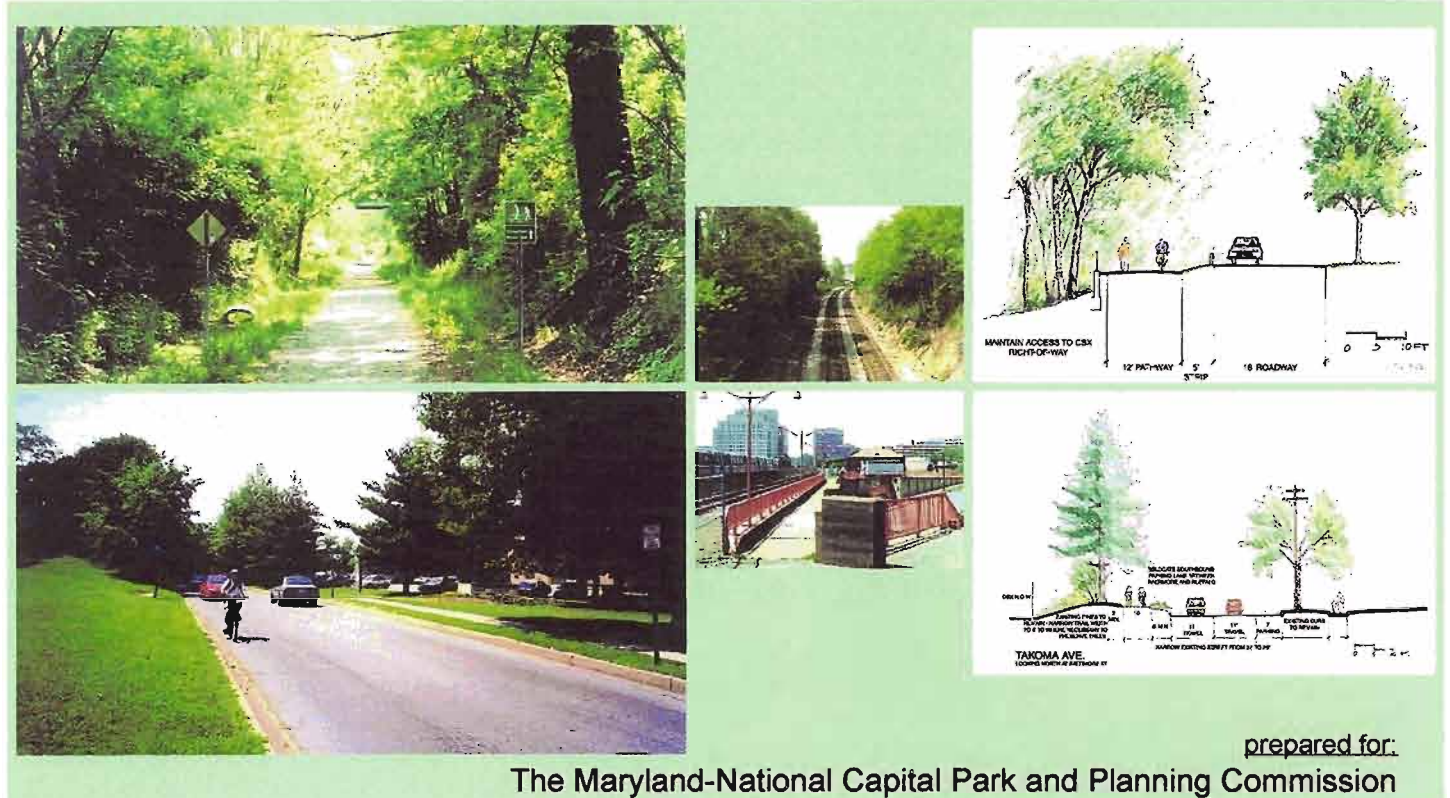


Facility Plan for the

Capital Crescent & Metropolitan Branch Trails



prepared by:
The Maryland-National Capital Park and Planning Commission

prepared by:
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in association with
Daniel Consultants Inc.

approved by:
Montgomery County Planning Board

January 2001

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- (2) The acquisition, development, operation, and maintenance of a public park system
- (3) In Prince George's county only, the operation of the entire county public recreation program.

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Jim Evans, Takoma Park Civic Association
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Introduction/Executive Summary

The purpose of the Facility Plan is to select a final alignment and prepare preliminary design plans for the final two and one-half mile segment of the Capital Crescent Trail from Jones Mill Road to the Silver Spring Transit Center and an approximately one-mile segment of the Metropolitan Branch Trail from the Silver Spring Transit Center to the District of Columbia (DC) line.

Purpose

The long-term goal, as stated in the appropriate master plans, is to construct an "off-road" path as close as possible to the CSX and WMATA right-of-way. The Capital Crescent Trail is also envisioned as an integral part of the proposed Georgetown Branch Transitway/Trail project. The Capital Crescent Trail will run on the south side of the Transitway from Jones Mill Road to the Talbot Avenue Bridge where it will cross to the north side of the CSX tracks and proposed Transitway into Silver Spring. The Metropolitan Branch Trail will run on the north side of the CSX tracks to Piney Branch Road (see map, page 5). This alignment and associated linkages have been adopted as part of numerous planning documents and previous studies including:

- Georgetown Branch Master Plan Amendment (1990) - recommending a trolley and parallel 10-foot wide trail
- Silver Spring CBD Sector Plan (2000)
- Georgetown Branch Transitway/Trail Major Investment Study and DEIS (1996)
- North and West Silver Spring Master Plan (2001)
- Takoma Park Master Plan (2001)
- East Silver Spring Master Plan (2001)

Options and adjustments to the general alignment described in the various planning and policy documents have been addressed as part of this plan to avoid highly constrained areas and areas with right-of-way limitations.

The Facility Plan describes the phasing and implementation process envisioned for the Capital Crescent and Metropolitan Branch Trail including the identification of improvements that need to be made to the existing, on-road, interim Georgetown Branch trail to improve safety and the quality of the user experience.

The Facility Plan identifies locations along the Capital Crescent Trail where sections of the interim trail alignment can be constructed as a permanent trail without affecting the construction of the Georgetown Branch Transitway/Trail Project. In these locations, the permanent alignment would become the Trail component of the Transitway/Trail project.

In other locations, it is not possible to construct the permanent Transitway/Trail alignment without impacting future Transitway construction and thereby requiring reconstruction of the trail. Issues that will take much longer to resolve, such as a highly constrained right-of-way or an area slated for redevelopment within the next five years also indicated a need for an interim trail alignment so that permanent trail improvements would not need to be later removed.

Improvements to the interim trail in each of these locations are justified in that they would later be retained as an integral part of the Capital Crescent/Metropolitan Branch Trail system—serving as linkages to community facilities, neighborhood access points, construction bypass routes, and connections to other trails.

Planning Process

The Facility Plan was conducted in a series of 10 steps over a 6 month period starting in mid-June and finishing by mid-December, 2000:

- Step 1: Organize the project
- Step 2: Identify "design user"
- Step 3: Identify and review existing and available data/identify "red flags"
- Step 4: Meet with community groups, user groups and neighbors
- Step 5: Assess the types of regulatory issues that will need to be addressed and avoid locations where

Shared-use Paths ...
are typically 10 feet wide, two-way and used by both pedestrians and bicyclists. According to the 1999 AASHTO Guide for the Development of Bicycle Facilities, these trails are designed with the bicyclists in mind, but are also used by joggers, dog walkers, people with strollers, persons in wheelchairs, skate boarders, in-line skaters, and others.

Figure 1:
The Project
Advisory Group
toured the trail to
identify issues early
in the project



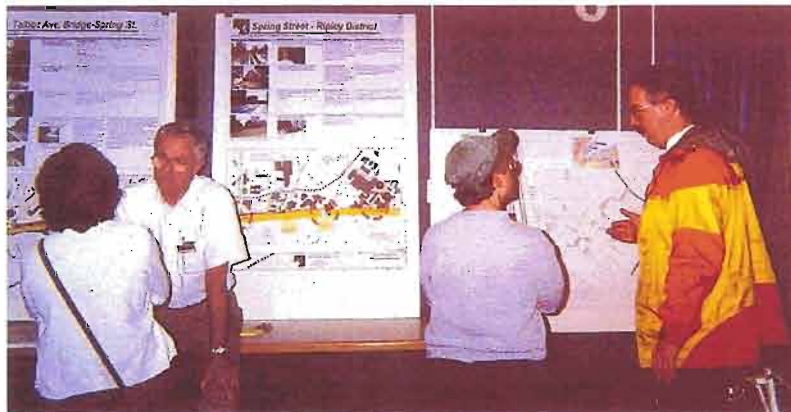
- regulations may be burdensome to project implementation
- Step 6: Assess the proposed alignment alternatives
 - Step 7: Evaluate and select a preferred alignment with design options
 - Step 8: Develop preferred alignment with options for design treatment
 - Step 9: Public meetings and presentations
 - Step 10: Prepare Final Facility Plan with Implementation and Phasing Plan

A Project Advisory Group was formed to provide a way to gain the valuable input of those individuals and groups who have worked very hard on the development of the trails to date. The group includes representatives from each of the adjoining neighborhoods, agencies, institutions, user groups, and other key stakeholders with an interest in the trail projects. The Project Advisory Group provided input on the following:

- Key issues and concerns along the route
- Alternatives and options under consideration
- Selection of preferred alternative
- Phasing and implementation

A well-attended public workshop was held in September to provide opportunities for Mont-

Figure 2:
Participants at the
September
Workshop reviewed
preliminary
alignments



gomery County and City of Takoma Park residents and trail enthusiasts to review preliminary plans and options for the trail. Options were reviewed at this workshop for an interim trail alignment to improve trail safety and quality prior to the construction of the Transitway and redevelopment projects in the Silver Spring Central Business District.

After the workshop, M-NCPPC staff and consultants reviewed all the comments from the September workshop and selected the most appropriate alignment and options. Sections of the proposed permanent alignment of the Capital Crescent Trail were also identified that could be constructed without negatively impacting the future construction of the Transitway project. Extensive coordination was also conducted with Montgomery College to select a final alignment for the Metropolitan Branch Trail that would work with the College's expansion plans. A second public meeting was held in November to review the proposed final alignment, and recommendations for phasing the construction of the trail.

The facility plan documents the recommendations for a final alignment and incorporates the recommendations of the Project Advisory Group, comments received at the two public workshops, and comments incorporated from an internal review by M-NCPPC staff and other County and State agencies with an interest in the plan.

It is anticipated that the Montgomery County Department of Public Works and Transportation will proceed with the final design and construction drawings for the interim trail, including those sections of the trail that can be built as permanent alignment, based on the facility plan recommendations.

General Phasing and Implementation

The following generally describes the major construction phases for the project. (See the Phasing Plan on page 6).

Capital Crescent Trail Phase 1:

Phase 1 of the Capital Crescent Trail (CCT) includes additional safety and maintenance measures needed on the interim Capital

Crescent Trail once the Rock Creek Trestle is opened. These additional measures include changes to the Jones Mill Road crossing, improving the existing temporary surface of the Georgetown Branch Interim Trail, and creating a linkage to Rock Creek Park. Phase 1 also includes measures needed to move the existing on-road section of the Georgetown Branch Interim Trail off Brookville Road. This will be accomplished by partial construction of the Stewart Avenue linkage as an on-road bikeway from Stewart Avenue to Talbot along less congested neighborhood streets. Permanent trail improvements would be constructed along Talbot Avenue and a new bicycle/pedestrian span across the CSX tracks to Grace Church Rd., where the interim trail would pick up again as an on-road bikeway to connect with 2nd Avenue.

Capital Crescent Trail Phase 2:

Phase 2 includes the connection from Grace Church Road to Fenwick Lane and the Silver Spring Green Trail using Lyttonsville Road, the east side of 16th Street and existing public right-of-way along 3rd Avenue to Fenwick Lane. Phase 2 also extends the Silver Spring Green Trail from Cameron to Fenwick Lane.

Metropolitan Branch Trail Phase 1:

Phase 1 of the Metropolitan Branch Trail (MBT) includes construction from Piney Branch Road to King Street, timed with the realignment of Fenton Street by Montgomery College.

Metropolitan Branch Trail Phase 2

Phase 2 of the MBT includes the construction of an underpass at Burlington Ave., a pedestrian/bicycle span at Georgia Avenue, and completion of the trail through to the Progress Place Parking lot. On-road bikeways are used to bypass the areas around Progress Place and the Silver Spring Transit Center. The final segments of the permanent trail alignment (shown as a solid red line on the Facility Plan Map) will be constructed as part of the Georgetown Branch Transitway/Trail Project. This includes segments requiring retaining walls adjacent to the proposed Transitway.

Regional Context

The Capital Crescent and Metropolitan Branch Trails are part of a much larger system of regional trails. In addition to

serving as a county-wide trail for Montgomery County, the two trails are considered by trail user groups as part of the "bicycle beltway" – enabling non-motorized travel from Georgetown to Bethesda, Silver Spring, Takoma Park and back through the District of Columbia to Union Station and the Mall.

The segment between Jones Mill Road and Silver Spring is the last piece of the planned Capital Crescent Trail. The current trail utilizes an interim route through Rock Creek Park to bypass the Rock Creek Trestle and an on-street route from Stewart Avenue to downtown Silver Spring (the pink dashed line on the Facility Plan Map).

Regional Framework of Trails

Montgomery County's regional trail framework in the vicinity of Silver Spring, serves non-motorized travel connecting Rock Creek Park, Gwendolyn Coffield Community Center, Silver Spring Metro and Transit Center, MARC, and Montgomery College. With the future construction of the Transitway, the Capital Crescent Trail will serve new stations proposed for Spring Street and Lyttonsville.

Connecting Trails, Linkages, and Access

A number of connections have been identified in the various planning documents covering the study area:

- Rock Creek Trail
- Grubb Road
- Lyttonsville Place Bridge (and proposed Transitway station)
- Stewart Avenue
- Warren Street/Woodlin Elementary



*Figure 3:
Map showing the relationship of the Metropolitan Branch and Capital Crescent trails to the regional system of trails (adapted from map provided by the Coalition for the Metropolitan Branch Trail)*

- Kansas Avenue
- Talbot Avenue, Lanier Drive and the Rosemary Hills Elementary School
- Grace Church Road
- Park Sutton Condominiums/Woodside Mews at Lyttonsville Road near 16th Street
- Noyes Drive
- Ballard Street
- Proposed Spring Street Transitway Station
- Silver Spring Transit Center
- Silver Spring CBD (offices and residences)
- historic B&O Station building (temporary MARC station)
- Montgomery College
- Montgomery College's pedestrian/bike bridge to South Silver Spring and Jesup Blair Park
- Linkage to the American Discovery Trail

Figure 4:
Area 1 Silver Spring/Takoma Park Bikeway Framework (below)

Figure 5:
Proposed Alignment (page 5 foldout)

Figure 6:
Proposed Phasing (page 6 foldout)

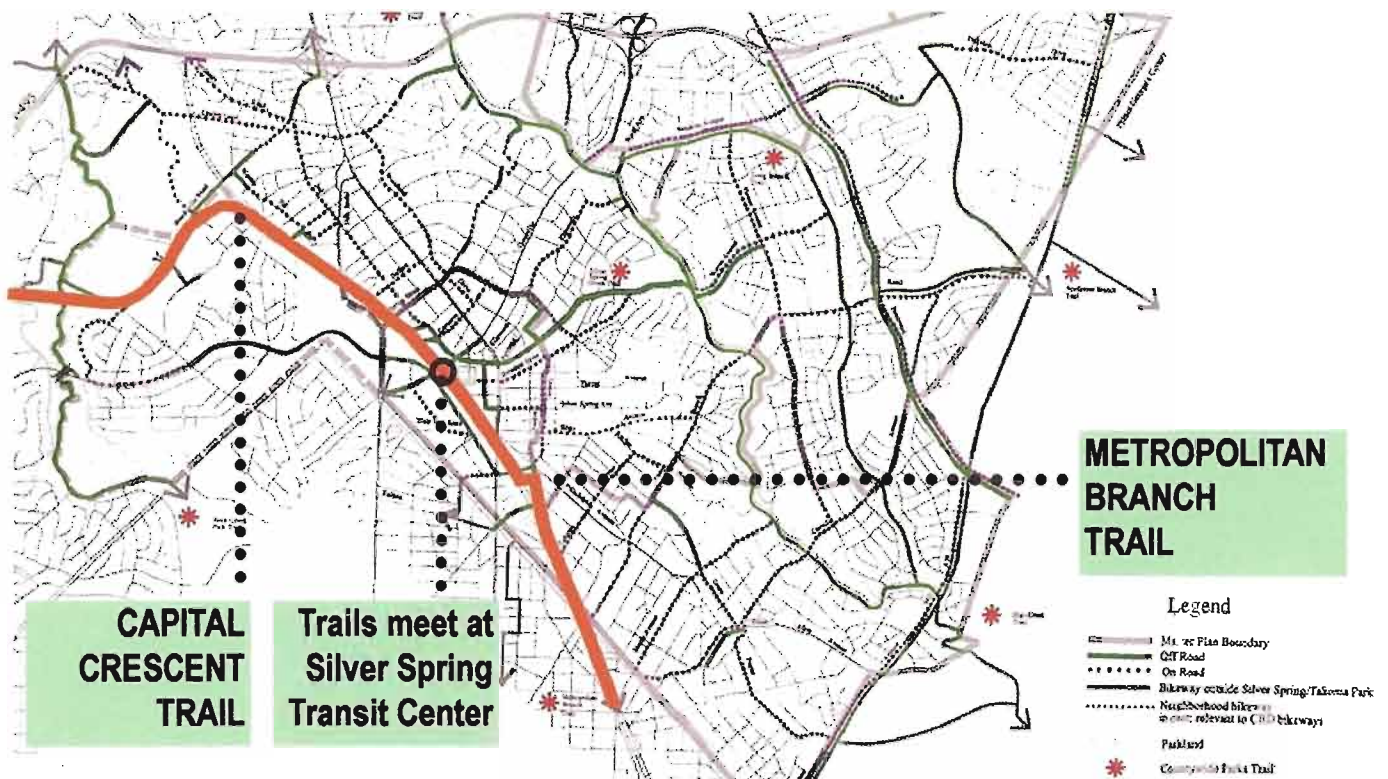
In addition, the North and West Silver Spring Master Plan identifies the need for trailhead parking for the Capital Crescent Trail near Lyttonsville Place on Brookville Road. The purpose of this parking area is to reduce conflicts with residential and commercial parking that may occur as trail use increases and people search for convenient places to leave their cars when they cannot bicycle

conveniently or safely to the trail. The parcel at the southeast corner of Lyttonsville Place and Brookville Road is currently owned by M-NCPPC and is adjacent to an existing parking lot. This site is a planned location for a future Georgetown Branch Transitway/Trail project.

Related Planning and Design Efforts

There are a number of ongoing planning, development, and design efforts that influence or will be influenced by the results of the Facility Planning effort. These include the following:

- Georgetown Branch Transitway/Trail Final EIS (MTA)
- Capital Crescent Trail Management Plan (Multi-Agency) 2000-NPS
- 16th Street Bridge Deck Reconstruction (recently completed)
- Silver Spring Transit Center (MCDPWT/WMATA)
- District Court House Design and Construction (Fenwick/Apple Ave.)
- Ripley District Concept Study (M-NCPPC)
- historic B&O Station building renovations (Montgomery Preservation, Inc.)
- Montgomery College Expansion/Phase I



3 Lyttonville Place - Stewart Ave.



VIEW FROM EXISTING TRAIL SHOWING DRIVEWAY CROSSING FOR INDUSTRIAL USE

4 Stewart Ave. - Talbot Ave. Bridge



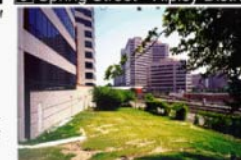
VIEW FROM TALBOT AVE. BRIDGE LOOKING WEST TOWARDS CSX RAIL SPUR AND BROOKVILLE ROAD AREA

5 Talbot Ave. Bridge - Spring Street



VIEW FROM TALBOT AVE. BRIDGE LOOKING EAST TOWARDS STEEP SLOPES AT WOODSIDE MEADOWS (L)

6 Spring Street - Ripley District



VIEW FROM APPLE AVE. TOWARDS THE SILVER SPRING TRANSIT CENTER

7 Ripley District - King Street



VIEW LOOKING NORTH TOWARDS BURLINGTON AVE. BRIDGE. TRAIL CONSTRUCTION UNDER THE BRIDGE WOULD REQUIRE A TUNNEL THROUGH THE BRIDGE ABUTMENT.

2 Rock Creek Park - Lyttonville Place



VIEW FROM EXISTING TRAIL NEAR TERRACE DRIVE ACCESS POINT LOOKING WEST

1 Jones Mill Rd. - Rock Creek Park



VIEW FROM ROCK CREEK PARK TOWARDS TRESTLE

Jones Mill Road Crossing

Redesign intersection signals to include trail crossing

Stewart-Kansas Alternate Routes: If right-of-way cannot be obtained along seldom used CSX rail spur

Lyttonville Rd. - Grace Church Rd. Alternates: New pedestrian signal needed to cross 16th St. West side option requires ROW from CSX and Park Sutton

Spring Street Underpass: Use Ballard and 2nd Ave. as Transitway construction bypass

Fenwick-2nd Ave.-Wayne Ave.-Ripley: Alternate route during construction of Silver Spring Transit Center and Transitway

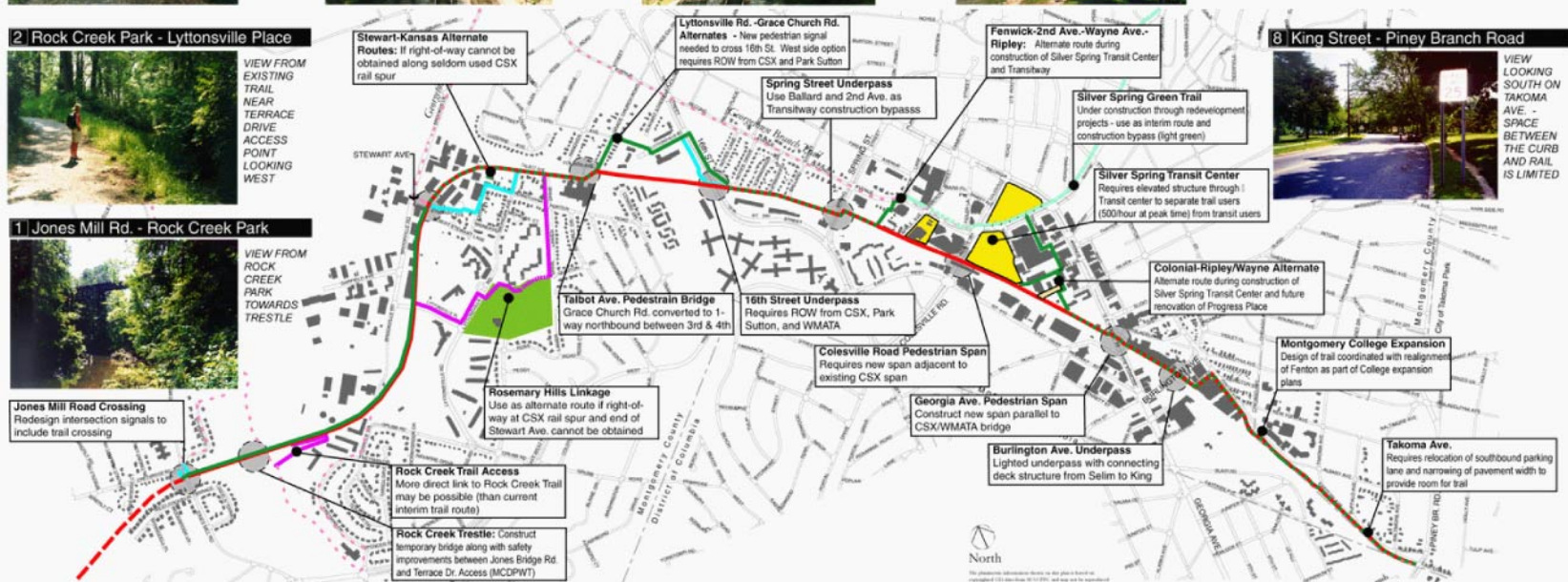
Silver Spring Green Trail: Under construction through redevelopment projects - use as interim route and construction bypass (light green)

Silver Spring Transit Center: Requires elevated structure through Transit center to separate trail users (500/hour at peak time) from transit users

Colonial-Ripley/Wayne Alternate: Alternate route during construction of Silver Spring Transit Center and future renovation of Progress Place

Montgomery College Expansion: Design of trail coordinated with realignment of Fenton as part of College expansion plans

Takoma Ave.: Requires relocation of southbound parking lane and narrowing of pavement width to provide room for trail



Maryland-National Capital Park and Planning Commission FACILITY PLAN FOR THE CAPITAL CRESCENT AND METROPOLITAN BRANCH TRAILS

The purpose of the Facility Plan is to select a final alignment and prepare preliminary design plans for the final two and one-half mile segment of the Capital Crescent Trail from Jones Mill Road to the Silver Spring Transit Center and an approximately one-mile segment of the Metropolitan Branch Trail from the Silver Spring Transit Center to the D.C. line. The long-term goal, as stated in the appropriate master plans, is to construct an "off-road" path as close as possible to the CSX and WMATA right-of-way. The Capital Crescent Trail is also envisioned as an integral part of a proposed transitway project. The solid red line shows the location of the proposed permanent alignment. There are a number of locations where it will be difficult to achieve that alignment in the near-term. Issues of highly constrained right-of-way, neighborhood concerns, and transitway design requirements suggest that alternate locations be considered so that the trail can be built as soon as possible. The location of this interim trail is shown as a green solid line with constrained areas noted. Detailed plans may be reviewed at M-NCPPC.

Legend:

- Major Crossings
- Transit Way/Metropolitan Branch Permanent Alignment
- Proposed Interim Alignment
- Interim Alignment Constructed as Permanent Alignment
- Alternate Route (if ROW cannot be obtained)
- Existing Routes
- Proposed Linkages

Already constructed routes shown as dashed lines



Proposed Alignment

Overall Design Concepts

Design User

The trail should be designed for the broadest range of users – from families with small children to commuters and avid bicyclists. It is anticipated that over 500 persons/hour will be using the trail at peak use times (weekends, summer evenings, etc.). A Fall 2000 user survey prepared for M-NCPPC of the existing Capital Crescent Trail reveals the following cross-section of user types:

Main Trail

Bicyclists	47.6%
Walkers	26.4%
Joggers	13.6%
Inline skaters	6.3%
Other	0.1%
People with disabilities	0.2%
Infants/children with strollers	2.4%

Gravel Shoulder

Walkers	1.1%
Joggers	2.3%
TOTAL	100%

An off-road, shared-use pathway system is the recommended design. On-road bikeway segments are only used as interim measures to maintain trail continuity until the Transitway/Trail project (the Capital Crescent Trail Permanent Alignment) is constructed or right-of-way problems and other physical constraints can be resolved.

The Capital Crescent Trail from Jones Mill Road to the Silver Spring Transit Center will serve long-distance, recreational users, and riders from nearby neighborhoods. The Metropolitan Branch section from the City of Takoma Park to the Silver Spring Transit Center, will serve the same types of users.

The Metropolitan Branch Trail will serve as a critical pedestrian circulation route through Montgomery College linking the Takoma Park Metro Station and the College parking garage to the campus. A planned pedestrian/bicycle bridge over the CSX/WMATA tracks by Montgomery College will further serve to link the trail with Jesup Blair Park and the planned campus expansion area.

The Silver Spring Transit Center will generate a very high level of pedestrian use in its vicinity. There is a very strong need to improve pedestrian and bicycle access



through the Transit Center area and the Ripley District. The Transit Center design must serve the needs of through trail users and provide access between the Capital Crescent and Metropolitan Branch Trails and the mass transit facilities.

*Figures 7-9
More than 300 users /hour are found on the existing Capital Crescent Trail at peak times on bicycle (above), on foot, or roller blades (below)*

Connecting Trails, Linkages and Access

Connecting neighborhoods and public facilities with trails is an important objective of the Facility Plan. Connections have been identified in the various planning documents covering the study area. Several others have been identified as part of the facility plan. In summary, linkages that will be improved or maintained as a direct result of implementing the facility plan include:

- Rock Creek Park and Trail
- Grubb Road
- Lyttonsville Place Bridge (and proposed Transitway Station)
- Stewart Avenue
- Gwendolyn Coffield Community Center
- Rosemary Hills Elementary School and adjoining neighborhoods
- North Woodside Neighborhoods
- Park Sutton Condominiums/Woodside Mews at Lyttonsville Road near 16th Street including the bus stops on 16th Street
- Noyes Drive and adjoining neighborhoods between 2nd Avenue and the CSX tracks
- Connection between the Silver Spring Green Trail and the Capital Crescent Trail
- Silver Spring Metro Plaza
- Silver Spring Transit Center





Figure 10:
The junction of the Capital Crescent and Metropolitan Branch Trails is in the Silver Spring CBD

- Ripley District (existing businesses and future development)
- historic B&O Rail Station Restoration Project (and underpass)
- Silver Spring Gateway Park
- Woodbury Drive (linkage to Sligo Creek)
- Montgomery College's pedestrian/bike bridge to South Silver Spring and Jesup Blair Park

Ride-on and Metro use is incorporated into the design of trail linkages at existing bus stops on 16th Street, and inside the proposed future Transitway stops. A trail linkage is proposed on 16th Street at Lyttonville Road, a heavily used bus stop in the vicinity of several large apartment buildings and townhouse communities. Access between the Silver Spring Transit Center and the trail has been accommodated as part of the schematic design, although it is not included in the construction budget for the Transit Center Project. Funding for this important linkage needs to be found so that it can be built at the same time as the Transit Center itself.

The Silver Spring CBD provides some opportunities to link with existing business locations that may serve the trail users, such as the existing coffee shop and restaurant adjacent to the north entrance of the Silver Spring Metro Station. Bicycle racks are available under the Colesville Road railroad bridge to serve the Metro and the adjacent businesses. Access between the Capital Crescent Trail and these adjacent businesses can be improved by constructing the proposed linkage

from Fenwick to the Silver Spring Green Trail (2nd Ave.) The recently reconstructed open space at the Silver Spring Metro Plaza serves as the best short-term connection between the Silver Spring Green Trail and the Metro for pedestrians.

In the long-term, the proposed pedestrian/bicycle span across Colesville Road will make it much safer to travel from the Metropolitan Branch Trail to the Capital Crescent Trail and the adjacent businesses. Acceleration of construction of that pedestrian span may be needed to resolve vehicular/pedestrian safety problems that may occur when the Silver Spring Transit Center is completed.

Linkages and relationships to City of Takoma Park neighborhoods and park facilities will be enhanced by intersection improvements along Takoma Avenue at Fenton St., Buffalo Ave. and Baltimore Ave., making it easier to cross the street.

Converting Interim Trail Routes to Community Linkages

Many of the interim trail routes needed to avoid highly constrained areas will be designed to serve as permanent community linkages to the trail. Therefore, the investment made in these interim routes will have long-term benefits to the surrounding community. These linkages are identified specifically in the design recommendations that follow, starting on page 13.

Adjacent Land Use and Right-of-Way Issues

The trail traverses residential, park, industrial and institutional uses. There are a number of locations throughout the corridor where adjacent land use and right-of-way issues influence the alignment, phasing, and design of the trail. The following areas had significant constraints as identified by the Project Advisory Group, participants at public meetings, M-NCPPC staff, or by field observation. The constraints and the facility plan's response to those constraints are more fully described in the design recommendations starting on page 13.

- Jones Mill Road crossing (blind intersection)
- Industrial land uses between Lyttonville

Road and Stewart Ave. (driveway crossing)

- CSX Siding/Kansas Avenue (CSX right-of-way required)
- Grace Church Road/Woodside Mews (steep slope)
- 16th Street underpass (CSX/MMATA right-of-way needed)
- Spring Street underpass (steep grade required to avoid Transitway alignment)
- Between Fenwick Lane and the Silver Spring Metro (steep slope and limited right-of-way adjacent to CSX)
- Progress Place/Ripley District (right-of-way)
- Selim Road (Changes to parking and street width required)
- Between King Street and Montgomery College (limited available right-of-way)
- Fenton Street at Montgomery College parking lots (limited available right-of-way adjacent to CSX)
- Takoma Ave. (between Baltimore Ave. and Buffalo Ave. - limited available right-of-way and tree preservation)

Design Elements

The Capital Crescent Trail Management Plan will be used as the primary guide for design elements. However, new designs will be prepared for any features not addressed in the management plan.

Design elements for the Metropolitan Branch Trail will need to be coordinated with DC and the City of Takoma Park.

Trail Widths and Surfaces

The 1999 AASHTO Guide for the Development of Bicycle Facilities has served as a basis for design decisions. A 10-foot trail width is recommended. In some locations, the trail width will need to be narrowed to 8' to account for limitations on right-of-way and/or the preservation of trees. The trail between the Montgomery College parking garage and Montgomery College should be constructed at 12' width to accommodate trail users accessing the campus, Jesup Blair Park, and the College's Cultural Arts Center in the park.

The interim trail for the Capital Crescent— the section that utilizes the County's portion of



the Georgetown Branch right-of-way— should be constructed utilizing a temporary 2-inch asphalt surface. Asphalt is recommended over crushed stone as a temporary surface due to the extended period of time the trail will be used prior to the construction of the Transitway (5 years minimum). Asphalt will be easier to maintain and safer to use than the crushed stone surface, and will be more cost effective for the temporary period between the opening of the Trestle and the construction of the Transitway. Assuming that the existing ballast (that once supported freight trains) can be used as a subbase material, a 2" asphalt surface can support light to medium duty trucks used for County maintenance. The County Council will have to approve the use of the asphalt and stipulate that it will be a temporary surface.

The permanent trail should be constructed with asphalt from Jones Mill Road to Fenwick. From Fenwick to the pedestrian/bicycle bridge at Montgomery College, the trail should be constructed with concrete and pavers. From Montgomery College (ped/bike bridge) southward, it should revert back to asphalt.

This recommendation is based on the need to alert trail users to changes in trail traffic and characteristics. The urban sections between Fenwick and Montgomery College are likely to have more pedestrians, and more utilities (with associated valve boxes, manhole covers, etc.). The adjacent sections of the urban trail are more likely to be built up materials rather than natural landscape materials. Concrete/

Figure 11: Concrete surfaces are recommended for urban sections of the trail such as at Montgomery College along Fenton to tie into the urban and campus environment.



Figure 12:
B&O Station
Canopy area c.
1950 (photograph
courtesy of
Montgomery
Preservation, Inc.)

paver sections can be constructed to be more durable, smooth, and to accommodate all of the various adjacent conditions and utilities. Expansion joints and score joints should be more carefully designed to minimize the bumps often associated with concrete. Although joggers may prefer a softer surface, the safety, durability, maintenance and user requirements suggest that concrete would be a better urban surface.

Wider trail widths with striping, directional signage, and regulatory signage will be the primary means of managing user conflicts.

Wayside Exhibits

Wayside exhibits will be considered to enhance the primary access points or rest areas along the trail where a coherent story can be told to enrich the experience of trail users. Rest areas are adjacent to the trail and include amenities such as water fountains and benches, or room to pull off the trail. The recommended locations for waysides include:

- Rock Creek Overlook— constructed in tandem with the permanent crossing of the Transitway/Trail— to include benches and interpretive display panels.
- Talbot Avenue Bridge— constructed adjacent to the proposed new pedestrian/ bike span to tell about the history of the railroad corridor— to include benches and interpretive display panels.
- Silver Spring CBD— a wayside area should be incorporated into the new pedestrian span over Colesville Road as a means of interpreting trail/rail and/or community history.
- historic B&O Station building— Montgomery Preservation Inc. is developing plans to interpret the station and to provide water, rest rooms, and possibly bicycle storage.

Figure 13:
View south from
existing trail just
north of used car
lot between
Stewart Avenue
and Lyttonsville
Place



Trailhead/Amenities

Bicycle racks/storage, water fountains, trash cans and orientation maps will need to be incorporated into the design of the trail at key community linkage points (Rock Creek Trail, Lyttonsville Place parking area, Silver Spring Transit Center, B&O Station Area, and Montgomery College).

Landscaping and Aesthetic Enhancements

The two trails' desired landscape character are broken into three categories:

- Naturalized areas – These are intended to have a natural landscape character utilizing native plants, especially where there is sufficient room (between Jones Mill Road and Lyttonsville Road). Natural areas disturbed by trail construction will be replanted to match the adjacent natural areas (see page 17).
- Suburban areas – Residential neighborhoods between Talbot Ave. and Fenwick Lane, and in the City of Takoma Park have mature street and shade trees and residential-scale ornamental plantings. Areas disturbed by trail construction will be landscaped to match the adjacent residential areas (See page 33).
- Urban areas – Both trails are intended to serve as a major enhancement and greening opportunity. This is especially true for the former CSX tract (Ripley District - see page 39). The trail surface should incorporate the use of decorative pavers. Landscape areas should incorporate extensive use of groundcovers adjacent to the trail along with street trees selected for their ability to withstand urban conditions.

For the Capital Crescent Trail, landscape and aesthetic enhancements are primarily designed to mitigate impacts to the naturalized landscape associated with cut and fill areas and minor tree clearing. The following areas incorporate landscape and aesthetic enhancements for this purpose (see plan details starting on page 13 for more information):

- Rock Creek Trail Linkage - reforestation of slope modified to accommodate the trail linkage;
- Kansas Avenue to Talbot Avenue -



reforestation of slope modified to accommodate the trail;

- Talbot Avenue Bridge - replacement for minor tree clearing needed to accommodate the new span;
- West side of 16th (Alternate) - if this alternate is chosen, reforestation will be needed for the sloped embankment. A deck has been utilized to minimize cut and fill in this area;
- 3rd Avenue between Noyes and Spring Street Bridge - replacement for minor tree clearing needed to accommodate the trail and reestablish the existing landscape character.

In addition to the reforestation of the Capital Crescent Trail in selected areas, some aesthetic enhancements will be needed for the industrial area near Lyttonsville Place and Stewart Avenue. Due to right-of-way limitations and the uncertainty as to the final transitway design, they will have to be made as part of the Transitway/Trail project so that they will not be removed by construction.

Where curb extensions have been proposed (Stewart Avenue Alternate and Lyttonsville Road) street trees will be incorporated into the design.

For the Metropolitan Branch Trail, landscape enhancements have been incorporated into the design within the Ripley District, Selim Road and Fenton Street (see plan details starting on page 37).

*Figure 14:
View northwest
from Talbot Avenue
Bridge. The trail
will need to skirt
trees shown on the
left side in the
photo. The CSX
Siding for the
industrial area
begins curving to
the left, near where
the rail starts
curving to the right.*

Tree preservation was an important factor in determining the trail alignment at the intersection of Fenton Street and Takoma Avenue, and along Takoma Avenue.

Utility Relocation and Adjustment

Throughout the trail corridor there will be a need for minor adjustments and relocations of utility poles, guy wires, and drainage inlets. Most of these relocations are in locations where the interim trail needs to utilize an existing sidewalk corridor by narrowing the street and extending the curb outward, or at surface crossings. The following locations are primarily effected:

- Jones Mill Road crossing
- Stewart Avenue Alternate Route
- Grace Church Road Interim Route
- Lyttonsville Road/16th Street Interim Route
- 3rd Avenue Permanent Alignment (drainage)
- Fenwick Lane Interim Route
- Selim Road
- Fenton Street
- Takoma Avenue

Management & Maintenance:

Management and Maintenance of the Capital Crescent Trail shall follow the guidelines established in the *Capital Crescent Trail Cooperative Management Plan (Final Draft)*. This effort involves federal and local cooperation with the assistance and support of community groups.

MCDPWT will be the responsible agency for the interim Capital Crescent (Georgetown Branch) Trail from Jones Bridge Road to the Silver Spring Transit Center. MCDPWT will manage and maintain the Metropolitan Branch Trail until it reaches the City of Takoma Park. The City of Takoma Park will manage and maintain the trail within the City limits.

Maintenance issues of critical concern include:

- Maintaining the interim surface on a regular basis to repair storm damage and regular wear and tear including heaving of the surface due to freeze and thaw action. The section of the interim trail between Rock Creek Park and the Grubb Road access point is particularly vulnerable to erosion and should be monitored closely.
- Maintaining the horizontal and vertical

clearances of the trail free from encroaching vegetation.

- Monitoring of illegal dumping – The use of collapsible bollards keyed for emergency and maintenance vehicle access at crossing points will make it more difficult for unauthorized vehicular use of the trail
- Monitoring and repairing or replacing regulatory and guide signs damaged from vandalism or other causes.
- Monitoring, regular inspection and repair of structural elements including proposed bridges, deck structures and railings