

# THE CRESCENT

THE COALITION FOR THE CAPITAL CRESCENT TRAIL

Spring 2001

Vol. XI No. 4

## Montgomery County Moves Forward on Plans to Connect Trails

*Planning Board gives go ahead for funding and construction of CCT and MBT*

The Maryland-National Capital Park and Planning Commission (M-NCPPC) has completed and approved a study that presents plans for the final 2-1/2 mile segment of the Interim Capital Crescent Trail (CCT) from Jones Mill Road into downtown Silver Spring, and for the one-mile segment of the Metropolitan Branch Trail (MBT) to the D.C. line. The plan recommends the Interim CCT be built in phases, first completing the Interim Trail from Jones Mill Road to Grace Church Road. This "CCT Phase I" includes a safe and direct street crossing to the trestle at Jones Mill Road, rerouting the Trail off dangerous Brookville Road to Talbot Avenue, and provides a good crossing of the CSX railroad tracks. In the plan's "CCT Phase II," the remainder of the Interim Trail would be completed into downtown Silver Spring following along the CSX railroad tracks as much as is possible without compromising future transitway decisions. The MBT "Phase I" would build that trail along a re-aligned Fenton Street through the Takoma Campus of Montgomery College. The second phase would complete it into Silver Spring.

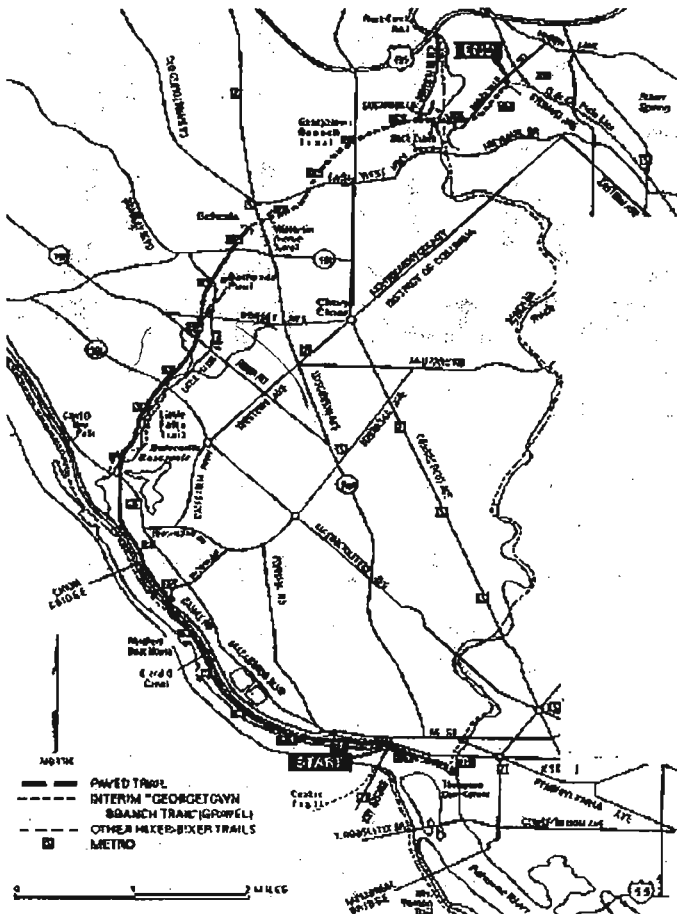
M-NCPPC took public testimony last January on its "Facility Plan for the Capital Crescent and Metropolitan Branch Trails," a draft plan to connect the Capital Crescent and Metropolitan Branch Trails. M-NCPPC staff and consultants, Lardner/Klein Landscape Architects, and Daniel Consultants, Inc. have worked on the plan to select the most appropriate alignment for the two trails and to define how the project will be built over time. M-NCPPC staff also held two public workshops on the proposals last fall to get feedback from participants on the alternatives under consideration for a final alignment



*At the CCT's zero mile marker, Coalition chair Wayne Phyllaier answers questions about the preferred alignment of the Capital Crescent Trail during a March 10 hike of the proposed Interim CCT. This mile marker is located at Talbot Avenue, next to the CSX main line.*

continued on page 4

**We need your help to complete the Trail in Silver Spring!  
See page 4, or visit our web site, [www.cctrail.org](http://www.cctrail.org).**



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



Visit our website:  
[www.cctrail.org](http://www.cctrail.org)  
for trail updates  
and events.

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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 Word 97 or lower, or via e-mail to: [john\\_campanile@paramount.com](mailto:john_campanile@paramount.com).

## Bethesda Tunnel Security

County officials are asking the public to keep a lookout for vandals who have damaged the art project in the trail tunnel under Wisconsin Avenue. As reported recently by Myra Patner of the Bethesda Gazette, vandals have ripped more than 20 panels from the fence alongside the trail in the tunnel. Bethesda artist Sally Callmer is installing 1400 panels painted in many colors to create an artwork called "Prismatic Passage". Callmer's work was selected after a competition last year sponsored by the Public Arts Trust and the Humanities Council of Montgomery County.

Montgomery County DPWT has taken additional steps to insure that the gates to the tunnel are being locked properly at night. The gates to the tunnel are locked between 10 P.M. and 6 A.M. every night for safety and security. Stanley Gray, of DPWT, has responded to an inquiry from CCCT about tunnel safety by announcing several improvements to its system of monitoring the gates including installation of a new electronic guard tour watch system. Mr. Gray asks that trail users finding problems regarding regular locking of the gates report them to DPWT at 240-876-2921, 24 hours a day, or to his office at 301-565-7556. Anyone seeing dangerous activity should call 911 immediately. Trail users should also report unsafe conditions to CCCT by leaving a message on our hotline at 202-234-4874 (mailbox #8) or by e-mail through our website, [www.cctrail.org](http://www.cctrail.org).



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### *Survey Says:*

## Capital Crescent Trail is Montgomery County's most popular trail

Tanya Schmieler, Maryland-National Capital Park & Planning Commission's Planning Supervisor, has released a preliminary analysis of a Capital Crescent Trail traffic survey. CCCT volunteers conducted trail traffic counts at Bethesda Avenue and at Brookway Drive in August and September of 2000 under the guidance of M-NCPPC. M-NCPPC also conducted additional counts at several locations on the Georgetown Branch Trail.

The average hourly use on the Trail at Bethesda Avenue was 240 users. This is a significant increase from the 1996 traffic survey, when 172 average users were counted by Coalition volunteers. This average hourly use is more than twice that of the Sligo Creek Trail, which is the second most popular trail in Montgomery County. The highest surveyed (peak) hourly use of the CCT was at Brookway Drive with 561 users counted on one Sunday afternoon (In 1996, peak hourly use at Brookway was 404). Weekday evening use was found to be almost as popular as weekend use, with lower usage on weekdays. The paved Capital Crescent Trail (Georgetown to Bethesda) received more than twice the use of the gravel Georgetown Branch Trail (Bethesda to Silver Spring).



Bicyclists were the largest single group of users, with about half the users choosing this activity. Of the rest, 26 percent were walkers, 14 percent were joggers and the remaining 12 percent of the users included skaters, people with strollers and people with disabilities. Males and females were about equal in total number.

*continued from page 1*

and preliminary design plans. The Coalition, along with other interested groups such as the Washington Area Bicyclist Association and the Metropolitan Branch Trail Coalition, participated in these workshops and hearings voicing support for the "Phase I and II" alignments. Public testimony was overwhelmingly in support of the proposed trail alignment, thanks in large part to letters and e-mails from CCCT members, and the Planning Board complemented the M-NCPPC staff and the consultants for presenting a well done plan. It is now the responsibility of Montgomery County's Department of Public Works & Transportation (DPWT) to implement the plan by preparing detailed project plans and submitting requests for funding in its upcoming County budgets. The repair of the trestle over Rock Creek, an integral part of Phase I, has already been budgeted (again, thanks to our members) and work is proceeding (see related article).

Planning for the CCT will take into account the proposed transitway project and provide options for a trail that can be immediately constructed without impacting future transitway construction. It will also address how trail demand might be handled when and if the transit project is underway. Planning for the Met Branch will take into account expansion plans for Montgomery College and future development plans and projects on the Silver Spring Central Business District.

The connection between the Capital Crescent, the Metropolitan Branch, the Rock Creek, and the Silver Spring Green Trails all depend upon the completion of these segments of the Capital Crescent and Met Branch Trails through downtown Silver Spring. These segments are also an essential part of the 26-mile "Bicycle Beltway," the trail loop to be formed by these two trails and the National Mall in downtown D.C. The next two year Capital Improvement budget request must be prepared by DPWT and submitted to the Montgomery County Council by the County Executive in March 2002. The Coalition will continue its efforts to convince the County Executive to submit this project then the County Council to fund it.

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### **How Can You Help to Complete the Trail into Silver Spring:**

This spring and summer you can show Montgomery County officials that there is very strong support for moving forward with the project immediately. Letters and e-mails to County Executive Doug Duncan, with copies to DPWT and the County Council, **will have** an impact. Officials should be urged to begin building the CCT Interim Trail section between Jones Mill Road and Grace Church Road and the MetBranch Trail through Takoma College immediately. Try to relate the benefits of these trails to you personally. Point out that all parts of the CCT Interim Trail recommended by this plan can be incorporated into any future Georgetown Branch Transitway/Trail project and do not compromise that decision. There is no reason to delay. The CCT is already twice as popular as any other county trail (see article, page 3), and this is the most cost-effective recreation and transportation project in the county.

Follow progress and be prepared to answer the call if we need to issue an "advocacy alert" at critical decision points. You can track progress and learn more about the alignment on the "News & Events" page of the CCCT website at <http://www.cctrail.org> and on the "Silver Spring Trails" website at <http://home.earthlink.net/~wphylla/index.html>.



#### **SEND LETTERS OR E-MAILS IN SUPPORT OF COMPLETING THE CCT**

**INTERIM TRAIL TO:** County Executive Doug Duncan  
101 Monroe Street  
Rockville, MD 20850  
e-mail: [Douglas.Duncan@co.mo.md.us](mailto:Douglas.Duncan@co.mo.md.us)  
fax: 240-777-2517 phone: 240-777-2500

#### **COPIES SHOULD BE SENT TO:**

Mr. Albert Gennetti, Jr.  
Director, Montgomery County DPWT  
101 Monroe Street, 10th Floor  
Rockville, MD 20850

Mr. Blair Ewing  
President, Montgomery County Council  
100 Maryland Avenue  
Rockville, MD 20850

## **UPDATE: Progress on the Rock Creek Trestle**

Last June the Montgomery County Council approved funds to open the trestle over Rock Creek for users of the Georgetown Branch/Capital Crescent Trail (GB/CCT). This followed a strong advocacy effort led by the Coalition, which included a letter writing campaign, two rallies, and a petition drive. On March 1, 2001 Montgomery County's Department of Public Works & Transportation (DPWT) released an RFP ("Request for Proposals") soliciting bids from contractors for the rehabilitation of the trestle substructure, or replace it with all new structure, or any combination that they demonstrate to be practical. Bidders must provide a crushed stone trail surface for the approximately 800-foot approach from Jones Mill Road to the trestle and for the approximately 1475 feet from the trestle to near Grubb Road. This will connect the trestle to the existing sections of the GB/CCT.

The cost for contractor services is estimated by DPWT to be between \$975,000 and \$1,250,000. Sealed bids must be submitted by April 2, 2001. The contract must be awarded by the end of June, and the contractor will have up to three years to perform the work.

The Coalition for the Capital Crescent Trail will continue to follow the progress of this project closely. Keep up with our efforts by logging onto our web site, [cctrail.org](http://cctrail.org), or calling our information hotline, 202-234-4874, box 8.



*About 50 CCCT members and friends participated in a March 10 Coalition-sponsored hike to build support for a safer trail alignment from downtown Silver Spring to the current trail head at Stewart Avenue. At left: hikers walk the Fenwick Avenue connection near the Silver Spring Post Office, and, at right, the last remaining rails to the start of the Georgetown Branch/Future Capital Crescent Trail at Stewart Avenue.*

## See it for yourself: Hike on the Interim CCT Alignment

This hike follows the alignment for the Interim CCT as proposed by the "Facility Plan for the Capital Crescent & Metropolitan Branch Trails", January 2001, Montgomery County Planning Board Draft

- Start at the small park at Second Avenue and Colesville Road, alongside McDonald's. Go north up Second Avenue on the sidepath trail for two blocks to Fenwick Lane.

- At Fenwick Lane, the Interim CCT will cross to the west side of Second Avenue onto an expanded sidewalk in front of the Elizabeth House. It then goes west along the north side of Fenwick Lane to the railroad right-of-way (r.o.w.), and then north behind the Silver Spring Post Office and under the Spring Street Bridge. *Note: Due to a steep ravine behind the Post Office, hikers should continue up Second Avenue to cross Spring Street at the traffic light, then go left ½ block on Spring and use a footpath from the sidewalk down to the base of the Spring Street Bridge.*

- The Interim CCT will continue alongside the railroad r.o.w. to 16th Street and Noyes Lane. (Third Avenue will be closed between N. Springwood and Noyes Drive to make room for the Trail.)

- The Interim CCT will go north on the east side of 16th Street and cross 16th at a future pedestrian light to Lyttonsville Road. (Lyttonsville Road will be narrowed to make room for the trail on its south side.)

- At the parking lot entrance near the west end of Lyttonsville the Interim CCT will turn north and go between the vacant lot and the town homes along the Third Avenue r.o.w., to Grace Church Road. The trail will turn left and go west alongside Grace Church one block to the railroad r.o.w. (Grace Church will be converted to a one-way road to make room for either bike lanes or a sidepath trail for this one block.)



- The CCT will cross the railroad tracks on a new trail bridge aligned with Grace Church Road, then go north between Talbot Avenue and Rosemary Hills Elementary School. The CCT will cross Talbot at Lanier Drive, then continue north between Talbot and the railroad r.o.w. to Michigan Avenue.

- At Michigan Avenue, the CCT will continue straight through the wooded lot along the railroad r.o.w. to Kansas Avenue, then follow alongside the seldom used railroad spur through the industrial area to the start of the Georgetown Branch Trail at Stewart Avenue. From here, hikers may follow the Georgetown Branch Trail to Bethesda.

The plan's "CCT Phase I" upgrades include: opening the trestle over Rock Creek (already funded); providing a straight trail crossing at Jones Mill Road; building a connecting trail to the Rock Creek Trail; and extending the Trail from Stewart Avenue to Grace Church Road. The Interim CCT will deviate from the railroad r.o.w. in two areas, but the final CCT will follow alongside the

railroad r.o.w. and proposed transitway all the way into the Silver Spring Transit Center (now known as the Silver Spring Metro) at Colesville Road and Second Avenue.

## ROCK CREEK BREAKTHROUGH

*By Rick Morgan/People's Alliance for Rock Creek Park (PARC)*

Recreation and park advocates achieved a major breakthrough in January as DC mayor Anthony Williams called for measures to reduce automobile traffic in Rock Creek Park. Following through on a commitment made during his November speech to the Washington Area Bicyclists Association, the mayor sent a letter asking National Park Service officials to explore weekday traffic restrictions on upper Beach Drive. Reversing the city's previous opposition to any traffic measures in the Park, Mayor Williams urged the Park Service to study the possibility of restricting weekday traffic on upper Beach Drive "in non-rush hour periods." He called upon NPS to "start a dialogue with the community to determine the best possible use for the park."

Mayor Williams thus joins the chorus of political leaders advocating a trial of weekday traffic measures in the Park that includes congresswoman Eleanor Holmes Norton and several council members in the District and Montgomery County (MD). Although the road would remain open to rush-hour traffic under the mayor's proposal, it would be available for car-free recreation for much of the day and evening.

The Mayor's letter buoyed park advocates, with NPS reportedly on the verge of releasing its long-awaited "general management plan" for Rock Creek Park. An internal NPS draft of the plan is said to contain few recommended traffic measures — mainly speed limit enforcement — according to PARC. "Excessive automobile traffic prevents people from enjoying Rock Creek Park as a park," said Gwyn Jones, conservation chair for DC's Sierra Club chapter. "Instead of the sounds of the rushing creek and singing birds, all we hear on weekdays is cars." Besides polluting the Park's air and water, excessive traffic is decimating turtles, foxes, and other wildlife, Jones explained.

The deep valley along scenic Rock Creek has become a popular spot for recreation since 1981, when the Park Service began implementing weekend closures of parts of Beach Drive to traffic, in response to PARC. Originally controversial among motorists and Park neighbors, the recreation zones now enjoy widespread support. With the Beach Drive gates closed above Broad Branch Road, the Rock Creek Valley provides a nearly car-free route from Maryland to downtown DC. It also forms a 23-mile loop with the **Capital Crescent Trail** and the **Metropolitan Branch Trail**.

For more information on PARC's campaign to protect Rock Creek Park, see:  
[www.waba.org/waba/rock\\_creek\\_park.htm](http://www.waba.org/waba/rock_creek_park.htm).

**Editor's note:** The CCCT is a organizational member of the People's Alliance for Rock Creek (PARC), an alliance of 46 diverse organizations that have a combined membership of over 50,000 in the Washington metropolitan area who seek to protect the natural and recreational resources of Rock Creek Park.

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### From the Washington Area Bicyclist Association (WABA):

**Bike to Work Day will be held on May 4** as a regional celebration this year with suburban pit stops that include Silver Spring and Bethesda, as well as the downtown DC Freedom Plaza rally. Each of the sites will have free breakfast and drawings for prizes. The first 1,000 people that register will receive a free T-shirt, compliments of Commuter Connections. Register on-line on the WABA website: [www.waba.org](http://www.waba.org).

WABA also will be conducting the traditional 15 convoys, plus a new route from Silver Spring, converging on Freedom Plaza at 13<sup>th</sup> and Pennsylvania Avenue N.W. at 8 a.m. Also new is a suburb-to-suburb route using the Capital Crescent/ Georgetown Branch Trail from Silver Spring and Bethesda.

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#### Route 8 – Bethesda - (Bethesda Rally) - Freedom Plaza

Start: 7:00 am Bethesda Metro Center & Capital Crescent Trail Head (Bethesda & Woodmont Ave)

Leader: Jennifer Longworth 202-363-2577

#### Routes 8A & B – Bethesda Metro - Silver Spring Metro

Start: 7:30 am Bethesda Metro to Silver Spring Rally,

OR 7:30 am Silver Spring Metro to Bethesda Rally

Contact WABA 202-628-2500

#### Route 10A – Silver Spring Metro - Freedom Plaza

Start: 7:30 am Silver Spring Metro; Leader: Tom Armstrong 202-762-1520



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The suburban sites are being managed by the local transportation demand managers. If you work in any of these areas please spread the word among your fellow workers and bike commuters. WABA has brochures and 8 x 11 posters available. To volunteer or find out more about what's going on, contact any of the following site managers directly: Bethesda Metro Center Plaza – Francine Waters (301) 215-6660; Silver Spring Metro Plaza – Linda Provost (301) 565-5889. Or, contact WABA at (202) 628-2500.

## Cycling Safe and Sound

By Christine Feintheil

Spring is a great time to bicycle with the weather mild and sunny. More bicyclists than ever use trails, paths, and streets for travel and recreation. Enjoy the ride, but keep in mind good bicycling form and etiquette.

- *Cyclist, spare that tree!* Tree bark is sturdy, but not necessarily sturdy enough against injury from bikes chained or parked against a tree. The landscaped area also suffers from the foot traffic. Use a nearby bicycle rack or pole to secure your bike, and position your bike parallel to the curb for an inverted “U” rack that can hold two bikes, and straddling the upright “U” in the multi-bike “wave” rack. (Keep in mind that parking meters should not be used as they are not high enough for secure parking, and railings along ramps and steps need to be kept free of bikes.)
- *Avoid bicycling on a sidewalk* -- although legal in Montgomery County, run-ins with pedestrians and driveway traffic can create accidents. Even experienced bicyclists walk their bikes at busy, complicated intersections, in crowds, and on sidewalks. Use your lock so the bike can be parked and left behind as you wade into a festival or crowd.
- *Keep other cyclists in mind.* Park so handlebars are opposite. Be sure lock or chain goes through frame and at least one wheel. Register your bike with the police department.
- *Give a verbal or bell warning* as you approach slower moving users on the trails. Signal your intention with hand signals when out in traffic.
- *Wear a helmet!* Maryland law requires safety helmets for children 15 and under. Make sure the helmet is snug and covers the forehead. No headphones – the more you hear, the safer you’ll ride.
- *And if the going gets tough, take a RIDE ON bus* with a front mounted bike rack and enjoy the convenience. (The bike rides free.)

Have a great ride!

*Christine Feintheil is the manager of the Bethesda Urban District, and is a cyclist and a member of the CCCT. This article first appeared in “Neighborhood News,” a publication of the Bethesda-Chevy Chase Regional Services Center.*

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## New Trail rest stops to be dedicated on April 28

Users of the Trail have observed Montgomery County Parks Department progress over the fall and winter on building two new rest stops, one near the Dalecarlia Tunnel and the other near the Bethesda Avenue trailhead, Woodmont & Bethesda Avenues. Coalition members donated one of the water fountains (Dalecarlia) and both map kiosks at the rest stops.

An official dedication ceremony will be held at the Bethesda rest stop on **Saturday, April 28 at 11:00 a.m.** Check our web site, [www.cctrail.org](http://www.cctrail.org), for more information on planned activities as the event date approaches.



*The Bethesda rest stop during the construction phase last fall.*



## Along the Trail...

### 5 Years Ago...

Construction begins on the River Road Bridge (March) and the Dalecarlia Bridge (April).

CCCT presents \$1,000 check to Interior Secretary Bruce Babbitt to assist the C&O Canal restoration project (portions of the C&O Canal and Towpath were devastated due to January 1996 flooding after heavy snows, but the Trail was undamaged).

### 10 Years Ago...

Montgomery County Council approves \$80,000 for trail planning and design. The County also proposes funding for the Trail as part of its Capital Improvement Program.

CCCT leads 50 trail supporters on a hike (May 18).

### 18 Years Ago...

The National Trails System Act is amended by Congress to allow for the "railbanking" and interim trail use of unused railroad corridors.

### 110 Years Ago...

Rock Creek Railway builds trolley line along Connecticut Avenue, near the present-day Columbia Country Club.

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## Letters to the CCCT

To: *Wayne Phylliaier, Chair, The Coalition for the Capital Crescent Trail*

*Hello Wayne,*

*On behalf of the Chester County Trail Club, I want to thank you for your assistance, guidance and suggestions for the hike on the Capital Crescent Trail [on February 4]. It was a beautiful, sunny and crisp day. We had a group of 20 enthusiastic walkers and everyone remarked on the serenity of the area.*

*We cut over to the C&O Canal towpath at the [Arizona Avenue] trestle bridge just before Fletcher's Boathouse. We had no problems finding the Metro at the other end in D.C. Most of us stayed and enjoyed soup and salad at the Thyme Square Café before the drive home. Indeed, it was a most delightful day. Everyone arrived home safely and thanked me profusely for leading such a new and interesting hike. We will keep the directions and map in the files and come back in a few years.*

*The Internet is such an amazing tool. I found your web site accidentally using the keyword "CCTC" while doing a search for the brand new web site for the Chester County Trail Club.*

*Thanks again,*

*Susan Huffington*

*Upper Darby, Pa.*

The Chester County Trail Club was formed in 1970 and sponsors hikes in the southeastern Pennsylvania area. For more information, visit their web site: [www.cctrailclub.org](http://www.cctrailclub.org).

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## DIAL UP TRAIL CONDITIONS AND EVENTS

**We can't do it without you!** So 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 box "8." Leave a message on trail conditions you've encountered, or on any issue which might impact the Trail. The hotline message also provides trail users with regular 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 and our latest newsletter. After consideration, 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
2. Coalition meeting dates
3. Membership information
4. Obtain a CCT map
5. Volunteer activities
6. Other messages
7. [Inactive]
8. Trail hotline & events



# Safety Tips for Runners and Walkers

Running and walking continue to be extremely popular sports and fitness activities. Each year, more and more people take up running and walking as a quick, inexpensive way to stay fit. Here are a few pointers to help you stay safe, courtesy of the Montgomery County Police, Bethesda District.

## Before you leave...

- Plan your outing. Always tell someone where you're going and when you'll return. Tell friends and family of your favorite exercise routes.
- Know where telephones are along your course. If you have one, consider carrying a cellular phone.
- Wear an identification tag or carry a driver's license. If you don't have a place to carry your ID, write your name, phone number, and blood type on the inside of your shoes. Include any medical information.
- Don't wear jewelry or carry lots of cash.
- Wear reflective materials.



## During your outing...

- **Stay alert at all times. The more aware you are, the less vulnerable you are.**
- Run or walk with a partner and/or dog.
- Don't wear headsets. If you wear them, you won't hear an approaching attacker. Listen to your surroundings.
- Exercise in familiar areas. Know which businesses and stores are open.
- Vary your route.
- Avoid unpopulated areas, deserted streets, and overgrown areas. Especially avoid poorly lit areas at night.
- Run clear of parked cars or bushes.
- Ignore verbal harassment. Use discretion in acknowledging strangers. Look directly at others and be observant, but keep your distance and keep moving.
- Run against traffic so you can observe approaching cars.
- Trust your intuition about a person or an area. React based on that intuition and avoid areas you feel unsure about.
- Be careful if anyone in a car asks you for directions. If you answer, keep at least a full arm's length from the car.
- If you think you're being followed, change directions and head for open stores, theaters, or a lighted house.
- Have your door key ready before you reach your home.
- Call police immediately if something happens to you or to someone else, or if you notice anything out of the ordinary.

**Stay alert.** Sometimes people get lulled into a "zone" where they're so focused on their exercise they lose track of what's going on around them. This state can make you more vulnerable to attack. If you get bored without music or when you're out alone, practice identifying characteristics of strangers and memorizing license tags to keep you from "zoning out."

**MONTGOMERY COUNTY POLICE, BETHESDA, EMERGENCY: 911**  
**301-652-9200; TTY, 301-657-0637**  
**E-mail, [police.beth@co.mo.md.us](mailto:police.beth@co.mo.md.us)**

**Yes! I want to help complete the Capital Crescent Trail and make it safer and more pleasant to use!**

Name(s) \_\_\_\_\_ (H) \_\_\_\_\_ (W) \_\_\_\_\_  
Address \_\_\_\_\_ Apt. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ E-mail \_\_\_\_\_  
\_\_\_\_ New Member \_\_\_\_ Renewing Member

**Individual Contributions:**

- BASIC INDIVIDUAL** \$10, includes newsletter subscription, action alerts.
- SUSTAINING** \$30, includes newsletter subscription, action alerts.
- SPONSORING** \$60, newsletter subscription, action alerts, and T-shirt (IF DESIRED), PLEASE CIRCLE Size M L XL
- SPECIAL HONOR MEMBERSHIP** \$100, recognition in our annual report, newsletter subscription, action alerts, and commemorative rail spike (IF DESIRED \_\_ YES) OR T-shirt (IF DESIRED, PLEASE CIRCLE Size M L XL)

**Organizational / Business Contributions:**

- BASIC**, \$200 (*Crescent* sent to up to 3 individuals; recognition in *Crescent*)
- SUSTAINING** \$500+ (*Crescent* sent to up to 15 individuals; recognition in *Crescent*, constant recognition on CCCT website with link.

Membership is good for one year from the 15th day of the month that you join.  
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.


**We are an all-volunteer organization.** \_\_\_\_ I am interested in volunteering, contact me for:  
\_\_\_\_ Advocacy \_\_\_\_ Events \_\_\_\_ Trail Maintenance

**Thanks for your efforts on behalf of the Trail! Here's an additional contribution of \$ \_\_\_\_\_**  
We do not share our membership list with any organization except our affiliate organization, the Washington Area Bicyclist Association.  
CCCT is exempt from federal taxation under section 501(c)(3) of the IRS Code and is qualified to receive tax-deductible contributions.  
**VISIT OUR WEB SITE, [www.cctrail.org](http://www.cctrail.org), FOR ACTION ALERTS AND TRAIL UPDATES.**


**CALENDAR OF EVENTS**

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

**CCCT Monthly Meeting – Mondays, April 9 and May 14.**

Starts 7:00 p.m. at the Bethesda Regional Library, Arlington Rd., first floor meeting room (accessible; bikes allowed inside). 

**Saturday, March 24 and March 31**, Kiwanis Club meeting geared to Capital Crescent Trail users, 11:00 a.m. at the Austin Grill, Woodmont & Bethesda Ave., Bethesda. Guest: CCCT board member John Dugger, discussing the work of the CCCT and future prospects for the Trail. Second meeting on March 31, same time and place, with Jo Reynolds, former chair of Montgomery County's

Bicycle Advisory Committee. Refreshments available. Cost is \$3. Reservations desired, call Scott Brewer, 301-652-5928. 


**Saturday, April 22 (EARTH DAY)**, Volunteers from the Washington Hebrew Academy will be on the Georgetown Branch Trail between Grubb Road and Stewart Avenue to clean litter and debris from the trail. This will be part of their Temple's Mitzvah Day activity and CCCT is assisting with coordination and support.

**Saturday, April 28, 11:00 a.m., Dedication of New Rest Stops.** Official dedication ceremony of the Bethesda and Dalecarlia rest stops partially funded by CCCT members. See CCCT web site, [www.cctrail.org](http://www.cctrail.org) for more information. 

**Friday, May 4**, Washington Area Bicyclist Association's BIKE TO WORK DAY. Fifteen bicycle convoys will converge on Freedom Plaza at 13<sup>th</sup> and Pennsylvania Avenue, NW at 8:00 a.m., including a convoy leaving from CCT trail head, Bethesda & Woodmont Avenues. Also, new this year is a suburb-to-suburb route using the Georgetown Branch Trail (future CCT) from Silver Spring and Bethesda. Contact WABA, 202-628-2500; [www.waba.org](http://www.waba.org).

**Saturday, May 13**, CCCT "BELLS & WHISTLES" SAFETY EVENT (Tentative – details to be announced)

**Saturday, June 2**, National Trails Day.

**Monday, June 11**, CCCT Annual Membership Meeting and Election, 6:00 p.m., Elm St. Park (adjacent to the east end of the Wisconsin Avenue tunnel). Playground available. Food and drink provided. Bethesda Metro. 



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