



Milestones: 1986-1996

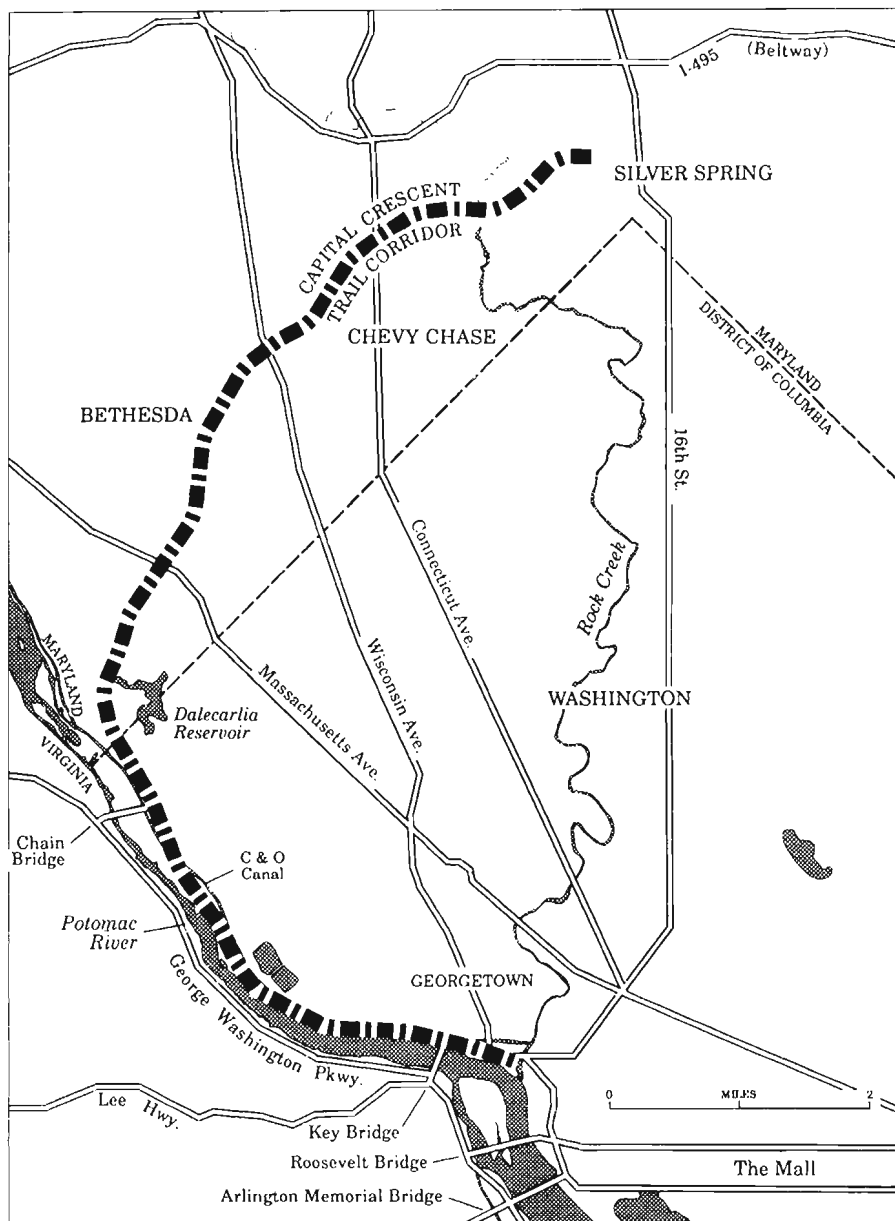
A Chronology of the First Ten Years



**Produced by
The Coalition for
the Capital Crescent Trail**

June, 1996

The Capital Crescent Trail



Milestones: 1986-1996

A Chronology of the First Ten Years

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Table of Contents

Capital Crescent Trail Map	inside cover
Acknowledgements	i
Foreword	ii-iii
Capital Crescent Trail Chronology 1793 - 1996	
Before 1986...	1-4
1986	5
1987	6
1988	7-9
1989	10-11
1990	12-13
Collage of Trail News Articles	14-15
1991	16
1992	17-18
1993	19-20
1994	21-25
1995	26-28
1996	29
The Future...	30-31
List of Current Coalition Member Organizations	32-33
Coalition Board Members for 1995-96	34
Past and Present Coalition Board Chairs	34
Acronyms and Abbreviations	inside back cover

Acknowledgments

i

Very few people are specifically recognized in this chronology. While the efforts of a great many individuals certainly loom large in the history of the Trail's development, determining their different roles becomes very difficult. We will have to leave that to future historians.

However, we do want to acknowledge the extraordinary role played by the Rails-to-Trails Conservancy in the creation of the Trail - both as an institution and through the individual efforts of its staff. David Burwell, Peter Harnik, Chuck Montagne, Karen-Lee Ryan, Marianne Fowler, Andrea Furster, Bob Patten and others have loomed very large in our successes and RTC has been a mainstay at every stage for the Coalition. We are grateful. We also appreciate all those public officials - both elected and civil service - who shared our vision and helped to realize it.

Unfortunately, space limitations prevent us from acknowledging all who have contributed to the establishment of the Trail. A Coalition "Roll of Honor" containing some 500 names is being prepared - names of friends who, in large ways and small, have contributed their time and imagination during the last ten years to the establishment of the Trail. Please contribute any deserving names to Chris Brown. We also want to thank the many thousands of people who have provided financial support but cannot be listed here.



Foreword

ii

The idea seemed so straightforward - turning an unused, 11-mile railroad line totaling 120 acres into a new park and trail. What could have been simpler? Peter Harnik told us it could be done in six months.

But as we look back over the last ten years, it seems as if every tie, every turn, every crossing, every trestle hid a potential derailment. It may not be the Panama Canal, the Chunnel, or the Brooklyn Bridge. But it is a story worth telling.

The Capital Crescent Trail is a significant undertaking, and its development a series of significant events, to the many individuals who have helped create it, to the communities along it, to students of land use planning and trail, rail-trail, and greenway development, and to the Washington metropolitan area.

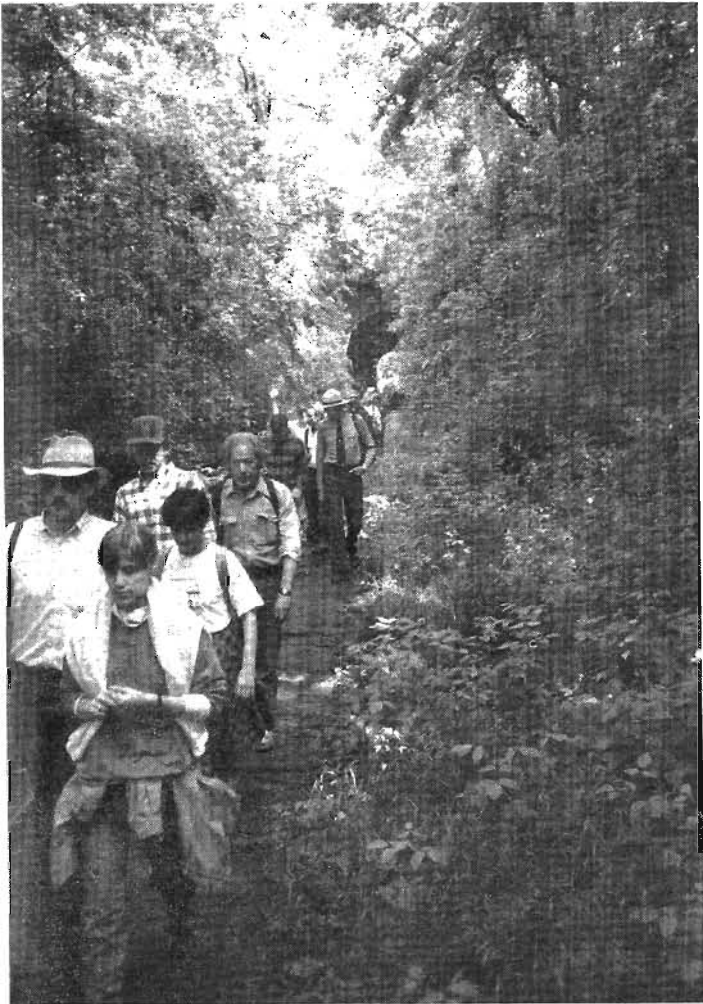
This chronology makes no claim to tell the full story of the Capital Crescent Trail and it is certainly not a history in the sense of weaving the who's and why's into a coherent, smooth-flowing narrative. It is no doubt incomplete despite the use of over 200 news articles, numerous agency and Coalition publications, and individual diaries and notes.

But we hope that *Milestones* is a faithful listing of significant dates and events including:

- physical, on-ground changes in the rail corridor - bridges, paving, construction, etc.
- land use changes in corridor
- important decisions by public bodies
- publications of public agencies, consultants, and the Coalition
- Coalition-sponsored events and actions

Overall, we hope we have recorded the dramatic and strategic moments in the Trail's history and provided a useful reference and chronology, both for the Coalition as it continues its work and for historians of the Trail and Coalition.

For additional background information on the campaign for the Trail, see the Coalition's brochure, *The Trail map/guide*, or the 1988 *Concept Plan*, as well as numerous Montgomery County publications.



Before 1986...

1

- 1793** Stone mile marker of Ellicott survey of the Federal District placed near future Trail. Milestone still stands within enclosure of US Army Corps of Engineers (ACE) at Dalecarlia Filtration Plant.
- 1843** Aqueduct for Alexandria Canal (connecting seaport Alexandria to the C&O Canal) is built over future Trail, crossing Potomac River on 1100-foot bridge.
- c. 1860** Aqueduct for city water supply completed from Great Falls to Georgetown, following present MacArthur Boulevard; Dalecarlia filtration plant added in 1925.
- 1861-65** Battery Bailey on Westmoreland Heights east of Trail, and Fort Sumner west of Trail, are built as part of the 150 batteries and forts - called the "Circle Forts" - forming the Civil War defenses for the Capital.
- 1889** Georgetown-DC section of rail line, approximately one mile, is constructed along Water Street (K Street) from Rock Creek to just west of the aqueduct bridge, but line not connected to rest of Georgetown Spur.
- 1890** Metropolitan Southern Railroad Company (MSRC) chartered in Maryland.
- 1892** MSRC completes two-mile section of rail line from junction with B&O main line to Chevy Chase; B&O Railroad Co. carries coal and building materials on line. Financial problems delay extension of line for more than a decade.

Before 1986...

2

An all-wood trestle, 1400 feet long and 67 feet high, is built to carry rail line across Rock Creek.

Rock Creek Railway builds trolley line out Connecticut Ave. near present-day Columbia Country Club (Columbia CC).

- c. 1895** Two old steel truss bridges are disassembled at other sites, transported, and re-erected to cross the C&O Canal and Canal Road. Held together by 2-3 inch pins rather than rivets and of a Whipple trapezoidal design, they are an outstanding example of late 19th century transportation engineering.
- 1904** Rock Creek trestle (with fill added) shortened to 281 feet in length, 69 feet in height. In 1928, trestle is strengthened with steel girders supporting central span.
- 1909-10** MSRC builds 4.5 miles of rail line from Chevy Chase to District line. Newly-named Georgetown Spur passes under present MacArthur Boulevard through Dalecarlia Tunnel, whose red-brick facing is now considered a work of art. Additional 0.4 mile line, to cross the Potomac river near Chain Bridge allowing MSRC access to lucrative Virginia markets, is never completed when MSRC gains access to Pennsylvania Railroad bridges crossing Potomac.
- 1910** Line finally completed from Silver Spring to Georgetown. Line operated by B&O Railroad, carrying building supplies and coal to Capital Traction Company's central power house and later to General Services Administration heating plant (the Railroad's last major customer) in Georgetown.

Before 1986...

3

- 1914** Rail line temporarily extended across Rock Creek to bring in limestone for construction of Lincoln Memorial.
- 1942** Flood washes railroad cars into Potomac River.
- 1965** First phase of Air Rights Building constructed over right-of-way (R-O-W) in central Bethesda after developer acquires air rights over rail line.
- 1967** Major fire burns portions of Rock Creek trestle.
- 1980** *Bethesda-Chevy Chase Master Plan* details County interest in potential trail along Georgetown Spur.
- CSX Corporation (CSX) created from merger of B&O Railroad, C&O Railroad, and Seaboard Coast Line.
- 1981** Smithsonian Institution celebrates the 150th anniversary of the historic John Bull steam locomotive by running one up and down the Spur from Georgetown to Chain Bridge.
- 1983** National Trails System Act amended to allow for the "railbanking" and interim trail use of unused railroad corridors.
- 1984** Washington Area Bicyclist Association (WABA) Vice-President Peter Harnik writes Maryland-National Capital Park and Planning Commission (MNCPPC) inquiring about reuse of Georgetown Spur if it were to be abandoned.
- 1985** Last train runs to Georgetown (prior to May). Trucks replace rail for hauling coal to Georgetown heating plant.

Before 1986...

4

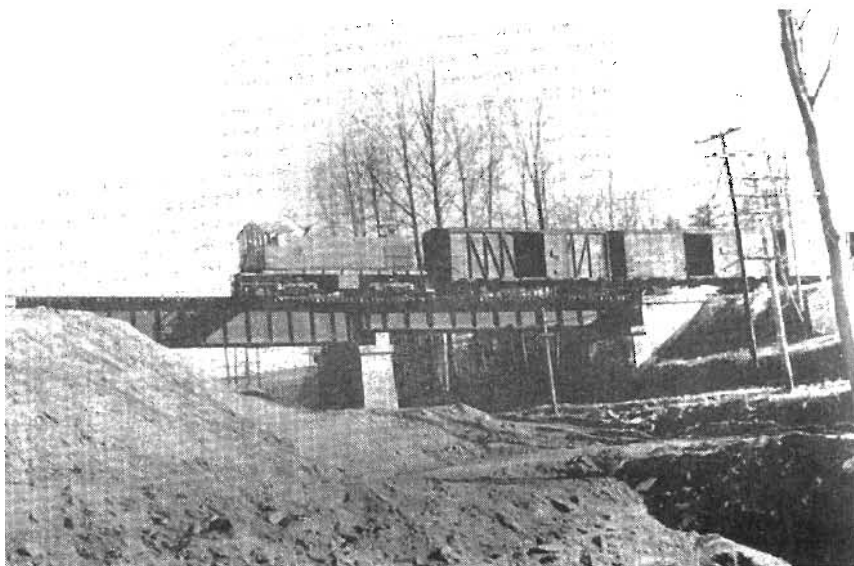
1985

Potomac Palisades resident and Georgetown Branch neighbor Bill House alerts area citizens and agencies of proposed abandonment of line by CSX.

Potomac River floods in November wash out a 200-foot section of rail line below Fletchers Boat House. Rail line is not repaired.

Meeting of interested citizens held at Chevy Chase Library to discuss rail-to-trail proposal (Nov 12).

Washington Post reports that CSX values DC portion of R-O-W at \$15 million; threatens to develop the land if not purchased by the National Park Service (NPS). NPS official responds, "The only federally owned park property in Washington worth \$15 million is the Mall."



- Jan** Peter Harnik and Jeremy Parker prepare trail feasibility paper for WABA.
- Feb** Rails-to-Trails Conservancy begins operations.
- Group of trail advocates adopt name "Capital Crescent Trail" for R-O-W.
- Spring** Coalition for the Capital Crescent Trail (CCCT) formed after meetings at Tenleytown Library (May 12) and Potomac Appalachian Trail Club (PATC) (June 3) with charter member organizations including WABA, PATC, Virginia Volksmarchers, Capital Hiking Club, Audubon Naturalist Society and others.
- Apr** CSX files notice of abandonment of Georgetown Spur R-O-W with Interstate Commerce Commission (ICC).
- First CCCT brochure published.
- Montgomery County Council (MCC) holds hearing to amend *Master Plan* with proposed transit line and bikeway on Georgetown Branch. Bicyclists support, many neighbors oppose.
- Jun** MCC approves first *Georgetown Branch Master Plan*, stating that R-O-W has potential use for transit, recreation, conservation, and/or utilities.
- Nov** CCCT volunteer clean-up crews warned they are trespassing and prevented from cleaning up trash along R-O-W by railroad security guards (Nov 15).

- May** CCCT holds rally; two groups of hikers, starting from opposite ends of R-O-W, meet at Westbrook School for ceremonial extraction of "the first gold spike." Two hundred attend.
- Sep** Georgetown Branch Preservation Group publishes "Proposal for the Continued Operation of the Georgetown Branch", recommending development of a tourist excursion train on R-O-W between Bethesda and Georgetown, with freight operations between Silver Spring and Georgetown.
- Oct** CCCT publishes first edition of newsletter, "The Crescent".
- Dec** Coalition membership swells to 28 organizations
- NPS Director William Penn Mott hikes part of trail and declares "the railroad should just give it to us."
- Greater Bethesda-Chevy Chase Coalition (GBCCC) launches campaign to defeat the proposed transitway. GBCCC consultant, Booz, Allen & Hamilton, publishes *Review of Transitway Feasibility Studies*.
- CCCT publishes four-color poster with photographs by National Geographic Society photographer Maria Stenzel, boosting visibility.



- Feb** After threatening to close off R-O-W at Dalecarlia, ACE states in letter to CCCT that it is developing a plan for trail.
- CCCT delegation meet with NPS officials Jack Fish and John Parsons to win NPS support for Trail.
- Mar** Public hearing before MCC; testimony and rally for buying the corridor features CCCT's large blue balloon-filled "Capital Croissant."
- ICC formally approves abandonment (Mar 28).
- Apr** Businessman Kingdon Gould, Jr., owner of Laurel Sand and Gravel Co., files to purchase the corridor for continuing rail use (April 8).
- Spring** Fence blocks R-O-W in Bethesda as construction of Ourisman Honda begins; R-O-W passage restored after CCCT protests.
- Jun** CCCT newsletter reports: "NPS and Montgomery County efforts to acquire the rail line are on a back burner for the moment, due to a bid by developer Kingdon Gould, Jr. to buy the entire 11-mile strip. He intends to operate freight service on it and ICC regulations put any offer to continue rail service first in line. However, price is now a major issue. Gould values the line at about \$6 million while CSX Corporation, the railroad's owner, puts value at anywhere from \$19 to \$83 million."
- Jul** CCCT hires Kate Kent as Campaign Coordinator, replacing interim coordinator Josh Gordon.

- Aug** ICC sets "official" value of 10.75-mile R-O-W at \$25.7 million.
- Fall** CCCT volunteers place CCCT decals every 25-50 yards along entire 11-mile route, making it a marked trail for first time; most of decals mysteriously disappear in the following weeks.
- Sep** Gould bids \$9.2 million for County portion of R-O-W.
- Oct** Estimated costs of proposed transitway rise to \$50-\$100 million.
- CSX agrees to sell Maryland portion of rail line under Sec. 8(d) of the National Trails System Act, thus railbanking it and allowing both recreational and transit use.
- Nov** At public hearing, 120 people urge MCC to purchase R-O-W.
- Montgomery County Executive Sidney Kramer signs agreement to purchase 6.4 miles of R-O-W (60-70 acres) for \$10.5 million (Nov 22).
- Dec** MCC votes to acquire R-O-W for \$10.5 million. Some argue that the expensive purchase price can only be justified if R-O-W is used for proposed transitway (Dec 8).
- ICC issues Certificate of Interim Trail Use to County.

Dec

County completes acquisition of the R-O-W, agrees to pay Gould \$95,000 for his expenses.

CCCT is now comprised of 35 member organization member representing over 50,000 area residents.

CCCT and GBCCC release 50-page *Concept Plan for the Capital Crescent Trail*, which proposes bridges, dual pathways, and other amenities. Estimated cost of Trail's development is \$2.7 million.



- Feb** CCCT and Congresswoman Connie Morella join NPS in seeking \$6.6 million Congressional appropriation to acquire four miles of R-O-W in District.
- Mar** Maryland Governor William Donald Schaefer offers \$70 million in state funds to help finance proposed transitway. Transitway development costs now estimated at \$100-\$130 million.
- Spring** CCCT establishes Honorary Advisory Board, with Peter Harnik as Chair. Board includes Robert Blake, Henry Diamond, Brock Evans, Kingdon Gould, Jr., Gilbert Gude, Mike McCloskey, Robert McNamara, Edmund Muskie, Pat Noonan, Cathleen Douglas Stone, and Douglas Wheeler. Oliver Carr, Jr. is added later.
- May** Memo from County Parks Department indicates concerns with allowing interim trail use anywhere in the R-O-W due to cost, liability and other concerns. Preliminary costs estimates to develop trail are \$2 million per mile with access prohibited under Wisconsin Ave.
- Aug** MNCPPC publishes its final draft *Georgetown Branch Master Plan Amendment* which lays out proposed transitway and trail alignment options.
- Fall** Twenty-nine Bethesda property owners adjacent to R-O-W file suit for quiet title claims to portions of Trail corridor east of Wisconsin Ave., based on "adverse possession" argument.
- Oct** On Oct. 2, a Congressional House-Senate Conference Committee agrees to \$4 million for R-O-W acquisition in District, leaving a \$7 million balance to be secured.

Nov

County officially names R-O-W the "Capital Crescent Trail".

Gould's newly-created Georgetown Branch Foundation purchases R-O-W in District for \$11 million and leases R-O-W for one year to NPS (Nov 1); establishes its "rail use" of corridor by placing a trailer near Fletchers. Phase I of CCCT strategy (get the R-O-W acquired) is complete!

CCCT receives "Outstanding Volunteer Organization" award from RTC.

MCC approves *Georgetown Branch Master Plan Amendment* recommending trolley/trail combination, including overpass of Connecticut Ave. and underpass of CSX Metropolitan Branch in order to carry the trail into Silver Spring.

Dec

Graduate students from George Washington University Department of Urban and Regional Planning (under Prof. Dorn C. McGrath, Jr.) publish *The Crescent Connection: Reviewing Old Ties*, a development study for the Trail, which supports joint rail and trail use of the corridor.



- Jan** DC City Council passes resolution supporting NPS acquisition of R-O-W in District.
- CCCT requests County proceed with development of Trail from Bethesda to DC line.
- Mar** State and County plan to spend \$4 million on planning, design, engineering, environmental issues, and ridership study for proposed transitway.
- CCCT testifies before House Appropriations Committee for additional funding for Trail in DC.
- Chevy Chase Land Co. files suit against County contesting R-O-W acquisition. Columbia CC joins suit soon after.
- Spring** Wood decking installed on Arizona Ave Trestle by CCCT volunteers and Montgomery County Conservation Corps; materials provided through RTC.
- Debora Cackler replaces Kate Kent as CCCT's full-time Trail Coordinator.
- Apr** More than two hundred turn out for MCC public hearing on funding for proposed transitway/trail.
- May** Two hundred people and two llamas attend CCCT Rally in central Bethesda for Trail (May 5).
- NPS installs cable to block Arizona Ave. trestle, citing it an "attractive nuisance"; passage not effectively prevented.
- June** National Geographic Magazine article on Greenways includes a photo of clean-up activities on Trail.

- Summer** CCCT Trail Committee divides R-O-W into 11 sections and assigns a steward to maintain each.
- Oct** After CCCT submits a detailed report on the issue, MCC votes to reject further consideration of excursion rail use of R-O-W.
- Nov** Congress appropriates additional \$7 million for acquisition of R-O-W in DC and an additional \$500,000 for Trail design and development.
- NPS completes purchase of 4.3 miles of R-O-W in DC from Kingdon Gould, Jr.; Interior Department ceremony marks transfer as Under Secretary Frank A. Bracken and NPS Director James Ridenour preside; Gould, CCCT and RTC receive Take Pride In America Awards (Nov 20).
- Dec** CCCT organizes Trail Prep/Maintenance Committee to conduct regular trail clearing and litter pick-up, keeping R-O-W open in the mind of the public despite lack of on-the-ground progress.



Hiker-biker trail -- oppose for Georgetown
Trail Forward
On the Trail Of a Solution

OUTLOOK

Commentary and Opinion

A 'Greenway' From Georgetown to Silver Spring
Who will get 'Chessie's' orphan?



THE CAPITAL CRESCENT TRAIL:
A Work in Progress
Sharon K. Gang

Path to Crescent Trail Has Been Rocky Road
Firm Says Commuter Train Eyed for Georgetown to Buy Rail Line

Georgetown Branch worth \$25.7 million, ICC says
ICC says

Trail a Hub of Activity
Georgetown Branch worth \$25.7 million, ICC says



The Washington Post
WEDNESDAY, AUGUST 23, 1989
Crescent of Green

On the Trail of the Capital Crescent: Key Bridge to Silver Spring, Via Wilderness

WALKING ON THE RAILROAD
Thousands of miles of abandoned rail lines are being put to good use.

Squatting rights
Neighbors win round against light-rail route

Opinions sought on cyclist bridge
First part of trail opens in Bethesda

Trail a Hub of Activity
Georgetown Branch worth \$25.7 million, ICC says

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Georgetown Branch worth \$25.7 million, ICC says

Trail a Hub of Activity
Georgetown Branch worth \$25.7 million, ICC says



Golf balls, lawsuits face hiker-biker trail
Part of Capital Crescent Trail Linking Bethesda, District Is Scheduled to Open Within Months

Community Living: Look for Bike Paths, Not Golf Courses

Trail bridge construction
slated to begin this fall

Residents push trail for rail line
Mysterious, jolly visitor in red suit visits Bethesda

Residents air views on use of rail line
ing The Avenue

Paving Way for Cyclists
Work to Begin on 11-Mile Trail Linking County, D.C.

Council to Review Plan for Completing Crescent Trail

Trail or Trolley?
Fate of Hiker-Biker Route To Future Trolley Decision

Capital trail moving along with purchase of CSX tracks
Spinning Their Wheels
Paving a Path of Joy
For Bicyclists, Joggers

Trail people still trying for old Chessie tracks
Pat Reber Staff Writer

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- Jan** Costs of developing proposed transitway/trail now estimated at \$224 million: \$170 million for transitway and \$44 million for Trail, including additional land acquisition.
- Feb** County Executive requests \$80,000 to develop Trail concept plan.
- MNCPPC Chair meets with CCCT leadership and rejects request to open Trail informally to public use before it is fully constructed and paved.
- Spring** MCC approves \$80,000 for trail planning and design in County.
- County proposes funding for Trail as part of its Capital Improvements Program (CIP).
- May** Fifty people join CCCT hike (May 18).
- Summer** Consulting firm of Hoffman, Williams, Laffen, and Fletcher, Inc. provides pro bono assistance on use of volunteers for trail maintenance.
- Aug** CCCT leads two-day, grueling trail clearing work trip that includes 23 American University students.
- Dec** Intermodal Surface Transportation Efficiency Act (ISTEA) enacted and signed into law; provides six years of unprecedented funding for transportation "enhancements" such as bicycle/pedestrian facilities and rail-trails.

- Mar** Consulting firm of Jacobson Wallace Associates hired by MNCPPC to design Trail.
- Apr** MCC members Ike Leggett and Betty Ann Krahnke introduce resolution to establish interim trail task force to study route between Bethesda and Silver Spring; no action taken by MCC.
- In response to Supreme Court's landmark *Preseault* vs. ICC decision reaffirming the constitutionality of railbanking, Chevy Chase Land Co. files suit in US Claims Court; Columbia CC joins suit soon after.
- May** CCCT leads Maryland DOT Secretary James Lighthizer, County Executive Neal Potter and other officials on tour of R-O-W.
- Jun** CCCT initiates efforts to persuade MD SHA to provide ISTEA funds for development of Trail in County.
- Jul** MNCPPC publishes Jacobson Wallace Associates *Design Concept for Trail* in County; development cost estimated at \$1.6 million; requests \$1.3 million in ISTEA funding.
- MNCPPC approves Trail *Design Concept* for Bethesda-to-DC segment.
- Sep** Maryland SHA presents MNCPPC with check for \$867,000 in ISTEA funds for developing 2.7 miles of trail between Bethesda and D.C. line; \$500,000 for River Road Bridge not funded (Sep 30).

Oct

First section of rail is cut and removed at joint NPS-County-CCCT ceremony in Potomac Palisades, marking Trail as one of the nation's first 500 rail-trails.

First CCCT Triathlon held; starts at Potomac Ave. with a one-mile run to Fletchers, two-mile canoe to Thompson's, 14-mile bike ride to Connecticut Avenue via Rock Creek Park, and five-mile run/walk back to start. Sixteen start and sixteen finish. The winner finishes in under three hours (Oct 3).



- Feb** Action Committee for Transit (ACT) submits proposal to MCC for historic trolley use of R-O-W from Lyttonsville to Woodmont at estimated cost of \$2.7 million.
- Apr** Construction of Trail begins, with \$100,000 in-kind donation from Potomac Electric Power Company (PEPCO), on 0.6-mile section between Bethesda Ave. and Little Falls Parkway.
- June** Ground-breaking and rail-lifting ceremony held at Fletchers Boat House, attended by many dignitaries including new NPS Director Roger Kennedy (June 3).
- Summer** CCCT negotiations continue with ACE to avert possible rerouting of Trail around Dalecarlia facility.
- Rails and ties removed and Trail paving starts from Key Bridge to Potomac Palisades.
- Jul** Annual CCCT walk-thru of entire 11-mile trail is held.
- Aug** Meeting held with Ourisman Honda, CCCT and County officials to plan Trail at Bethesda Ave.; MNCPPC staff present \$35,000 plan for development. CCCT, Miller Properties, and Ourisman agree to assist.
- Sep** Ourisman Honda and Miller Properties donate \$15,000 and \$5,000 respectively for trail improvements at Bethesda Ave. Access.
- Fall** Paving and landscaping of Trail between Bethesda Ave. and Little Falls Parkway is completed.

Oct MNCPPC holds public hearing to debate development of a bridge on R-O-W to cross ACE access road at Dalecarlia; CCCT opposes. Commission votes bridge may be built, but at ACE's own expense.

Fall Columbia CC changes its position on Interim Trail; releases report proposing that any proposed transitway or Trail be developed below grade through Club property.

Scheduled start of Arizona Ave. trestle renovation by Federal Highway Administration (FWHA) is delayed. Work projected for completion by Oct. 1994.

Nov CCCT holds 21-mile walk/run/bike Circuit Tour of Trail and Rock Creek Trail; 56 participate.

Dec CCCT signs first agreement with WABA to provide mailing list and outreach services; 10,000 updated CCCT brochures are printed.

Trail between Key Bridge and Potomac Palisades is paved, fenced and open



- Jan** CCCT begins placing heavy-duty wooden Trail markers every half mile.
- Mar** Construction of Trail from Little Falls Parkway to DC line begins; rails and ties removed from River Road to Massachusetts Ave.
- MCC subcommittee deletes proposed Trail bridge over Bethesda-Woodmont Ave. from its Bethesda CBD Sector plan.
- CCCT meets with MNCPPC and County Department of Environmental Protection (DEP) concerning over-design of stormwater management facilities for Trail.
- Ribbon-cutting marks opening of 0.6-mile section of Trail between Bethesda Ave. and Little Falls Parkway; many dignitaries attend (Mar 30).
- CCCT signs agreement with County Parks/MNCPPC to assist with trail maintenance between Bethesda and DC line.
- MCC member Ike Leggett proposes creation of County task force to study feasibility of establishing interim trail between Bethesda and Silver Spring.
- Apr** CCCT meets with Ourisman Honda and County officials to review violations of easement and to propose solutions and fencing alignment.
- CCCT one of four organizations to receive prestigious "Dupont-American Greenways Award" from The Conservation Fund and DuPont Corporation at National Geographic Society (April 14).

Apr

CCCT sends letter to County Executive Neal Potter opposing Columbia CC's proposal to put Trail in a "trench" through the Club.

CCCT starts meetings with District officials and Georgetown community activists on proposed K Street "facelift"; proposes Trail connection to Rock Creek Bike Path and implementation of land transfer from DC Department of Public Works (DPW) to NPS for development of Georgetown Waterfront park.

MCC approves amendment to CIP allowing Trail bridge over River Road, contingent on getting ISTEA funds; MNCPPC staff seek additional funding from MD SHA.

CCCT writes MCC disputing Columbia CC claims to ownership of R-O-W.

CCCT meets County DEP, MNCPPC over proposed stormwater facilities along Trail calling them "excessive engineering"; raise concerns over high cost (\$150,000 out of \$867,000 in ISTEA funds). CCCT hires greenway expert Chuck Flink and consulting hydrologist Peter Galusky.

May

Press reports now estimate total cost of proposed transitway at \$300 million.

Contractor hired by FWHHA begins work on Arizona Ave. trestle by removing wood decking and blocking passage, beginning a two-year closure of trestle.

Trail construction from Little Falls Pkwy to DC line is underway.

Spring

MNCPPC gives high priority to funding River Road bridge with ISTEA funds; ISTEA funds destined for Trail's development will total \$1.317 million by end of 1995.

Jun

CCCT meeting with DEP and MNCPPC staff trying to resolve disagreements over stormwater management. DEP Director Ted Graham walks R-O-W.

CCCT releases *Synoptic Hydrological Characterization of the Capital Crescent Trail from Little Falls Parkway to the DC Line*, prepared by consulting hydrologist Peter Galusky, to challenge County's costly stormwater management proposal for Trail.

Summer

After extensive negotiations with CCCT, County proceeds to install stormwater system. In slight concession to CCCT concerns, two of 22 infiltration trenches are eliminated.

Bethesda CBD Sector plan is modified, but still suggests that Trail be subordinated to transitway in Bethesda; If proposed transitway uses Wisconsin Avenue "tunnel", Trail will be excluded and forced to cross Wisconsin Avenue at grade.

CCCT protests exclusion of Trail from Wisconsin Ave. tunnel in Bethesda CBD Sector plan; CCCT pushes Pearl St. alignment option for proposed transitway.

Negotiations continue with Columbia CC; Club is increasingly taking position that it will only support trail if it is recessed below grade.

- Jul** CCCT notified by MTA of MIS/DEIS to study proposed transitway/Trail between Bethesda and Silver Spring. MIS/DEIS necessary to qualify transitway project for Federal transit funds; MTA refuses to consider study of Trail as integral part of project.
- Jul/Aug** MCC establishes nine-member Interim Trail Task Force to consider implementation of interim trail between Bethesda and Silver Spring with CCCT Board member Henri Bartholomot as Chair; task force given 60 days to prepare report.
- Aug** At Ourisman Honda's expense, a wrought iron fence is installed between Trail and Ourisman after protracted discussions. County Parks Department puts in attractive plants and landscaping.
- CCCT sends letter to MD DOT Secretary Lighthizer supporting funds for Trail bridge over River Road.
- All work effectively stops on Arizona Ave trestle.
- Oct** Construction begins on Arlington County water line under R-O-W between Dalecarlia and Chain Bridge; middle segment of Trail closed.
- MD SHA presents check for \$550,000 in ISTEA funds to County for construction of Trail bridge over River Road; bridge width set at a narrow ten feet, over CCCT objections.
- Nov** Trail paving completed from Little Falls Parkway to DC line, increasing risk of at-grade crossing at River Road.

1994

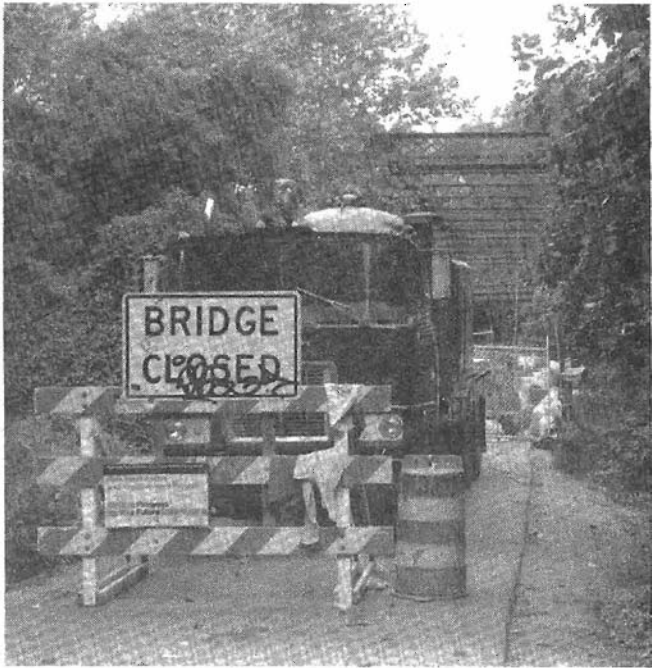
25

Nov

Interim Trail Task Force completes report on time, recommending removal of tracks and ties from Bethesda east and a crushed bluestone surface to Rock Creek Park costing an estimated \$70,000. County DOT estimates development costs at \$391,000, including stormwater facilities, raising concerns over potential County funding.

Dec

CCCT finishes mileposts markers on DC portion and part of County section.



- Jan** CCCT meets with MNCPPC and MD SHA staff and consulting engineers to recommend a five percent grade, 14-foot-wide bridge consistent with AASHTO guidelines for urban trails.
- Interim Trail Task Force Chair Henri Bartholomot presents report to MCC; report referred to Transportation and Environment Committee.
- FHWA terminates Arizona Ave. trestle renovation contractor for non-performance; less than 20% of work has been completed; negotiations start between FHWA and bonding company. Trestle remains closed.
- Feb** CCCT donates \$5,000 to County for development of information kiosk and other amenities at Bethesda Ave.
- MNCPPC establishes final design for River Road bridge, accepting AASHTO guidelines supported by CCCT.
- Mar** CCCT writes Regional Administrator of FHWA and Congresswoman Connie Morella demanding progress on Arizona Ave. trestle.
- MD SHA refuses to fund more than a ten-foot wide River Road bridge; MNCPPC decides on bridge design of 14-feet wide, five percent maximum grade with additional costs covered by non-ISTEA funds.
- May** Fourteen CCCT volunteers plant wildflowers donated by America the Beautiful Fund near Bethesda Pool.

Jun

MTA finalizes its *Scoping Report for Major Investment Study/Environmental Impact Statement for Bethesda to Silver Spring Transitway/Trail Project*; Trail is again given short shrift despite CCCT comments on draft report.

RFP seeking bidders for construction of River Road and Dalecarlia Bridges goes out.

CCCT urges County to provide temporary crossing guards for Trail at River Road; County declines citing potential liability problems.

Summer

Award of contract for construction of River Road bridge stalls over projected cost; lowest bid is \$100,000 over amount budgeted by County.

MCC, by a vote of 9-0, authorizes \$391,000 for development of interim trail from Bethesda to Silver Spring. Letters from CCCT supporters are instrumental.

Jul

Agreement signed by FHWA and bonding company to complete Arizona Ave trestle work by Dec, 1995.

Proposal from ACE to install pipes under R-O-W in Dalecarlia tunnel for sludge treatment and dewatering presented to MNCPPC and CCCT for comment.

Fall

Georgetown University proposes to build a boat house with crossing of Trail at Glover Archibald Park.

- Fall** County awards \$786,572 contract for bridge construction over River Road; bridge at Dalecarlia plant to be part of same contract, with \$300,000 being supplied by ACE.
- Oct** Trail R-O-W is blocked by chain link fences installed by ACE at Dalecarlia facility in anticipation of bridge construction; CCCT strenuously objects.
- Coalition holds Trail Rally/Demo Day in central Bethesda; two hundred attend but a walk-through not allowed under Apex and Air Rights buildings (Oct 29); County Parks Department staff monitors Trail R-O-W through Dalecarlia area so Trail hikers can proceed to rally.
- CCCT, with help from offices of Senator Sarbanes and Congresswoman Morella and other area officials, meets with ACE at Dalecarlia to discuss reopening Trail; Trail passage is restored within three days.
- Arlington County completes water line under R-O-W and repaves surface. Trail is restored between Chain Bridge and Dalecarlia.
- Dec** Contract completion date for Arizona Ave. Trestle but work remains unfinished; FWHA and NPS predict completion by end of Jan '96.
- Eighth Annual Trail Hike, from Fletchers to Dalecarlia tunnel; snow and sleet limit attendance to eight.

- Jan** Winter floods devastate C&O Canal and Towpath but Trail is unscathed.
- Mar** Construction begins on River Road Bridge.
- Apr** Construction begins on Dalecarlia Bridge.
- CCCT presents \$1,000 check to Interior Secretary Bruce Babbitt to assist C&O Canal restoration as part of the March for Parks.
- May** Arizona Ave Trestle renovation is completed; trestle reopens.
- C&O Canal Superintendent Doug Faris convenes meeting on trail management with CCCT and other interested groups.
- CCCT publishes new Trail map/guide.
- CCCT publishes *Milestones: 1986-1996*, a chronology of the Trail's development.
- Jun** Dedication ceremonies on National Trails Day at Arizona Ave. trestle and K Street access mark official opening of DC portion of trail (Jun 1).
- CCCT holds dinner and awards ceremony marking its Tenth anniversary.



Plans and projects on the horizon for the Capital Crescent Trail include:

- * Completion of Trail bridges at Dalecarlia and River Road by late summer, 1996, to be marked by Trail dedication ceremonies.
- * Development of an interim trail from Bethesda to Silver Spring by fall, 1996, and ongoing CCCT efforts to open the Wisconsin Ave. "tunnel" and rehabilitate the Rock Creek trestle.
- * Release of the MIS/DEIS for the proposed Bethesda-Silver Spring Transitway in spring, 1996, with continuing efforts by CCCT to ensure that a viable Trail will be part of the corridor's future regardless of any final decision on the transitway.
- * Extension of the Trail from Key Bridge to Thompsons Boat House in concert with planned efforts to implement the proposed Georgetown Waterfront Park and the "facelift" project for K Street under the Whitehurst freeway.
- * Establishment of a Trail connection in Silver Spring to the proposed Metropolitan Branch Trail which, when developed, will complete the creation of a Washington area "Bicycle Beltway".
- * Development and implementation of Trail management and maintenance partnerships among agencies and local groups including CCCT.
- * Inclusion of the Trail in the National Trail System, either through designation as a National Recreation Trail or as part of the proposed American Discovery Trail.

- * Development of Trail amenities such as information kiosks, benches, water fountains and rest stops, additional access points, and interpretive wayside exhibits.
- * Development of Trail safety education programs and information.
- * Creation of an ever-growing Washington Metro area greenway network, with the Capital Crescent Trail as a key component and inspirational success story for others.



List of Current Coalition Member Organizations

32

American Forests
American Youth Hostels, Potomac Area Council
American Hiking Society
Appalachian Mountain Club
Arlington County Hike and Bike Club
Audubon Naturalist Society
Auto-Free D.C.
Blue Ridge Voyageurs
Canoe Cruisers Association
Capital Hiking Club
Citizens Association of Georgetown
Committee of 100 on the Federal City
C&O Canal Association
Conservation Federation of Maryland
D.C. Roadrunners Club
Disabled Sports USA
Greater Bethesda-Chevy Chase Coalition
League of American Bicyclists
Maryland Association of Bicycling Associations
Montgomery County Outdoor Education Association
Montgomery County Road Runners
National Parks and Conservation Association
National Recreation and Parks Association
NIH Bicycle Commuter Club
Northern Virginia Volksmarchers
Oxon Hill Bicycle and Trail Club
Potomac Appalachian Trail Club
Potomac Boat Club
Potomac Pedalers Touring Club
Potomac River Greenways Association
Potomac Valley Track Club
Rails-to-Trails Conservancy
Sierra Club
Virginia Volkssport Association
Wanderbirds Hiking Club

Washington Area Bicyclist Association
Washington Area Rollerskaters
Washington Canoe Club
Washington Running Club
Washington Women Outdoors
Westmoreland Citizens Association



Coalition for the Capital Crescent Trail Board Members 1995-1996

Officers:

Scott Hall, Chair
 John Dugger, Vice-Chair
 Jay Chamberlin, Secretary
 Ernie Brooks, Treasurer
 Charlie Wellander, Assistant Treasurer

At-Large Members:

Chris Brown
 Henri Bartholomot
 Doug Engle
 Ken Golding
 Phil Lerman
 Bob Lowe
 Margaret Marchak
 Maria-Luisa Yon

Past and Present Coalition Board Chairs

1986	Peter Hamik
1986-87	Joe Keyser
1987	Val Kirkpatrick
1987-89	Chris Brown
1989-91	Henri Bartholomot
1991-92	Karen-Lee Ryan
1992-93	Tom Barrett
1993-94	Chris Brown
1994-96	Scott Hall

Acronyms and Abbreviations

ACE	US Army Corps of Engineers
ACT	Action Committee for Transit
AASHTO	American Association of State Highway and Transportation Officials
B&O	Baltimore and Ohio Railroad
CBD	Central Business District
CCCT	Coalition for the Capital Crescent Trail
CIP	Montgomery County Capital Improvements Program
Columbia CC	Columbia Country Club
C&O	Chesapeake and Ohio Railroad
County	Montgomery County, Maryland
CSX	CSX Corporation
DC	District of Columbia
DEP	Montgomery County Department of Environmental Protection
DOT	Montgomery County Department of Transportation
DPW	DC Department of Public Works
FHWA	Federal Highway Administration
GBCCC	Greater Bethesda-Chevy Chase Coalition
ICC	US Interstate Commerce Commission
ISTEA	Intermodal Surface Transportation Efficiency Act
MCC	Montgomery County Council
MIS/DEIS	Major Investment Study/Draft Environmental Impact Statement
MNCPPC	Maryland-National Capital Park and Planning Commission
MSRC	Metropolitan Southern Railroad Company
MTA	Maryland Mass Transit Administration
NPS	US National Park Service
PEPCO	Potomac Electric Power Company
RFP	Request for Proposals
RTC	Rails-to-Trails Conservancy
R-O-W	Right-of-Way
SHA	Maryland State Highway Administration
WABA	Washington Area Bicyclist Association



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