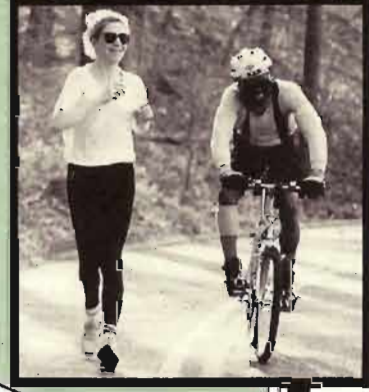
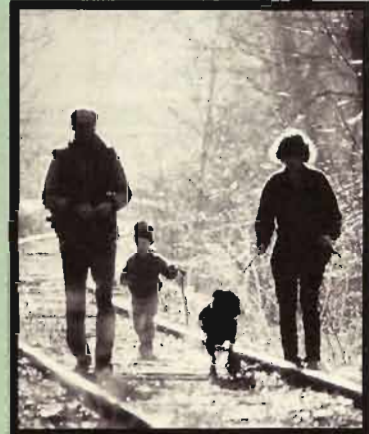
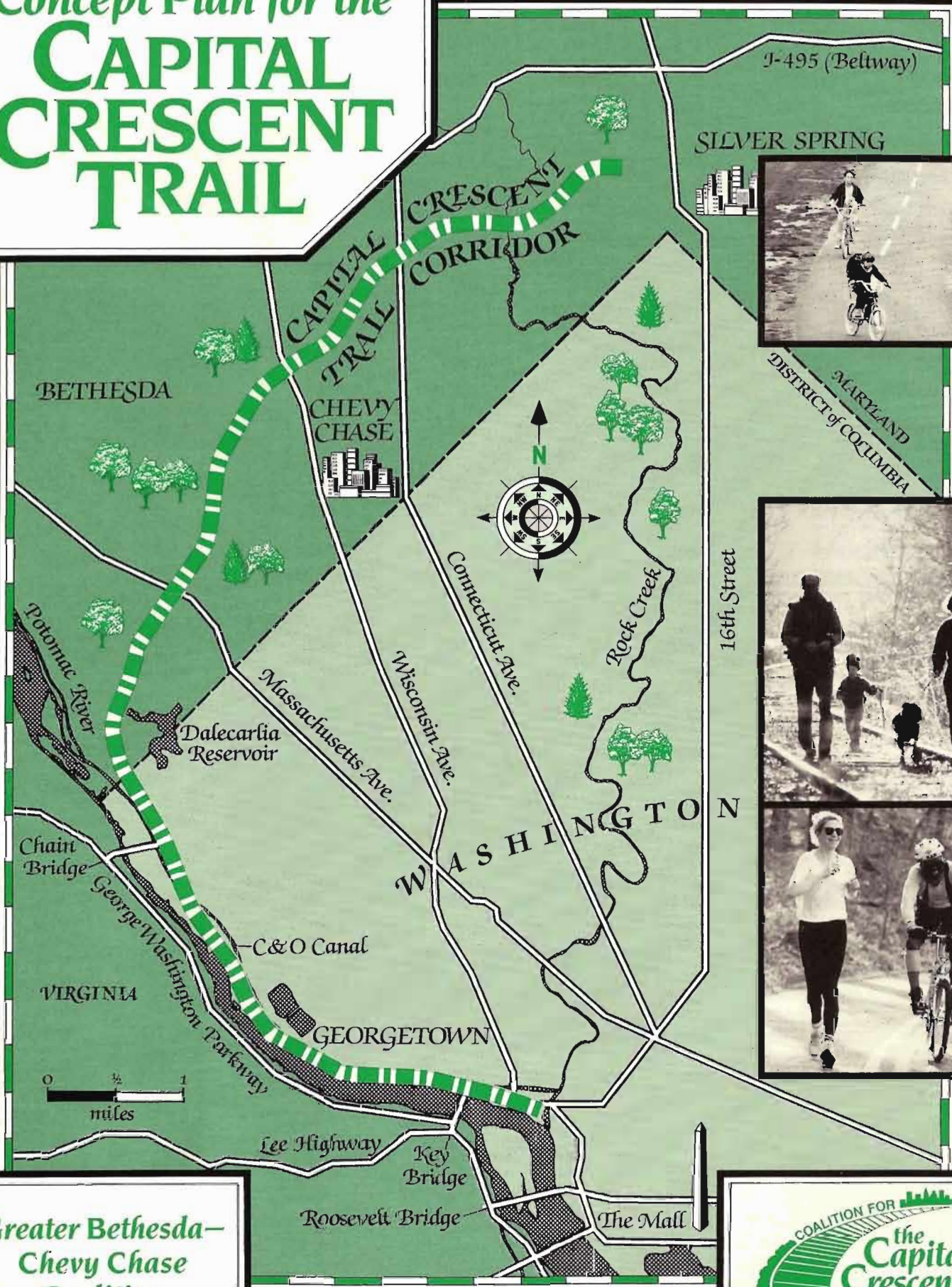
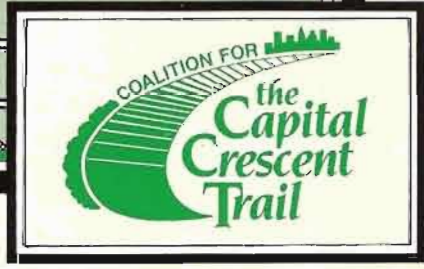


Concept Plan for the CAPITAL CRESCENT TRAIL



**Greater Bethesda-
Chevy Chase
Coalition**



CONCEPT PLAN
For The
CAPITAL CRESCENT TRAIL

Proposed By

**THE COALITION FOR THE
CAPITAL CRESCENT TRAIL**

And

**GREATER BETHESDA-CHEVY
CHASE COALITION**

DECEMBER 1988

Coalition for the Capital Crescent Trail - Coalition Members

| | |
|--|---|
| American Forestry Association | Montgomery County Road Runners |
| American Hiking Society | National Handicapped Sports and Recreation Association |
| American Youth Hostels-Potomac Area Council | National Institutes of Health Bicycle Commuting Club |
| Appalachian Mountain Club (D.C.Chapter) | National Parks and Conservation Association |
| Arlington County Bike Club | National Recreation & Parks Association |
| Audubon Naturalist Society | Northern Virginia Volksmarchers |
| Blue Ridge Voyageurs | Pentagon Pacesetters |
| Capital Hiking Club | Potomac Appalachian Trail Club |
| Chesapeake & Ohio Canal Association | Potomac Boat Club |
| Citizens Association of Georgetown | Potomac Pedalers Touring Club |
| Committee of 100 for the Federal City | Rails-to-Trails Conservancy |
| Conservation Federation of Maryland | Sierra Club (Rock Creek Group) |
| District of Columbia Road Runners Club | Virginia Volkssport Association |
| Greater Bethesda-Chevy Chase Coalition | Walkways Center |
| Maryland Association of Bicycling Organizations | Wanderbirds Hiking Club |
| Montgomery County Citizens Bicycle Committee | Washington Area Bicyclist Association |
| Montgomery County Outdoor Education Association | Washington Canoe Club |
| | Washington Women Outdoors |

Greater Bethesda-Chevy Chase Coalition - Coalition Members

Allied Civic Group
Cabin John Citizens
Association
Town of Chevy Chase
Chevy Chase Hills Citizens
Association
Chevy Chase Valley Citizens
Association
Citizen Coordinating
Committee of Friendship
Heights
Coquelin Run Citizens
Association
East Bethesda Citizens
Association
Elm-Oakridge-Lynn Citizens
Association
Friendship Heights Village
Citizens Association
Hamlet House Condominium

Hamlet Place Owners, Inc.
Kenwood Citizens Association
Kenwood Condominium
Association
Kenwood Forest Condominium
Association II
Kenwood House
Park-Sutton Condominium
Association
Residents against Transitway
Riviera Condominium
Rollingwood Citizens
Association
Town of Somerset
Springfield Civic Association
Sumner Citizens Association
Westbard Mews Condominium
Westmoreland Citizens
Association
Westwood Mews

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EXECUTIVE SUMMARY

The Coalition for the Capital Crescent Trail and the Greater Bethesda-Chevy Chase Coalition recommend that Montgomery County and the National Park Service purchase the recently abandoned Georgetown Branch rail corridor and convert it to a new linear park, the Capital Crescent Trail, as the highest and best use of the derelict 11-mile, 120-acre right-of-way.

Linking a dozen local, regional, and national parks, the predominately wooded corridor would provide an ideal site for hiking, running, bicycling, and cross-country skiing and could be expected to attract an estimated one million visitors each year. The trail would allow safe, off-road, non-motorized passage across the metropolitan area and would provide access to several dozen community facilities, including libraries, pools, shopping districts, and schools. It would provide linkage with four of the major bikeways of the metropolitan area.

Montgomery County planning documents have repeatedly pointed out the need for additional open space in the lower part of the county. The recent "Park, Recreation, and Open Space Plan" recommended the acquisition of 3,000 additional acres of park land in the county by 1990 and singled out the lower county (where the Capital Crescent lies) as an area of particular priority. In addition, the plan called for another 70 miles of hiker-biker trails in Montgomery County by 1990. Acquiring the 11-mile Capital Crescent corridor would be a significant step toward meeting that documented need.

We propose that the Capital Crescent Trail include the following:

- o Dual paths. A paved, 10-foot-wide path for bicycles and wheelchairs would run alongside a 6- to 8-foot-wide path with a crushed-rock or wood-chip surface for walking and jogging. All rails and ties would be removed.
- o Bridges and underpasses. Existing tunnels and trestles would be used at eight locations, and above- or below-grade crossings would be constructed at the remaining major street crossings (River Road, Bethesda and Woodmont Avenues, Connecticut Avenue, Jones Mill Road), making the trail 99 percent off-road.
- o Lighting. Although lighting to allow nighttime use of the park would be a long-term goal, lighting would be provided only in the tunnels and underpasses at present.
- o Access. Because access would be the key to the trail's success and its security, numerous well-marked, paved entrances would be provided. Although exact locations have not yet been determined, entrances would certainly be provided at the Bethesda and Silver Spring Metro stations, at busy thoroughfares, and at junctions with major bike routes like the Mount Vernon Trail and the Rock Creek Trail.

- o Other facilities. Signs, fences, landscaping, exercise facilities, picnic facilities, water and sanitary facilities, and security patrols would be provided in accordance with current standards for parks.

Additional factors to be considered in planning for the Capital Crescent Trail include the following:

- o Ownership and management. Ownership and management of the trail would be the responsibility of the National Park Service (for the D.C. portion) and Montgomery County (for the Maryland portion) or the Maryland Department of Natural Resources. Volunteer assistance would be used for routine maintenance and upkeep of the trail.
- o Subsurface and air rights. As managers of other rail trails have discovered, subsurface and air rights may have considerable value. Their sale or leasing and subsequent development can occur with little effect on the park or trail and can provide revenue for maintenance and improvements. We therefore strongly recommend that the two agencies secure these rights when purchasing the land.
- o Costs and funding. The costs of fully developing a secure trail are estimated at approximately \$670,000 for the D.C. portion and \$1.5 million to \$2 million for the Maryland portion. Funding might come from state and federal sources like Maryland's Program Open Space and the federal Land and Water Conservation Fund, from county funds, and from private foundations and individuals. Citizens' coalitions would fully participate in raising funds to develop the trail and in soliciting the donation of materials, equipment, and structures, a practice that has dramatically reduced expenditures on other trails. Spreading the development of the trail over a number of years could also help reduce initial costs. We estimate the full trail route could be initially established for \$1.5 million.

The Capital Crescent Trail offers a unique opportunity to add a significant open space and recreational facility to a fast-growing metropolis. Our generation owes it to the next one to preserve this abandoned rail corridor as a new park and trail.

BACKGROUND

The Capital Crescent Trail corridor is an abandoned railroad right-of-way stretching 11 miles between Silver Spring, Maryland, and the Georgetown waterfront in the District of Columbia. Varying in width from about 60 feet to 220 feet, the corridor encompasses approximately 100 acres. Approximately one-third of the land is in Washington, and the remainder is in Montgomery County, Maryland.



Many people are already using the abandoned right-of-way for biking. The rails and ties will be removed before the final trail is put down.

The corridor runs through established urban and suburban communities and the commercial centers of Georgetown, Bethesda, Chevy Chase, and Silver Spring. It cuts through two urban national parks (the C&O Canal National Historical Park and Rock Creek Park) and passes within a few blocks of 19 local parks, 16 schools, and several dozen libraries, pools, and other community facilities. For four miles, the corridor parallels the Potomac River, affording magnificent views and providing opportunities for fishing and canoeing.¹

A bird-watcher's paradise with 100 avian species, the Capital Crescent Trail contains 92 varieties of trees and shrubs and 160 types of wildflowers, ranging from Adder's

¹See Appendix A for a mile-by-mile description of the corridor.

Tongue to Yarrow. Numerous small mammals, including several uncommon species, live along the trail.²

The proposed park contains a number of significant historical and prehistoric sites. Although development has obscured most of the prehistoric sites, prehistoric artifacts have been found in several places, and there are 14 historically significant sites along the abandoned railroad line known as the Georgetown Branch.³

Constructed near the turn of the century and put into use in 1910 by the Baltimore & Ohio Railroad (now a division of the CSX Corporation), the railroad line was used to transport fuel, building supplies, and other products to Bethesda, Chevy Chase, and Georgetown. The last rail customers were a lumber yard, which received material by rail until 1984, and the General Services Administration's coal-fired power plant in Georgetown, which received coal by rail until 1985, when CSX shifted to delivery by truck.⁴

One of the Georgetown Branch's more striking (though historically less significant) sites is the Rock Creek Park trestle. Built in 1892 and advertised as the longest trestle bridge of its kind on the B&O, the original wooden structure was 1,400 feet long and 67 feet high. The bridge has been rebuilt several times, fill has been added along the Creek's banks, and steel has been added to many of the bridge's tresses. These modifications have left a much shorter (281 feet) but higher trestle.⁵

CSX ceased operating on the rail line in 1985 and petitioned the Interstate Commerce Commission (ICC) in April 1986 to permit the abandonment and sale of the right-of-

²Draft Environmental Impact Statement, AB-19 (Sub-No. 112), Baltimore and Ohio Railroad Co., Metropolitan Southern Railroad Co., and Washington and Western Maryland Railway Co. -- Abandonment of the Georgetown Subdivision Located in Montgomery County, Maryland, and the District of Columbia, Interstate Commerce Commission, Office of Transportation Analysis, Section of Energy and Environment, Mar. 13 1987, Appendix C-1.

³"Archaeological Survey Baltimore and Ohio Railroad, Georgetown Subdivision" (hereafter cited as "Arch. Survey"), conducted by Engineering-Science, Inc., under the auspices of the Interstate Commerce Commission, Office of Transportation Analysis, Washington, D.C., March, 1987, p. 94. A complete list of the prehistoric sites and artifacts is beyond the scope of this report but can be found in the archaeological survey, which was conducted as part of the ICC's Environmental Impact Statement on the Georgetown Branch.

⁴Historical facts about the Georgetown Branch railroad line are from the Georgetown Branch Preservation Group's Proposal for the Continued Operation of the Georgetown Branch, Revised Edition, Sep. 1987, p. 1f.

⁵"Arch Survey," p. 25.

way. Since then, the Georgetown Branch has not been used, while the ICC considered the abandonment petition.

Proposals for the railway corridor have included converting it to a trail and park, re-instituting its use in hauling freight by rail, providing light rail transit for passengers, creating a historic railroad for tourists, and developing individual parcels of real estate.

WHY WE NEED THE CAPITAL CRESCENT TRAIL

Parks Enhance the Quality of Life

Adequate open space is necessary to maintain the quality of life in Washington. By helping to attract and keep businesses and residents in the area, public parks contribute to the economic vitality of the region.

Long regional parks, or greenways, are particularly valuable for wildlife conservation, for recreation, and for access to work or to rapid transit. While providing cover for birds and small mammals and preserving natural areas, watersheds, and cultural and historical sites, greenways attract walkers, runners, bicyclists, roller skaters, skiers, individuals confined to wheelchairs, and people seeking respite from the noise, fumes, and danger of automobile-dominated roadways.

Parks also protect against wall-to-wall development, serve as buffers between residential and commercial areas, and increase the value of land and homes in nearby neighborhoods.

Montgomery County Has a Shortage of Parks

Despite the benefits they provide, parks are in short supply in lower Montgomery County, and the problem is worsening.

Much of the area is undergoing development and redevelopment, which is increasing the population density and reducing the amount of open space. On the average, the population of Montgomery County ranges from 2,500 to 4,000 people per square mile, but the population is not evenly distributed. Half of the residents live in the down-county region, which comprises only 20 percent of the county's land area; densely populated Silver Spring already houses 5,000 people per square mile.⁶

The growth is expected to continue. The populations of Washington, D.C., and Montgomery County are projected to increase by a total of 122,000 people by the year 2000. At the same time, the number of jobs in the area will grow by more than

⁶"Park, Recreation, and Open Space Plan" (hereafter cited as "Park Plan"), Master Plan, Comprehensive Amendment to the Park, Recreation, and Open Space Plan, Final Draft, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Parks, Park Planning, Engineering and Design Division, Dec. 1987, pp. 9, 13.

275,000.⁷ By 1995, Montgomery County will be home to 730,000 people.⁸

The demand for public parks will increase as open space diminishes and land prices escalate. The proposed intensive redevelopment of the Bethesda and Silver Spring centers will hasten the shortfall in park land.

The National Recreation and Park Association recommends that jurisdictions provide 6.25 to 10.5 acres of park land per 1,000 people. According to 1985 population figures and current park acreage, lower Montgomery County just meets those standards. Although the countywide average is 44 acres per 1,000 people, Silver Spring and Bethesda have the lowest ratios in the county--11 acres per 1,000 people in Silver Spring and 10.1 acres per 1,000 in Bethesda.⁹ As the population grows, the amount of park land is rapidly becoming inadequate. Moreover, the data is misleading, because much of the land is concentrated in a few huge parks, leaving the inhabitants of many residential areas without convenient access to open space.¹⁰

Acknowledging the dearth of park land, particularly in lower Montgomery County, county officials have proposed acquiring 3,000 additional acres of park land by 1995 to meet the need for open space.¹¹

The Area Needs Parks with Trails for Hikers and Bikers

Although Montgomery County is short of all types of park land, from boat launches to tennis courts, county officials have found that the greatest deficiency is in hiker/biker trails.¹²

The tremendous popularity of existing park trails in the Washington area proves their value. Each year, more than a quarter of a million people use the Montgomery County portion of Rock Creek Park, an area comparable in length to the Capital Crescent trail corridor. Northern Virginia's 44-mile-long W&OD Railroad Trail, converted from an

⁷Metropolitan Washington Council of Governments (COG), Round IV Cooperative Forecasts, Nov 17, 1987.

⁸"Park Plan," p. 9.

⁹"Park Plan," Table 4.2.

¹⁰"Park Plan," p. 28f.

¹¹"Park Plan," p. 4.

¹²"Park Plan," p. 93.

abandoned railroad track, has attracted a million users annually since it opened in 1980.¹³

Use of Several Trails in the Washington Area

| <u>Local Park</u> | <u>Length in Miles</u> | <u>Users per Year</u> | <u>Users per Mile</u> |
|--------------------------------|----------------------------|---------------------------|---------------------------|
| Rock Creek (Montgomery County) | 11.9 | 263,000 | 22,200 |
| Sligo Creek | 6.0 | 321,000 | 53,500 |
| Little Falls | 2.3 | 108,000 | 47,300 |
| W&OD Railroad Trail | 44.0 | 1,000,000 | 25,000 |
| Mt. Vernon Trail | 16.0 | 500,000 | 31,250 |

Montgomery County conducted a survey of the eight hiker-biker trails in the lower county, checking 31 miles of trails between 8:00 AM and 7:30 PM, and found an average of 43.6 users per hour each day.¹⁴ The Sligo Creek trail, which resembles the Capital Crescent Trail in length, grade, ease of access, and surrounding population density, attracted 88 users per hour.¹⁵

¹³"Washington and Old Dominion Railroad Regional Park Trail Guide," Northern Virginia Regional Park Authority, 1985.

¹⁴"Survey of Hiker-Biker Trail Use in Montgomery County Stream Valley Parks" (hereafter cited as "Survey of Trail Use"), Maryland-National Capital Park and Planning Commission, undated, p. 9. Trail surveys were conducted between May 1985 and August 1986 in Sligo Creek Park north of Dennis Avenue and south of Colesville Road; in Rock Creek Park at Ray's Meadow, Beach Drive, and Kensington Parkway, at Beach and Puller Drives, and south of Randolph Road; and in Little Falls Park near Bethesda Pool and on Little Falls Parkway south of Massachusetts Avenue.

¹⁵"Survey of Trail Use," p. 1.

Hourly Use of Trails in the Washington Area

| <u>Local Park</u> | <u>Users per Hour</u> |
|---|-----------------------|
| Sligo Creek (north of Dennis Ave.) | 88 |
| Sligo Creek (south of Colesville Rd.) | 58 |
| Rock Creek (Kensington Pkwy. & Beach Dr.) | 43 |
| Rock Creek (Beach Dr. & Puller Dr.) | 38 |
| Rock Creek (Ray's Meadow Park) | 38 |
| Little Falls (Bethesda Pool) | 28 |
| Rock Creek (south of Randolph Rd.) | 19 |
| Little Falls (Massachusetts Ave.) | 17 |

Some 43 percent of trail use took place on weekdays between 5:00 PM and 7:30 PM, at a rate of 47 users per hour. An additional 31 percent of trail use occurred during weekends, at a rate of 39 users per hour. The remaining 26 percent of use took place between 8:00 AM and 4:30 PM on weekdays.¹⁶

Use of Montgomery County Biker-Hiker Trails, by Time of Day

| <u>Percent of Total Use</u> | <u>Time of Day</u> | <u>Users per Hour</u> |
|---------------------------------|------------------------------|---------------------------|
| 26 | 8:00 AM -- 4:30 PM, Weekdays | 28 |
| 43 | 5:00 PM -- 7:30 PM, Weekdays | 47 |
| 31 | 8:00 AM -- 7:30 PM, Weekends | 39 |

Existing hiker-biker trails are used for a wide variety of activities, including walking for pleasure and exercise, jogging, bicycling, and enjoying nature.¹⁷ In general, bicycle riders, joggers, and walkers each account for about a third of the individuals using trails.¹⁸

¹⁶"Survey of Trail Use," p.9.

¹⁷"Park Plan," p. 93.

¹⁸"Survey of Trail Use," p. 1.

Users of Selected Trails in the Washington Area¹⁹

| <u>Park</u> | <u>Bicyclists</u> | <u>Pedestrians/ Runners</u> |
|-----------------------------------|-------------------|---------------------------------|
| Mt. Vernon | 87% | 13% |
| W&OD Railroad Trail | 69% | 31% |
| I-66/Custis | 71% | 29% |
| Montgomery Co. (avg. of 8 trails) | 35% | 64% |

Hiker-biker trails make significant contributions to communities, according to a study by the City of Seattle. The study found that the city's Burke-Gilman Trail, which is similar in many respects to the Capital Crescent Trail, has "significantly increased the value of [nearby] homes."²⁰ Seattle real estate companies regard the trail "as an amenity that helps attract buyers and sell property. Single-family homes, condominiums, and apartments are regularly advertised as being near or on the Burke-Gilman Trail."²¹

Despite the benefits of hiker-biker trails, the Washington area does not have nearly enough trails to meet the demand. Montgomery County officials acknowledge the shortage. In 1985, when the county owned 29 miles of hiker-biker trails, a county study based on existing usage patterns and anticipated population growth projected that the county would need to acquire an additional 70 miles of park land by 1990 to provide a total of 99 miles by 1995.²² Recently, however, the acquisition of park land has fallen off sharply, even as the region's population has grown.²³ Because the parks program is underfunded, the county is adding only 3 miles a year to its trail inventory. If funding remains at its current levels, the county will be more than 40 miles short of its target when 1995 arrives.

¹⁹User counts were made by the Arlington County Department of Public Works on June 21, 1987, at Gravely Point (Mt. Vernon), Ohio Street (W&OD), and N. Veitch Street (I-66/Custis).

²⁰"Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime" (hereafter cited as "Eval. of B-G"), Seattle Engineering Department, Office for Planning, May 1987, pp. 1, 41.

²¹"Eval. of B-G," p. 2.

²²"Park Plan," pp. 88, 94.

²³"Park Plan," p. 19ff.

The Capital Crescent Would Help Meet the Need for Trails

With 7 of its 11 miles in Montgomery County,²⁴ the Capital Crescent Trail would meet nearly 10 percent of the County's needs for additional hiker-biker trails.

Based on current usage figures for Sligo Creek Park, the Little Falls Trail, and other park-trails with comparable access, amenities, and demographics, the Capital Crescent Trail would initially carry an estimated 520,300 to 588,500 users per year.²⁵ By the year 2000, the growth in recreational activities could be expected to bring an annual 934,000 to 1,057,000 users to the trail.²⁶

If the Capital Crescent Trail were wide enough, one half of the individuals using it would ride bicycles, and the remainder would walk, run, or rest. The extensive use predicted for pedestrians, which is proportionately greater than that found on other trails in the Washington area, reflects the population density of the neighborhoods surrounding the Capital Crescent, the large number of planned entrances, and the trail's proximity to two Metro stations. Along the C&O Canal, the Capital Crescent Trail would likely be designated a bike path, and the Canal Towpath would likely be limited to pedestrian traffic.



Bicyclists of all ages enjoy the benefits of a converted rail right-of-way, here on the W & OD Trail in Virginia.

In addition to meeting part of the county's need for hiker-biker trails, the Capital Crescent Trail could provide other needed recreation facilities. The county needs a significant number of additional picnic facilities, for instance. According to county studies, 185 new picnic tables will be needed by 1995. The Capital Crescent Trail

²⁴"A Guide to the Prospective Capital Crescent Trail," Coalition for the Capital Crescent Trail, June 1988. Of the Trail's 11.3 total miles, 6.8 are in Montgomery County, and the remainder are in the District of Columbia.

²⁵Little Falls -- 11 miles x 47,300 users/mile = 520,300 users; Sligo Creek -- 11 miles x 53,500 users/mile = 588,500 users.

²⁶Usage is assumed to grow 5 percent annually in the recreation industry.

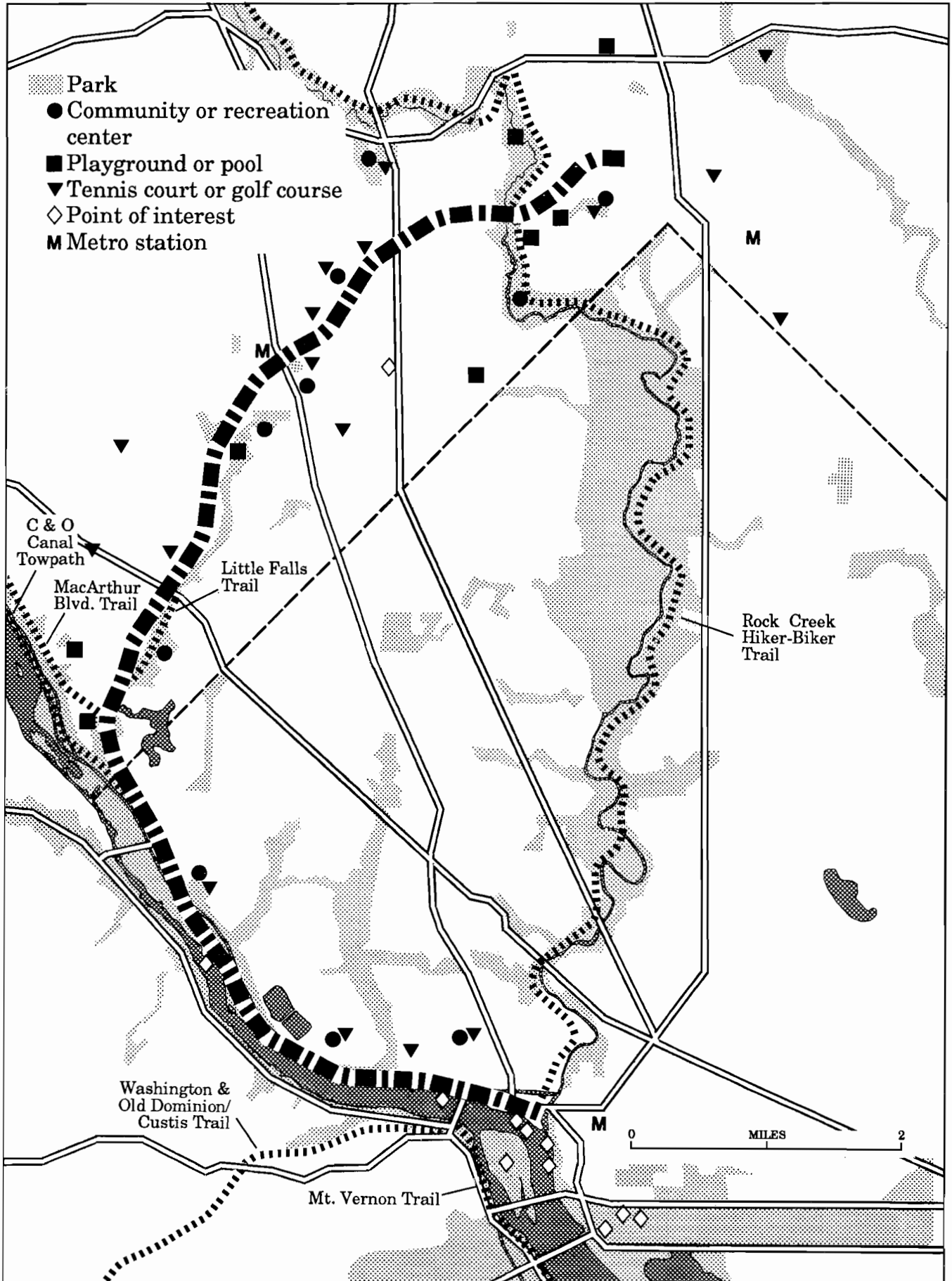
Concept Plan contemplates the inclusion of a number of picnic areas, which would permit the trail to play a role in satisfying the need for public picnic facilities.²⁷



New trails and greenways throughout the country are encouraging people to exercise and to stay healthy. Unlike this trail, the Capital Crescent Trail will provide separate pathways for bicycle and pedestrian use.

²⁷"Park Plan," p. 90.

Recreational Facilities



LINKS WITH OTHER PARKS AND FACILITIES

By virtue of its central location, the Capital Crescent Trail would provide access to a multitude of recreational and non-recreational facilities.

The Capital Crescent Trail would connect two of the most popular hiker-biker trails in the region. By joining the C&O Canal Towpath, the trail would become a spur to the 184-mile greenway running from Washington to the Appalachian Mountains. The Capital Crescent Trail would also intersect Rock Creek Park in two locations -- in Georgetown and near the East-West Highway in Silver Spring -- creating a 20-mile off-road loop entirely within the Beltway.

Bicyclists and pedestrians from Chevy Chase, Bethesda, Silver Spring and Georgetown could use the Capital Crescent to travel to the existing regional trail network and to recreation centers ranging from Lake Needwood in the north to the Mall in the south. Passing under Key Bridge in Georgetown, the trail would link up with routes to regional parks in Virginia, including the W&OD Trail to Purcellville and the Mount Vernon Trail to George Washington's home.

The Capital Crescent Trail's proximity to the Bethesda and Silver Spring Metro stations would provide safe and easy access to the trail networks by enabling bicyclists (with Metro bicycle passes) and pedestrians from the entire metropolitan area to enter the networks without first having to drive or walk on busy roads.

The trail would also pass within half a mile of 16 schools, 23 churches, and 52 libraries, pools, and other community facilities and come within blocks of the major shopping and employment centers of Silver Spring and Bethesda.²⁸ Users who followed the Capital Crescent to the Silver Spring or Bethesda Metro station would have access to other shopping and employment centers in the Washington area, as well.

Although the Capital Crescent Trail would make pedestrian access to community facilities convenient for all nearby residents, the non-driving segments of the local population--the young and the elderly--would benefit most. In addition to making everyday errands like shopping easier, the trail would enhance recreational and social opportunities.

For bicyclists, the Capital Crescent Trail would become a significant commuter route between suburbs as well as between Montgomery County and Washington.

²⁸See Appendix B for a partial list of 128 community facilities located within half a mile of the Capital Crescent Trail corridor.

DESIGN PROPOSALS FOR THE CAPITAL CRESCENT TRAIL

The job of designing the Capital Crescent Trail must be left for the experts, but we offer our general vision for the trail.

Separate Paths for Pedestrians and Bicyclists

The two coalitions envisage a dual-treadway park within a natural environment essentially unaltered from its current appearance. One treadway would be paved for bicyclists, wheelchair users, roller skaters, and others who required a smooth surface. The other would be surfaced with crushed, compacted rock or wood chips for runners and walkers.

Except for use by emergency and service vehicles, no motorized activities would be allowed on the trails, which would have gates to prevent illegal use by automobiles, snowmobiles, mopeds, or all-terrain vehicles.

The bicycle trail would comply with the latest design standards promulgated by the American Association of State Highway and Transportation Officials. These specify a width of at least 8 feet and recommend 10 feet for heavily used two-way paths. (Because the corridor was formerly a railroad track, problems of inadequate sight distances or dangerously sharp curves are unlikely to occur.)

The parallel pedestrian trail would be no less than 6 feet wide, and a 4-foot-wide strip of vegetation would separate the two trails, wherever feasible. Where space did not permit separate trails, the single trail would be 12 feet wide with a yellow-striped center line. Shoulders adjacent to the trails would be 2 feet wide and free of obstructions.

Conforming to these standards would not only enhance the park's safety but would also encourage bicyclists to use the trail rather than use nearby roadways -- as half of the bicyclists observed in a 1985 survey of Montgomery County hiker-biker trails were doing.²⁹ The study demonstrated that the inadequate width of existing trails discouraged bicyclists from using the trails and forced them onto the roads.³⁰ Although the Capital Crescent Trail would not run parallel to a parkway road, the trail should be wide enough to attract bicyclists.

²⁹"Survey of Trail Use," p. 5.

³⁰"Survey of Trail Use," p. 6.

Access for Persons with Disabilities

The entire trail, along with such related amenities as exercise courses, restrooms, and parking areas, would be designed with disabled users in mind. Ramps accessible to people in wheelchairs should be used at every street or trail connection.

Montgomery County parks are underused by people with disabilities and by older individuals.³¹ According to the American Association of Retired Persons, "The number of older Americans increased by 3.6 million, or 14 percent, since 1980, compared to an increase of 5 percent for the under-65 population." In fact, by the year 2030, the older population will have grown to 65 million, two and a half times the 1980 number.³² Providing adequate access to the Capital Crescent Trail would be essential for these users.

Road Crossings

One of the outstanding features of the Capital Crescent Trail would be its relative lack of street crossings. Bridges or tunnels already separate the trail from motor traffic at many of the significant street crossings. We hope that bridges or tunnels would be constructed at the five remaining major street-level crossings (River Road, Woodmont Avenue Extended, Connecticut Avenue, Jones Mill Road, and Little Falls Parkway), perhaps with federal funds or in conjunction with the state's and county's regular program for improving and repairing roads. Alternatively, historic or surplus bridges could be moved and reassembled on the trail.

If bridges or tunnels were technically or financially infeasible, traffic lights with pedestrian controls should be placed at each of these major intersections. The viability



Rail-trail conversions provide relatively flat grades as well as space for exercise facilities for persons with disabilities. Here, a parcourse on the W & OD Trail in Virginia. The Capital Crescent will include two parcourses.

³¹"Survey of Trail Use," p. 15.

³²"A profile of Older Americans," American Association of Retired Persons and The Administration on Aging, 1987.

of the corridor as a commuter route and pedestrian road would depend on the existence of reasonable and safe ways to cross thoroughfares.

Naturally, all other level crossings should be clearly marked both for the street traffic and for the trail users, and gates should be installed to prevent motor traffic from entering the trail.

All bridges should be decked or paved, painted with stripes to separate the two-way traffic, and fitted with railings high enough to restrain bicyclists. In addition, all bridges should be fenced to prevent vandals from dropping objects onto the roads below. The trail's two tunnels should have adequate lighting -- skylights should be constructed, if possible -- and perhaps emergency telephones.

Signs

Signs should be erected along the trail for three purposes--direction, education, and safety.

Signs should be coordinated with local governments to provide directions to the trail and from the trail to nearby attractions. A Capital-Crescent logo should be used to identify the trail. Distances along the trail should be marked every half mile.

Interpretive signs providing information about interesting and significant historical and natural sites should be erected. If possible, a tribute to the trail's railroading history should be created at a place where the corridor is wide enough to allow a length of the rail to remain.

Caution signs, conforming to national standards and compatible with those of the managing agency, should be erected where necessary to warn trail users of potential hazards.

Fences

The trail should be fenced where necessary for public safety and where warranted for the privacy of adjacent landowners

Lights

Consistent with the rules for nearby parks, the Capital Crescent Trail would be open to the public only during daylight hours. For safety's sake, the two long tunnels at MacArthur Boulevard and Wisconsin Avenue would be lit during the daytime. Nighttime lighting along the entire corridor should be considered in the long term.

Exercise Facilities

One or two exercise parcourses, including appropriate exercise equipment for handicapped individuals, should be constructed along the trail.

Picnic Facilities and Benches

Because picnic tables and rest benches would encourage family use and increase the number of potential visitors,³³ picnic facilities should be built at appropriate points along the trail. Picnicking and family use should be encouraged at designated sites. We recommend that ten picnic and rest areas be located along the trail. In most cases, picnic facilities could be established or expanded in existing parks.

Trash receptacles should be placed at locations convenient for vehicular trash removal and benches should be installed every half mile, between the picnic and rest areas.

Water and Sanitation Facilities

The Capital Crescent Trail should have adequate restroom and water facilities located in a way to best provide for users.

Currently, the only public restrooms along the corridor are at Thompson's and Fletcher's Boathouse. Several restaurants and gas stations near the corridor have restrooms for their customers, but these should not be counted on for public use.

Landscaping

Appropriate landscaping should be undertaken to conserve soil, improve aesthetics, enhance safety, demarcate property, attract wildlife, and mitigate any damage done in the process of constructing the trail. Landscaping should also maximize visibility along the trail.

³³"Survey of Trail Use," p. 21.

ACCESS TO THE TRAIL

For the trail to be safe and well used, it would have to be readily accessible to the public. Studies have found that ease and frequency of trail access, rather than population density of nearby neighborhoods, cause hiker-biker trails to be well used.³⁴

Establishing numerous convenient and plainly marked entrances to the trail from adjacent neighborhoods and Metrorail would be a priority. Entrances should have paved feeder paths that permit pedestrians, bicycles, and people in wheelchairs to use the trail. Entrances would be located on public property and designed to minimize disturbance to neighboring land.

Adequate public parking would have to be provided at entrances and at major staging areas (areas at which users could congregate, park, and begin or end trips).

Existing public parking lots along the trail are limited. Four major staging areas (Fletcher's Boat House, River Road, Connecticut Avenue, and the Silver Spring trail terminus) have been identified. The last three would require the construction of new parking lots at wide sections of the corridor. Any parking lots built in the park should have at least one space reserved for handicapped persons.

Additional locations that allow for the use of existing nearby parking facilities should receive priority as entrances to the trail. Montgomery County and the two coalitions should work with schools and businesses to obtain cooperative agreements for public parking during off hours.

Parking should be available for bicycles at each of the facilities adjacent to the park. The bicycle-parking facilities should be located within view of the trail and should be compatible with all types of bicycle-locking devices.

³⁴"Survey of Trail Use," p. 18f.

ADMINISTRATION OF THE TRAIL

Ownership and Management

A public agency should own and manage the trail corridor. Qualified agencies include the Maryland-National Capital Park and Planning Commission, the Maryland Department of Natural Resources, the National Capital Planning Commission, the National Park Service, a new multi-jurisdictional agency similar to the Northern Virginia Regional Park Authority, or a combination of these agencies.

Maintenance

The land managing agency would be responsible for the normal maintenance and upkeep of the park's facilities.

Ideally, the managing agency would also provide landscaping maintenance. If budgetary constraints are tight, the managing agency might be able to arrange for volunteer landscaping through partnership agreements with citizens' groups like garden clubs, hiking clubs, or environmental organizations.

Subsurface Rights

The Capital Crescent Trail's subsurface rights -- to allow for such things as the passage of cables or water, sewer, or gas pipes -- may have substantial value. The owner of the park land should retain these rights, with the option of leasing them to generate revenues for managing the trail. If the rights are exploited, however, no impediments to recreation should be created, and any disruptions to recreational activities should be temporary and completely mitigated.

Air Rights

We strongly oppose the leasing of air rights for any additional private development.

Patrolling

The Capital Crescent Trail should be included on routine patrols of the National Park Service and the Montgomery County police. If necessary, emergency call boxes could be installed along the trail.

A natural concern for a community contemplating a new trail is how the trail would

affect public safety. A study of security along Seattle's Burke-Gilman Trail, similar in many respects to the Capital Crescent, found that "the existence of the Burke-Gilman Trail has had no discernible effect on crime rates" and that "trespassing has not been a problem for residents living adjacent to the trail."³⁵

Montgomery County has investigated the issue, as well, and found that crime is not a significant problem on the county's hiker-biker trails. A survey of local trails suggests that the more a trail is used, the less likely it becomes that crimes will occur there.³⁶

³⁵"Eval. of B-G," p. 41.

³⁶"Survey of Trail Use," p. 22f.

PROPOSALS FOR SPECIFIC SITES ALONG THE TRAIL

The following is a point-by-point discussion of the trail corridor with specific proposals. The journey runs south to north (Georgetown to Silver Spring) and attempts to sketch plans for parking, trail access, and other facilities. This list should not be considered exhaustive in terms of either the locations discussed or the facilities proposed.

Southern Terminus: Rock Creek Parkway and Thompson's Boat Center

The Capital Crescent Trail would originate at Rock Creek Parkway and Virginia Avenue and is a 10-minute walk from Metro's Foggy Bottom subway stop. Two-hour parking would be available at Thompson's Boat House, and the Capital Crescent could connect with Rock Creek park via existing paved paths.

Georgetown

The Capital Crescent Trail would follow the Georgetown waterfront and should be included in the implementation of the National Park Service's Georgetown Waterfront Plan.³⁷

Key Bridge

This would be one of the most significant trail connections along the corridor, because the W&OD/Custis Trail terminates on the Rosslyn side of the bridge, and the Mount Vernon trail will soon extend to this point from its current terminus at Memorial Bridge. With wide sidewalks on both sides, Key Bridge already experiences heavy use by pedestrians and bicyclists.

Because the grade separation from the Capital Crescent Trail (on the waterfront) to Key Bridge (high above the Potomac River) would be enormous, connecting the trails at this intersection would be somewhat complex, requiring the painting of a striped walkway across K Street and the construction of a spur trail up to the C&O Canal Towpath near Key Bridge. (Depending on how issues of land ownership were resolved, several sites would be possible.) From the towpath, the route would take users across the existing foot bridge across the Canal (which, ideally, would be widened and redesigned with safer

³⁷Plan for The Georgetown Waterfront Park & The C&O Canal NHP, National Park Service, National Capital Region, U.S. Department of the Interior, Washington, D.C., 1987.

and more convenient approach ramps) and up the existing asphalt trail to the eastern (downstream) sidewalk of Key Bridge.

C&O Canal Tunnel

The tunnel under the canal and under Canal Road leads to Glover Archibald Park and to Georgetown University. Both would provide significant trail connections. Visitors to the trail might be able to park at Georgetown University during off hours.

Fletcher's Boat House

The availability of parking at Fletcher's would make it a significant staging area near the southern end of the Capital Crescent Trail. Offering canoe and bicycle rental, as well, this facility would be a significant amenity of the trail.

Arizona Avenue Trestle and Palisades Park

The Arizona Avenue trestle would be a key connection between the D.C. and Montgomery County portions of the trail. Although the trestle would have to be re-decked, resurfaced, and fenced to make it suitable and safe for foot and bicycle traffic, access to the C&O Canal and the southern end of the Capital Crescent Trail from the north would be severely compromised if the trestle could not be used.



A mighty steel trestle carries the trail over both the C & O Canal and Canal Road at Arizona Avenue. It will be fenced and decked to make it safe for trail use.

The bridge would also provide an important connection to Palisades Playground, a valuable staging and picnic area that lies above the trestle and across Arizona Avenue and is normally accessed from MacArthur Boulevard.

Access to the Capital Crescent Trail from the Palisades Playground would occur via a trail that slopes gently down to Canal Road from behind the tennis courts in the playground. The access path would cross Arizona Avenue at the intersection with Canal Road (the existing traffic light would be altered to include a pedestrian crossing signal) before continuing up the slope to the trestle.

Defense Mapping Agency and Corps of Engineers

Several proposals have been made concerning the routing of the trail through the Department of Defense property. The representatives for the Defense Mapping Agency (DMA) and the Army Corps of Engineers would prefer that the trail be modified to no longer cut through the center of the property.

Although preferring to keep the Capital Crescent Trail in its current configuration, following the historic trail route, the citizens' coalitions would willing to consider these proposals. An acceptable compromise might be to re-route the trail somewhat to the west of its current location. The Capital Crescent Trail would then loop around the DMA's buildings, rejoin its current location, and continue under MacArthur Boulevard via the existing tunnel.

Because all possible variations on this re-routing scheme would require that the trail include sharp curves, such plans introduce safety concerns. The curves would have to be made extra-wide, be adequately signed and striped, and be kept clear of growth and debris that could obstruct the view of pedestrians and bicyclists walking and riding through the curves.

Unacceptable are suggestions that the Capital Crescent Trail be re-routed off the DMA's property and onto roads to cross MacArthur Boulevard at the surface grade, rather than via the tunnel.

MacArthur Boulevard

The trail would go under MacArthur Boulevard via the existing tunnel.

Massachusetts Avenue

The Capital Crescent Trail would use the existing bridge over Massachusetts Avenue. Possible sites for access ramps from the road to the trail would be available on both sides of this intersection.

River Road

Crossing this busy road would require an overpass, an underpass, or at least a traffic light with facilities for pedestrians.

Little Falls Parkway

The Capital Crescent corridor crosses the Parkway at-grade and would require an overpass, an underpass, or, at least a traffic light with pedestrian crossing facilities.

Bradley Boulevard

The Capital Crescent Trail would use the existing bridge over Bradley Boulevard. Access should be provided to both sides of the boulevard to allow people to reach the shopping areas near the trail.

Bethesda Avenue and Woodmont Avenue

Bethesda and Woodmont Avenues represent the worst aspects of development encroaching on the Capital Crescent right-of-way. Six lanes of traffic cross the trail, with little consideration for pedestrian or bicycle traffic, especially during rush hour, when the road and the trail are heavily travelled.

The solution would be to construct a bridge to carry the Capital Crescent Trail over the roads.



With Woodmont Avenue now completed in central Bethesda, there are 8 lanes of traffic to be crossed. For traffic flow as well as safety reasons, it is imperative that a bridge for users of the Capital Crescent Trail be constructed at this point.

Wisconsin Avenue, Embassy Plaza, and the Air Rights Building

The trail would use the existing tunnels under the Air Rights Building and Wisconsin Avenue and the now-being-created tunnel under the Apex (Embassy Plaza). These tunnels will ultimately extend 600 feet, and would pose safety problems for people using the Capital Crescent Trail.

Fortunately, the tunnels are wide. Some work would be needed to make the tunnels safely passable: The tunnels should have daytime lighting and emergency telephones, for example.

At present, exhaust from a ventilation system makes the tunnel beneath the Air Rights Building dingy and smelly. The ventilation system will have to be re-routed.

The tunnel's dirt floor should be paved and measures be taken to prevent the resident vermin from proliferating.

Despite these drawbacks, we strongly support the continuation of the trail along the present corridor. Keeping the trail off the street would be of paramount concern.

East-West Highway

The Capital Crescent Trail would use the existing underpass. Access from the trail to the East-West Highway at this point would be crucial, because little other access to the trail would be available in the 1.6 miles between Bethesda and Woodmont Avenues and Connecticut Avenue. In addition, trail use could be expected to be high in this vicinity, because of the nearby high residential density. Barring intractable conflicts over land ownership, adequate land for graded access should be available near the East-West Highway bridge.

Columbia Country Club

The Capital Crescent Trail would cut through the Columbia Country Club's golf course.

The Club's management has expressed support for the Capital Crescent Trail, but the trail would pose legitimate safety and liability concerns for the club. Because of these concerns, access from the trail to the golf course would be severely restricted. Moreover, the trail would need protection from stray soaring golf balls, a problem that could be addressed with the deployment of invisible netting.

Because the golf course is used on both sides of the trail, golfers regularly cross the right-of-way. Small pedestrian and golf-cart underpasses would be constructed to allow golfers and trail users to proceed without mutual interference.

Connecticut Avenue

A traffic light would be an unrealistic method of carrying the trail across busy Connecticut Avenue, especially during rush hour. The Coalition for the Capital Crescent Trail suggests importing an historic bridge from another site to provide an inexpensive overpass.

Jones Mill Road

Like Connecticut Avenue, Jones Mill Road poses a rush-hour problem that should be surmounted with a bridge.

Rock Creek Park -- Northern Crossing

The Capital Crescent Trail would have to connect with the hiker-biker path in Rock Creek Park. According to Montgomery County officials, this could be accomplished wholly within the trail corridor right-of-way, using a 5-percent grade with one switchback. The Coalition for the Capital Crescent Trail endorses this plan. The trestle over Rock Creek should be decked, and railings and fences would need to be installed.

Lyttonsville Place

The Capital Crescent Trail would use the existing underpass.

Silver Spring Terminus -- Connection to Downtown Silver Spring

The Capital Crescent right-of-way ends near Stewart, Talbot, and Kansas Avenues in Silver Spring. Although locating a hiker-biker trail along the multiple-track mainline to the east apparently would be impractical, Montgomery County officials report that a mostly off-road route from this point to downtown Silver Spring could be constructed by using existing streets and undeveloped streets for which the government owns the right-of-way. One possible route would cross the Talbot Avenue bridge, make a right onto Fourth Avenue, go 50 feet, then continue left onto Grace Church Road. Then go one block to Third Avenue and turn right. Go one block to Elkhart and turn left. Go one block to Second Avenue, then go south into Silver Spring.

COSTS

The estimated costs for building the Capital Crescent Trail have been broken into two sections. The first covers the 4.3 miles that would run through the District of Columbia; the second covers the 6.4 miles that would run through Montgomery County. Note that on the Georgetown waterfront the trail will follow existing paved paths and along the C & O Canal (where the tow path exists) there will be no need for construction of a gravel trail.

District of Columbia

| | |
|--|------------------|
| A. Asphalt trail, 18,216 feet in length, at \$22 per lineal foot (L.F.) = | \$400,752 |
| B. A 6-foot-wide gravel trail 3168 feet in length at \$10 per lineal foot = | 31,680 |
| C. One bathroom and water-fountain facility = | 75,000 |
| D. One parcourse = | 15,000 |
| E. Six picnic tables with benches, at \$500 each = | 3,000 |
| F. Four rest benches, at \$500 each = | 2,000 |
| G. Eight trash receptacles, at \$150 each = | 1,200 |
| H. Fourteen gravel parking spaces, at \$1,620 each = | 22,680 |
| I. Six 5-space bicycle racks, at \$650 each = | 3,900 |
| J. Vegetation clearing, 3.35 miles (averaging 30 feet in width), at \$23,636 per mile = | 79,180 |
| K. Landscaping, 4.35 miles (averaging 30 feet in width), at \$3,636 per mile = | 15,817 |
| L. Striping of trails, 4.35 miles, at \$125 per mile = | 544 |
| M. Signs, 200 feet at \$50 each, installed = | 3,200 |
| N. Ten Feeder Trails, 50 feet each (6 feet wide), at \$19 per L.F. = | 10,592 |
| O. Ten curb cuts, at \$500 each = | <u>5,000</u> |
| TOTAL | \$669,545 |

Montgomery County

| | |
|---|----------------|
| A. Asphalt trail, 33,792 feet in length, at \$22 per lineal foot (L.F.) = | \$ 743,424 |
| B. A 6-foot-wide gravel trail (A wood-chip trail developed by the Maryland National Capital Park and Planning Commission would cost nothing.) = | 339,200 |
| C. Two bathroom and water-fountain facilities, at \$75,000 each = | 150,000 |
| D. One parcours = | 15,000 |
| E. Fourteen picnic tables with benches, at \$500 each = | 7,000 |
| F. Eight rest benches, at \$500 each = | 4,000 |
| G. Seventeen trash receptacles, at \$150 each = | 2,550 |
| H. Thirty-one gravel parking spaces, at \$1,620 each = | 50,220 |
| I. Fourteen 5-space bicycle racks, at \$650 each = | 9,100 |
| J. Vegetation clearing, 6.4 miles (averaging 30 feet in width), at \$23,636 per mile = | 151,270 |
| K. Landscaping, 6.4 miles (averaging 30 feet in width), at \$3,636 per mile = | 23,270 |
| L. Fencing (6-ft. chain-link), 400 feet at \$9 per L.F. = | 3,600 |
| M. Striping of trails, 6.4 miles at \$125 per mile = | 800 |
| N. Signs, 136 feet at \$50 each, installed = | 6,800 |
| O. Tunnel Lights, one light per 75 feet, at \$1000 each = | 10,000 |
| P. Twenty-three Feeder Trails, 50 feet each (6 feet wide), at \$19 per L.F. = | 22,508 |
| Q. Twenty-three curb cuts, at \$500 each = | <u>11,500</u> |
| SUBTOTAL | \$1,550,242 |
| R. Five bridges, at \$100,000 each = | <u>500,000</u> |
| TOTAL | \$2,050,242 |

These costs might be lowered, depending on what options were exercised in developing the Capital Crescent Trail. In a number of cases around the country, local building-supply outfits and contractors have contributed materials, heavy equipment, and labor to build trails. And, given the size and depth of the community support for this particular trail, volunteer labor for its development and maintenance would probably be available. Developing only certain sections of the trail at a time could also help to limit costs. An initial Outlay of \$1.5 Million would be sufficient to put a usable trail on the ground.



Capital Crescent volunteers have already been hard at work for two years keeping the trail corridor clear of debris. Here, a clean-up near Bradley Blvd. in April, 1988.

FUNDING

To acquire, develop, and operate the Capital Crescent Trail will take money. Parks have traditionally been financed by combining funds from different sources, and money from one source seems to attract money from another. When Maryland recently acquired Black Marsh (near Baltimore) as a state park and environmental interpretive center, for instance, the state did not bear the entire \$5.4-million cost. Governor Schaefer describes the acquisition: "Black Marsh is another fine example of how Maryland cooperates with its partners in the public and private sectors." Representing the state, The Nature Conservancy secured an \$850,000 interest free loan from one foundation and a \$90,000 contribution from another. Maryland's Program Open Space provided the state funding, and Baltimore County contributed \$1 million and lent an additional \$1 million.

Maryland's Program Open Space

Maryland's Program Open Space is a state program that funds the acquisition and development of state and county parks and the preservation of farmland and natural areas. The program can also fund the debt service (principal and interest) on loans used to acquire open space.

The program's revenue comes from a 0.5 percent transfer tax on real estate. (For example, the sale of a \$250,000 house would generate revenue of \$1,250 for Program Open Space.) For the fiscal year 1988, Program Open Space generated \$77 million in revenue but received only \$39 million of this amount, because the state kept \$38 million. If Program Open Space were to receive all of the revenue that it earns, the funds available for preserving open space in Maryland would double. It could happen.

The funding of Program Open Space is based on the assumption that increases in transfer-tax revenue reflect decreases in the amount of open space. The development of Bethesda, Chevy Chase, and Silver Spring proves this assumption. In the future, the transfer tax generated by these densely developed areas will continue to increase, and the opportunity to acquire open space within these areas will continue to decrease. The Capital Crescent Trail provides a chance for residents of Bethesda, Chevy Chase, and Silver Spring to get back a fair share of the taxes they have already paid and will continue to pay.

For the fiscal year 1988, Program Open Space funds were apportioned statewide as follows:

- o Agricultural land preservation \$5 million
- o Natural areas preservation \$1 million
- o Bond deauthorization \$1 million

Of the remaining \$32 million, \$16 million went to the Department of Natural Resources, and an equal amount was apportioned to the counties. The Department of Natural Resources was then required to give \$1 million of its share to the City of Baltimore. From the counties' share, the City of Baltimore received an additional \$1 million, and Baltimore County received another \$2 million. Thus, the Baltimore area received a total of \$4 million, or 10 percent of the year's total funding. Montgomery County received \$2.7 million. For the fiscal year 1989, Montgomery County's apportionment is \$2.9 million. Since Program Open Space began (in 1969), Montgomery County has received a total of \$40.4 million.

Funding the Capital Crescent Trail

The fact that businesses and foundations, as well as members of the public, provide funding for the Coalition for the Capital Crescent Trail and the Greater Bethesda-Chevy Chase Coalition suggests that funding for park acquisition and development would be available from various types of contributors.

Progressive local governments, including Prince George's County, have set up foundations to make it easier for contributors to give money for parks. We recommend that Montgomery County start its own parks foundation.

In addition to funding the development of the trail, plans must be made to finance ongoing expenses for maintenance and security. The 44-mile-long Washington & Old Dominion Railroad Regional Park, which connects Arlington and Purcellville, Virginia, provides an instructive example. The park's annual operating expenses of \$190,000 include the salaries of two full-time rangers and a part-time maintenance crew, and new equipment purchases. Offsetting these expenses, however, is \$400,000 in revenue the park earns by leasing surplus property and subsurface rights and by charging permit fees.

To fund its operating costs, the Capital Crescent Trail might explore leasing options for the corridor, for communications or utility uses, or for parking spaces or garden plots. A recent paper from the Rails-to-Trails Conservancy, "Development costs of Selected Rail-Trails", documents cases from across the country where communications firms have bought or leased rights to install cables under rail-trails. The W&OD Trail in Virginia realizes \$250,000 a year (approximately \$7,000 per mile per year) from such a lease.

Operating costs could also be kept down by the use of volunteers. A local service group, the Potomac Appalachian Trail Club, currently maintains more than 800 miles of trail, including many in Rock Creek Park, and contributes more than 20,000 hours a year in volunteer labor.

In addition to private contributions, Maryland's Program Open Space and the Land and Water Conservation Fund are two possible sources of funding to purchase and develop the Capital Crescent Trail. But nothing will happen until Montgomery County begins the process. In the meantime, the derelict railroad right-of-way waits to be rescued and transformed into the Capital Crescent Trail.

ACKNOWLEDGMENTS

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Production costs were shared by the Greater Bethesda-Chevy Chase Coalition and The Coalition for the Capital Crescent Trail.

GLOSSARY

ACCESS POINTS -- Designated areas and passageways that allow the public to reach the trail from adjacent streets or community facilities.

AT-GRADE CROSSINGS -- Intersections of the trail and area roadways where both the trail and the roadway are at the same elevation and the paths of traffic cross.

CCCT -- The Coalition for the Capital Crescent Trail. An organization comprising 35 civic, conservation, business, and bicyclist organizations representing 150,000 members (50,000 in the metropolitan area), whose mission is the creation of a park and trail on the abandoned Georgetown Spur railroad right-of-way.

CSX -- The successor company to the Chessie System (B&O Railroad) which operated the Georgetown Branch and which has applied to the Interstate Commerce Commission for permission to abandon the corridor. CSX is headquartered in Richmond, Virginia.

FEEDER PATH -- A trail designed to connect a local street or community facility to the main Capital Crescent Trail.

GB-CCC -- Greater Bethesda-Chevy Chase Coalition, an organization comprising 28 civic associations, formed to promote the creation and preservation of public parks in lower Montgomery County.

HIKER-BIKER TRAIL -- A trail or pair of trails designed for use only by pedestrians, runners, bicyclists, and other non-motorized users.

METRO -- The passenger rail public transportation system of the Washington, D.C., metropolitan area.

PARCOURSE -- A series of exercise stations located along a running path. Each station is designed to exercise a different set of muscles.

STAGING AREA -- An area at which users can congregate, park, and begin or end a trip.

SUBSURFACE RIGHTS -- The right to use or control land below the surface. Subsurface uses could include mineral extraction; water, sewer, or fuel pipelines; and electrical, telephone, or fiber-optic cables. Air rights to land are similar but are not significant for the Capital Crescent Trail.

ZERO-MILE MARK -- The point at which the measured trail originates.

APPENDICES

Appendix A Mile-by-Mile Description of Proposed Trail

Mile-by-mile description of the Capital Crescent Trail Corridor

| <u>Mile</u> | <u>Feature</u> |
|-------------|---|
| 0.0 | Rock Creek Parkway at Virginia Ave.; parking lot of Thompson's Boat Center |
| 0.05 | Bridge over Rock Creek |
| 0.07 | Thompson's Boat House |
| 0.1 | Washington Harbor Development |
| 0.2 | PARK: Georgetown Riverside Park |
| 0.3 | Parking lot (future park) |
| 0.3 | SHOPPING DISTRICT: Georgetown 3 blocks N |
| 0.3 | SCHOOL: Hyde School 2 blocks N |
| 0.8 | Key Bridge; CROSSING: trail passes under bridge |
| 0.8 | POSSIBLE ACCESS: access to Mt. Vernon Trail and I-66/W&OD Trail (to be developed) |
| 0.8 | "Jack's Canoes" Boat House |
| 0.8 | Potomac Boat Club |
| 0.9 | Alexandria Aqueduct (trail passes under it) |
| 0.9 | ACCESS: steps up to C&O Canal |
| 0.9 | Washington Canoe Club |
| 1.3 | PARK: C&O Canal National Historic Park |

- 1.3 ACCESS; PARK; SCHOOL: tunnel under canal & Canal Road to Glover Archibald Park and Georgetown University
- 1.4 Modern sewer duct on river side of trail
- 1.4 Stream crossing
- 1.5 Three Sisters Islands in Potomac River (numerous historic foundations over next mile)
- 3.0 Interruption in track due to canal washout in Nov. '85 flood
- 3.3 PARKING: Fletcher's Boat House
- 3.4 Tunnel under canal and trail
- 3.7 Arizona Avenue trestle; CROSSING of C&O Canal and Canal Rd. (trestle is an estimated 300' long) (need pedestrian access to towpath at S end of trestle and access to Arizona Ave. on N end)
- 3.9 PLAYGROUND: Palisades Playground 4 blocks to NE (trail follows below bluff of Potomac Palisades)
- 4.2 POSSIBLE ACCESS: Access up to Potomac Ave. on right and down to Chain Bridge on left
- 4.5 POSSIBLE ACCESS: Sibley Hospital 4 blocks NE
- 4.5 Enter Dalecarlia Reservoir land (Washington Aqueduct reservation; property of U.S. Army Corps of Engineers)
- 4.6 D.C.-Maryland line
- 4.7 Proposed rerouting of trail; detour to left
- 4.7 Defense Mapping Agency on right and Corps of Engineers buildings on left and right
- 4.8 Trestle over old Glen Echo trolley bed
- 4.8 POSSIBLE ACCESS: access to MacArthur Boulevard could possibly be developed up gully on R
- 4.9 Proposed rerouting rejoins rail line
- 4.9 Dalecarlia Tunnel: CROSSING beneath MacArthur Boulevard (tunnel 300' in length)

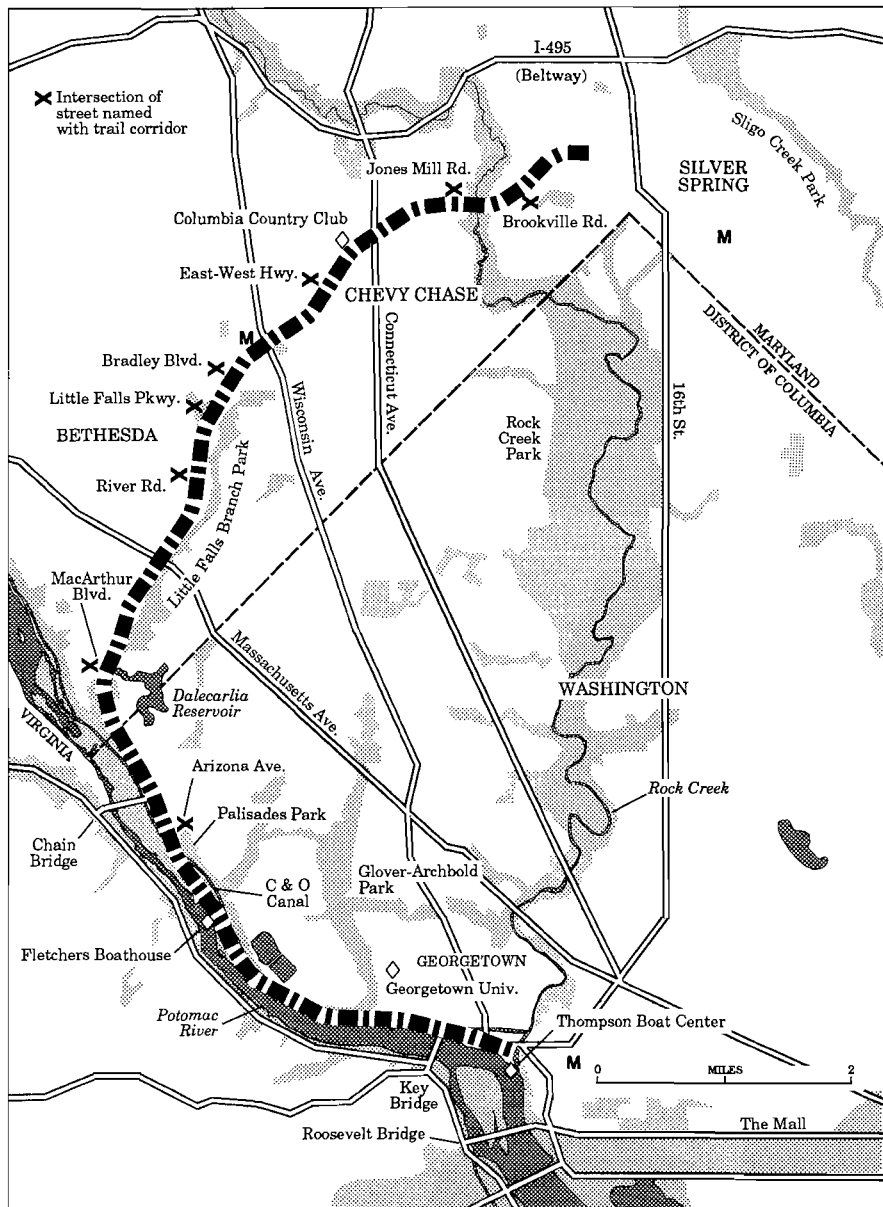
- 5.0 POSSIBLE ACCESS: Access to MacArthur Boulevard on N side of tunnel, NW side of tracks
- 5.0 View of Dalecarlia Reservoir on R
- 5.1 Defense Mapping Agency
- 5.2 PARK: Little Falls Park
- 5.3 POSSIBLE ACCESS: Crossing of and possible interconnection with Little Falls Trail
- 5.3 POSSIBLE ACCESS: SHOPPING DISTRICT: Little Falls Mall 3 blocks NW
- 5.8 ACCESS: steps to bridge and Little Falls Trail on R, path to street on L
- 5.8 PARK: Westmoreland Hills Park 1/4 mile to the E
- 6.1 Massachusetts Ave.: CROSSING over Mass. Ave. on bridge
- 6.1 ACCESS: access to Little Falls Trail easily accomplished on S side of bridge, either end; access to SCHOOL, LIBRARY easily accomplished on N end, NW side of bridge (Westbrook School, Little Flower Library 2 blocks NW)
- 6.3 SCHOOL: Western Jr. High School 3 blocks to NW; POSSIBLE ACCESS on L next to parking lot
- 6.4 National Institutes of Health
- 6.5 Cement plant
- 6.5 Old caboose
- 6.7 River road; CROSSING AT GRADE (MAJOR)
- 6.7 SHOPPING DISTRICT
- 6.8 SCHOOL: Washington Episcopal School
- 7.0 Dorset Ave.: CROSSING AT GRADE (MINOR)
- 7.0 SCHOOL: Somerset School 6 blocks E
- 7.0 PARK and PLAYGROUND: enter Little Falls Park

- 7.3 Little Falls Parkway; CROSSING AT GRADE (MAJOR) (topography is somewhat favorable to an underpass)
- 7.3 POOL: Bethesda Pool
- 7.7 Bradley Blvd.; CROSSING: trail crosses over Bradley Blvd. on bridge
- 7.7 POSSIBLE ACCESS and SHOPPING DISTRICT: Bradley Center shopping area one block to NW; access easily accomplished on N end, W side of bridge
- 7.9 Bethesda Ave./Woodmont Ave. Extended; CROSSING AT GRADE (MAJOR); 8 lanes of traffic; 150' of pavement to be crossed
- 7.9 SHOPPING DISTRICT; LIBRARY; SCHOOL; Bethesda Library 4 blocks N; Sidwell Friends School 3 blocks N
- 8.1 Wisconsin Ave.; CROSSING: trail passes under Wisconsin Ave. (Complicated Site: after leaving edge of Woodmont Ave. Extended, go 135' to wall of planned Embassy Plaza; go 240', reach point below Wisconsin Ave; go 100' under Wisconsin Ave.; go 235' under Air Rights Building; total -- 575' under buildings and road; all distances estimated)
- 8.2 PARK: Elm St. Park 1 block S (access may need to be from Wisconsin Ave.)
- 8.3 SCHOOL: Our Lady of Lourdes, 3 blocks N
- 8.5 SCHOOL: Bethesda-Chevy Chase High School 3 blocks N
- 8.5 ACCESS: beaten-down path crosses trail, goes N to B-CC High School, S through woods to Lynn Dr.
- 8.6 East-West Highway; CROSSING: trail passes under E-W Highway
- 8.7 POSSIBLE ACCESS: access easily developed from N, from Sleaford and N. Kentbury
- 8.8 SCHOOL; Lynbrook School 4 blocks N (temporarily closed)
- 8.8 PLAYGROUND: Lynbrook Recreation Center 3 blocks N

- 8.9 POSSIBLE ACCESS: a one mile trail to NIH could possibly be developed
- 8.9 Enter Columbia Country Club property
- 9.1 Exit Columbia Country Club
- 9.25 Old railroad siding and platform
- 9.3 Connecticut Ave.; CROSSING AT GRADE (MAJOR) (possible over - or underpass, or at existing traffic signal 1/2 block S)
- 9.3 LIBRARY; SHOPPING DISTRICT: Chevy Chase Library 3 blocks S
- 9.4 Small trestle over storm sewer
- 9.7 SCHOOL: North Chevy Chase School 2 blocks N
- 9.8 PLAYGROUND: ACCESS: on N side of trail; Coquelin Run Parkway
- 9.8 PARK: gully runs N-S perpendicular to trail; wooded, 100 yds. wide; Coquelin Run Parkway
- 10.0 Jones Mill Rd. CROSSING AT GRADE (MAJOR)
- 10.0 ACCESS: Audubon Naturalist Society 1/3 mile N; Jones Mill Bike Route; access to Rock Creek bike trail via Susanna Lane
- 10.1 PARK: enter Rock Creek Park
- 10.2 Trestle over Rock Creek; 65' high x 281' long
- 10.6 ACCESS: switch-back trail down to Rock Creek bike path
- 10.3 PARK: fields below trail on R
- 10.4 POOL: Rock Creek Pool 100 yards S of trail; access needed
- 10.8 Lyttonsville Place; CROSSING: (trail passes under Lyttonsville Pl.)
- 10.9 Private road; CROSSING AT GRADE (MINOR)
- 10.9 SHOPPING DISTRICT: shopping district 1 block N
- 11.0 Stewart Ave.; CROSSING AT GRADE (MINOR); probable point at which trail will leave right-of-way and proceed N or S to a Metro station; SCHOOL: Uniformed University of the Armed Forces

- 11.0 PARK: Rosemary Hills Park 2 blocks S
- 11.1 Junction with rail siding which is still in use
- 11.15 Service road CROSSING AT GRADE; (MINOR); ACCESS: from S off Kansas Ave.
- 11.15 SCHOOL: Rosemary Hills School 3 blocks SE
- 11.2 Junction of Georgetown Spur with main line of Chessie System (Metropolitan Branch)

* This section is a description of the corridor as it exists before the suggested improvements in this plan.



Appendix B Community Facilities Accessible to Trail

The following is a list of facilities near the Capital Crescent Trail. Near means within about eight blocks (one-half mile) from the trail. The lists are by no means exhaustive: They represent a fraction of the facilities near the Capital Crescent Trail.

Facilities in the District of Columbia

COMMUNITY AND RECREATION CENTERS

| <u>Name</u> | <u>Location</u> |
|------------------------------|--------------------------------|
| Hardy | Q Street & MacArthur Blvd., NW |
| Palisades | Arizona Avenue & Canal Rd., NW |
| Georgetown Recreation Center | 35th Street & Volta Pl., NW |

TENNIS COURTS

| <u>Name</u> | <u>Location</u> |
|-------------|-----------------------------|
| Palisades | Dana Pl. & Sherrier Pl., NW |
| Hardy | 45th & Q Sts., NW |
| Georgetown | 33rd & Volta Sts., NW |

PLACES OF INTEREST

| <u>Name</u> |
|--|
| John F. Kennedy Center for the Performing Arts |
| Fletcher's Boathouse |
| Watergate |

LIBRARIES

| <u>Name</u> | <u>Location</u> |
|-------------|-------------------|
| Palisades | 49th & V Sts., NW |

SCHOOLS

| <u>Name</u> | <u>Location</u> |
|-------------------------|--------------------------|
| Prospect Learning Cntr. | 33rd & Prospect Sts., NW |

MARINAS AND BOAT RAMPS

| <u>Name</u> | <u>Location</u> |
|--|--|
| Fletcher's Boathouse Washington Canoe Club Harry T. Thompson Boat Center Rock Creek Pkwy. & Virginia Ave., NW Potomac Boat Club Jacks Boats | 4940 Canal Rd., NW Canal Road & M St., NW Canal Rd. & M St., NW Canal Rd. & M St., NW |

PLACES OF WORSHIP

| <u>Name</u> | <u>Location</u> |
|---|---|
| Holy Trinity Our Lady of Victory Georgetown Visitation Convent St. John's Episcopal The Palisades Community Church St. David's Episcopal | 3513 N St., NW 4835 MacArthur Blvd., NW 1524 35th St., NW 3240 Potomac St., NW Hawthorne St. & Cathedral Ave. Macomb & Klinge Sts. |

NEIGHBORHOODS

| <u>Name</u> |
|--|
| Georgetown Senate Heights Foxhall Palisades |

Facilities in Montgomery County

COMMUNITY AND RECREATION CENTERS

| <u>Name</u> | <u>Location</u> |
|--|--|
| Bethesda Community Center Chevy Chase Club Columbia CC Kenwood Golf & Country Club | 4506 Walsh St. 6100 Connecticut Ave. 7900 Connecticut Ave. 5601 River Rd. |

TENNIS COURTS

Name

Location

Bethesda-Chevy Chase
High School
Elm Street
Lynnbrook
Jessup-Blair
North Chevy Chase
Rosemary Hills
Woodside

Norwood Dr. & Wisconsin Ave.
Elm & 46th Sts.
Newdale Dr.
Georgia Ave. & District Line
Jones Bridge Rd. & Conn. Ave.
Spencer Rd. & Ross Rd.
Georgia Ave. & Spring St.

POINTS OF INTEREST

Name

Location

National 4H Club

Connecticut Ave.

LIBRARIES

Name

Location

Bethesda
Chevy Chase
Little Falls
Kensington Park
Noyes Children's Library

7400 Arlington Rd.
8005 Connecticut Ave.
5501 Massachusetts Ave.
4201 Knowles Ave.
Carroll & Montgomery Ave.

SCHOOLS

Name

Location

Bethesda Chevy Chase H.S.
Bethesda E.S.
Bradley E.S., Radnor Bldg.
Chevy Chase E.S.
Hebrew Acad. of Greater
Washington
North Chevy Chase E.S.
Our Lady of Lourdes
Rock Creek Forest E.S.
Rosemary Hills E.S.
Somerset E.S.
Westbrook E.S.
Westland Intermediate
Wood Acres E.S.
Woodlin E.S.

4301 East-West Hwy.
5011 Moorland La.
8701 Hartsdale
4015 Rosemary St.
2010 Linden La.
3700 Jones Bridge Rd.
7500 Pearl St.
8330 Grubb Rd.
2111 Porter Rd.
5811 Warwick Pl.
5110 Allan Terr.
5511 Mass. Ave.
5800 Cromwell Dr.
2101 Luzerne Ave.

PARKS AND RECREATION AREAS

Name

Location

Bethesda Pool
 Bethesda Youth Center
 Bethesda CC Recreation Center
 Brookmont Playground
 Caroline Freeland Park
 Elm Street Park
 Leland Park
 Little Falls Branch Park
 Lynbrook Recreation Center
 Montgomery Hills Park
 Ray's Meadow Playground
 Rock Creek Hills Park
 Rock Creek Pool
 Rock Creek Regional Park
 Rosemary Hills Recreation Center
 Chevy Chase Playground
 Jones Mill Road Playground
 Sangamore Playground
 Somerset Park
 Westmoreland Hill Recreation Center

Little Falls Pkwy.
 Chevy Chase Dr.
 Chevy Chase Dr.
 Columbia Dr.
 Arlington & Hampden Rds.
 47th & Willow Sts.
 44th & Elm Sts.
 Little Falls Pkwy
 Newdale Rd.
 Seminary & Riley Rds.
 East-West Hwy. & Beach Dr.
 Campbell Dr. & Campbell Ct.
 Brookville & Grubb Rds.
 Jones Mill & Jones Bridge Rds.
 Lanier Dr. & Lyttonsville Rd.
 Section #5, Village of C.C.
 Jones Mill Rd. & Levelle Dr.
 Wapakoneta Rd.
 Warwick Pl.
 Elliot Rd.

PLACES OF WORSHIP

Name

Location

Bethesda First Baptist
 Bethesda Presbyterian
 Briggs Memorial Baptist
 Chevy Ch. Unit. Meth.
 Christ Luth.
 Christ the King Catholic
 1st Ch. Christ. Scient.
 N. Chevy Chase
 Ohr Kodesh Congregation
 Our Lady of Lourdes
 Pilgrim Luth.
 Saint Dunstans Epis.
 St. John's Episcopal
 St. Paul United Meth.
 Soorp Khatch Armenian
 Apostolic
 Temple Shalom

5033 Wilson Ln.
 7611 Clarendon Ln.
 5144 Mass. Ave.
 7001 Connecticut Ave.
 8011 Old Georgetown Rd.
 2300 East-West Hwy.
 8814 Kensington Pkwy.
 Connecticut Ave.& Club Dr.
 East-West Hwy. & Meadowbk Rd.
 7500 Pearl St.
 5500 Mass. Ave.
 5450 Mass Ave.
 6701 Wisconsin Ave.
 East-West Hwy. & Grubb Rd.

 4906 Flint Dr.
 Grubb Rd.

POST OFFICES

Name

Bethesda
Chevy Chase
Little Falls

Location

5010 Moorland La.
8005 Connecticut Ave.
5501 Massachusetts Ave.

SHOPPING CENTERS

Name

Bethesda Square Shopping Center
Little Falls Mall

Location

Old Georgetown & Woodmont

METRO

Name

Bethesda

Location

Old Georgetown Rd. & Wisconsin Ave.

NEIGHBORHOODS

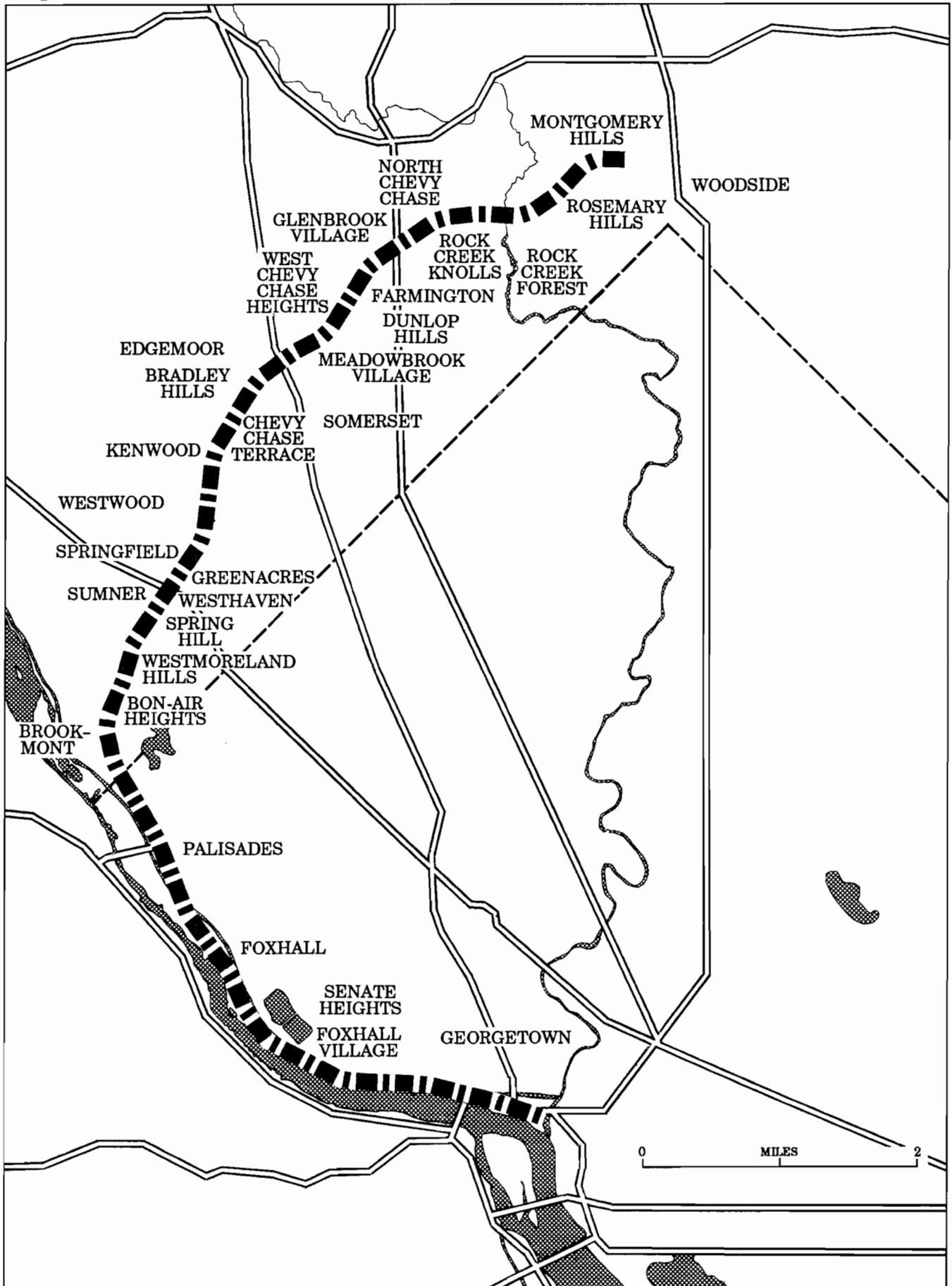
Name

Bon-Air Heights
Brookmont
Westmoreland Hills
Spring Hill
Sumner
Westhaven
Green Acres
Westwood
Somerset
Kenwood
Chevy Chase Terrace
Edgemoor
Bradley Hills
Highland Park
Meadowbrook Village
West Chevy Chase Heights
Glenbrook Village
Dunlop Hills
Farmington
North Chevy Chase
Rock Creek Knolls
Rock Creek Forest
Forest Glen Park
Montgomery Hills
Rosemary Hills

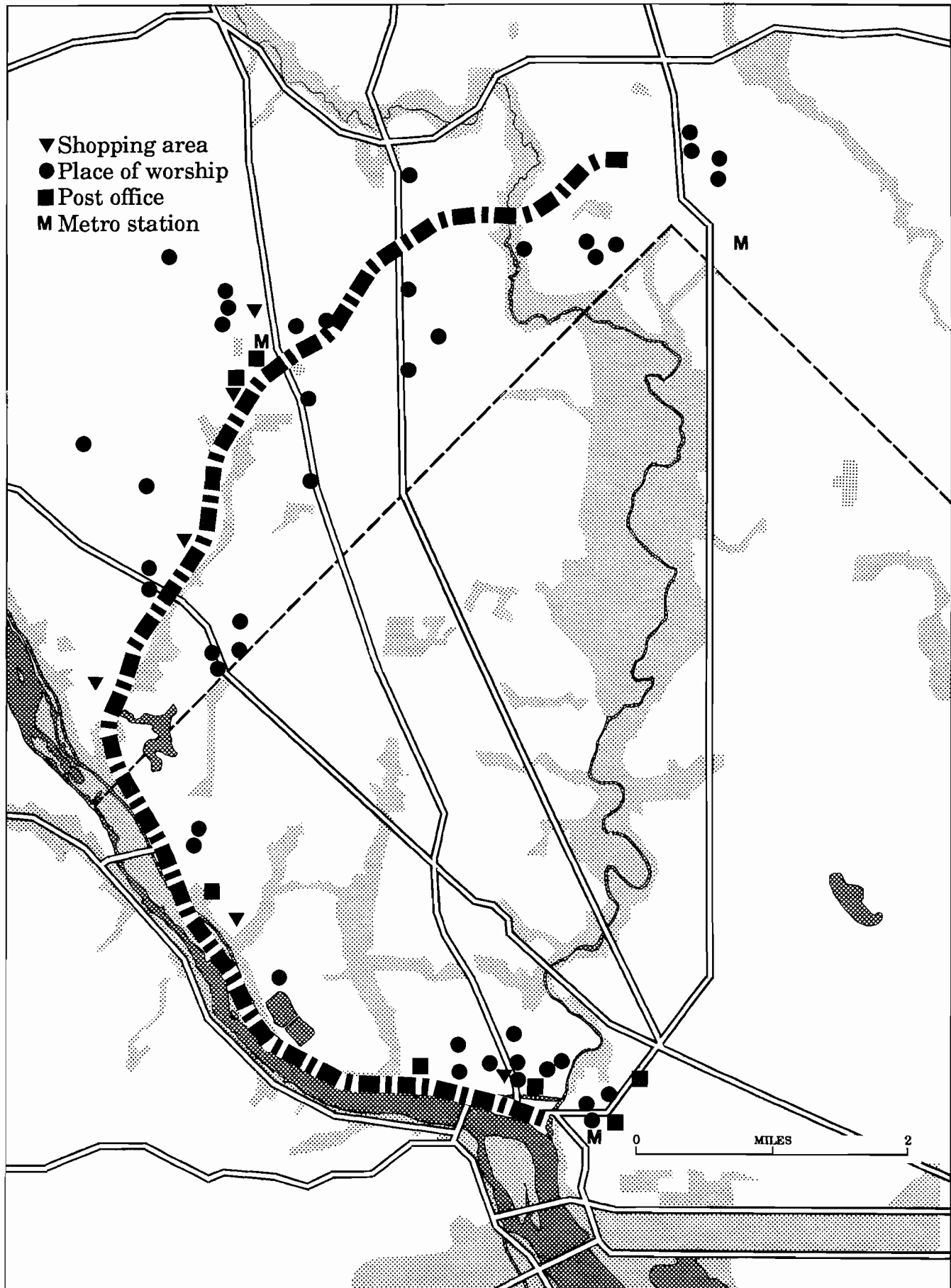
Appendix C Maps

The following maps are a visual aid to locate facilities near the trail listed in Appendix B.

Neighborhoods



Community Facilities



Schools and Libraries

