COMMUNITY MEETING
Bethesda Chevy Chase Regional Services Center
4805 Edgemoor Lane, Rm A/B
Bethesda, MD 20814
Tuesday, July 28, 2015

Trail Connector between the Capital Crescent Trail and Little Falls Trail

The Park Development Division of the Montgomery County Department of Parks
Meeting Agenda

- Introductions
- Project History
- Project Objectives
- Existing Site Assessment
- Presentation of Concepts
- Next Steps
- Comments and Discussion

Goal: To Solicit Public Input On Proposed Trail Connector Alignment Options.
PROJECT HISTORY

- Established based on recommendation from the “The Capital Crescent Trail – Design and Implementation” (July 1992)

- Trail Connector Analysis was performed.

- This connector location was ranked high because:
  I. Connects two (2) regional trails.
  II. Direct link to public facilities.
  III. Number of parks and metro stops within ¼ miles.
  IV. Proximity to transit & employment, and
  V. Relatively high density area within ½ mile.
PROJECT OBJECTIVES:

• To provide an ADA compliant hard surface trail connection between the Little Falls Trail (LFT) and the Capital Crescent Trail (CCT) near the Bethesda Pool.

• To provide safe crossing at Hillandale Road.
Resource Atlas Map showing the streams and stream buffers in the Project Study Area.
PROJECT OBJECTIVE

• To provide an ADA compliant hard surface trail connection between the Capital Crescent Trail (CCT) and the Little Falls Trail (LFT) near the Bethesda Pool.

• To provide safe crossing of Hillandale Road.
Agenda

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TRAIL CONNECTOR BETWEEN THE CAPITAL CRESCENT TRAIL AND LITTLE FALLS TRAIL
Option “C”

Option “A”

Option “B”

OPTION C: FROM MILLETT PKWY CROSSING STREAM
APPROX. LENGTH: 600 LF - 700 LF

OPTION A: SKIRTING EXISTING POOLS
APPROX. LENGTH: 400 LF - 500 LF

PROPOSED CCM LOCATION FOR ALL OPTIONS: TREAT UP TO 20,000 SF OF EXISTING PARKING LOT

OPTION B: AROUND EX. PARKING LOT
APPROX. LENGTH: 625 LF - 875 LF
Public Right of Way Accessibility Guidelines:
FOR AREAS WITHIN THE PUBLIC RIGHT OF WAY

- Cross Slope 2.0% (1:50) Maximum
- Longitudinal Slope 5.0% (1:20) Maximum
- Curb Ramps 8.33% (1:12) Maximum for 6" Rise Maximum

Architectural Barriers Act Accessibility Guidelines For Outdoor Areas:
FOR TRAILS ON PARK PROPERTY

- Cross Slope 2.0% (1:50) Maximum
- Longitudinal Slope 10.0% (1:10) for 30' Maximum, 8.33% (1:12) for 50' Maximum, 5% (1:20) Unlimited
Option A
Option A

TOTAL LENGTH: 525' +/-
ELEVATION GAIN: 18' +/-
Option B

TOTAL LENGTH: 800 ft
ELEVATION GAIN: 12 ft

Parking Lot
Drainage Ditching

Average Grade: 3%
Option C
Option C

TOTAL LENGTH 100' +/-
ELEVATION GAIN 21' +/-
SWM FOR ALL OPTIONS

TREAT PART OF THE EXISTING PARKING LOT IN LIEU OF TREATING THE LENGTH OF THE PROPOSED TRAIL CONNECTOR BY PROVIDING ONE OR TWO SMALL RAIN GARDENS OR MICRO-BIORETENTION FACILITIES.
**OPTION A:**

- **COST:** $345,000 +/-

**PROS:**
- PRIMARILY GENTLE SLOPES
- AVOIDS VEHICLE/PEDESTRIAN CONFLICTS
- MORE SCENIC ROUTE (NOT THROUGH A PARKING LOT)
- SHORTEST OF THE PROPOSED ROUTES, MOST DIRECT TO CCT

**CONS:**
- REMOVAL OF ESTIMATED 3 LARGE TREES
- APPROX. 350 LF OF DECK REQUIRED
- TRAIL ALIGNMENT PASSES THROUGH STREAM BUFFER
**OPTION B:**

- **COST:** $325,000 +/-

**PROS:**

- *LITTLE ELEVATION CHANGE (MINIMAL GRADING REQUIRED)*
- *MINIMAL FOREST REMOVAL*
- *EASY TO ACCESS WITH CONSTRUCTION EQUIPMENT*
- *CONSIDERABLY REDUCED ENVIRONMENTAL IMPACT*

**CONS:**

- *CROSSES ALL THREE ENTRANCES TO POOL PARKING LOT (CONCERN FOR VEHICLE/PEDISTRIAN ACCIDENTS)*
- *LESS SCENIC ROUTE*
- *OUT OF THE WAY FOR NORTHBOUND USERS*
- *USERS MAY STILL SHORTCUT ACROSS PARKING LOT*
- *REDUCED GREEN SPACE IN FRONT OF POOL FACILITY*
- *LONGEST OF THE PROPOSED ROUTES*
OPTION C:
• COST: $595,000 +/-

PROS:
• POTENTIAL TO USE EXISTING IMPERVIOUS AT ALONG WILLETT PARKWAY

CONS:
• SOME TREE REMOVAL
• SIGNIFICANT ELEVATION CHANGE
• BRIDGE NEEDED FOR STREAM CROSSING (ARMY CORP OF ENGINEER INVOLVEMENT)
• OUT OF THE WAY FOR SOUTHBOUND USERS
• CROSSES HILLANDALE ROAD NEAR A CURVE
• PASSES THROUGH EXISTING PARKING LOT (POTENTIAL FOR VEHICLE/PEDESTRIAN CONFLICTS)
## Unweighted Assessment

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<th>Environmental Concerns</th>
<th>Practical Concerns</th>
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<td>Minimizes Added Impervious</td>
<td>Minimizes Stream Crossing</td>
<td>Minimizes Floodplain / Buffer Impacts</td>
<td>Minimizes Pedestrian / Vehicle Conflicts</td>
<td>Minimizes Commute Length</td>
<td>Cost</td>
<td>Maximizes Ease of Construction</td>
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1 = Poor; 2 = Adequate; 3 = Good; 4 = Excellent

## Weighted Assessment

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Option A
Option A
Agenda

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TRAIL CONNECTOR BETWEEN THE CAPITAL CRESCENT TRAIL AND LITTLE FALLS TRAIL
## Project Schedule - Final Design, Construction Documentation, Permits

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<th>ACTIVITY</th>
<th>TIME FRAME</th>
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<tr>
<td>Final Design, Construction Documentation, Permits:</td>
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<tr>
<td>Project Kick-off Meeting</td>
<td>May 2015 and Issue NTP</td>
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<tr>
<td>Schematic Concepts /15% - Design</td>
<td>Late Spring 2015</td>
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<tr>
<td>Public Meeting to Present Concepts</td>
<td>July 28, 2015</td>
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<tr>
<td>Supplemental Public Meeting</td>
<td>September 8, 2015 (Tentative) N.L.T. Early September 2015</td>
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<td>100% Design Documents</td>
<td>Spring 2016</td>
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<td>Sign-off of Complete Bid Package</td>
<td>Late Spring 2016</td>
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<td>Bidding &amp; Construction</td>
<td>TBD</td>
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<tr>
<td>Procurement; Advertisement; Award Construction Contract</td>
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</table>
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For more information contact:

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