle Bridge Condition Board; Foundry Trestle Bridge Rehabilitation Board; Table Map and Renderings.
Info Station #4	New Bridges Overview Board; New Bridges Design Options Board; Capital Crescent Trail Connection Board
Info Station #5	Palisades Trolley Trail Feasibility Study Process Flow Chart & Next Steps Board; Pedestrian Bridge and Connecting Trail over Arizona Avenue, NW Board

4.1. 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 78 total in attendance with 6 elected officials and the majority of the residents residing in Ward 3. Sixty-four people completed Title VI forms and participants provided comments at the Information Stations that are compiled in Section 3.4.1 titled “Public Comments Captured at the Information Stations”.

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



4.2 Information Station Meeting Process in Detail:

The project team provided a registration desk displaying project information and describing the process for the Information Station format. Participants received a verbal announcement welcoming everyone and describing the meeting format as noted on the handout received at the Sign In Desk. The brief announcement highlighted the following:

- Reiterate goals of the study, what triggered the feasibility study, where we are today and provide study timeline
- Describe the evening's activities for engagement and dialogue available at each of the station areas

Participants used **the Agenda handout (of station areas)** to orient themselves to the meeting format. Upon entering the meeting room, they visited **Information Station #1: Project Background & Public Input Summary** which also contained the Public Outreach Board summarizing public comments obtained since project inception and public input data collected through the on-line survey and wikimap.

Participants then had the chance to visit **Information Stations 2-4** where the key information topics were discussed in detail in 15 minute intervals; and then participants visited **Information Station #5** to obtain further understanding of the feasibility study process, DDOT's overall Trail Development Process and information on the Arizona Avenue Bridge Project. DDOT staff and project team members were at each Information Station providing project information. Michael Alvino, Project Manager, also floated to each of the stations.



At each of the stations, participants were part of the following activities:

Public review of the issues/recommendations/options and input needed as identified with the project team

- a. This process included a 5 minute discussion by the project team referencing Key Takeaways for each of the three key Information Stations
- b. A Key Takeaway Handout was available for participants as the project team discussed key elements. Additional data/concepts was presented at boards and maps at the Information Stations.
- c. A notetaker worked with the Project Team to capture the public's responses to the items
- d. Information Station presenters facilitated the discussion with one person leading, the other marking up the maps (as needed), taking notes and supporting the dialogue when appropriate. The Notetaker was there to assist in documentation of participants' preferred options and documenting overall thoughts regarding project concepts.

Each Information Station had the following materials and was supported with the items below:

- Large study area maps
- Boards
- Flip chart
- Summary sheet of Key Takeaways and questions for each table

4.3 Exhibits & Presentations:

Informational boards, including maps and displays were presented at the public meeting. DDOT's Project Manager, Michael Alvino floated during the meeting; and members of the project team were assigned to Information Stations to provide data, mini-presentations and obtain public input on options/recommendations presented. The following boards were presented at the Information Stations:

- **Project Study 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
- **Public Outreach:** This board provided a summary of public comments obtained during the beginning of the project. This board highlighted the three key formats used 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
- **Potential Trail Alignment:** This board provides information on a potential trail alignment west of Foxhall Rd
- **Trail Concepts:** This board provided information on proposed trail designs, estimated costs, impacts and risks
- **Trail Alignment Options East of Foxhall Road:** This board provided four trail alignment options East of Foxhall Rd while also noting risks/impacts for each of the options
- **Foundry Trestle Bridge Condition:** This board provides information on the Foundry Trestle bridge inspection process and details findings regarding the condition of the bridge
- **Foundry Trestle Bridge Rehabilitation:** This board provided information regarding rehabilitation options for the Foundry Trestle Bridge, risks/impacts for options and estimated cost range
- **New Bridges Overview:** This board provides information regarding proposed bridges along Clark Place, Reservoir Road, and Maddox Branch while also noting costs, risks and impacts
- **New Bridges Design Options:** This board provides information on various architectural design options for the new bridges
- **Capital Crescent Trail Connection:** This board provides information on the Capital Crescent Trail Connection, estimated costs, risks and needed amenities
- **Feasibility Study Process Flow Chart & Next Steps:** This board provided information regarding the steps involved in the feasibility study process and the overall DDOT Trail

Development Process. The board also noted upcoming dates for next steps, such as the Environmental Memorandum Report

- **Pedestrian Bridge and Connecting Trail over Arizona Avenue, NW:** This board was provided by the Arizona Avenue Bridge project team noting the project scope, schedule and key next steps as well as connections to the Palisades Trolley Trail project

4.4 Written Comments Received At Public Meeting:

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

- Public Comments captured at the Boards and tables within each Information Station-- (noted in Section 4.4.1)
- Several maps were presented and attendees were invited to write their comments on comment cards and sticky notes which were posted on the maps at Information Station #2: “Trail Connections” and Information Station #3: “Foundry Trestle Bridge” (noted in Section 4.4.1)
- Public Comments Received through Title VI data --(noted in Section 4.4.2)

4.4.1 Public Comments Captured at the Information Stations



Below is a summary of comments received by project team members at the Information Stations. These comments were captured at the stations via comment cards, note-taking and post-its placed on maps/renderings.

Comments Overview (Summary)

The sections below provide a brief overview of the comments heard at each of the main information stations during the public meeting.

Trail Overview

As at previous meetings, the attendees were mixed on support for formalizing the trail and opposition to changing it from its current state. A greater number of attendees do *not* want the path to be paved and prefer a “natural” aesthetic for the trail. Attendees discussed concerns with the trail project, including safety around high-speed bicyclists mixing with children on the trail, ADA compliance and accessibility of the trail, damage to the existing wildlife along the trail, and non-local usage of the trail.

Trail Alignments & Connections

Attendees were strongly in favor of the proposed Arizona Avenue connection to the Capital Crescent Trail, and they expressed a desire for additional improved access to a variety of other trails/amenities in the area including but not limited to Glover-Archbold Trail, Fletcher's Cove and the Georgetown area. Due to the parallel trail adjacent to the proposed Palisades Trolley Trail, some citizens feel as though the trail is redundant.

There was limited feedback on which design options for the three new bridges are preferred though many liked the H truss design. One commenter suggested a more 'natural-wood' aesthetic for the bridges.

Foundry Trestle Bridge

Most attendees favored the rehabilitation of the Foundry Trestle Bridge over demolition. While most attendees did not have a preference on which design option they preferred for the rehabilitation, Option 1: Rehabilitate and Replace Existing Bridge was the most popular and Option 3: Retain Existing Approaches as a Façade was the least popular.

Process/Next Steps/Arizona Avenue Bridge

Many attendees had concerns about the Arizona Avenue Bridge Reconstruction project, in particular the trail surface. They suggested that DDOT bring samples of surface materials to meetings and make them available to the Palisades Civic Association. Some feel that the trail projects feel "forced" on residents, while others feel that the trail improvements are long overdue.

All Stations

Attendees had comments about the costs of the proposed trail. Generally, people,

- who did not want the trail claimed it was redundant and waste of money
- who did not want the trail paved claimed it was not worth the money
- who did not want the Foundry Trestle Bridge rehabilitated claimed the money would be better spent elsewhere
- who wanted the trail wanted the money spent on the alignment instead of amenities

Detailed Participant Comments by Information Station

One bold X refers to one more person than the person who initially brought it up, also agreeing with the comment

Information Station #1: Project Background & Public Input Summary



General Comments at the Station

- Concerns with natural trail surface vs high speed
- Rather than calling the title: “Summary of Comments Received from All Public Outreach” it appears that a more appropriate title might have been: “Concerns Expressed by Public Outreach” which DDOT has attempted to address. Being that there is clear community support for the project, the title as it is, is misleading as all comments contained are negative.
- East Bay Bike Trail is good/prudent
- Is there enough greenery for shade?
- Commuter parking for trail- concerns of who parks there
- Public comments aren’t being heard

- Want natural ADA facility- trail surface
- Concerns with how trail ends in Georgetown

Information Station #2: Trail Overview & Trail Alignments



Trail Surface/Path Pavement/Material

- Keep “meadows” (not paved) behind reservoir.
- No options include non-paved.
- Please leave our treasure greenspace as is.
- Keep the Trolley Trail green! **X**
- Do not pave, we need drainage at lower elevations.
- Leave greenspace for the animals and plants.
- Stabilized decomposed granite with lots of loose gravel spread on top.
- Huge stormwater collection point at Sherrier Pl access point north of Maddox Bridge.
- DC Water had a preliminary design for a solution 15 years ago.
- Do NOT pave pathway **X X X X X X**
 - paving generates heat
 - drainage and grading issues **X**

- grandchildren and dogs use the trail and will be at risks from bicyclists
- save \$\$
- wildlife
- Use space for nature trails **X X X X X X X**
- Pave pathway for ADA **X X**
 - Stone dust (Walk, lower bike speed, creates a “white noise” that helps peds hear bicyclists approaching from behind)

Width of Path:

- Wider path for passing and ped safety **X**
- Trail is too wide; need to keep Pepco trucks off
- Wider trail is better experience for all users.

Amenities

- NO trash cans (already overflowing)
- NO bike racks
- NO amenities – keep it simple **X**
- Consider bike lanes on MacArthur Blvd (cost?)
- Make the Palisades Trolley Trail more like The Highline and less like existing trails

Concerns

- Safety Concerns **X**
 - Speed and lack of following traffic laws of bicyclists commuters **X**
 - Privacy & safety of children when path nears playground
 - Intersections are too dangerous
- ADA compliance
- Drainage Problems
- Environmental:
 - Drainage **X**
 - Wildlife
 - Run-off
- Non-local usage: parties and privacy concerns
- Parking for commuters using the trail (ex: Hutching Ave) **X**
- Who will do maintenance?
- Want to keep the existing views

Trail Alignments & Access

- Access to other trails is desired (safety, access & sustainability, Vision Zero) **X X X X**
 - C + O Trail

- Georgetown waterfront trail
- Galena to Georgetown (Prospect St) X X X
- better access to Archbold Trail (access between bridge and path) X X X
- Prospect St (work with Georgetown Univ.)
- continue to Newark St and connect to Brookmont/MacArthur Blvd
- Connection to Fletcher's Cove (work with NPS) X X X X X X X
- There are already enough parallel biking routes, not \$\$ smart X X X
- Arizona Avenue connection is very important X X
- Do Arizona Avenue connection and leave the rest of the trail as is
- MacArthur & Foxhall Intersection – needs a safer (not @ grade) solution X
- Canal Rd is far too dangerous.
- Improve tunnel under Canal Rd from Glover Park to Towpath.
- Only align & connect, spend less. Keep it simple and natural or do nothing!
- Sending people down to Canal or CCT involves too much climb/descent.
- Existing Connection at Canal Tunnel which funnels to CC Trail plus Water St and Bike lanes
- Connects to Canal sidewalk is stupid! Connect to Prospect Street instead.
- Trail should continue to Newark Street to connect to Brookmont/MacArthur Blvd.
- The CCT plus the Towpath are literally parallel just connect them.
- Blocking usage of the Glover Archbold trail
- Why direct proposed trail traffic to M Street when there is an existing bike lane on Water Street?
- Improve sidewalk from Georgetown to MacArthur regardless of all other improvements for pedestrians.
- You do not want to end up on Canal.
- Fix access to CCT

Other General Comments at the Station

- This is the best!
- An improved Palisades Trolley Trail would be a huge benefit to the Palisades in terms of safety, accessibility, and sustainability. The Palisades Family network is a group of neighbors who support an improved trail. (Granite or similar) that is ADA compliant and maintains the natural surroundings. We have collected over 150 signatures from neighbors who are supportive.
- Bridge option is better.
- Great to connect neighborhoods.
- Like option 4 for walking, if it connects to Glover Archbold trail at the Foundry Bridge.

- Yes to the new Maddox Branch Bridge
- Strongly oppose trailhead amenities- we do not need or want bike racks, seating, or signage.
- No to trashcans; see Billy Goat Trail MD + Fletcher's Boat House. You bring it in, you take it out. Trashcans at Pal Park are always overflowing.
- Any study should include review/analysis of all bike/pedestrian paths plus types of services.
- No options include a non-bike footpath.
- Inadequate notice to the community. First heard of this at farmer's market last week.
- I'm concerned that the Arizona Ave bridge project has been stretched to include a .5 mile on ramp that adds no utility, absent an overall trail plan. A far less invasive, costly or controversial access route from the park to the bridge would be a path to the asphalt by the tennis court.
- Please let us know when and how adjacent property owners can be informed and heard. Particularly, those who live on the .5 mile stretch under immediate consideration.
- Don't waste money on new trail.
- Don't allow bicyclists. Most don't obey traffic signs and are not compatible with pedestrians.
- Financially redundant to existing trails and roads which run parallel.
- Ridiculous to spend 25 million dollars on a 3 million trail through an elite neighborhood with multiple trails that already exist while other areas of the city have no bike paths is unacceptable.

Information Station #3: Foundry Trestle Bridge



- In favor of rehabilitated Foundry Trestle Bridge
 - Any bridge (Op 1 -3) **X X X X**
 - Option 1: Rehabilitate and Replace Existing Bridge **X X X**
 - Option 2: Rehabilitate Truss and Replace Approaches **X X**
 - Option 3: Retain Existing Approaches as a Facade **X**
 - Want fuller restorations of original bridge
 - Write-in: Option 5 (bridge of the future not the past)
- Opposed to rehabilitation of Foundry Trestle Bridge
 - Option 4: Trail Alignment without Foundry Trestle Bridge **X X**
 - Generate trouble, Spend the money on schools, focus on patterns and resilient features observed in natural ecosystems (permaculture)

Underpass at Maddox Branch was mentioned; no additional information provided

Other General Comments at the Station

- Please allow pedestrians/hikers on Glover- Archbold Park trail to access this trail/bridge.
- I am in favor of Option 2 or 3. I want to preserve the historic nature of the bridge. I am a cyclist.
- Tear down this trestle! Option 4 sounds great to me.
- Prefers option 2. With things added to show the bridge's history!
- Option 1,2, and 3 are all non-workable for bikes.
- Make repairs/demo as soon as possible to open trail underneath. Prefers option 4. Money better spent on other projects for all DC citizens.
- Please connect to Prospect St. Very important!

Information Station #4: New Bridges & Trail Connection (Capital Crescent)



- Participants in support of Reservoir Rd to Capital Crescent Trail Connection X X X X X

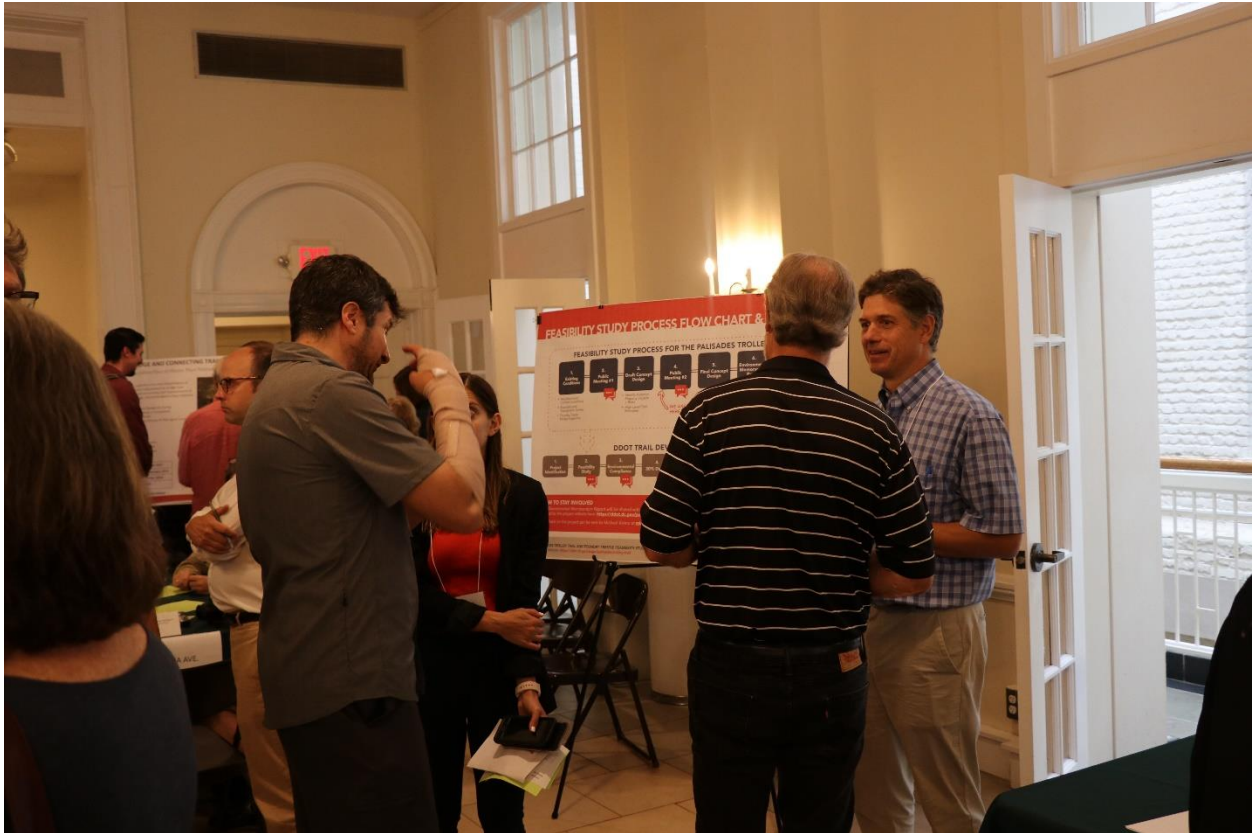
Three New Bridges

- Aesthetic
 - Natural looking (NPS would know what materials to use – ‘wood’ -like materials); respect nature but be modern
 - Many prefer H-Truss design
- Reservoir Rd Bridge
 - Impacts historic house and trees
 - New bridge should go over Reservoir Road

Other General Comments at the Station

- It will be great as long as they can do their best to keep the views
- It will need a wood looking type of material in order to blend with the trail
- It will be great
- Do the connection and leave the rest how it currently is
- Palisadesfamily.network wants the trail
- There is a petition in favor online that you can see
- Any bridge design should merit a design award – more so than the “utilitarian” look they are showing. Respect nature, but be modern.
- Positive change for the neighborhood
- Who will handle speed mitigation, maintenance of the bridge/trail, trash, etc.?
- Intersections are too dangerous
- Too many parties will be thrown, who will police that?
- Need to put the money into education
- Who will be responsible to maintain the trail and all of the improvements?
- The Trolley Trail Preservation Group: “Save, Don’t Pave”.
- Need to narrow the bridge to control speed, reduce cost, and keep Pepco trucks off”
- Make it a pedestrian bridge
- Reservoir Road concern about crossing
- Connect to Capital Crescent and use that bike path
- Bikers don’t obey traffic laws
- Who is going to enforce biker laws?
- A few people had concerns about the Reservoir Rd. Bridge. Wants that bridge to go over roadway as opposed to just across

Information Station #5: Arizona Avenue Bridge Project & Next Steps for the Palisades Trolley Trail & Foundry Trestle Bridge Feasibility Study



General Comments at the Station

- Use \$\$ for:
 - Alignment & history
- Waste of \$\$ because there are already parallel routes



4.4.2 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
<p>My family and I have been a part of this conversation for over five years. We live at the intersection of Q Street and lower Clark Street, which seems to be designated as an access point for the new proposed thoroughfare. Our part of the neighborhood is almost exclusively against any plan to change the current nature of the trail aside from addressing any major drainage issues. The nature of the trail is one of nature. It should not be thought of as just another thoroughfare, when there is sufficient infrastructure just adjacent with the Capital Crescent Trail and the C&O trail. The current trolley trail is where people go on strolls, take their dogs and where children hike and play. It is a beautiful asset to the neighborhood and the city at large. The focus should be on connecting the trolley trail to existing biking routes into the city not creating yet another. We are also concerned about having an access point directly in front of our home. This process has been frustrating as those of us who live adjacent have not been heard, and we feel we are being "railroaded".</p>

I live in the Palisades neighborhood because it is like a small town in a big city with beautiful green space which is easily accessible from my house. I love feeling like it is country. Please do not pave the Trolley trail plus keep it rustic and natural. Yes, improve and maintain the trail but please keep the bikes off it make it a hiking, walking and dog walking trail. Bikes can use the Crescent Trail. Keep the trail so we can enjoy nature, like the idea of occasional access to Crescent Trail. Thank You.

Great vision to add more trails for walking and biking. Supports Vision Zero, good for environment, long term connects more neighborhoods. Challenge: Volume of bikes will negatively impact traffic in Georgetown and would drive-up safety issues for all pedestrians and bikes. Plan needs to include a way to "dump" out bikers into a safe and designated area that can accommodate expected volume plus long term projections. How to problem solve on this issue is key to success.

The meeting was informative - persons at each station were polite and knowledgeable. However - the graphs were confusing and went so far as to appear deceptive. For example, the pedestrian bridge connection showed Chain Bridge Road continuing all the way to Cana Rd! Not so!! The lettering on the maps were murky! Muddy! The feasibility study map (not mounted vertically made it impossible to determine the name of each street which crossed the proposed trail. A little bit of artistic delineation would have been a big help.

1. The majority of the residents in the Palisades DO NOT WANT a paved trail 2. Trail is preferred, passable, and enjoyed by all its natural state. 3. Trolley Trail Preservation Group has been working to improve already. 4. As abutting resident (25 years) would like an abutters meeting ASAP. 5. A TRAIL FROM BRIDGE TO PAVEMENT AT TENNIS COURTS WOULD PROVIDE ADA access TO PARK!!!

I am vehemently opposed to paving the trail that runs from both ends of Palisades Park: 1) It would ruining a natural greenspace and create potential harm to the underground water/ tree space/ and go against the mayors environmental initiative. 2) It is not necessary to pave the trail for bikes or otherwise since there is already a parallel paved trail called the Crescent Trail. 3) It is NOT what 85% of the Palisades residents want or need. 3) If you are going to fix the bridge, there are many other options available to make it ADA compliant which does NOT require paving the trail. 4) Any pro-pavement folks DO NOT represent the community. 5) Creating a paved trail will be a safety hazard as fast bikes will than use what is already an enjoyable, walkable green space trail. Fast moving bikes are a hazard to dog walkers, kids, and older people who now enjoy the trail. DO NOT PAVE THE PALISADES TRAIL.

The whole drive of the community was to ask for better connectivity with the Crescent Trail not to duplicate it. We asked for overhead pedestrian passages to access the Crescent Trail. The underpass over and under the trolley bridge is in terrible condition basically an open sewer. Why spend so much on duplicating the Crescent Trail when the Glover Archibold Park Trail is in much terrible condition? What does that say about the feasibility of yet another trail? The west point between Foxhall Road and McArthur Blvd is getting backed up with traffic everyday. Why not build an overpass for pedestrians?

I live right on the trail in front of Palisades Park. There is no parking available during soccer/baseball seasons. Most cars have Virginia/ Maryland tags all week, all weekends due to water park and sports. Why pave the beautiful green grass on the trail - more traffic, more congestion. The path leads to no where! Does the DC gov really have \$4-5 million dollars to spend when so many DC schools need financing and look at the Duke Ellington School - over budget by over \$100 million and DC tax payers front the bill for a couple hundred students? So over the top. This whole project is completely misguided and unfocused to the real needs of DC residents.

Thank you for all your work on this project. By every indicator the vast majority of the community is in support of this project. Unfortunately a small but very vocal group (mostly those who have a personal benefit in continuing to use the trail as a backyard extension) have been relentless in trying to get this project derailed. The rest of the community will not allow this - WE WANT THESE IMPROVEMENTS! Please see : PalisadesFamily.network. In 8 days with no canvassing hundreds of signatures have been added to both an online and paper showing support for this. Please don't appease a special interest group for their personal gain.

Excellent presentations (stations) and presenters. Venue: It all was echo chamber making it hard to hear above hub-bub and a bit small, compressing the stations and making it hard to penetrate the tighter circle around each one. However on balance, well done in both substance and presentation. Project Comment: Canal Rd, even with widening, is dangerous. Also, after rain, heavy spray over sidewalk from tires of passing cars. I've seen too many cars at 45-50 mph texting at wheel along this stretch. Options OFF OF Canal Rd much preferred from safety view point. Thank you!

Please complete the trail. We've been waiting a long time. I'm ok with no paved trail but want it to be accessible by all young, old, children, bikers and walkers. Like the proposed connections to CCT. Like any of the proposed surfaces. Would like bridges to be as natural looking as possible, with minimal use of iron railings, use materials that look like wood but are long lasting. PLEASE join all the trail sections. The section near me is all swampy and bamboo covered, another section near Rec. center is ok but not long enough to really get me a good walk. Walking all the way to Georgetown would be great - traffic free - with great views of the river canal. At Reservoir Rd. crossing, you could put in a push button for traffic lights and a wrap around walk way in lieu of a bridge to get around the roots that make the path impassable. Speed calming features could be added to deal with bikers that want to go fast. (Most road bikers won't want to bike on an unpaved path)

As the Sustainable Development Associate with Casey Trees my primary interest is in the preservation of as many existing trees as possible, and allow enough preserved green space to support trees in the future. We ask that DDOT & NPS consider strengthening the riverbank along the trail with the planting of trees that are suited to retain a significant volume of water and help mitigate runoff into the Potomac. Retaining mature canopy trees along the trail will provide cooling benefits to trail users and capture storm water from precipitation events on the levees and branches of the broad canopy spread. We understand that many uses for this site need to be conserved but we urge the project team to help make this trail resilient in the face of changing climate and worsening climate projections into the future. We look forward to working with you on this project and are happy to provide any tree related/environmental guidance as needed.

I support improvements to access points of the trail and greater access to CCT from it. But feel that an entire resurfacing of the trail would diminish the experience of walking the trail in a natural setting and impact the biodiversity other than possibly in public spots, the trail is publicly, the trail is partially navigable by feet of most everyone. I consider it a great feature of the neighborhood, to have the trail in its current state. Surfacing the trail in some manner would allow for cyclists to ride it, and I see how that could help justify the funding for any improvements. But with CCT and the two paths nearby; I am not in favor of the tradeoff of a diminished walking/hiking experience along the trolley trail. Summary: I am for improvements in access to the trail and possibly at certain points along it to aid navigation and drainage. I am not in favor of resurfacing the trail in general. If it is all or nothing options, I would prefer to keep the trail as is. It is a wonderful (not legible) of the neighborhood.

My concern about the project is the extension of the "improved" path from the Rec. center to Nebraska Ave. I understand that the Arizona Ave. bridge needs to be dealt with and that the path abutting the bridge needs to be ADA compliant. I don't understand the benefit of extending this "improved" path as has been proposed. At this point it would be a "path to nowhere" since none of the rest of the proposals has been approved. There are a lot of drawbacks and pitfalls possible and I believe that a path from the bridge to the rec center would provide maximal impact with minimal risk. The risk includes disruption of the (not legible) state, possible flooding and drainage problems from the underground springs, (not legible) in the area, and the loss of green space - a pavement would likely increase the heat absorption. I fear unintended consequences for no gain.

Re: Phase 1/Arizona Ave: The genesis of this project comes from the replacement of a pedestrian bridge at Arizona Ave. Before the bridge project goes farther please articulate a goal for the trail other than "if we build the bridge with federal funds we must seek ADA compliance" Is the trail's/bridge's purpose to achieve access to the Rec. center? If so why the length, why not only the portion that achieves that goal? OR Install a hank or other signal at Sherier/Arizona and demolish the bridge to achieve same access. To spend such significant funds when two trails and public streets parallel the path of the proposed seems redundant and financially imprudent. The towpath and Capital Crescent Trails provide recreative and (not legible) transportation (bike and pedestrian). This is unnecessary. There are other projects promoting transit more worthy of the funds.

We live on the proposed trail on Potomac Ave. My concern is that there is an existing excellent Capital Crescent Trail almost a stones throw from the proposed trail. For a fraction of the money it will take to build several bridges and resurrect the Trestle bridge several connections from the Palisades could be made to the Capital Crescent trail. Currently, having green space in the city is precious and questions the need to convert to a redundant trail. The proposed new trail would terminate in a part of Georgetown that is congested with traffic and pedestrians without places to park bikes. It would not be a children or family friendly termination and raises issues of the purpose of the project. It seems the project is driven by "saving the bridge" rather than fulfilling a real need. DC money could be much better spent on other projects saving less advantaged neighborhoods lacking adjacent existing trails.

Very concerned about at grade intersection. Would need to coordinate with light at Reservoir and Canal and possibly a light below Bending Lane. As a commuting road Reservoir traffic must be slowed. Can path go under Reservoir Rd? I'm surprised there isn't a greater focus creating safe access points from Palisades to Capital Crescent. Capital Crescent should be the primary biking route. Palisades Trolley Trail should not be paved and should instead be used for pedestrians. Keep a natural and do not turn into a commuting route. But bridges over Capital Crescent from MacArthur area should be studied.

General comments: Thank you, DDOT, for undertaking this study and putting forth so many worthy options. I'm sadden and baffled by the NIMBY reaction of so many of my neighbors. We are blessed to be proximate to the CCT, but need more and better connections to it, especially for the areas SE of Arizona Blvd. Also, I'm surprised at how few overlook the challenge of accessibility, be it by stroller, wheelchair, walker, scooter or yes, bicycle. Specifics: Arizona Bridge project and CCT connection: Bravo! Please build ASAP!! Please also consider the interaction of pedestrians and cyclists traffic with heavy auto traffic on Arizona. Please examine raised crosswalks, better enforcement of 3:30-6:00 traffic, cut thrus, etc. Foundry Trestle - Trail alignment option: I don't have a specific preference, but do want as much improvement as possible to CCT tunnel access.

Seems like lots of homeowners who care about their property (values) and maintaining privacy, even though the land is public and should be up for debate by all in D.C. Lots of comments about "Why not just have better connections to the CCT" which misses the point. Might be helpful to show people 1)cost of connecting to CCT, since it might not be as low as people like to imagine, 2)successful conversion projects in other cities, like the East Bay Bike Path, 3)why connection to C&O Canal is not a solution, and 4)how Trolley Trail would be a "local road" for families and elderly compared to "highway" as commuter-heavy CCT, highlight family-focused amenities. Re: the trail itself, lighting would be preferred since it would help protect people in early morning/late evenings/during stormy weather. Compare building trail to trying to create same pathway on neighborhood streets. Send out the surveys on design to GGWash, Popville, WABA, highlighting that non-residents can and should comment because the area is public land/a public activity. Highlight elderly, handicapped, children in strollers should have some right to access the trail as able-bodied people. Please, please, please don't just let the NIMBYs dominate the conversation--get a second, third, hundredth opinion! Everyone in DC should have a voice! Y'all are doing a great job. Don't let rich white people dominate this convo the way they do everything else. It makes the rest of us despair.

Please keep our greenway green. Wonderful asset as is for walking, strolling, some bikes. We don't need another commuter bike path. Issues of grading, drainage, underground streams, trash, etc. Quiet neighborhood here keep it that way. Impact on houses adjacent. Flooding (who will be responsible if there are problems?) Heat. Pavement generates heat. If rest of project isn't approved you are creating a path to nowhere. Dangerous crossing at Chain Bridge Rd. and Trolley Trail. Barriers (removable) will need to be installed to prevent cars and landscape trucks from driving on the trail. There is great division in the community about this project.

I don't understand concerns about taking any "green space". This gives access to more people for green space and increases possibilities of green beautification. "High speed bike traffic" is not a new issue. There are simple rules for pedestrians and cyclists to travel safely. Narrowing lanes does not slow traffic in my experience. Option 4: Trail alignment and bridge crosswalk at Fowler's Rd. is dangerous - bad sight lines. I'd prefer bridge rehab. for long-term will cost more for upgrading Fowler crossing . I prefer option 2 for most economic long term option, rehab. bridge. I prefer a foot path adjacent to trail for runners, etc. I'd rather add in nature/natural areas with good initial infrastructure for cycling . I'd rather see beautification plan keeping it "rustic", [not legible] areas. I like the idea of adding placards and possible rails in spots as a historic tribute to the trolley like the Rhode Island Ave Trolley Trail and the Patuxent crossing of the Washington and Baltimore Trail.

1. Concerned about cost of entire project. Funding Federal DDOT or DC, could be put to better use to fix drainage at Canal Rd. and downtown DC. Major flooding concerns with shared sewer and storm sewer in old pipes. High project that will only keep getting worse. This trolley trail is a vanity project, in a section of the city that is already served by the great, well used Capital Crescent Trail. 2. Concerned about at grade intersection at Reservoir Road above Canal Rd and future trolley trail. Traffic backs up there now - would be a dangerous conflict. 3. Concerned about " New Reservoir " bridge and conflict with existing Historic House and trolley trail. You walk around the house now in a tight trail - big tree roots require tree (or trees) coming down which is problem. Design of bridge beyond schematic to make grades work is required. Don't want a lot of impact there.

I am a daily user of the existing trail, the CCT, and the C+O Canal. I commute each day via multiple existing options to the metro for business and pleasure. The natural state of the trail affects many rare nature sightings plus a pleasurable escape from our increasingly paved city. We already have many wonderful options for biking, and even the existent trail is more than adequate for grocery shopping and some light biking. I would like to see options which include hiking/nature trails, simply connecting and making safer the existing connections and crossings. There are so many existing paved paths - why not make something special and unique? Also - I would like to know about the environmental impact before any actio is approved. We can have a wonderful trail, showcase history and provide transport without any proposed [not legible]

Words like silly. Ridiculous. Nonsensical. The idea the city would spend \$25 million on a 3 mile bike trail to serve a community filled with parks, bike trails, (no supermarket), recreation centers is shameful. There are wards with much much less than Palisades. it is time the rest of the city knows the audacity of this project. My suggestion: Leave natural - no pavement on other surface and fix drainage. Better access to each section. Access to Crescent Trail at key points. Reservoir- improve, Arizona build. Take the remaining \$20 million and add bike lanes, new parks, and protection in wards NE and SE. Spend \$500k to get us a supermarket.

The bike trail would run right through a residential neighborhood and Palisades playground where hundreds of kids and dogs play every week. The area is already overcrowded and the parking lot for the playground is not adequate for the many activities there at the playground (softball, tennis, soccer, basketball, kiddie playground, and recreation center). There is a safety issue for the small children - who will protect them? Are there policemen around the grounds? The trail would run right between the parking area and the playground - clearly unsafe, especially for small kids. The bikes would clearly and obviously be a target for the dozens of dogs that play and are walked through the playground everyday and every night. There is also a pricey issue for the back yards and the houses of the private houses along the trail. A VERY BAD IDEA.

Difficult to navigate between stations, high traffic, great posters. Would use the trail regularly to commute to both downtown DC and Georgetown University. Would also like to see the trail that connects from the Arizona Bridge to the Capital Crescent Trail. Would be great if trolley trail connects to both Georgetown University and the Capital Crescent Trail/Georgetown Waterfront. Use of tunnel under Canal Rd. that connects Glover Park-Capital Crescent Trail. Bridge Foundry Bridge - Option 2 preferred (scrap bridge, use Canal) if go with option 1, would it be possible to have a branching trail that connects to Georgetown University. Confusing: 4 options for bridge , 4 options for trail alignment around Foundry Bridge. Thank You! Great session, very excited about this project.

I am strongly opposed to using crushed granite or porous pavement on the trail from the Rec center to Galena. This would attract traffic to our already congested neighborhood and ruin the natural, quiet quality of a trail beloved by neighbors, especially children. I am not persuaded that a major rehab of AZ bridge is a good investment of DC or federal dollars. If ADA compliance is an issue, please consider a safer more natural surface. My strong [not legible] is for the city to better maintain the trail as it is- natural dirt and grass - in the area north of the Rec center. Sincerely, Danny Rose

I am very supportive of this project proposal! This would an important community amenity for 3 main reasons: 1. Safety. A complete, connected trail with bridges would allow for safer transportation options. 2. Accessibility. This trail would make this public trail accessible to people of all ages and abilities. 3. Sustainability. Biking and walking (as this trail would allow) are healthier and reduce car based emissions. Other comments: 1. Please rehabilitate Foundry Branch Trestle and pursue option 4 alignment that connects to Georgetown. This is important because Canal Road sidewalk routing narrows too much at Key Bridge. Unsafe. 2. Arizona Ave. connection would be great. But it should be a compliment to PTT. Not an either/or situation.

This project must happen. Do not let the oldest members of the community hijack the bright future for DC. We need more bike/PED accommodations such as the Trolley trail. This is important for Vision Zero. Thank you DDOT for viewing bike and PED projects as "active transportation" and mobility solutions. Please restore the Historic Bridge/Trestle. This is a fantastic project. Don't give in to the NIMBY/Loudest voices. Let's make this public space a true asset of the community. This is a quality of life/mobility project that is important to the District, not just the Palisades.

1. The University has serious concerns about options 3 and 4 to locate the trail across Georgetown's Canal Road entrance, the primary access point to our campus. Questions and concerns include the patchwork of ownership rights for that section, and the amount of study done to review this; where the trail will lead into neighborhood streets and the impact of that; the trail going over our main entrance and the concessions made for this to be used to our primary access point; height clearance; etc. 2. Tonight's setup wasn't conducive for an open and informed discussion by the public. The format should've included a Q&A for the attendees as a whole.

Thank you for organizing this meeting! We are against building a new trail, would be a duplication of C+O Canal trail and would be a waste of money! What we need is MORE ACCESS TO C+O CANAL NOT ANOTHER TRAIL! We agree to fix the historic bridges and create more access to the existing trails! We are against any asphalt type of surface on any of the discussed areas! If more money are available to be spent, place repair the trail in the Glover Archibold Park!

Very grateful for the meeting. Well informed guides at each station. Clearly a lot of prep has gone into the meeting to make options and consequence clear. Grateful for environmental folks at DDOT and for their consultant firm.

Section from Arizona Ave bridge to Nebraska should not be paved with asphalt, cement, or stabilized crushed granite. Preferred surface grass or unstabilized crushed stone. Drainage should be improved. No lighting, strong support for proposed Arizona Ave connection to Cap Crescent Trail.

Consider raised sidewalks at Arizona/Galalena & Arizona/Carolina to slow down cars and protect cyclists going to the new CCT connection. This trail is a great idea! Please proceed! The crushed stone pavers are a great compromise. Continue design elements to slow speed of bikers.

Please do not install a new ramp on the east side of Arizona. Please introduce traffic calming measures on Arizona allowing pedestrians to cross at Sherrier/Arizona. Please connect trail at Arizona to Capital Crescent to allow bikers to connect to Georgetown/Bethesda. Please consider drainage environmental impacts on any construction. Please leave trail alone. Do not pave or put crushed decomposed granite on trail.

Wish more formal presentations were included. Informative in some respects - e.g. idea for is a 5% grade access route to CCT/Arizona Trestle Bridge. Confused about where we are in terms of reality and the projects likelihood of happening. The environmental and historic preservation process haven't even been initiated. Unsure of what the various cost estimate actually represent.
Option 4 is most optimal, connection to Prospect St. It avoids heavy traffic on Canal-M Street. In the case of option 4, what would happen on Prospect St.? Bike lane on Prospect connection to bike lanes on 34th and 33rd? Bikers/pedestrians continue on sidewalk? Widened sidewalk? Bikers go onto street? Pedestrians go onto sidewalks?
Opposed to any "flexible" or hard surface on trail. Opposed to any lighting on trail. Trail is an asset as-is. Needs maintenance and grading. In favor of a graded, natural path surface that maintains a green parklike setting through our neighborhood.
Project looks great. I want this done as quickly as possible and cheaply without sacrificing usability. (Option 4 for Foundry Trestle is not acceptable.) Connection to Capital Crescent at Arizona should have protected bike lanes or very wide sidewalks (raised at intersections) for that stretch. Must connect the trail to Prospect St. in Georgetown.
I believe the trail project should be considered in totality rather than in sections. I would prefer that the trolley path be left natural with improvements made to improve drainage and access. I do support creating a contiguous trail that would run from Galena Ave. to the trestle bridge in Georgetown. Rather than paving the trolley trail, I would support creating pedestrian/bike access across Canal Road that would allow more and easier access to the Capital Crescent trail and CO Canal towpath. This would be similar to the bridges across Clara Berton Parkway in Maryland (further west).
This is a very exciting project that will create a wonderful new amenity. It will create a transportation and recreation option that is not there. Where possible the trail should remain direct, utilize the trestle to reach Prospect, with bridges across streams, roads, connections to the CCT and a usable surface (pavement is best). On option 4, trail alignment option, for the trestle, Options 2 or 3 are best. Love the idea of amenities near the reservoir.
Make it easier to not have to fill these out each time. Use electronic sign in.
Very supportive of a soft-surface trail and the construction/rehabilitation of the 4 bridges. I am particularly supportive of the connection from Capital Crescent trail to Arizona Avenue. Thank you.
1. Trail should be revitalized. 2. Opposition is mostly from adjacent property owners who prefer open space that "adds to" their backyards. 3. Use surface that will slow down bikers. 4. Include 1 or more end spots that don't go into busy roadway.
Strongly in favor of connection to CCT at Arizona. Strongly in favor of new sidewalks on Arizona. Strongly in favor of a new surface for Trolley Trail.

Wish this public meeting was more a formal setting with a presentation and time for comments. The stations setup is creative but not conducive for this situation. There are so many opinions and people want to be heard. Questions are not being answered.
I oppose paving the trolley trail. Nature must be preserved and this is another instance of paving Palisades. The Capital Crescent already provides cycling, walking, roller blading access from Palisades to Georgetown.
Better understand what in the opportunity cost of this project (e.g. what could be done for the community with the same [not legible]).
This is a terrible waste of precious resources. The underprivileged kids of SE need good recreational facilities so much more.
Bikers don't obey traffic or pedestrian laws- won't be safe. Drainage behind my house is awful, address drainage not pave path.
Great info and good conversations with DDOT and engineer consultants. Very well done.
We need a comprehensive bike lane project - MacArthur Blvd needs that, not this. Paving - in any form - this valuable green space is a disgrace. Environmental ruin.
Keep going, finish and save the trestle.

4.4.3. Public Comments Received During Comment Period Post July 23rd Meeting

As noted in the report earlier, the community provided input post the July 23rd public meeting. The comments received post the public meeting through October 10, 2019 are documented below. The Public Engagement Team and the Project Manager, Michael Alvino, provided responses to the questions posed in the comments received during this period as well.

***In the comments where “...” is inserted means that identifying information was deleted to preserve elements of anonymity.

Post- Public Meeting Comments up until October 10, 2019

I have been a Palisades resident for 33 years, having moved here when my children were young because of the quality of life here. We always wondered what would happen to the trolley trail, actually hoping that someday we would have trollies again. But, without that option, we at least assumed that some day the trail would be improved so that it could be usable. Over the years it has become overgrown, dangerous and truly unpassable. So, I was thrilled to learn recently that DDOT is finally looking at improving the trail. This would be a huge advantage for our neighborhood, which has many schools, but to get around by bike, all those students and the rest of us have to use Macarthur Blvd, which is extremely dangerous.

Given DDOT's commitment to safety (as expressed at last week's meeting at the Palisades rec center) I think making this trail usable by bikers, strollers, walkers, etc should be a very high priority. By the way, I agree that high speed bikers are not in our interest. But I believe there are ADA compliant options that would allow for slow speed biking, walking, strollers, even wheel chairs. Although my children are grown, I would like to be able to use the trail myself and with my grandchildren. The Palisades has a large senior population, the interests of which are a DC priority. Currently they can't use the trail, but they would if it were improved. Their interests should be factored into your planning.

By the way, I am frankly outraged by the efforts by a very small group of Palisades residents who have organized against any improvement of the trail. Almost all of them live in properties abutting the trail and they seem to think their views count more than anyone else's. That is not how a democracy works. And, frankly, they all bought those properties knowing they abutted public land that could some day be altered. They have gotten used to using that public land as their own, basically enjoying back yards that are 30 feet deeper. But that is public land, and it needs to be made accessible to all the residents of the Palisades and neighboring DC communities. At last week's meeting, the group opposed to improvement tried to leave the impression that they represent the community's views. That is definitely NOT the case. They are well organized and vocal, but basically they are pushing for an extremely selfish approach. This is a classic case, literally, of NIMBY.

I hope DDOT will be transparent about the process of developing a plan and will be conscientious about considering the views of the broader community, not just a vocal few. Thank you very much for your consideration of this issue.

I cannot attend the Public Meeting tomorrow regarding the Trolley Trail, so I wanted to write to express my support for its re-development. I just moved to the Berkeley neighborhood. We need a way to access the river more safely. In my view, the Trolley Trail is the first step to creating a pedestrian walkway connecting the Trolley Trail to the Capital Crescent Trail/Canal. A vocal minority disapproves of the redevelopment. Please do not let the minority rule just because they are more vocal. The survey results showing more public support than opposition should speak for themselves.

Thank you and your team for your presentation at St. John's Church last night. You all have a challenging task, and we do appreciate your efforts. I just happen to be a strong proponent of leaving the space in the Palisades Park sector green....

I have lived on the path for 30 years and have used the path most every day on walks to the park to drop off or retrieve my kids or walk my dog(s). I even cleared a large section of bamboo on my back slope behind my house for the first three years, but let it return to its natural space. I have observed the path conditions over time and strongly believe with the exception of the asphalt-like overlay, the path is in much better shape now than ever before -

green, and void of cumbersome, deep erosion ruts mended with grading, seeding, occasional strawing, and regular mowing by DPW or DGS. I don't think removing the bamboo/roots will dry up the path, as some contend, it actually helps hold the bank and absorb water. A recent community clean up did remove some bamboo along the edges, bringing in more light and air, but minimal impact in comparison to the dispersement of the asphalt-like overlay by the big Canal Road storm. I believe DGS put down the asphalt-like overlay as a test.

Most notably, as I mentioned, the asphalt-like overlay pooling and soggy, slippery conditions improved greatly when the big storm broke up the asphalt-like overlay, allowing water to soak into the ground. Pictures were taken since the big storm, moving left to right on the path, the darker soil, oozy, slippery, muddy, perhaps from an oily residue in the overlay, the middle, allowing for better drying with the dispersement of the overlay composite while some pooling remains over the overlay with slow drying evaporation. This section was particularly prone to the oozy, slippery conditions complained by my friend. Then, the right side of the path, the lighter color natural ground, which is firmer even during and after a rain and dries out much more quickly within hours.

Natural grass once grew in this section, I used to mow it, and even edged my back slope, long before the asphalt-like overlay was put in place 3-5 years ago. The ground would dry hard after rains in a reasonable amount of time, not pool or remain habitually soggy, slippery from the asphalt-overlay and runoff.

The gravel-like overlay presented last night looks pretty, but I think it (or other artificial overlays) would turn the path into a soggy mess with rain, erosions, or pooling from the long, natural downward slopes of the path near the Arizona Avenue Bridge and especially lower Chain Bridge Road. Vegetation would grow back, disperse in spots. I am saying this because I've seen how exposed dirt flowed before the grading and seeding were done. I can also remember a regular washout situation at the lower Chain Bridge Road path entrance and on The Mall down by the American History Museum in area with a significant drop toward 14th Street NW, when I first moved to Washington 40 years ago as a younger jogger.

Finally, the path is a greenway used by multiple users. Green is much cooler, friendly for users. The gravel-like paving is porous to an extent, but it seems it would take out an ecosystem. I wonder if some people just don't like grass, wet, the morning dew, enjoying the natural consequences of nature, light, air, and I'll say it, photosynthesis. It seems to me removing those elements would be a terrible thing to cover up, replace.

I'd be happy to walk with you and your team around our small section of the path between the 2300 and 2400 block of Chain Bridge Road NW, if you like, for some institutional knowledge over the past 30 years on the path as well as receive the benefit of your and your team's thoughts and expertise. This small section, about the span of four house lots, is really one of last unattended spots (grading, trenching, seeding) on this Palisades Park sector of the path.

Unfortunately, I wasn't able to make the meeting on the trolley trail last night, but I wanted to let you know that I strongly support DC's proposal to use their ROW to improve both recreation and public safety in Palisades.

I just moved to the Berkeley neighborhood and routinely bike to work downtown and would like to begin biking with my 1 and 4 year old boys. However, getting to Georgetown is difficult and super dangerous when you use reservoir road to cross canal road so you can get to the crescent trail and river. To push the cross walk button you must stand 5 feet or so from cars driving 50 mpg. So this is not safe to do with kids. Hiking the trolley trail and trying to cross reservoir is also insanely dangerous. So, although we live near the river, Georgetown, and crescent bike trail, we can't get to any of these places safely by foot or bike.

As you know, a vocal minority disapproves of the redevelopment. They most likely don't have kids, bike, and actually hike on the trail to go anywhere. Please do not let the minority rule just because they are loud. The survey results showing more public support than opposition should speak for its self. Lastly, I'm sure there were folks who didn't like the development of the crescent trail, but thank goodness the broader public interest won out. This is another fantastic opportunity to make DC a better place to live. Thank you.

I wanted to say thanks for the meeting tonight. It was well run. And I am very happy that you avoided the soapbox format....

As for the plans, I think any type of bridge is acceptable. I hope that Andrew Lewis signs off on it.

Loved the connection from the AZ trolley bridge to the CCT on Arizona Ave. I hope NPS approves it.

And I can't say enough how important connecting all of this to Prospect St. Connecting it to Canal RD sidewalk is a waste of time. I'd like to ask....did any of you get any feedback from Georgetown residents. It seemed like it was all Palisades people. I ran into one person so far from Prospect ST that was against this. I hope Georgetown U and DDOT can sit down and iron out the issues on the project. Anyways, I hope this gets done. I think it will be great for our region.

There are two different "topics" but both have an Option 4. Next iteration of these materials should make a VERY CLEAR distinction. And for the record, a sidewalk option on Canal Road is and should not be considered an option at all. Mixing peds and cyclists even on an expanded sidewalk with traffic at high speeds and crossing the G'town entrance should make such a plan obsolete and not comporting to Vision Zero and Safe Routes to Schools policies. The following extract from your summary is confusing:

The topic area handout explain the Palisades Trail overview, the 4 concepts for restoring the Foundry Branch Bridge, Trail connections and various costs of the trail. To expand on the 4 Foundry Branch Bridge concepts from "Public Meeting Topic Area Handouts.pdf", each of these are various ways to restore the bridge while Option #4 is a no build scenario. On Page 6 of "Palisades Trolley Trail Public Meeting 2 Boards_FINAL_v2.pdf", Option 4 is the only option that connect the trail to Prospect Street. The rest reroutes the trail to Canal RD sidewalk.

The use of "Option 4" in two different contexts gives the wrong idea. In the second context, the bridge will in fact be rehabilitated. TMI.

Mr Alvino – my feedback on your project team’s work so far: BRAVO!

This is an incredibly bold, attractive project that will serve our communities well for many decades. I reviewed the project materials presented at the recent meeting and posted online, and do have some comments.

I would highlight in particular that:

- This strikes a great balance between the needs of walkers and recreational cyclists, particularly through the use of footpaths and by choosing a surface type that discourages high speeds
- The option to connect to Prospect Street directly, without using the noisy, busy sidewalk along Canal Road, is brilliant
- Historic preservation of the Trestle adds great character to the project – to lose this amenity would truly be a shame
- Replacement bridges (Maddox, Reservoir, Clark) are essential – I have attempted to hike this route many times – it’s just not safe for children and elderly (nor is it pleasant)

For sure our family will make frequent use of this trail, and get out of our cars more as a result.

I support the creation of a paved Palisades Trolley Trail that supports both commuting by bike and recreation by users of different ages and abilities.

The trail presents an excellent opportunity to provide for non-motorized transportation both along the trail itself and between the trail and the rest of the city. This will, in turn, reduce air pollution, traffic congestion, and global warming.

Also, where possible the trail should be developed in a manner that minimizes potential conflicts among users. This might include play areas adjacent to the trail and side trails for

slower users. Finally, parking regulations should seek to preserve parking for residents along the trail.

Regarding the options that were presented to the public at the meeting July 23, I support the following:

- Routing the trail over a restored Foundry Trestle Bridge and the addition of a new bridge that will allow the trail to terminate on Prospect Street (Option #4). This will provide the safest and most convenient connection between the trail and the rest of the city.
- Rehabilitating the truss to the Foundry Trestle Bridge and replacing the approaches (Option #2). This is the cheapest of the options presented and the easiest to maintain. It also preserves the truss, which is the most visually distinctive feature of the bridge.
- The bow string arch bridge design for the three new replacement bridges (Option #1). This is the most visually appealing option. I would be happy with either of the other two options however.

Thank you for the opportunity to comment on this important proposal.

Thank you for your time and attention at the July 23 Trolley Trail meeting.

I had to duck out quickly without leaving a full set of comments and would like to submit them here.

I am not convinced that the overall trail would add enough value to justify the cost and environmental impact, considering it would largely duplicate the Capital Crescent Trail. But that decision won't be made for some time, I am told. In the meantime, the Arizona Ave Bridge replacement project raises several concerns:

1. Permeable pavement could cause new water problems for adjacent homeowners because some of the area's underground streams could be diverted in the construction process. The digging involved in building a trail bed with proper drainage could also damage tree roots and lead to the death of some of our most dependable water absorbers. It's easy to foresee homeowners being stuck with the costs of flooded property and legal battles over compensation -- battles where cause and effect are difficult to prove but no less real. These concerns are serious.

2. Abutting neighbors (I am one) have not been contacted or consulted about the proposed trail pavement. I have been told several times by DDOT officials that we are to be included in the design discussions. At the July 23 meeting, one DDOT official confirmed this. However, the Arizona Avenue Bridge project manager said we could request a meeting with her supervisor but were unlikely to get one. This is not an appropriate response.

3. Accessibility to Palisades Park is critical, but a much smaller-scale solution would be to connect the southeast side of the bridge to the paved path in Palisades Park near the tennis courts.

4. In the past, we were reassured that lighting would not be included in this project if neighbors opposed it, yet the project manager insisted last week that there would be lighting. What are your plans?

Unless and until the entire Trolley Trail project gets approval, this .5-mile section would be a path to nowhere, providing no new access to Palisades Park or anything else. In fact, it would terminate at Battery Kemble Park, where bikes are not allowed.

I ask that the trail portion of this project be put on hold and considered only in the context of the planning process concerning the entire trail.

Thanks for your prompt reply and responses to my questions. From responses I've received so far from our Board, I believe it is safe to say that the CCCT supports the proposed connection. We would be happy to work with you and DDOT on this, and other CCT connection possibilities further down the trolley trail. Ok forwarding your response and my reply to the CCCT Board...Many others opinion the Palisades support the trolley trail improvement projects.... (comment response on 8-2-19)

(comment on 7-31-19) I met you at the end of Public Meeting #2 on July 23. Apologies for the delayed reply. My opinion however, is I welcome wholeheartedly the new proposed connection. I would welcome many new connections and access points to the Trolley Trail, and would welcome connectivity of its several segments...By NLT Aug 1, I plan to share links to the relevant photos and plans from Public meeting #2 with the Board members. I do believe the Board will support the proposed connection, and may want to provide input, if it is not too late to do so....In the meantime, perhaps you would be so kind as to provide more information on the following that I could relay to the Board:

1. I see the proposed sidewalks and the two ramps leading to the new Arizona Ave Bridge. I also see a sidewalk along the street as it passes under the bridge. And I see the existing streets that intersect with Arizona. I see where a new crosswalk and sidewalks will be added along the west side of Arizona, and crossing Arizona at Sherier.

My question is: how would cyclists or peds on the trolley trail get from the west end of the bridge to the new proposed CCT connection path? Would they go down the west side ramp, make a u-turn onto the street or sidewalk, and follow it to the new path?

Or, would they need to continue west on the trail, turn onto Galena, and circle back to Arizona, then turn go right to access the path?

2. My next comment is not to voice opposition to the new path in any way. As I said I welcome it. Just an observation as a cyclist myself on paths with ups and downs and curves. With such a steep downward route to the path, will there be a way to discourage cyclists from going too fast to enter the path safely. I'm a cyclist so I know the challenges this presents. Will the path be wide enough to accommodate a bike going downhill, perhaps at a slightly faster pace, and a bike coming uphill at a slower pace out of necessity. With the trees along the path, it will be in the shadows in both directions, coming from sun to shade. Will there be wide sightlines, especially with the down hill and curve?

3. What about the Norton street path along side the water treatment plant?The dirt path from Norton to the CCT is often used by cyclists and peds. As you know, it has exposed roots and rocks, and a sharp turn up from the CCT. There has been resistance to paving this trail or otherwise making easier to use. However, after the initial short up, the grade is much better and more gradual than the 5% grade on the proposed connection. What are the reasons that this trail has not been proposed for improvement, either paved or an improved surface to make another connection to the CCT? There certainly would be nothing wrong with having more than one new connection to the CCT. In many ways it would be a better connection than a path by Arizona. But, again, why not have 2 new improved connections?

I am writing as a Palisades resident to express my full support of the very needed maintenance and improvements to the Palisades Trolley Trail! I am saddened that neighbors have lodged a campaign against this important work. I want to make sure that you know the "small but vocal minority" that opposes trail improvement does NOT speak for the majority of neighbors in the Palisades! The trail as it currently stands is just not useable—for days (or weeks when it's cold) after it rains, it is basically a huge muddy mess! It is just not passable (let alone enjoyable) in many sections. There is such amazing potential for this trail to provide exercise opportunities, safe commuting, enjoyment, and access to nature for all members of our community. It would be awful to miss this opportunity to create what could be an amazing resource in the Palisades! Improving the trail to make it accessible and useable for all is a very laudable goal. Please don't be dissuaded by the "Save Don't Pave" campaign that is essentially an "NIMBY" campaign.

I attended the meeting on Tuesday, and want to strongly support a new surface for the trolley trail, AND especially the work proposed in the Arizona Avenue corridor to connect the trolley trail to the CCT.

PS: I wrote comments to this effect, but please don't spend money on "trail amenities" - no one wants to see the trail become a recreational area with seating, lighting, signage or trash. We just want an improved surface so we can use it as a trail regardless of the weather and the time of year. Especially no trash - please view the trash situation at Palisades Park and Rec Center - those are constantly full, spilling over, attracting rodents, flies, mosquitoes,

etc - very unattractive and unsanitary. National Parks has a policy at both Fletcher's Boat House and Billy Goat Trail - no trash - you carry out what you carry in.

It was a pleasure talking with you last night at the very successful public meeting. Attached for your information is the message I sent this morning to the university's Director of Local Government Affairs, with whom we both spoke regarding the university's overall position. Thank you for all you and your team are doing.

(Message to University's Director of Local Government Affairs sent to DDOT as part of comment): Thank you for taking the time to talk with me at the feasibility study public meeting on July 24, 2019. I hope that you will come to think of one of the Foundry Trestle Bridge connection options as a goal for Georgetown University for the following reasons.

1. Safety - The attached photographs show the danger of Canal Road access for pedestrians and cyclists. Reservoir Road has similar, though less acute congestion.
2. Security - A single, controlled access point from Glover Archbold Park is superior to uncontrolled surreptitious access.
3. GU attractiveness for future student applicants - Enhanced access to the Palisades' many trails for joggers, etc. on campus, not to mention off-campus housing.

As you are aware, there are already many GU students, faculty members, and staff who live in our neighborhood. Why not make life easier and more pleasant for them (and possibly reduce automobile traffic management problems for the university)?

Are you all suggesting a surface for the trolley trail that is different than what NPS is putting down up near Edwards Ferry? Photos attached.

I am writing to express my support for DDOT's plans for rehabilitation of the Palisades Trolley Trail. To be a more sustainable city, we need more trails and ways for people to move around outside of cars.

We understand there is a feasibility study underway or being considered to develop the Palisades Trolley Trail. As long-time residents of the Palisades (24 years to be exact), we would like to provide our views on these plans. The bottom line is that we are strongly opposed to any plans for significantly altering the nature of the trail, for instance to pave it for cycling.

First, there was a survey of residents a few years back that showed overwhelming opposition to significant development of the trail, and strong support to make improvements to it while keeping the trail's character intact. It's not all clear why the views expressed by Palisades residents are being ignored.

Second, there is already an excellent trail on the other side of Canal rd, the Capital Crescent Trail (CCT). Rather than some of the current plans being considered, a more efficient use of public resources would be to connect Palisades with the CCT. It would achieve the same goal at a fraction of the cost (a few hundred thousand dollars vs. several million for the plans being considered now).

Third, we think it's vital to maintain green space in the Palisades without covering such space for a duplicative and expensive trail.

Fourth, a cycling path would create noise, trash, and parking issues, not to mention lower property values for residents who own houses directly by the trail.

Fifth, there are also numerous safety and traffic issues with the development of a trail, including having to cross the very busy intersection of Foxhall and MacArthur, and no good termination points.

Again, we are strongly opposed to a significant development of the trail, and would support connecting the CCT with the Palisades while making minor improvements all along the trail.

I hope my pictures were helpful. Proponents of an overlay on the path are using my picture (or a similar picture) on their website to demonstrate shabby conditions, when the series of photos I sent to you for your team are to show the path's conditions improved significantly when the asphalt-like overlay was blown out by the big storm. The pooling was much more severe before the storm, lingering for days (weeks in colder weather), and created a horrendous muddy situation all the way back to where my home backs up to the right-of-way. (I removed a fallen tree from the section behind my house, clearing the space).

Second, I am concerned about green space, actually more after the DDOT meeting at the Palisades Recreation Center, when your team's proposal calls for adding more than a half-mile of artificial surface to the right-of-way. The park has lost considerable green space with renovations, more asphalt or concrete, the skateboard area and soccer field were added and once grassy areas or woods, the soccer field will be replaced with an artificial surface. The field house footprint has doubled in size, the toddler playground was once patchy dirt or wood chips. It seems redundant to have an overlay running on the right-of-way to the Arizona Street. Bridge, so close to the asphalt pavement added along the side of the baseball field to the tennis courts.

On accessibility, there is a nature trail from the tennis courts gate to the Arizona Avenue Bridge, perhaps, that section could be modified as an ADA component. I have heard senior citizens express concerns about the prospect of an overlay, bike trail; the current green space provides confidence for people with mobility aids, agility issues, or recovering from surgery,

illnesses; bikes would threaten and interfere. I also hear bicyclists want access to the C&O Canal, Crescent Trail, which your study map does not provide.

A comprehensive bike plan for the entire city should be drawn up before we start tearing up the right-of-way. Thank you.

My property abuts the trolley right of way, and I am extremely enthusiastic at the prospect of having a trail to Georgetown which runs by my house.

I am writing to let DDOT know that I would be thrilled if DC were to install an asphalt trail from Galena Place to Prospect Street. Specifically, I would like:

1. Trail alignment option 4: Foundry Trestle Bridge to New Bridge to Prospect Street
2. Trail access points at: Chain Bridge Road, Nebraska Avenue, Reservoir Road, Foxhall Road, and Fowler's Road
3. Trail amenities which include: landscaping, seating, trash cans, bike racks, and signage (in that order)
4. Bridge rehabilitation option 2: Rehabilitate Truss and Replace Approaches (I prefer the cleaner look of the new bridge)
5. In any case, a rehabilitated bridge would significantly enhance the trail
6. New bridge design option 3: H-Truss
7. Capital Crescent Trail connections at: Arizona Avenue and Maddox Branch (a Maddox Branch access point would make a material reduction in the difficulty of accessing Fletcher's Cove)

Please let me know if I should pass my preferences to anyone else on your team. And thank you for all the work that has gone into this project to get it where it is.

I am following up on the recent community meeting in Georgetown on the prospects of the trolley trail. I would like to start by commanding you and your team on your efforts which I believe come from a genuine belief in that the project would serve our neighborhood. I too see the benefit of better connectivity possibility via the bridge if done properly and if there is financial interest in saving the foundry trestle bridge and reopen the trail beneath it. Could you please provide confirmation of receipt of this email and directions on how to lodge my comment and perspectives?

The bridge itself could easily connect us to the Georgetown campus, their shuttle station and allow pedestrians to walk through campus to Prospect street without the extensive construction of structures as the project currently envisions. Selling the project to GU as a health benefit to students and obtaining their endorsement would greatly benefit your cause. Threatening to deface GU's entrance on Fowler's road is counterintuitive and expensive, especially since it envisions building a suspended pathway on a steep slope to avoid the campus...

As far as we could understand from the previous community presentation, the paving of the trolley trail was argued as a need to serve the bikers and to improve accessibility to the elderly or impaired. Could you please explain how that argument applies to current Glover-Archbold Trail going from the historic bridge all the way up to Nebraska?

Please note the photos attached to this message. That trail is used not just but us in Foxhall Village and Foxhall Crescent but also by Georgetown University students, residents of Burleith and Glover Park. It is used by joggers and people with dogs but it is currently out of the reach of people with disabilities or the elderly. In fact it is a health hazard for those venturing to bike on this trail and frankly to us joggers, or people seeking to enjoy it. As you can see in the pictures, dead trees haven't been lifted for years from the trail, the passages have been destroyed by rail, erosion has left the trail in a dangerous state and we are dealing with mossy slippery areas on top of the exposed sewage pipe. The state of this trail is in stark contrast with the millions envisioned to be spent by project and it no cost benefit analysis appears to have been made while sums are being spent on nice maps and projections. Who is to ensure the maintenance of our currently available and inaccessible trails and the added costs of yet another one?

Does the decrepit state of the inaccessible Glover-Archbold Trail reflect your intent to promote the greater benefit of the stakeholders your project argues it serves?

That Glover-Archbold Trail going north starting underneath the historic trolley bridge is in itself historic, having been used by former President Woodrow Wilson in his ailing years after his presidency and it leads up to the WWII community gardens which were created in the war effort. If historic preservation is indeed the goal, maybe it should be linked to the state of the trail the bridge crosses and the obvious hazard it poses for many pedestrians who could use the trail connecting them to a number of adjacent neighborhoods.

Instead, the project you present proposes the duplication of any benefits the Capital Crescent Trail ought to address if we in the Palisades community would be properly connected to it. The trolley trail paving offers no added benefit, going in parallel to the Crescent trail we cannot access. The paving would simply be doubling trail upkeep costs with no added benefit that the Crescent trail already should provide and your project offers absolutely no connection improvement to this historic beautiful trail just below us. Only the upkeep costs

of your envisioned new paved trail, if not all the millions of projected construction costs, ought to raise alarm bells about utility and possibly discriminatory spending having in mind, it does not serve any of the neighborhoods outlined above on the Glover-Archbold Trail.

You envision building bridges to nowhere, parallel to the C & O Canal Towpath and Capital Crescent Trail instead of giving us connectivity to them. I fail to see how this is of benefit to our community.

The pedestrian bridges/overpasses we need should be build not parallel to the c& o canal but perpendicular, over Canal Rd. to give us access to the trail below, a resource to which we now have such poor connectivity now. The only connection we now have to the Capital Crescent Trail is the open sewer underpass close to the foundry trestle bridge and it is also in a decrepit state, basically a rat infested, floods eroded passage with roots hanging from the ceiling. I do not see how anyone can argue the benefits of a new trail for bikers, elderly or impaired when the state of the only underpass to the Capital Crescent trail (the only pass that can lead pedestrians to the Georgetown Waterfront) is left in such a state. We strongly support alternatives to the dangerously narrow sidewalk that currently connects us to Georgetown and we are not fond of the motor vehicle fumes we inhale walking there but your project does little to improve our connectivity.

We strongly object to the idea of installing yet another pedestrian traffic light at the intersection of Foxhall and MacArthur. Your project is basically pouring salt on an open wound. That intersection is a commuter bottleneck, backing up on the daily basis. This intersection and down to on Foxhall ROad to Canal Road is one of the major vehicle bottlenecks in the city and if a study were to have been done, it would have indicated the urgent need of an additional vehicle lane and the need for greater fluidity. If there is a place in your entire project where you should build a pedestrian overpass, this is the place to do it and you certainly have enough landing on both sides of the road to do it.

A project that actually improves the intersection would obtain far greater support than something that actually threatens longer traffic jams and puts pedestrians at risk since visibility in the corner is reduced.

I do hope these points are not perceived as criticism, but accepted as constructive feedback that could lead towards greater buy-in for what is in fact a very ambitious projects spanning quite diverse ultra-local challenges. We do hope you would directly consult those homeowners directly adjacent to the trail and hear our concerns.

Thank you in advance for reviewing this concerns and suggestions. We look forward to hearing from you.

I just wanted to reiterate our discussion regarding the connection for the trail at Foxhall RD and Macarthur Blvd going from the western portion of Foxhall RD to the eastern portion where it would connect to the Foundry Branch Bridge.

Page 4 "Potential Trail Alignment slide "

https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/Palisades%20Trolley%20Trail%20Public%20Meeting%202%20Boards_FINAL_v2.pdf

Here are some of the problems of just putting a stop bar and signal:

When driving a car from Canal Rd and bearing right in the Fork of Canal RD and Foxhall RD, the visibility of coming up that hill is small if bicycles were going through that intersection.

I realize after I got off the phone that you are tying the stop light to the traffic signal. I didn't realize that while we were talking. But, still, having the path go straight east-west at that intersection might be an issue with visibility and cars might have not enough time to react.

Two things I'd recommend:

- 1) Merge the trail going east from the western side of Foxhall RD to that traffic light. (And hopefully that intersection will be redone at some point)
- 2) On the Eastern side of Foxhall RD, keep the trees there. This way, coming off the Foundry Branch Bridge going west, a bicyclists wouldn't physically be able to shoot across the intersection.

Let me know if you need more info on this.

One comment on the trail. The boards show a historical survey and I have something to add to that.

In 1967-68, when he was in college at Georgetown, future president Bill Clinton lived along the ROW at a house at 4513 Potomac Avenue (since replaced). Might be a nice place for some kind of signage for that.

Please build this! It would be a great addition to the area as well as a really nice connector between the neighborhoods, Georgetown, Georgetown Univ, the CCT, and the river. Would be wonderful!

You were listed in a WashCycle post about the Palisades Trolley Trail. I'm a big biker and love all trails. But I'm confused about why this potential trail is receiving attention in funding when it looks like it would parallel two other existing trails (C&O and Capital Crescent) and when there are large parts of the City that have no trails. Can you enlighten me? Or send me to something written that discusses this? Thank you in advance for your help.

I wanted to write to express my support of paving the Trolley Trail with Porous Asphalt or Stabilized Decomposed Granite surfaces. I know there is a large neighborhood movement against this position, and I worry that those voices are drowning out those of us who very much want the trail paved. I haven't spoken up at meetings or on the listserv because I don't want to get bombarded by the opposite side. However, as a mom with a young child, I really need paved areas for strollers and the current trail just doesn't work for me. I very much support DDOT's proposal and wanted to write to ensure that you hear from a variety of voices

We need your enthusiastic support for the Trolley Trail improvements that have been proposed by DDOT so that we can walk the now overgrown trail with our dogs and kids. We really need these trail improvements that will eventually lead to much better access to Fletchers Cove! We also need better access to the C&O Towpath and the Capital Crescent Trails. Its so frustrating that we are so very close, but it is so difficult to get to those trails and to the Potomac River from our Palisades neighborhood.

Please join us in supporting the DDOT's suggested Improvements to the Trolley Trail. Please don't let a small but vocal group of folks continue to 'save' this land as part of their personal backyards. No one wants the trail paved, but we do want a trail that is more accessible with a gravel path that won't get flooded or overgrown. Improvements will be an important step toward greater health for all of our residents, as it will make access for exercise and nature that much easier and safer for all of us. Thanks for listening.

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While late to the party with respect to attending community meetings or completing surveys, I wasn't particularly aware of the Palisades Trolley Trail project until signs went up in the neighborhood. For what it's worth, this Palisades resident is thrilled at the prospect of the trail being made more accessible. I run it regularly, and while I enjoy largely having the trail to myself, I'm even more excited about the prospect of being able to share it with my aging parents and differently-abled friends.

I'm a member of the Trolley Trail Preservation Group, a nearly 300-member organization of Palisades residents who support keeping the Trolley Trail grass. Here are the three top reasons neighbors give for not wanting to pave the Trolley Trail with stabilized decomposed granite:

Save Taxpayers \$15M

Why should taxpayers spend \$15M-\$20M to pave a trail to Georgetown when a trail already exists, just 100 yards away? Instead, the city should leverage existing infrastructure (Capital Crescent Trail) and save taxpayer dollars.

Quicker, Cheaper Bike Access to Georgetown

Please give the Palisades access to the Capital Crescent Trail from Arizona Avenue now, by choosing DDOT's common sense solution: the Capital Crescent Trail Connector project which costs just \$550,000. Why wait 5-10 years for the city to undergo a \$15M-\$20M project—including building three new bridges and paving in forested areas?

Save Green

The Trolley Trail Provides the only grass path in the heart of the Palisades. To pave nearly an acre of natural grass, just one block from where we suffered dangerous flooding from run-off in July, is shortsighted.

Thank you and your colleagues for considering our views.

Connecting the Palisades to the C & O canal /Capitol Crescent Trail Connection makes great sense and I hope that happens. That will allow bike commuters into the city and beyond. We have multiple paved surfaces in the neighborhood for wheels, and I want to voice my support to preserve the Trolley Trail as a green path.

Please SAVE, DON'T PAVE THE TROLLEY TRAIL !!

I am writing in support of keeping the trail as it is and spending money to connect the Arizona Ave bridge to the CCT. It simply doesn't make sense to build another connector to Georgetown when we have a good one so close. And it would be easy to connect the bridge to existing paths in the Palisades park on the bridge side of the tennis courts. Surely there is better use of taxpayer's money- either in this neighborhood by putting in needed sidewalks, bike lanes and speed bumps to make it safer for everyone- or elsewhere in the city.

While I understand the "not in my backyard" reaction to the plan, but as a longtime resident of the Palisades, I look forward to the conversion of this overgrown and until now below the radar "path" into a walker and biker friendly means of moving through the Palisades.

Please do not be dissuaded by the highly organized and vocal minority who want no plan or a downsized plan (the latest proposed accommodation). Build the whole project. It will benefit the greater Palisades. Thank you.

We are pleased to see strong momentum in the Palisades for a Win-Win Solution for the Trolley Trail that draws on the best ideas from both sides in the debate. So far more than 425 Palisades residents have signed the Win-Win Solution petition, which is explained below. The Palisades Listserve also reflects momentum for this compromise.

In particular, neighbors see opportunities for the Win-Win Solution to support the District's sustainability, and bicycle connectivity strategies, including DDOT's Tree Canopy, and DOEE's stormwater runoff initiatives.

I just wanted to quickly follow up with you and thank you for your hard work and support in improving our communities. The proposal for the Palisades Trolley Trail is fantastic! We love the idea of revitalizing what is currently a overgrown, often flooded, desolate and underutilized public space into a community resource for all! Palisades currently lacks any such trails, and we imagine community members of all ages being able to utilize the great resource. The idea of having solar powered lights (3 feet, low voltage, downward facing) would even enhance the usability! I am aware of a small but very vocal group in opposition, almost exclusively by those whose property backs onto the trail. While this group may have benefited from having such public lands behind their house for some time, it is not eminent domain and they should have no stronger influence over the decision making than any other community resident. The vast majority in our community support this effort and are increasingly involved in voicing their supportive opinions. For example, see attached the recent flier from the Palisades Family Network, as well as the website (<https://palisadesfamily.network/>). Please let me know if there is anything we can do to support your efforts to make this great amenity a reality.

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I am writing to request your support in securing improvements to the Palisades Trolley Trail.

My family and I reside on Reservoir Rd. and my children attend school at Key Elementary School. For a month last spring, my two eldest children and I biked to school along MacArthur Blvd, which is currently the only route available to us for this trip. During this month, my

daughter came within inches of being killed by a turning bus at an intersection. My son was almost cleaned out by a car backing out of its driveway. My wife has also had multiple near-misses with turning traffic walking back and forth along MacArthur with the stroller carrying our youngest child.

The Palisades Trolley Trail could provide a safe and easy means for my children and I to travel to Key Elementary, the Palisades Rec Center, and elsewhere in the Palisades but only if the improvements currently being studied by DDoT are undertaken. While the existing Palisades Trolley Trail is picture-esque in sections, disjunctures between those sections - such as those at Maddox Branch, Reservoir Rd. and Clark Pl. - render it practically unusable for those with strollers, bikes, or bags in tow or for the mobility-impaired. Many of these disjunctures - particularly at Reservoir Rd. - create serious (potentially fatal) risks for those able and brave enough to make use of the trail in its existing state.

While I believe many in the community are supportive of the proposed improvements, a recent campaign presents the proposed "CCT Connector" at Arizona as a less expensive substitute for a safe and usable Palisades Trolley Trail. Although billed by this campaign as a "win-win", nothing could be further from the truth. While a "CCT Connector" would not be at all useful for children, the elderly, and the mobility-impaired, a failure to improve the existing Palisades Trolley Trail would deprive the community - and the DC population at large - of a safe and accessible trail to use both for travel across the Palisades and to enjoy outdoor life in this wonderful section of the city.

I would very much welcome the opportunity to engage with you further on this issue, should you have the time.

I write to strongly support a paved, modernized, and revitalized Trolley Trail. I have used the current trail. It is impassable most of the year, it is not safe, and it does not invite use for exercise, commuting, or outdoor activities with my family (scooting, riding bikes, rollerblading) together away from cars. Revitalizing the trail will help everyone enjoy the outdoors, exercise, and get around our community off the streets and away from cars. If the trail was paved, I would be able to use it to run to work downtown without cars and play with my kids. It is a neighborhood gem, but only if it is upgraded and maintained.

I'm writing to let you know of my enthusiastic support for the DDoT plan to revitalize the Palisades Trolley Trail. I've noticed a large uptick on the community listserve in the past few days regarding a so-called "Win-Win" compromise that is anything but. . .and I want to be sure that you know that there are residents in the community who do not want to miss out on an opportunity to have an incredible public amenity in our neighborhood.

I am writing in support of the rehabilitation of this trail for several reasons - one, for better connections in the neighborhood from homes to the Capital Crescent Trail and other areas of the neighborhood. As a parent, a runner, and a cyclist, I would use this trail much more often

than I do now in an improved state. Two, private citizens, who currently treat this public right of way as an extension of their backyard, should not be able to privatize public space. Alleys are common and typical throughout the District of Columbia. Just because this "alley" has grass instead of concrete, somehow these homeowners feel it is their opinion alone that should be considered about how to manage this public trail.

I believe concerns about lighting, speeding bikes, and other issues have been addressed previously, but they continue to persist on the Palisades email listserve. The ones proposing this "win win compromise" are simply rehabilitation opponents masquerading as problem solvers-- the problem being their inability to completely kill this proposed renovation of the trail.

Now more than ever, we should be supporting multi-modal forms of safe transport in our city. It will benefit residents of all ages and physical abilities. We should also be doing all we can to reduce drivers on our roads, which contributes to traffic congestion and increased greenhouse gas emissions, harming our planet.

Please continue to move forward with this project and do not let the nay-sayers deny a greater public good for the benefit of a private few.

During this week of focused attention on climate change, I think it would show your place as a real leader to seriously consider the effects of paving a large stretch of grass and woodland within the city. We do not need a SECOND bike trail going to Georgetown. Most DC residents are concerned about climate change- LETS HAVE DC BE A LEADER IN THIS!

Quick question regarding the biking trail planned for the Palisades. In a DDOT letter dated May 2, 2019, it stated that "a loose, non-stabilized surface will not be considered....therefore, the only two viable surface materials are stabilized, decomposed granite and porous asphalt." Is this true?

I was just reading about the District's effective improvements through the, Urban Forestry Division, to remove impervious surfaces and increase tree canopy. The development of the Palisades Trolley Trail seems to be working in the opposite direction- paving green-space.

https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/ufo_arra_final_report_2012.pdf#page=1&zoom=auto,-74,798

I am a Palisades resident and cannot understand why you would be considering an expensive project that is against the environmental goals of the city. Please don't pave the grass trail.