

THE CRESCENT

THE COALITION FOR THE CAPITAL CRESCENT TRAIL

Fall 1998

Vol X No. 1

Capital Crescent/Metropolitan Branch Plans Outlined

The Montgomery County Department of Public Works & Transportation, in collaboration with Maryland-National Capital Park & Planning Commission, is currently assessing the feasibility and design of some "generously" landscaped trail connections that would link the Capital Crescent Trail to the Metropolitan Branch and Sligo Creek Trails. Part of an overall plan called the *North and West Silver Spring Master Plan*, these trail links will provide access to the Silver Spring Transit Center and other destinations.

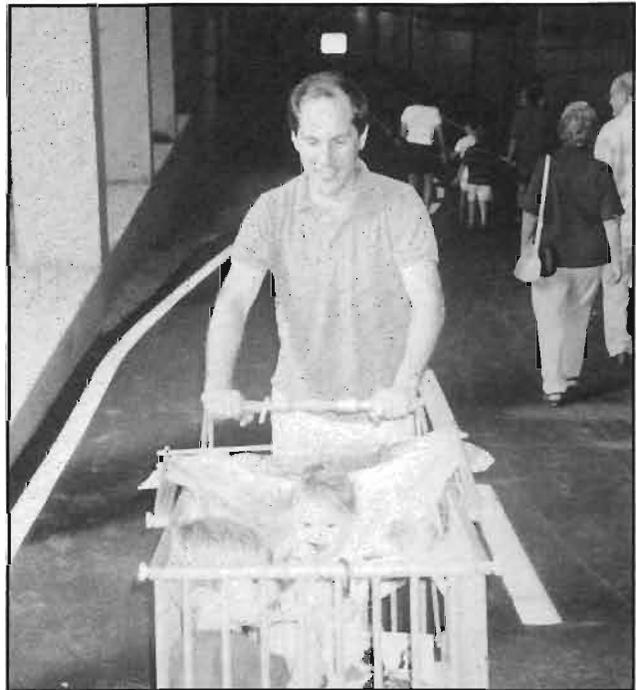
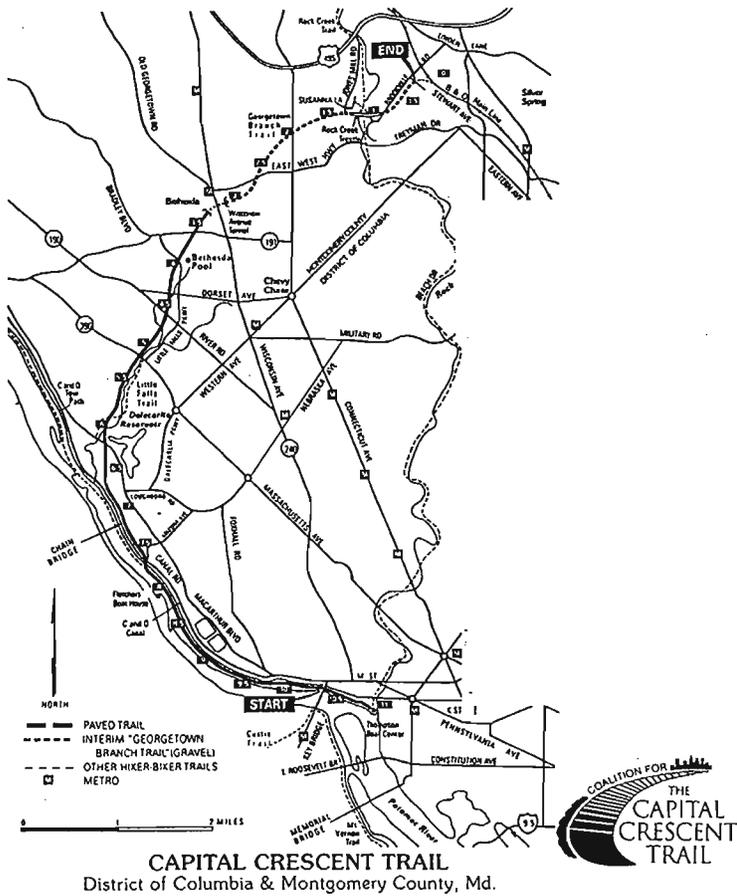
The CCT serves as part of an urban corridor of the trail system in D.C. and Montgomery County. When completed and connected to the seven-mile Union Station to Silver Spring Metropolitan Branch Trail (MBT), the multi-use trail will result in a loop that links Union Station in Washington, D.C. to Silver Spring, Chevy Chase and Bethesda in Maryland, and Palisades and Georgetown in D.C. A portion of the MBT is currently under construction (see photo below) following an engineering feasibility study that was completed in 1997 and concluded that the trail is both structurally and economically feasible. In addition, a link from both trails to the Sligo Creek Trail would follow Wayne Avenue from the Silver Spring Metro.

In its draft recommendations presented during a September public meeting, MC-DPW&T outlined plans for the CCT/MBT trail loop that would:

Continued on page 5.



Under construction: The Metropolitan Branch Trail at CUA/Brookland Metro.



CAPITAL CRESCENT TRAIL

District of Columbia & Montgomery County, Md.

**THE COALITION FOR THE CAPITAL CRESCENT TRAIL
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**REACH THE CAPITAL CRESCENT
BY INTERNET**

For those of you who prefer to "surf the net" you can reach the Capital Crescent Trail through Ernie Brooks: "ewbrooks@oasys.dt.navy.mil" He'll process your request.

The Crescent is published three times a board year (June-June) by the Coalition for the Capital Crescent Trail (CCCT), P.O. Box 30703, Bethesda, MD 20824, phone (202) 234-4874. CCCT is a non-profit citizen's group promoting development of the 11.2 mile rail-to-rail conversion from Georgetown, D.C. to Silver Spring, MD for multi-purpose, recreational use.

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We request that all entries should be sent to the post office box listed above. Submissions should be sent on 3.5" diskette or via e-mail to john_campanile@paramount.com.

Printed by Ecoprint, Silver Spring, Md., using recycled paper and soy based ink.

CCCT Hosts Second "Bells & Whistles"

Members of the Coalition and the Park Police Volunteer Bicycle Patrol teamed up on Saturday, September 5, during the Labor Day weekend, for another "Bells & Whistles" event (The first event was held during the Memorial Day weekend). At right, a Park Police volunteer installs one of many bicycle bells that were given away courtesy of the Coalition. In addition, a number of whistles on lanyards were given away to rollerbladers.

Montgomery County and D.C. regulations state that both bicyclists and rollerbladers are required to give audible warning when overtaking slower moving trail users. The Coalition will continue to work with officials of the National Park Service and the two Montgomery County departments responsible for management of the Trail to develop and implement uniform amenities, such as safety signs and brochures, so that users on wheels and users on feet will understand their responsibilities.



GEORGETOWN BRANCH TO UNDERGO CLEAN UP

The Montgomery County Department of Public Works & Transportation (MCPW&T) plans to remove the 200-300 feet of railroad tracks immediately east of Stewart Avenue, at the trailhead of the Capital Crescent/Georgetown Branch Trail, for reuse by the County Maintenance Depot. In addition, PW&T crews will remove accumulated trash, install a barrier across the right-of-way along the east side of Stewart to prevent illegal dumping, and plant some evergreens behind the barrier to screen the area from the surrounding communities once their salvage work is completed. The screening will also complement the Georgetown Branch which transitions from off-street to on-street at this point. [Footnote: Once completed, there will be only two sections of the Trail's right-of-way from which rails have not yet been removed - east of the Lyttonsville Place bridge and south of the River Road bridge.]

Any considerations of using this "cleared" area for future off-road trail extension east of Stewart to Kansas Avenue or to the CSX mainline will not be possible without the purchase of the right-of-way still remaining in CSX ownership, according to a County official.

The Coalition applauds the County's efforts in this cleanup and improvement along this section of the Trail. Unfortunately, the extensive trail erosion that had occurred as a result of last spring's rain between Grubb Road and Stewart Avenue will not be dealt with at this time due to the amount of work that is required.

PICTURES OF A DEDICATION



The Wisconsin Avenue tunnel was officially dedicated on August 15. Pictured with Coalition Chair John Dugger (far left) during the ceremonies held in front of the tunnel's west end are County Executive Douglas Duncan, flanked by Montgomery County At-Large Councilmembers Betty Ann Krahnke and Isiah Leggett.



Participants at the dedication ceremony take a walk-through the newly opened tunnel.



The Trail approaches the tunnel from the intersection of Woodmont and Bethesda Avenues.

Turn-of-the-century globe lights are courtesy of funding provided by the Coalition for the Capital Crescent Trail.



The Crescent

Photos by CCCT Staff.

Plans, continued from page 1

- **Provide a direct and continuous off-road trail** for pedestrians and bicyclists parallel to the proposed Transitway (light-rail trolley) into Silver Spring.
- **Provide trail connections to neighborhoods, communities, and other destinations.** The following connections to the Capital Crescent Trail have been recommended: Rock Creek Trail East, Grubb Road, Lyttonville Place bridge, Stewart Avenue, Warren Street/Woodlin Elementary School, Kansas Avenue, Talbot Avenue, Lanier Drive, Rosemary Hills Elementary School, Park Sutton Condos/Woodside Mews, Noyes Drive, Ballard Street, and Kentbury Drive.
- **Develop trailhead parking** for the Capital Crescent Trail at the southeast corner of Lyttonville Place and Brookville Road (property currently owned by M-NCPPC), vital to reduce conflicts with residential and commercial parking.
- **Design the trail for safety** by separating pedestrians and bicyclists.
- **Develop a design concept** that enhances trail user's experience, include such amenities as landscaping, attractive fences and walls and rest areas with benches, as well as incorporating the principles of Crime Prevention Through Environmental Design (CPTED) as a means of deterring crime.
- **Acquire additional right-of-way or easements** as needed to ensure trail continuity and use of the most desirable and feasible trail design. This would include the amount of space needed for different types of transit alternatives, i.e., the "light rail trolley," as well as trail design in constrained areas.
- **Ensure that any trail built before the transitway** will not compromise the proposed transitway/trail pairing.
- **Provide safe trail crossings of roads and railways.** Specifically, a separate bridge for the trail cross the CSX railroad tracks due to the narrow width of the existing Talbot Avenue Bridge.



CCT connection at Kentbury Drive in Bethesda.

In its draft recommendations presented during a September public meeting, MC-DPW&T outlined plans for the CCT/MBT trail loop that would:

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COALITION FOR THE CAPITAL CRESCENT TRAIL
MEMBER ORGANIZATIONS

American Forests
American Youth Hostels, Potomac Area Councils
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 Association
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 Park Association
N.I.H. Bicycle Commuter Club
Northern Virginia Volksmarchers
Oxon Hill Bicycle and Trail Club
Potomac Appalachian Trail Club
Potomac Boat Club
Potomac Pedalers Touring Club
Rails-To-Trails Conservancy
Road Runners Club of America **NEW!**
Sierra Club
Virginia Volkssport Association
Wanderbirds Hiking Club
Washington Area Bicyclist Association
Washington Area Rollerskaters
Washington Canoe Club
Washington Running Club
Washington Women Outdoors

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A jaunt through the park. Ideal weather brought Coalition members out for a leisurely ride of the Capital Crescent and Rock Creek Trails during our Welcome to Fall bike ride on September 26. Auto-free Beach Drive in Rock Creek proved particularly delightful for these riders.

ALONG THE TRAIL . . .

5 Years Ago...

One-half mile section of Trail between Bethesda Avenue and Little Falls Parkway is paved and landscaped. Ourisman Honda and Miller Properties donate a total of \$20,000 for Trail improvements at Bethesda Avenue access.

CCCT holds 21-mile walk/run/bike circuit tour of Capital Crescent and Rock Creek Trails; 56 trail supporters participate.

10 Years Ago...

At a public hearing, 120 people urge the Montgomery County Council to purchase CCT right-of-way. Then-Montgomery County Executive Sidney Kramer signs agreement to purchase 6.4 miles of right-of-way (60-70 acres) for \$10.5 million (Nov. 22).

Coalition volunteers place CCCT decals every 25-30 yards along the entire 11-mile route, marking the Trail for the first time. Most of the decals mysteriously disappear in the following weeks. CCCT is now comprised of 35-member organization representing over 50,000 area residents.

17 Years Ago...

The Smithsonian Institution celebrates the 150th anniversary of the historic John Bull steam locomotive on a section of the line from Georgetown to the Arizona Avenue trestle. The event served notice that the Georgetown Branch has become largely obsolete as a working freight line (The last train to Georgetown ran in 1985).

88 Years Ago...

The Georgetown Branch is finally completed from Silver Spring to Georgetown (1910). The line is operated by B&O Railroad, carrying building supplies and coal to Capital Traction Company's central power house and later to the General Service Administration heating plant (the line's last major customer) in Georgetown.

In 1914, the line was temporarily extended east over Rock Creek to carry limestone and other building materials for the construction of the Lincoln Memorial.



DIAL UP TRAIL CONDITIONS AND EVENTS

Be the Coalition's eyes and ears the next time you're out on the Trail – Call the CCCT Information Line at 202-234-4874 and press "8" when prompted. Leave a message on trail conditions that you've encountered, or on any issue which might impact the Trail. The hotline message provides trail users with weekly updates on trail conditions and Coalition events.

If you're new to the Capital Crescent Trail, leave your name and address to receive a membership brochure. After reading it, we hope you'll support the CCT and become a member of the Coalition.

CCCT INFORMATION LINE, 202-234-4874

Use your touch-tone phone to access one of our mailboxes:

- | | |
|----------------------------|---------------------------|
| 1: Background of the CCT | 5: Volunteer activities |
| 2: Coalition meeting dates | 6: Other messages |
| 3: Membership information | 8: Trail hotline & events |
| 4: Obtain a CCT map | |

NEW FENCING ALONG CCT



In recent weeks, two new fences have been installed on the Capital Crescent Trail. At top, a 500-foot split-rail fence along a section of the Trail near Randall Lane and Brookeway Drive, just west of the Massachusetts Avenue overpass. The purpose of the fencing, according to a Park and Planning official, is to prevent Trail users from accidentally falling into an adjacent ravine. Another fence, bottom, was erected at the Ourisman Honda location and funded by the Coalition. This represents another part of the Coalition's continuing beautification efforts along the Trail as the fence conceals dumpsters that are situated on the Ourisman property.

ARCHAEOLOGICAL DIG AT FLETCHER'S BOATHOUSE

Archaeologists have discovered eight underground silos at Fletcher's Boathouse, which is located next to the Capital Crescent Trail and the C&O Canal, thought to have been built about 2,000 years ago. The presence of these silos suggests that Native Americans, or those living at that location, used these as storage pits to store their harvests. This discovery has excited and puzzled archaeologists since American Indians were not known to have lived in villages or to have used storage pits 2,000 years ago. Similar pits found on other locations along the East Coast are about 1,000 years old and were built at time when American Indians had turned to farming, tended to stay in one place for long periods of time and used silos to store their harvests. What these older silos were used for is a mystery – and another reason for the excitement about their discovery.



The silos are about seven feet across and five feet deep. Seven of the eight silos are cylindrical and one is bell-shaped. The latter took on the odd shape when the makers encountered a large rock about four feet below the surface and simply dug around it.

This dig began after the National Park Service decided to build a new bridge that can be used by cars, pedestrians and bicycles crossing of the Capital Crescent Trail and the C&O Towpath. (The current pedestrian bridge is in poor shape and the tunnel under the canal is too small for emergency vehicles.) Before such construction can begin on federal land, government regulations require that an archaeological study be conducted. Although the discovery of the silos is considered significant, the Park Service believes that construction of the new bridge and improved car access will start as planned.

Please designate

THE COALITION FOR THE CAPITAL CRESCENT TRAIL

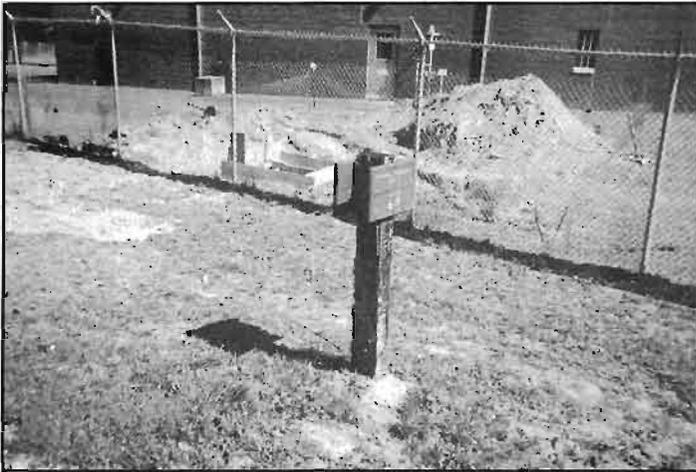
in the United Way/Combined Federal Campaign (CFC) of the National Capital Area

CCCT's CFC number is 7221

Please include us in your CFC contributions or pledges by filling in our designation number on your contribution/pledge form.

ROCKVILLE FIRM SPONSORS TRAIL CLEANUP

The Coalition applauds the employees of a firm headquartered in Rockville: UCC, Inc. (for United Communications Group), who volunteer frequently and have adopted a shelter for 12 abused children and young adults ages 9 – 17. Each month the volunteers do a weekend activity with the shelter residents, and on Saturday, October 3 they worked along the Trail near Georgetown, picking up trash and painting the walls of the tunnel under the C&O Canal and Canal Road at the Foxhall intersection. Efforts by this group and others are coordinated by the Volunteer Office of the C&O Canal National Historical Park.



Water, Water Crews have "roughed in" the site of a new water fountain at the Dalecarlia Treatment Plant, located at the 6.5-mile marker along the Trail. The Coalition and a generous donor have provided funds for the fountain

CCT a featured tour on Nat Cap '98 Again this year, the Capital Crescent Trail was one of three tours offered by the Washington Area Bicyclist Association in its 5th annual National Capital Bicycle Tours held on October 4. Riders had their choice of a nine-mile or 23-mile tour, with the latter including a trip through the Wisconsin Avenue tunnel and Rock Creek Park.



YES! I Want To Help Complete The Capital Crescent Trail!

Name(s) _____ (H) _____ (W) _____
Address _____ Apt. _____
City _____ State _____ Zip _____

\$100 SPECIAL HONOR MEMBERSHIP

Your name on our annual report, action alerts
and subscription to our newsletter.

IF DESIRED, Rail spike: __yes, OR T-shirt, size M L XL

\$30 SUSTAINING MEMBERSHIP

Newsletter subscription, action alerts.

\$10 INDIVIDUAL MEMBERSHIP

Newsletter subscription, action alerts.

\$60 SPONSORING MEMBERSHIP

Newsletter subscription, action alerts.

___ New Member ___ Renewing Member

IF DESIRED, T-shirt, size: M L XL

Thanks for your efforts to Open The Tunnel! On to the Rock Creek Trestle!

Here's an additional contribution of \$ _____.

Make checks payable to: The Coalition for the Capital Crescent Trail, P.O. Box 30703, Bethesda, MD. 20824

Detailed four-color map of the Capital Crescent Trail with historical perspectives is free to new members.

All contributions are tax-deductible.

Calendar of Events

All events are rain or shine, unless noted. To confirm any event, call the CCCT, 202-234-4874, box 8

Monday, October 26, 7 p.m. CCCT BOARD MEETING, Bethesda Regional Library, Arlington Rd. Bethesda Metro. Indoor bicycle parking. Guests are welcome! ♿

Monday, December 7, 7 p.m. CCCT BOARD MEETING, Bethesda Regional Library, Arlington Rd. Bethesda Metro. Indoor bicycle parking. Guests are welcome! ♿

Early/Mid-January, [date TBA] CAPITAL CRESCENT TRAIL WALKING TOUR, details to be mailed.

Monday, January 4, 7 p.m. CCCT BOARD MEETING, Bethesda Regional Library, Arlington Rd. Bethesda Metro. Indoor bicycle parking. Guests are welcome! ♿

Monday, February 8, 7 p.m. CCCT BOARD MEETING, Bethesda Regional Library, Arlington Rd. Bethesda Metro. Indoor bicycle parking. Guests are welcome! ♿



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Bethesda, MD 20824

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