

# THE CRESCENT

THE COALITION FOR THE CAPITAL CRESCENT TRAIL

Fall 1999

Vol X No. 4

## Coalition Hosts "Open The Trestle" Rally

*County Executive Doug Duncan announces support for the trestle and the Trail  
By Wayne Phyllaier/CCCT Chair*

One of the best ways to build support and stewardship of the Capital Crescent Trail is to provide opportunities for trail users and local residents to experience trail advocacy in a personal way. On Saturday, October 23<sup>rd</sup>, the Coalition for the Capital Crescent Trail did just that. Trail lovers from all around the metropolitan area participated in Coalition-sponsored hikes, both walking and biking, to the Rock Creek Park trestle for an "Open The Trestle" rally. Several Coalition Board members addressed the rally, and outlined why repairing and opening the trestle for Trail use was essential for completing a first class interim trail to Silver Spring. Results of a Coalition sponsored engineering design study were presented that show how the trestle can be rebuilt for Trail use at a fraction of the cost of building a new bridge.

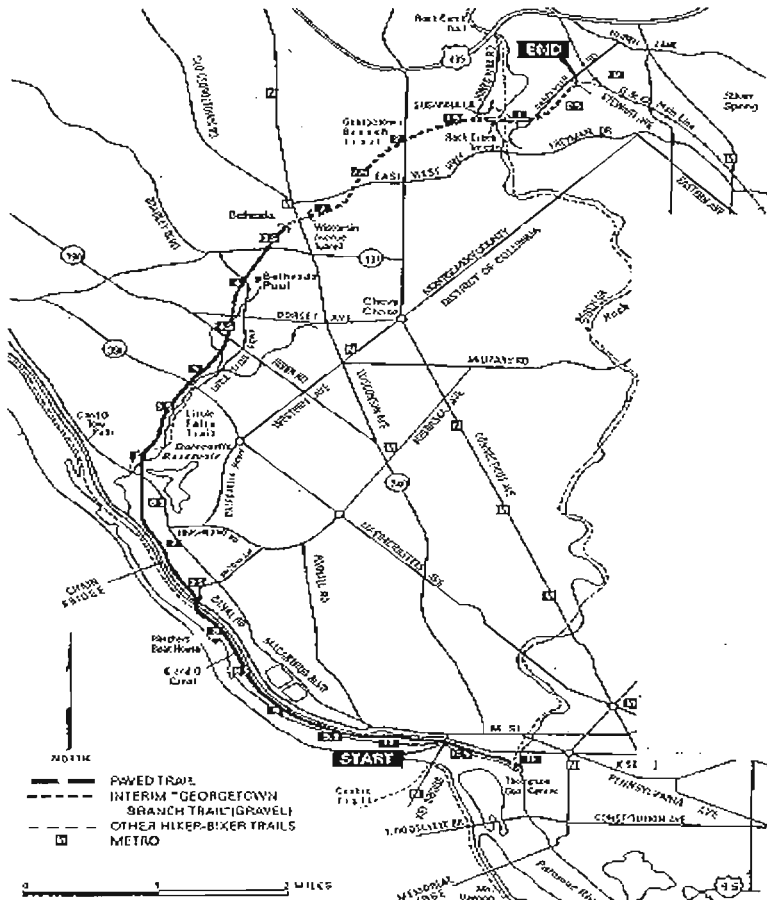


*Doug Duncan at rally.*

### Joining rally

participants was Montgomery County Executive, Mr. Doug Duncan, who spoke in support of completing the Trail. In a surprise announcement, Mr. Duncan pledged to put funding to rebuild the trestle in the upcoming FY 2001-2002 budget. He challenged trail supporters to do their part and get the support of the five County Council members needed to pass the budget. Mr. Duncan's pledge of support is a very welcome event, and allows the Coalition to focus its advocacy for the trestle on the Montgomery County Council. As part of that advocacy effort, the Coalition announced it is initiating a petition drive and will be collecting signatures to present to the County Council in the spring before the budget vote.

Continued on page 4



**CAPITAL CRESCENT TRAIL**  
District of Columbia & Montgomery County, Md.



*Girl With Hoop -- Jenny Reed  
Artist grew up in Chevy Chase and played in  
Bethesda's Elm Street Park, where this sculpture is  
located.*

**THE COALITION FOR THE CAPITAL CRESCENT TRAIL**  
**BOARD MEMBERS 1999/2000**

**Officers:**

Wayne Phyllaier, Chair  
John Dugger, Vice-Chair  
Ernie Brooks, Treasurer  
David Sproul, Secretary  
Charlie Wellander, Asst' to  
the Treasurer

**At-Large Members:**

Pat Baptiste  
Henri Bartholomot  
John Campanile  
Victoria Cordova  
Doug Engle  
Scott Hall  
Jennifer Longworth  
David Putnam

**Editor:**

*John Campanile*

**Contributing Editors:**

*Doug Engle  
Wayne Phyllaier*

**Design:**

*Jane Garrett*

**Distribution:**

*Ellen Jones  
Heather Anderson  
Washington Area Bicyclist Assn.*

**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-trail conversion from Georgetown, D.C. to Silver Spring, MD for multi-purpose, recreational use.*

**@ Copyright 1999 Coalition for The Capital Crescent Trail**

Reproduction of information is The Crescent for non-profit use is encouraged. Please use with attribution.

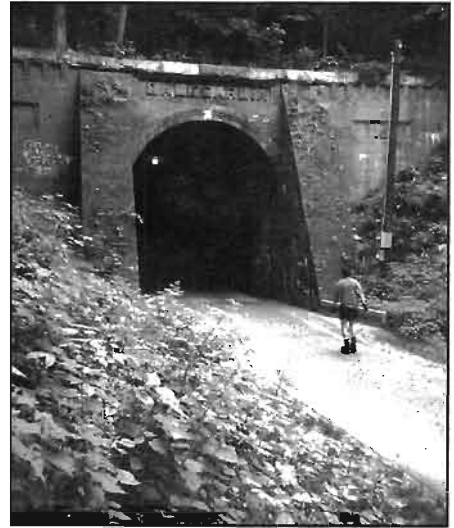
We request that all entries should be sent to the post office box listed above. Submissions should be sent on 3.5" diskette or via e-mail to [john\\_campanile@paramount.com](mailto:john_campanile@paramount.com).

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

## THE CAPITAL CRESCENT TRAIL TO BE CLOSED FOR MONTHS FOR HEAVY CONSTRUCTION IN THE DALECARLIA TUNNEL

The Washington Aqueduct Division has requested an easement to install two large diameter pipes and an electric duct bank through the Dalecarlia Tunnel. This would require closing the tunnel to trail traffic and digging a trench over 6' deep and 6' wide through the length of the tunnel. Construction is estimated to take 8 weeks. Trail users would be required to use a long detour following the Little Falls Park Trail, MacArthur Blvd. Trail, and a temporary gravel trail across the Washington Aqueduct property when construction is underway.

The Coalition for the Capital Crescent Trail spoke out against this arrangement at an August 18, 1999 meeting with Montgomery County and Washington Aqueduct officials, and again in a September 30 1999 letter to Montgomery County DPWT, with copies to the Chairman of the M-NCPPC Planning Board and the Director of Parks. It is the position of the CCCT that it is not appropriate to close the trail for non-trail uses unless it is clearly shown that there is a compelling public interest in the project, and that there are no reasonable alternatives. CCCT believes that Washington Aqueduct has not made such a showing. At least one reasonable alternative exists for their facility upgrade – using a longer pipeway path along the reservoir on their property. The CCCT is also concerned that such extensive digging at the base of this old masonry structure, which was built in 1910, may cause irreparable damage to this historic tunnel. Washington Aqueduct has agreed to hire a consultant to study this issue and to make the report public, but CCCT remains very concerned. Washington Aqueduct apparently will make the decision whether the study is conclusive or not and supports proceeding.



**UPDATE:** As this newsletter went to press, the Coalition received word from Montgomery County Executive Doug Duncan's office that the Washington Aqueduct Division project is being postponed for one year.

The County's Department of Public Works and Transportation (DPWT) has requested that the Army Corps study all of the possible alternatives before concluding that this is the only reasonable option. If the Corps does show there is a compelling need for this project to proceed, then the project must proceed in a way that will minimize the impact to the Capital Crescent Trail.

DPWT also believes that certain trail amenities be incorporated into the project if it proceeds as originally planned. (Note: CCCT has proposed two trail amenities that Washington Aqueduct could give as a quid-pro-quo: 1) provide a permanent access trail from MacArthur Blvd. to the CCT near the water fountain at mile 6 ½; and 2) replace the wood decking on the CCT bridge at mile 6 ½ with a concrete deck).

All in all, officials from Mr. Duncan's office agreed to the issues presented by the Coalition for the Capital Crescent Trail. Please take a moment to call, write or e-mail County Executive Duncan and thank him and his staff for agreeing to postpone this project for the purpose of further review. *[For contact information please see our front-page article.]*

*"Open The Trestle" Continued from page 1*

The Coalition has long maintained that the historic Rock Creek trestle should be opened now and that the interim trail to Silver Spring should also be completed. Montgomery County's pending decision to use this portion of the future Capital Crescent Trail for bus or light rail transit is often used as a reason for not completing the interim trail. But the Coalition believes that it will take many years for any transit decision to be made and for construction to begin. Therefore, the trestle should be opened now so it will provide many years of service to the community. In the event transit comes to this corridor in the future, the investment in opening the trestle will have already been recovered by many years of trail use. The bridge could then be replaced with another bridge to carry transit with trail. On the other hand, if this corridor is not eventually used for transit, the trestle can continue to serve trail users for the indefinite future.

Opening the trestle, and getting a trail easement to Talbot Avenue in Silver Spring, will provide a level, direct and safe interim trail to connect Bethesda and Silver Spring. Currently, the Interim Trail does not provide this direct connection between Rock Creek and Silver Spring. It has a hilly and long detour that bypasses the closed railroad trestle over Rock Creek Park. The trail then goes on-road on Brookville Road, a narrow and dangerous secondary road in a light-industrial area that is busy with buses and heavy trucks. From there, trail



*Bike riders heading for the trestle rally pause at the Stewart Avenue trailhead of the Interim Capital Crescent Trail. Completion of the Trail into Silver Spring hinges on the County's obtaining a trail easement to Talbot Avenue from this location*



*Almost 100 members and friends of the Trail attended the Coalition-sponsored rally.*

users go on to Second Avenue and must use at-grade crossings at busy intersections at 16<sup>th</sup> Street, Spring Avenue and Colesville Road to reach Silver Spring. This designated bike route is so dangerous and unpleasant it is seldom used even by experienced bicyclists. It looks good on maps but does not serve Silver Spring.

The Coalition has been challenged by County Executive Duncan to gather the support of at least five members of the Montgomery County Council for opening the trestle. You can help by contacting the Council and letting them know you want the upcoming FY01 budget to include project funding to open the trestle over Rock Creek Park. **Each letter has an impact. Montgomery County Council Members are:**

Isiah Leggett, At-Large (Council President); Michael L. Subin, At-Large; Blair Ewing, At-Large; Steven

Silverman, At-Large; Betty Ann Kranke, District One; Nancy Dacek, District Two; Phil M. Andrews, District Three; Marilyn J. Praisner, District Four; Derick Berlage, District Five.

The County Council Address is: Council Office Bldg., 100 Maryland Ave., Rockville, MD 20850. Telephone: 240-777-7900, Fax: 240-777-7989.

**To thank County Executive Doug Duncan for his support, write c/o the Executive Office Building, 101 Monroe Street, Rockville, MD. 20850, [www.co.mo.md.us/council](http://www.co.mo.md.us/council).**

You can also help by volunteering to circulate the petition at the Bethesda trailhead and other places where trail supporters gather. If you can donate a few hours over the next several months please leave a message with your email or telephone number at our website, [www.cctrail.org](http://www.cctrail.org), or at our information hotline at 202-234-4874, box 8.

## THE ROCK CREEK TRESTLE

As originally built in 1892, this wooden structure that carried the Georgetown Branch rail line from Silver Spring to Georgetown spans high above Rock Creek Park. When completed, it was 1400 feet long and 67 feet high, advertised as the longest on the B&O Railroad in its day. One of the most interesting and historic feature of the Capital Crescent Trail, this single-track bridge is located east of Jones Mill Road, just off East-West Highway. (It is best accessed from the playground that sits adjacent to Ohr Kodesh Synagogue at East-West Highway and Meadowbrook Lane.)

In 1967, the bridge was vandalized and went up in flames. But it remained structurally sound since the fire fed chiefly on the surface creosote, a wood preservative. Hurricane Angles dealt the bridge its second major blow in June 1972 when the rain-swollen Rock Creek raced through the narrow opening with fallen trees and debris in its wake, knocking out the support structure on the west side and leaving the central horizontal stringer dangling and the track sagging. But eventually, the bridge was fixed (shored up with the steel beams that remain today) and trains service resumed as it had after the 1967 fire.

Today, with fill added the steel trestle is 281 feet long and 69 feet high. Signs direct Trail users around the deteriorated, blackened structure to nearby Susanna Lane, to the west of the trestle, and to Freyman and Grubb Road to the east – a hilly detour in and out of Rock Creek. Engineering studies commissioned by the Coalition have determined that the trestle can be repaired for trail use at a fraction of the cost of building a new bridge, *without* damaging environmentally sensitive Rock Creek Park. The Coalition, with the support of trail enthusiasts, will continue its efforts to convince County officials that we need a more *direct* route across Rock Creek - over it!



*Hurricane Floyd blew into the Washington area last September, but didn't stop this jogger from his daily fitness routine.*

## THE SILVER SPRING CITIZENS ADVISORY BOARD SUPPORTS EARLY FUNDING FOR COMPLETION OF THE INTERIM CCT.

The Silver Spring Citizens Advisory Board passed a resolution at its July meeting calling for the Montgomery County FY01 Capital Improvements Project (CIP) budget to include funds to begin project design work for the Interim Capital Crescent Trail, the portion of the Trail that runs from the Wisconsin Avenue tunnel to Silver Spring.

At the CIP forum sponsored by the Advisory Board on June 8, 1999, M-NCPPC staff testified they would not seek project funds to complete the Interim CCT until after the entire project is defined by the Trail Implementation Study. The study area includes the Metropolitan Branch Trail and extends from Stewart Avenue through downtown Silver Spring to

the D.C. line. Since the Trail Implementation Study has not started and is expected to run for a year, project funds would not be sought before FY03. While the Citizens Advisory Board recognizes the need for careful study and citizen input to define the trail in some parts of the study area, it believes that several important parts of the project can be identified now which are clearly needed and where the trail alignment is not at issue. These should go forward now rather than lose two more years studying the trail with no action.

The Citizens Advisory Board did not identify suitable projects in its resolution. The Coalition for the Capital Crescent Trail believes that **opening the trestle and acquiring the right-of-way at Stewart Avenue** are two such projects that should go forward now.

## COALITION REDIRECTS PEDESTRIAN INTERSECTION AT FLETCHER'S BOATHOUSE

*By Doug Engle/CCCT Board Member*

As of last May, trail users passing through the Fletcher's Boathouse/Capital Crescent Trail (CCT) intersection, formerly an infamous "mixing bowl" of conflicting activities, have been pleasantly surprised by a new sense of order. Suddenly, there's no interweaving traffic between the CCT and the C & O Towpath. Gone are the marble-sized pebbles to slide over. No hap-hazardly parked bicycles and canoes protruding into the Trail. The intersection has been transformed. The old "mixing bowl" is gone!

The old "mixing bowl" was formed during the 1996 Chesapeake and Ohio (C & O) Canal flood repair when a hard clay ramp was constructed between the CCT and the Towpath at Fletcher's Boathouse. The clay ramp allowed trucks to easily switch over between the two trails. Many overweight trucks used the CCT during the flood recovery effort between Fletcher's and Georgetown. This took a toll on the Trail's pavement leaving it cracked, undulating and broken. In January of 1998, as a result of the efforts of Coalition volunteers, the clay was removed from the CCT asphalt and from about two feet of the original stone/dust shoulder. This clearing greatly improved traffic safety through the area.

In spring of 1994 when this section of the CCT was opened (almost two years prior to the '96 flood), the Towpath side had a three-foot wide stone/dust shoulder and was separated from the Towpath with an abrupt change in vertical elevation. This three-foot shoulder made it easier for trail users to give space to each other. The abrupt change in elevation effectively grade separated the CCT and the Towpath. There was no "mixing bowl" effect.

The Trail's new intersection is partly a result of the National Park Service's (NPS) historic site development of the 1801 Abner Cloud House. Built in 1801, the Abner Cloud House is the oldest structure in the C & O Canal National Historic Park. A new wheelchair accessible service vehicle bridge was to cross the C & O Canal at the location of the old "mixing bowl". A new bridge was needed to replace the "temporary" earth levee canal crossing at the Georgetown end of the Abner Cloud House grounds. The levee has been in use since the early-60's when the Dulles Interceptor Sewer Line from Dulles Airport was installed in the Canal's prism. Since that time a local canal crossing has proven itself essential in emergency repair and maintenance of the C&O Canal.

Board members of the Coalition for the Capital Crescent Trail (CCCT) had a great deal of input on the new intersection design. The original NPS trail intersection design was for both the CCT and Towpath to be raised to meet at the entrance level of the new service vehicle bridge. This would have raised the CCT four feet. The level of the bridge entrance would have been carried across both trails to a tall staircase and ramp system. An even worse version of the "mixing bowl" effect would have replaced the old "mixing bowl." The CCCT board strongly rejected the original design.

continued on page 7

Among the NPS's requirements for the new bridge project were that it allows trucks to turn from the bridge onto the Towpath, and wheelchair accessibility between the Abner Cloud House parking lot and Fletcher's Boathouse. The original design did this easily by having the bridge entrance, Towpath and CCT at the same level. Doing this with the bridge entrance and Towpath four feet higher than the CCT would use every inch of space between the bridge entrance and the CCT's pavement and then some.

Board members had to prove that it was possible to meet the National Park Service project requirements and keep the CCT's characteristic railroad alignment, while improving crossing safety at this accident-prone intersection. The Board submitted detailed alternative intersection design drawings over three months until this goal was achieved. Eventually a design was derived meeting the NPS's requirements and addressing many of the Board's.

The final plan split right down the property line between the C&O Canal and the previous Baltimore and Ohio Georgetown Branch Railroad, which is now the CCT. When the CCT was built its pavement took the centerline of the Georgetown Branch rails. The Georgetown Branch's Towpath side property line is only 15 feet from the original rail centerline. The new intersection pinched every inch of this space.

Space for turning trucks would be entirely on C&O Canal land and all ramps and staircases would be on CCT land. Space for turning trucks was achieved by widening the Towpath up to the C&O Canal property line and significantly fluting the bridge entrance from the original plans. Set between the two trails would be an eight-foot wide, four-foot high and 70-foot long wheelchair accessible concrete ramp. The ramp would descend the four-foot height difference between the two trails. As a result of the ramp's eight-foot width, it left only one-foot space between the CCT's pavement and the ramp's concrete wall (Generally, a three-foot separation is preferred on trails). The original planned location of the service vehicle bridge was moved 70 feet west so the Towpath entrance of both the bridge and the ramp would be across from each other.

The CCT and the Towpath are now grade separated. The grade separation effectively shuts down dangerous switch over traffic between the CCT and Towpath. The CCT keeps its characteristic flat and level railroad alignment, and has been channeled to keep non-CCT traffic off the Trail. The perpendicular crossing takes place in one crosswalk area and not indiscriminately where many people would tend to congregate. New convenient bike racks, donated by the Coalition for the Capital Crescent Trail, encourage people not to park bicycles on the Trail. A new, large landing at the top of the stairs provides good intersection visibility.

Besides the huge time investment of the CCT board in the project, a lot of thanks are due Kevin Brandt, Vice-Superintendent of the National Park Service's 184.5 mile long C&O Canal National Historic Park, and his staff. Kevin Brandt and staff worked with the Coalition board over many detailed issues, flexed the project's budget to pay for the more user-friendly CCT/Towpath intersection design, and made available the resources of the project's design and engineering firm Debery & Davis.

Without the help and effort of the many organization involved in the development of this project there wouldn't have been a CCT focused intersection at Fletcher's Boathouse.



*At left, the CapitalCrescent Trail and C&O Towpath "mixing bowl" at Fletcher's Boathouse, showing the effects of washed-out gravel that created a sliding hazard. At right are the new ramps that allow for wheelchair accessibility between the Abner Cloud House parking lot and the Boathouse.*

## BIKES BELONG COALITION LAUDED IN WASHINGTON

*Metropolitan Branch Trail ceremony draws praise for industry efforts from dignitaries*

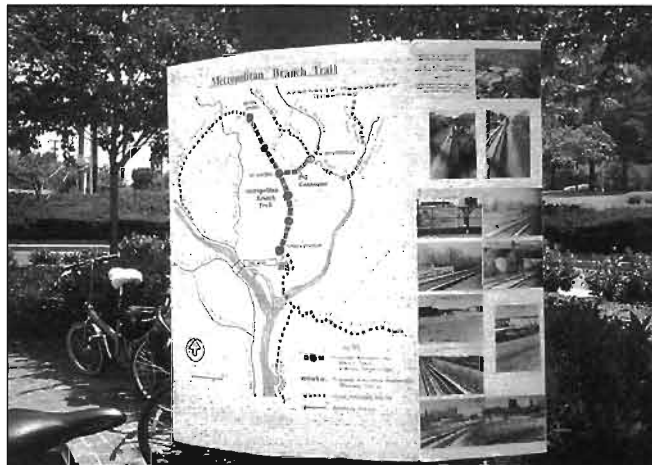
Bikes Belong Coalition won the "Yellow Jersey" on October 26<sup>th</sup> with the opening of the first section of the Metropolitan Branch Trail (MBT) in Washington, D.C. The MBT will be an eight-mile trail that passes through Northeast Washington, providing much needed recreation and transportation opportunities for that area. The District of Columbia section extends from Takoma Park through NE Washington to Union Station, paralleling Metro's Red Line, with a spur linking with the Anacostia Tributaries Trail System in Prince George's County. The trail will connect with the **Capital Crescent Trail** in Silver Spring and the National Mall in downtown D.C. to form a 25-mile bicycle beltway.

The MBT was the first project to receive a Bikes Belong Coalition grant. The Washington Area Bicyclist Association (WABA) held a ride and ribbon-cutting ceremony to mark the designation of the Trail as one of the official Millennium Legacy Trails and on the completion of the first mile of the trail. Numerous luminaries rode, including a group from the congressional bicycle caucus. Congressmen and women participating in the ceremony included James Oberstar (MN), Cynthia McKinney (GA), Tom Udall (NM), Illeena Ross-Lehtinen (FL), Earl Blumenauer (OR), and Eleanor Holmes Norton (DC). U.S. Secretary of Transportation Rodney Slater, Sandy McCall (Special Assistant to D.C. Mayor Anthony Williams) and Robert Newman (Director of DC Parks & Recreation) also took part.

The Millennium Trails Initiative is a collaborative effort of the White House Millennium Council, the U.S. Department of Transportation, and the Rails-to-Trails Conservancy to recognize, promote and stimulate the trail movement in the United States. First Lady Hillary Rodham Clinton serves as honorary chair of the Millennium Trails Celebration Committee.

The ribbon-cutting ceremony took place on the first completed segment of the trail, at the Brookland/CUA Metro, just north of Michigan Avenue along John McCormack Road in northeast Washington. Several media outlets including local television stations WRC-TV 4 and Newschannel 8 covered the event, with Channel 4 doing a prolonged live broadcast from the site on their morning newscast. Charlie McCormick, owner of City Bikes in D.C. provided bicycles for many of the participants from out-of-town.

Bikes Belong Coalition is an organization established and supported by the leaders of the bicycle industry. Its mission is "putting more people on bikes more often through the implementation of TEA-21." For more information, e-mail Bikes Belong at [TEA21@bikesbelong.org](mailto:TEA21@bikesbelong.org), or visit its web site at [www.bikesbelong.org](http://www.bikesbelong.org).





# Along the Capital Crescent Trail...

## 5 Years Ago...

Maryland State Highway Administration officials presents a check for \$550,000 in ISTEA (Intermodal Surface Transportation Efficiency Act) funds to Montgomery County for the construction of a Capital Crescent Trail bridge over River Road in Bethesda. The bridge width is set at a narrow ten feet, over the CCCT objections. (Note: Construction of the River Road bridge begins in March 1996, with a deck width of *fourteen* feet.

## 10 Years Ago...

Montgomery County Council approves the *Georgetown Branch Master Plan Amendment* recommending a trolley/trail combination, including an overpass of Connecticut Avenue and an underpass of the CSX Metropolitan Branch Line in order to carry the Trail into Silver Spring.

The CCCT receives the "Outstanding Volunteer Organization" award from the *Rails-To-Trails Conservancy*.

## 14 Years Ago...

Potomac Palisades resident **Bill House** alerts area citizens and agencies of the proposed abandonment of the Georgetown Branch railroad line by **CSX Railroad Corporation**. On November 12<sup>th</sup>, a meeting of interested citizens is held at the Chevy Chase Library to discuss the rail-to-trail proposal. In the spring of 1986, the Coalition for the Capital Crescent Trail is formed after meetings a series of meetings at the Tenleytown Library and the Potomac Appalachian Trail Club (PATC). Charter member organizations include PATC, the Washington Area Bicyclist Association, Virginia Volksmarchers, Capital Hiking Club, Audubon Naturalist Society, and others.



*River Road Bridge*

## 1861-1865...

Battery Bailey on Westmoreland Heights east of the Capital Crescent Trail, and Fort Sumner west of the Trail, are built as part of the 150 batteries and forts – called the "Circle Forts" – forming the Civil War defenses for the Nation's Capital.



*Federal Realty Investment Trust broke ground last summer on its "Phase IV" Bethesda Row development at Bethesda and Woodmont Avenues, adjacent to the CCT/Wisconsin Avenue tunnel (upper left, behind the trailer). Plans call for 25,000 square feet of street retail, 80,000 square feet office space, all of which will be located above a 35,000 square foot subterranean art screen cinema. Completion date is scheduled for Fall 2000.*

## SLIGO CREEK TRAIL/METROPOLITAN BRANCH TRAIL LOOP RIDE

19.5 mile loop from the Rock Creek trestle to Silver Spring Metrorail. Route follows Sligo Creek and Northwest Branch Trail, through Mount Rainier to Catholic University, then returns via Metropolitan Branch Trail and D.C. streets to Rock Creek Park. This ride has several hills and is on-road on urban streets for some distance.

Mile:	Description:
0.0	Begin, from Grubb road access trail go east on Georgetown Branch Trail
0.4	R on Stewart Ave. where trail ends, through parking lot and walk bike through opening in brick wall
0.6	L on Kansas Ave.
0.6	R on Pennsylvania Ave
0.7	L on Michigan Ave, Michigan turns to right in one block and becomes Talbot Ave.
0.9	Cross railroad bridge at end of Talbot Avenue behind elementary school, go right on 4th Ave. at end of bridge, 4th turns left to become Grace Church Road.
1.1	R on Second Avenue, cross 16th street at light.
1.3	L on Highland Drive
1.4	S cross Georgia Ave. USE CAUTION and patience, traffic on Georgia will break as lights to north and south stop traffic.
1.7	L on Crosby
1.8	S cross Dale, stay on Crosby as it jogs slightly to left at the crossing.
2.1	R at end of Crosby enter park and go Right on Sligo Creek Park Trail. Follow trail signs for next 4.8 miles.
6.9	S across Riggs Road (not signed), the trail disappears, but take the street directly ahead and to the left of the creek marked "Welcome to Green Meadows" (this is Sligo Parkway, not signed)
7.1	The off-road Sligo Creek Trail resumes off the right side of the street.
7.9	R where the Sligo Creek Trail ends at a "T" just past a bridge, go right onto the Northwest Branch Trail
9.0	S toward the playlot with the slide. Do not cross the bridge on the left, but continue straight ahead past the playlot and onto the access road to the water works.
9.3	S through the intersection onto 37th Street (unsigned)
9.6	R on Tilden Street
9.7	L on Jackson Street
9.8	R at stop sign, then Left into the next alley and before 34th street
10.0	R onto Bunker Hill Road, cross 34th at light
10.6	L onto 26th street
10.8	R onto Newton
12.0	L on 10th
12.1	R on Monroe. Cross Bridge
12.3	R on 7th
12.4	R before Michigan, going down access street in front of Pizza Hut
12.4	L Begin Metropolitan Branch Trail at Metro Station
13.4	L Met Branch Trail turns left and goes up the hill
13.6	R on Fort Totten Drive
14.0	L on Gallatin
14.6	R on 3rd Ave.
15.9	L on Whittier
16.0	R on 4th
16.1	L on Aspen
16.6	S cross Georgia Ave.
17.1	S cross 16th Street, enter Rock Creek Park on Sherrill Drive
17.4	R on Beach Drive
18.3*	R on West Beach Drive at bottom of hill
	* OPTION – to return to trestle, Stay on Beach Drive to follow the Rock Creek Trail. The trestle and the Georgetown Branch Trail crossing of Rock Creek will be approx. two miles ahead.
18.5	R on Kalmia to cross the bridge, then Left on East Beach
18.6	R on North Portal, immediately after Portal
19.0	S cross 16th, enter Colesville Road
19.5	End at Colesville and Wayne

## ROCK CREEK PARK/CAPITAL CRESCENT TRAIL LOOP

18.2 miles to Bethesda, 21.5 miles return to the Rock Creek trestle.

Key: L = left turn, R = right turn, S = straight

**Mile:** Direction:

- 0.0 Begin, from Grubb Road access trail go east (away from trestle) on Georgetown Branch Trail
- 0.4 R on Stewart Ave. where off-road trail ends, go through the parking lot and walk bike through pedestrian opening in brick wall
- 0.6 L on Kansas Ave.
- 0.6 R on Pennsylvania Ave.
- 0.7 S across Michigan Ave.
- 0.8 S across Lanier Drive
- 0.9 R on Sundale Ave.
- 1.2 S across East-West Highway at light, becomes Washington Ave.
- 1.5 L on Grubb Road
- 1.6 S enter D.C., Grubb Road becomes Primrose Drive
- 1.7 R on West Beach Drive
- 2.0 S at stop sign (Kalmia) stay straight on West Beach Drive
- 2.2 L on Beach Drive, join signed Rock Creek bike route
- 6.0 S to West Beach Drive, begin off-road Rock Creek bike trail
- 10.5 R immediately after going under K street underpass, and just before Thompson Boat Center parking lot, take bike path on the right. Enter K Street and continue down K Street on-road (caution, traffic)
- 11.3 S begin off-road Capital Crescent Trail
- 18.2 S at Bethesda Trailhead, cross Woodmont and Bethesda Avenues, begin Georgetown Branch Trail in front of Lewies Restaurant, enter tunnel
- 20.4 L at Jones Mill Road, take pedestrian crosswalk to left of trail, across to Susanna Lane, and follow Georgetown Branch Trail signs into Rock Creek Park
- 21.2 L at Rays Meadow and tot playlot, go up steps and across parking lot to Freyman Drive, follow Georgetown Branch Trail signs up hill.
- 21.5 End – at Grubb Road access trail .



# Yes! I Want To Help Complete The Capital Crescent Trail!

Name(s) \_\_\_\_\_ (H) \_\_\_\_\_ (W) \_\_\_\_\_

Address \_\_\_\_\_ Apt. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ E-mail \_\_\_\_\_

**\$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.

IF DESIRED, T-shirt, size M L XL

\_\_\_\_ New Member

\_\_\_\_ Renewing Member

Thanks for your efforts on behalf of the Trail! 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 User & Events Hotline, **202-234-4874, box 8; or on our WEB SITE : <[www.cctrail.org](http://www.cctrail.org)>**

**CCCT MONTHLY BOARD MEETINGS, Mondays-December 13, January 10, February 14 and March 13,**  
7:00 p.m. in the Bethesda Regional Library, Arlington Rd. Closest Metrorail: Bethesda. Bike parking indoors.

Guests are welcome!



P.O. Box 30703  
Bethesda, MD 20824

Non-Profit Org.  
U.S. Postage  
PAID  
Permit #4468  
Wash., D.C.