Facility Plan for the
Capital Crescent & Metropolitan Branch Trails

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

prepared by:
Lardner/Klein Landscape Architects, P.C.
in association with
Daniel Consultants Inc.

approved by:
Montgomery County Planning Board
January 2001
The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority covers most of Montgomery and Prince George's counties. The Commission's planning jurisdiction, the Maryland-Washington Regional District, comprises 1,001 square miles; its parks jurisdiction, the Metropolitan District, comprises 919 square miles.

The Commission has three major functions:

1. The preparation, adoption, and, from time to time, amendment or extension of The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties.

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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Acknowledgements

This plan was developed with the assistance of the following citizen and agency members of the Project Advisory Group (PAG) for the Capital Crescent and Metropolitan Branch Trails Facility Plan:

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John Carroll
Joe Crossett, North Woodside-Montgomery Hills Citizen Assoc.
Jim Evans, Takoma Park Civic Association
Harry Sanders, Action Committee for Transit
Jim Sebastian, Takoma Park Civic Association
Webb Smedley, Gateway Georgia Avenue Development Corporation (and Neighbor)
Rick Sniffin, Silver Spring Community Vision at Progress Place
Nancy Urban, Montgomery Preservation, Inc.

Trail User Groups
Ellen Jones, Washington Area Bicyclist Association
Heather Anderson, Washington Area Bicyclist Association
John Dugger, Coalition for the Capital Crescent Trail
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Paul Meijer, Coalition for the Metropolitan Branch Trail
Robert Patten, Coalition for the Metropolitan Branch Trail
Henri Bartholomot, Coalition for the Capital Crescent Trail
Scott Brewer, Coalition for the Capital Crescent Trail

Municipal, County and State Agencies
Michael Madden, Mass Transit Administration, Office of Planning and Program
Gail Tait-Nouri, Montgomery Co. Dept. of Public Works and Transportation
Joel Gallihue, City of Takoma Park
Suzanne Ludlow, City of Takoma Park
Michelle Pourciau, DC Dept. of Public Works
Chahnaz McRae, Montgomery College
Rusty Wallace, Montgomery County, Silver Spring Regional Center
# Table of Contents

**Introduction/Executive Summary** ................................................................. 1  
Purpose .............................................................................................................. 1  
Planning Process ............................................................................................ 1  
General Phasing and Implementation ............................................................. 2  
Regional Context ............................................................................................. 3  
Related Planning and Design Efforts ............................................................... 4  
Facility Plan Map (Proposed Alignment) ......................................................... 5  
Facility Plan Map (Phasing) ........................................................................... 6

**Overall Design Concepts** ............................................................................. 7  
Design User ....................................................................................................... 7  
Connecting Trails, Linkages and Access .......................................................... 7  
Converting Interim Trail Routes to Community Linkages .............................. 8  
Adjacent Land Use and Right-of-Way Issues ................................................. 8  
Design Elements ............................................................................................. 9

**Schematic Design Recommendations** ....................................................... 13  
Jones Mill Road Crossing ................................................................................ 13  
Jones Mill Road - Stewart Avenue .................................................................. 17  
Stewart Avenue - Talbot Avenue Bridge ......................................................... 23  
Talbot Ave. Bridge - 16th Street ..................................................................... 27  
16th Street - Spring Street ............................................................................... 33  
Fenwick Lane - Silver Spring Transit Center ................................................... 36  
Ripley District ................................................................................................. 39  
Georgia Avenue - Fenton Street ..................................................................... 43  
King Street - Piney Branch Road .................................................................... 47

**Implementation and Phasing** ..................................................................... 53

**Technical Appendices and Related Documents**  
Preliminary Design Drawings (1"=50')  
Statement of Probable Cost  
Natural Resource Inventory  
Public Comments

*Appendices and related documents can be reviewed by contacting the project manager for M-NCPPC*
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.

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 Tallot 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

Facility Plan for the Capital Crescent and Metropolitan Branch Trails
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 Montgomery 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. The project involves the development of a preferred temporary trail alignment and the selection of design options for this alignment. The proposed temporary alignment is intended to provide an improved and safe trail for users, while allowing for construction of the Transitway project and other development projects in the Silver Spring Central Business District.

The following steps outline the process for assessing and selecting the temporary trail alignment:

**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
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
• 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

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 (MCDPV/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

*Figures 4, 5, and 6: Diagrams of proposed infrastructure and planning efforts.*
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 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-NCPCC.

Prepared by: Approved by the Montgomery County Planning Board: January 2001

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

THE MET

Proposed Alignment
FACILITY PLAN FOR THE CAPITAL CRESCENT AND METROPOLITAN BRANCH TRAILS

Capital Crescent Trail Phasing:
- Phase 1 includes additional safety measures needed on the interim Capital Crescent Trail once the Trestle is opened (Jones Mill Road crossing, improving the existing temporary surface and linking to Rock Creek Park). The linkage from Stewart Ave to Talbot Ave and the permanent trail from Talbot Ave to Grace Church Rd is needed to close the Brookville Rd interim trail. Phase 2 includes the Lyttonsville Rd, crossing of 16th St, and permanent trail from 15th Street to the Silver Spring Green Trail at Fieldpark.

Metropolitan Branch Trail Phasing:
- Phase 1 includes construction from Piny Branch Road to King St timed with the realignment of Fenton by Montgomery College. Phase 2 includes permanent trail from King Street to Progress Park and temporary routing around Progress Place and the Silver Spring Transit Center until the Transitway and modifications to Progress Place are complete.

Prepared by LARCHERLEKON LANDSCAPE ARCHITECTS, P.C., 814 King Street, 4th Floor, Alexandria, VA 22314

Approved by the Montgomery County Planning Board, January 2001

Legend:
- Capital Crescent Trail:
  - Phase 1 - Jones Mill Rd - Grace Church Rd
  - Phase 2 - Grace Church Rd - Silver Spring Green Trail
  - Phase 3 - Permanent Transitway Trail - see Plan

- Metropolitan Branch Trail:
  - Phase 1 - Piny Branch Road - King Street
  - Phase 2 - King Street - Silver Spring Transit Center

THE MET

Phasing
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% 
  - 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.

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
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 Lyttonsville...
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/WMATA 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 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/
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/trail 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.

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:

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- Silver Spring CBD—a wayside area should be incorporated into the new pedestrian span over Colesville Road as a means of interpreting trail/trail 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.
**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).
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.