

# THE CRESCENT

THE COALITION FOR THE CAPITAL CRESCENT TRAIL

Summer 2001

Vol. XI No. 5

April 22, 2001

## COALITION FOR THE CAPITAL CRESCENT TRAIL STATEMENT OF AFFAIRS FOR THE YEAR 2000

*The By-Laws of the Coalition direct that the Chair submit to the Board in April and to the membership in June a Statement of Affairs.*

The Coalition remains in sound financial health. The Coalition spent over \$36,000 on program services in 2000, which was more than a 50% increase from the previous year. The end-of-year fund raising effort was very successful, and together with contributions received throughout the year from new and renewing members provided an income large enough to cover this increase and still provide a small surplus. Our net assets at the end of the year remain strong. Our membership base continues to steadily grow, exceeding 1600 members.

We have made two very important advances toward our long-term goal of completing the Trail into Silver Spring since last year's report. The first advance was getting funding for **repairing the trestle over Rock Creek Park for Trail use**. In June 2000 the Montgomery County

Council voted 1.3 M\$ to support this project. This followed a petition drive in which we collected over 3000 signatures, and a rally led by the Coalition with speakers that included County Executive Doug Duncan, Council Members Isiah Leggett and Howard Dennis, and Rails-to-Trails Conservancy President David Burwell. We have since continued to have regular contact with County officials to encourage them to hold to a high standard in the trestle design requirements. The contract will be awarded by the end of this June, and we stand ready

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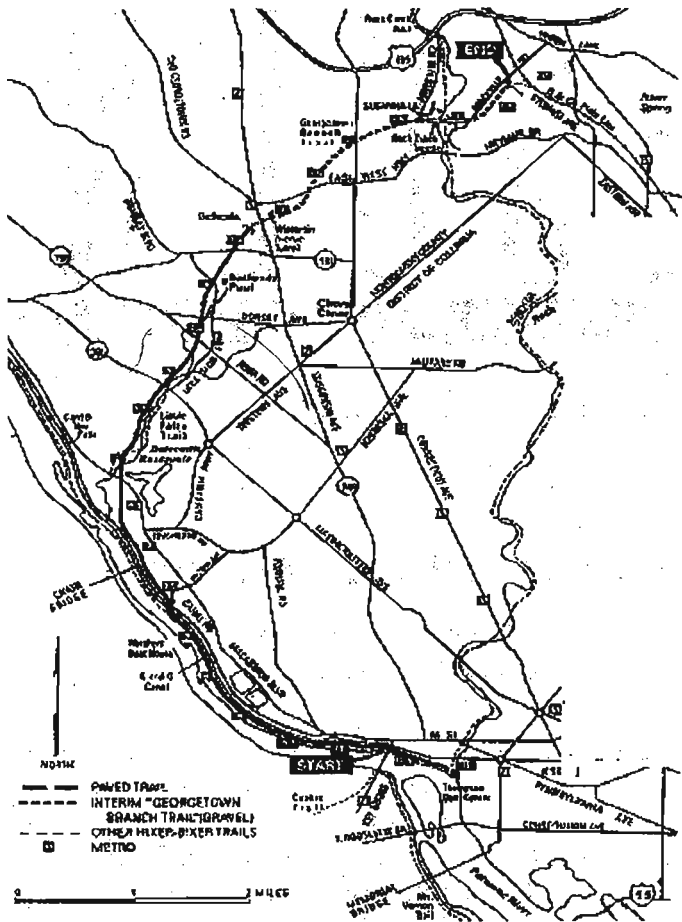


*Retiring board member Scott Hall (center) receives an award for his 9 years of service and dedication to the CCCT. Presenting the award at the June 11<sup>th</sup> annual membership meeting are CCCT Chair Wayne Phyllaier (left) and Vice-Chair John Dugger.*

### Rock Creek Trestle Update...SIGNED, SEALED & DELIVERED!

As this newsletter went to press, the CCCT received word from Montgomery County's Dept. of Public Works & Transportation that the County and contractor, Cherry Hill Construction, have both signed the contract to rehabilitate the Rock Creek trestle. Now with the deal sealed, all that remains is for the County's Procurement Office to process the paperwork. No snags are expected and the whole process should be completed well before the June 30<sup>th</sup> funding deadline. Once completed, the trestle will connect the existing sections of the Georgetown Branch/Capital Crescent Trail.

FOR CONTINUING UPDATES ON THE TRESTLE PROJECT, LOG ON TO  
[www.cctrail.org](http://www.cctrail.org) or call the CCCT hotline, 202-234-4874, box 8.



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

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

**THE COALITION FOR THE CAPITAL CRESCENT TRAIL**  
**BOARD MEMBER 2000-01**

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- John Campanile, Vice-Chair
- Ernie Brooks, Treasurer
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- Henri Bartholomot
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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).

## Coalition Board Members for 2001-2002

The following Board of Directors has been nominated at the June 2001 Annual Membership meeting of the Coalition for the Capital Crescent Trail. The Board elects its officers during its July meeting, and it is anticipated that the ones listed below will be endorsed.

OFFICERS:	AT-LARGE MEMBERS:
Wayne Phyllaier, <b>Chair</b>	Pat Baptiste
John Campanile, <b>Vice-Chair</b>	Henri Bartholomot
Jennifer Longworth, <b>Secretary</b>	Scott Brewer
Ernest Brooks, <b>Treasurer</b>	John Dugger
Charles Wellander, <b>Asst. Treasurer</b>	Doug Engle
	Isaac Hantman
	David Putnam



CCCT members chow down during the June 11<sup>th</sup> annual meeting held at Elm St. Park in Bethesda.

## Earth Day 2001

The Washington Hebrew Congregation delivered in a big way for Earth Day activities on the Georgetown Branch/Capital Crescent Trail. Over 55 eighth graders, 15 high school students, and about a dozen parents come out to Ray's Meadow (East-West Hwy. & Beach Drive) on April 22 to volunteer to clean up the Trail. When it was all over, they had picked up dozens of bags of trash between Grubb Road and Stewart Avenue, and installed a bench about 200 feet west of the Lyttonsville Place overpass.

The CCCT owes a debt of thanks to **Mary DeOrio** and **Julius White** for organizing this event on behalf of the Washington Hebrew Congregation. Local resident **Kevin Kernan** provided his truck to deliver the bench, and both Kevin and CCCT board member **Doug Engle** supervised the volunteers on different sections of the Trail.

The event was so successful that organizers talked to CCCT Chair Wayne Phyllaier on making this an annual event.



The Crescent



Local artist Sally Callmer is recognized for her tunnel-enhancing rainbow-art project.

During the annual meeting, the Coalition recognized the following individuals for their outstanding contributions in 2000/2001 to the Coalition and towards the overall goals of developing a first-class Capital Crescent Trail.

**Sally Callmer, Local Artist** - For her artistic efforts in bringing color in an otherwise colorless Wisconsin Avenue tunnel.

**William H. Hussman, Chairman, The Montgomery County Planning Board**, for his valuable assistance over the years to make the Capital Crescent Trail a reality.

**Scott Hall, "Retiring" CCCT board member**, for distinguished service to the Coalition. His talents and wisdom as an advocate for the Trail have been vital to its development.

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to work with the contractor and County officials to explore opportunities to provide extra amenities at the trestle such as scenic overlooks or improved deck surfacing.

The second major advance for completing the Trail was the completion by the Montgomery County Department of Parks of the **Facility Plan for the Capital Crescent & Metropolitan Branch Trails**. This plan presents the recommended alignment and design concept for the final 2 miles of the CCT into downtown Silver Spring, and the 1-mile of the Metropolitan Branch Trail to the D.C. line. In addition to recommending the direct and level final CCT alignment to Silver Spring alongside the railroad corridor recommended by the Coalition, the plan also supports our vision for building a good quality Interim Trail now. The study consultants found that an off-road Interim Trail can be built into downtown Silver Spring now without interfering with the proposed future transitway/trail project. This plan points the way to bring the Trail to Silver Spring without holding the Trail hostage to the transitway/trail debate that may take many more years to resolve. The Coalition participated in many meetings as a key member of the study advisory board and testified at the several public hearings. Many of the important concepts recommended by the study originated with the Coalition. The Montgomery County Planning Board approved this Facility Plan in January, clearing the way for DPWT to implement the project. We will work very strongly over the next year to get this project programmed for early execution in the Capital Improvements Program.

The Coalition also made very significant tangible contributions to making the Capital Crescent and Georgetown Branch Trails more enjoyable for trail users. On April 28, 2001 **two new rest stops, near the Dalecarlia Tunnel and the Bethesda Trailhead**, will be dedicated. The map kiosks, and the trail maps displayed in them, are gifts from the Coalition. One of the water fountains was a gift of a Coalition Member and was installed with Coalition funds. In 2000 we **installed mile markers** every ½ mile along the Georgetown Branch Trail between Bethesda and Talbot Avenue, completing the Coalition's commitment to provide mile markers along the entire length of the Trail. **Artwork was installed in the trail tunnel under Wisconsin Avenue**, sponsored in part by a \$1000 Coalition grant. The Coalition edited and printed the second edition of the **four-color trail map** and made it available to the public.

Coalition volunteers and Board Members gave generously of their time throughout the year in support of the Trail. Volunteers participated in a trail traffic survey, counting trail traffic at two different locations for over 20 one-hour periods at each location, under the direction of the Montgomery County Department of Parks. This survey updates the 1996 survey, also taken by Coalition volunteers, and documents that the CCT is twice as heavily used as any other shared use trail in the Montgomery County with over 500 users per hour observed during some peak periods. Board Members attended meetings to represent trail users interests to draft a CCT Interagency Management Plan. That plan is now ready for signing by the three different Trail managing agencies. Board Members called, e-mailed, and visited county officials at DPWT to develop an improved maintenance schedule for the Georgetown Branch Trail. Board Members corresponded with and met with MTA officials to present issues and concerns of trail users that need to be addressed in the proposed Georgetown Branch Transitway/Trail Final Environmental Impact Study and Preliminary Design. Board Members met with Montgomery County Park Planners to evaluate concepts for access trails at Bradley Blvd. and Mass. Ave., and to evaluate concepts for a safety wall at River Road. Board Members met with the developer of the properties adjacent to the Trail at Woodmont Avenue to discuss and promote development concepts that will create a better Trail environment.

This is only a partial list of CCCT accomplishments and efforts over the last year. We have a capable and energetic Board and this has permitted us to be fully engaged in representing the interests of Trail users in a wide range of Trail issues. The Coalition is well positioned to continue its efforts to complete the Trail to Silver Spring and to enhance the Trail as a recreational and commuting asset.

Respectfully submitted,  
Wayne Phyllaier  
CCCT Chair



*Erosion prevention work along the Georgetown Branch/  
Capital Crescent Trail near the 0.5-mile marker.*

*The following is an edited version of a letter sent by CCCT Chair Wayne Phyllaier to Montgomery County Executive Doug Duncan requesting Capital Improvement Program (CIP) funding for fiscal year 2003 to complete Trail connections in Silver Spring.*

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May 22, 2001

Mr. Doug Duncan  
Montgomery County Executive  
Subject: **CIP Funding for the Capital Crescent Trail**

Dear Mr. Duncan:

I am writing on behalf of the 1600 members and 30 affiliate organizations of the Coalition for the Capital Crescent Trail to ask for CIP funding to connect the Capital Crescent Trail (CCT) to the neighborhoods of West and North Silver Spring as soon as possible, and to begin design and construction to complete the CCT into downtown Silver Spring. The Planning



*Montgomery County Executive Doug Duncan (center) at the May 4<sup>th</sup> Silver Spring Bike-to-Work Day ceremony, flanked by Beverly K. Swain-Staley, the Maryland State Deputy Secretary of Transportation (at podium), and Michael E. Jackson, newly appointed as the state's Director of Bicycle and Pedestrian Affairs. All three pledged the support of their offices toward completing the Capital Crescent and Metropolitan Branch Trails. The annual event was sponsored by the Washington Area Bicyclist Association.*

Board has approved a Trail Facility Plan that presents an excellent alignment and design concept for completing the CCT into Silver Spring. The Facility Plan recommends that the Trail be taken off of Brookville Road as soon as possible because heavy truck traffic makes it unsuitable for trail use. We request that the FY03 CIP include funding for a trail connection to Talbot Avenue to take the Trail off Brookville Road and into the Silver Spring neighborhoods. CIP funding is also needed now to support planning and design to qualify the CCT and Metropolitan Branch Trails for TEA 21 and ACCESS 2000 State funding, and to keep pace with development opportunities in Silver Spring.

**CURRENT TRAIL CONDITIONS – AN ABRUPT SHIFT ONTO BUSY BROOKVILLE ROAD:**

Thanks to your strong support, we will soon be poised to make the CCT, which is so well used in Bethesda accessible to the neighborhoods and businesses of Silver Spring. The Trail east of Rock Creek is now effectively severed from the rest of the CCT by the closed trestle. Nevertheless, a recent trail traffic count taken by the Parks Department found trail traffic was significant on this section, with 24 average hourly users and 51 peak hourly users counted on the Trail at Grubb Road. This is about ¼ the traffic observed on the Trail west of Rock Creek near Elm Street Park. As a result of your support, the trestle will be repaired and opened within several years. The eastern trail

section will then be well connected to the rest of the CCT. We expect trail traffic east of Rock Creek to quickly increase to the high levels observed on older parts of the CCT, now twice as heavily used as any other trail in Montgomery County.

The off-road portion of the trail now ends very abruptly at Stewart Avenue in Lyttonsville, a little more than one mile from downtown Silver Spring. Trail signs direct trail users north on-road on Brookville Road to Linden Lane, then southeast on Second Avenue to downtown Silver Spring. Brookville Road is a heavily traveled roadway serving the Lyttonsville industrial area and the DPWT bus storage lot. Lardner/Klein, the consultants for the Trail Facility Plan, found the fast truck traffic and frequent vehicle turning movements on Brookville Road make it dangerously inappropriate for trail use, and recommended the Trail be taken off Brookville Road as soon as possible as many trail users are recreational bicyclists and families with young children.

Furthermore, residents of Lyttonsville and Rosemary Hills have no nearby public access to the Trail even though they live alongside it. Residents of other nearby neighborhoods including Montgomery Hills, Woodside, and North Woodside must use dangerous Brookville Road to reach the trail even though quiet residential streets like Grace Church Road and Talbot Avenue could be used if there were a public access between the Trail and Talbot Avenue.

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*This article originally appeared in the June 6, 2001 edition of the Bethesda Gazette. It is re-printed here, courtesy of the Gazette Newspaper.*

## **TRAIL ADVOCATES PLEAD FOR GOOD BEHAVIOR**

*By Myra Mensh Patner/Gazette Staff Writer*

Biker rage.

That's the name Catherine Bury of Bethesda gave to the speeding bikers she has seen scream at pedestrians and even push through them on the Capital Crescent Trail.

Bury gave the behavior the name after she witnessed an aggressive biker in May yell at three women walking abreast who didn't move over fast enough to let the biker pass at the speed he wanted. The biker came up behind the women, screamed at them and rode on. The women were startled and jumped back; expletives went back and forth between biker and walkers. No one was hurt, but the incident left a bad taste in Bury's mouth on what should have been a glorious Sunday, Bury said.

"It was infuriating and it was disgusting," said Bury, who was biking back from the District when she witnessed the encounter. "The trail is not a bike racing path. It's everybody's path."

The aggressive biker should have slowed and sounded a bike bell to signal others he was coming through, said Wayne Phyllaier, chairman of the Coalition for the Capital Crescent Trail, a nonprofit group that advocates for the 10-mile trail that leads from Georgetown through Chevy Chase and Bethesda to Silver Spring.

The coalition gives free bells to bikers and whistles to in-line skaters every few months to encourage good communication and avert collisions, Phyllaier said. The group even installs the bells for free.

Phyllaier said he hears growing numbers of complaints about clashes between walkers, bikers and in-line skaters on the 10-foot wide trail.

"Complaints have been growing as the trail gets more used," Phyllaier said.

Cpl. Dean Smith of the Maryland-National Capital Park Police, which patrols the Montgomery County section of the trail, said his records show two collisions between bikers and walkers in the past year. One took place Sept. 17, 2000, when a biker struck a pedestrian from behind and knocked her down, Smith said. The woman went to the hospital for minor injuries and was released. No charges were filed. There was another collision Oct. 12, 2000, Smith said, but he had no details and no report was taken.

"The basic rule of the road is to keep to the right," Phyllaier said. Slower moving traffic always has the right of way. The speed limit on the trail is 15 mph on weekends, which may be about 5 mph too fast, he said.

The parks department has ordered signs detailing trail rules, which should be installed in the next week weeks, Phyllaier said.

He said bikers are often too aggressive, but so can be pedestrians.

"Even dog owners that don't keep their dogs on short leashes can cause trouble. It cuts across all users," he said. "Attitudes have to be changed. Pedestrians have to realize it's a shared trail. Cyclists have to slow down and rollerbladers cause troubles too, because many of them weave from side to side."

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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   | 5: Volunteer activities   |
| 2: Coalition meeting dates | 6: Other messages         |
| 3: Membership information  | 7: [Inactive]             |
| 4: Obtain a CCT map        | 8: Trail hotline & events |



## A Greatly Improved Marathon coming November 18

*By Wayne Phyllaier*

On Sunday, November 18, 2001 the Montgomery County Parks Foundation and the Montgomery County Road Runners Club (MCRRC) will host the second annual Marathon in the Parks. 2000 runners are expected to participate. The final miles of the marathon will be on the Georgetown Branch Trail and the finish line will be on Woodmont Avenue near Bethesda Avenue.

Marathon organizers are making several improvements to the marathon that will remove many of the conflicts that we experienced with last year's marathon. There was confusion during last year's race planning that the Capital Crescent and Georgetown Branch Trails might be closed to other trail users during the race. In contrast, this year, race organizers have clearly declared very early that the trails will not be closed to other users during the race. MCRRC initiated meetings with the Coalition for the Capital Crescent Trail this past January to discuss steps that can be taken to help racers and other trail users share the trails with a minimum of conflict. The course has been changed to make the race more pleasant for the runners, and to eliminate the most serious congestion experienced on the trails during the race last year. In particular, though runners will use the Georgetown Branch Trail as they did last year, the race will end at Woodmont Avenue just before the Capital Crescent Trail, and runners will not double back along any section of the trails.

Race organizers are also taking measures to give better advance information to trail users and the general public. MCRRC will provide numerous volunteers to act as race marshals to minimize conflicts between runners, trail users, and spectators, as they did last year. We believe that racers and trail users will both be accommodated safely with minimal conflicts in this year's marathon. Trail traffic will be heavy on the Georgetown Branch Trail during the race, but the race pack will be well spread out as the race reaches the Georgetown Branch Trail late in the race, and again runners will only be going one way on the Trail.

CCCT appreciates the efforts of the Parks Foundation and MCRRC to carefully plan this event so runners can safely share the trails with other trail users. Most of the problems experienced in last year's event appear to have been corrected in planning this year's event. We wish the race organizers success, and ask that other trail users exercise caution and show courtesy to racers during the event. Anyone interested in learning more about the race or wishing to volunteer to support the runners should go to the race website at [www.marathonintheparks.com](http://www.marathonintheparks.com)

Looking ahead, CCCT continues to advocate that the several government agencies that manage the CCT and Georgetown Branch Trails adopt a consistent policy for shared use of the trails during special events. There are numerous organizations that wish to hold events on the trails. Consistent guidelines need to be established to prevent groups with little planning experience or inadequate resources from hosting large events that would seriously endanger or inconvenience other trail users. The manner in which MCRRC has set about planning this year's event and the resources they are committing to executing the event safely can serve as a good model for a shared use policy.

*Henri Bartholomot and John Dugger contributed to this article.*

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### ALONG THE TRAIL...

#### 5 years ago...

Arizona Avenue Trestle renovation is completed, and the trestle reopens for trail use. Dedication ceremony on National Trails Day is held at the trestle. That, and the K Street access in Georgetown, marks the official opening of the D.C. portion (June 1).

#### 9 years ago...

In June, CCCT initiates efforts to persuade the Maryland State Highway Administration to provide ISTEA funds for development of the Trail in Montgomery County. (On September 30, State Highway presented Maryland-National Capital Park and Planning Commission with a check for \$867,000 in ISTEA funds for developing 2.7 miles of trail between Bethesda and the D.C. line).

#### 15 years ago...

After holding hearings in the spring, Montgomery County Council approves the first *Georgetown Branch Master Plan*, stating that the right-of-way has the potential use for transit, recreation, conservation, and/or utilities (June).

#### 208 years ago...

1793: Stone mile marker of the Ellicott survey of the Federal District placed near the future Georgetown Branch Rail Line (later Capital Crescent Trail). The milestone still stands within the enclosure of the U.S. Army Corps of Engineers at the Dalecarlia Filtration Plant, mile 6.5 on the Trail.

## ***Letters to the CCCT***

### **A Plea for Trail Courtesy**

Dear Wayne,

I have just returned from a Sunday morning walk along the CCT section that parallels the Palisades community. As you know, that section (from the Dalecarlia Water Plant to Fletcher's Boathouse) is on a slope and cyclists tend to move along at a fast clip. I enjoy the downhill coast myself! This morning, in the space of several minutes, several groups of bikers passed me on the left, all signaling (yelling, really!) as they passed, but moving too fast for the circumstances (many pedestrians and some skaters). One couple exclaimed how fast they were moving, asking each other what their speed was! When the next group of cyclists came along, I turned around, put up my arms and exclaimed, "Slow down when there are others on the path!" to which one cyclist responded "What's the matter, lady, get out of the middle of the path!" (Note: I was in the middle of my lane, not the middle of the CCT). While this is not a new issue, I believe the above-mentioned section of the CCT requires special attention in terms of safety. Perhaps special signs could be placed along the path to alert bikers to the potential dangers of that section of the path. The CCT Newsletter of Spring 2001 includes an article titled "Cycling Safe and Sound." That article, unfortunately, deals mostly with the safety needs of cyclists without regard to their responsibility to other users of the CCT. Hopefully, another article will be written addressing the special responsibility of bikers in "mixed use" circumstances. (There probably already have been one million articles written on this subject, right?!) Best wishes, Sally (via e-mail)

Sally,

*The cyclist behavior you have reported has become a persistent problem. There was a feature article in the Bethesda Gazette last week about this issue [see page 6]. Your comments are on target. We, and especially John Dugger, have been working with the several agencies who manage the trail to get them to put signs up along the trail to address safety and to give information on the "rules of the road". It has taken five years to get the agencies to agree on the format and locations for the signs. The National Park Service is ahead of the two Montgomery County agencies in that they have at least ordered the signs for their section. They should be able to put signs up soon on the D.C. part of the Trail. It would be a great help if PCA would prod NPS to get moving on getting those signs up. Perhaps you can raise that issue when you meet NPS to discuss the Manning Street access path.*

*Wayne Phyllaier  
CCCT Chair*

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### **Sally's Woes**

I'm a Chevy Chase resident who commutes to McLean, Va. on the CCT. This morning, I spoke to Sally Calmer about her art project in the tunnel. She's been having a lot of trouble with kids tearing down panels she's lost over 30. And it turns out that she has to cut and paint each piece, not to mention attach it to the chain link fence with cables. Needless to say, she gets very frustrated with redoing past work when she'd really like to complete the project.

I thought perhaps the CCCT could put a little blurb in the next newsletter about the project and the vandalism -and a call for a "neighborhood watch" among CCT users to keep an eye on the panel.

Just a thought.

Jim Whaley (via e-mail)

*Jim -An article along these lines ran in our Spring 2001 newsletter (page 3). However, Sally continues to experience callous and insensitive acts of vandalism. So, your thoughts are welcome -the more eyes on her project, the better !*

*John Campanile/Editor*

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## THE WASHINGTON AREA BICYCLIST ASSOCIATION SEEKS EAGER BEAVERS

It's that time of year again. Time to start gearing up for the largest bicycle weekend in the history of Washington DC. **BikeDC 2001**, taking place Sunday, September 23, will be 32 miles of completely **CAR FREE** riding through the tree-lined streets, historic neighborhoods and waterfronts of the DC area. The day before the ride, Saturday, Sept. 22, WABA will be holding a **Kids Bicycle Safety Rodeo** at the D.C. Armory during Bicycling Magazine's Great Gear Exchange.

Last year with 3,200 riders participating, WABA required over 180 volunteers to make the event the success that it was. This year we expect the ride to grow to 6,000 people so we are going to need that much more help to pull it off. The Kids Rodeo will require adult volunteers as well.

Volunteer before September 1 and get a free registration for BikeDC. All volunteers will receive a free T-shirt. Recruit a friend. Recruit your office. Spread the word around about BikeDC. Learn more by visiting the WABA website [www.waba.org](http://www.waba.org) or telephone the WABA office 202-628-2500.

### More news from WABA...

With cooperation from Arlington County's Commuterpage.com, the Washington Area Bicyclist Association (WABA) has recently unveiled its online **Bicycle Commuter Assistance Page**. The new website provides valuable assistance and information to bicyclists around the region with the goal of reducing the emissions of single occupancy motor vehicles through the encouragement of the use of bicycles for transportation and recreation. The program was possible through a grant from the Environmental Protection Agency's (EPA's) Mobile Source Outreach Program and Arlington County (VA).

The Bicycle Commuter Assistance Page is an updated, electronic version of the WABA's Commuter Mentor Program that has provided thousands of cyclists with assistance in finding a safe route to their destinations. With the old system, prospective bicycle commuters were matched up with WABA volunteers familiar with their route based upon the origin and destination zip codes of their commute. The new online line system, powered by ArcIMS software developed by Environmental Systems Research Institute (ESRI), allows users to enter their address into a geographic information system (GIS) mapping program. The software will then zoom to that particular location and show the user the bicycle commuters in their area along with the destination zip code of their commute. A simple click of the mouse will provide contact information on a particular mentor. Users are also provided with the locations and contact information of area bike shops, Metro stops, bike-friendly routes and paths and links to cues sheets of WABA's time-test Bike to Work routes from across the region.

The Bicycle Commuter Assistance Page was the result of a collaborative effort between WABA, Arlington County's CommuterPage.com, the Metropolitan Washington Council of Government's Commuter Connections, GIS Solutions and the Redmon Group Inc. The site can be found at [www.waba.org/new/help/commuterassistance.htm](http://www.waba.org/new/help/commuterassistance.htm). If you have any comments or questions, or if you would like to sign up as a WABA Commuter Mentor, please email us at [waba@waba.org](mailto:waba@waba.org) or call 202-628-2500.

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## New Metro Policy Makes Getting To and From the Trail Easier

As of May 29<sup>th</sup>, Metro introduced a trial program to allow more bicyclists on all Metrorail cars, at **all times except** on weekdays between 7:00am – 10:00am and 4:00pm – 7:00pm. This is good news for trail users who would rather leave their cars at home.

While cyclists can board any car of the trail, they must use either the first or last door of the rail car – never the center door. Two bikes per car are allowed on weekdays and four bikes per car are allowed on weekends.

In addition, bike-on-railers who are under 16 must be accompanied by an adult. Also, bikes are subject to a size limit: 80" long, 48" high and 22" wide (leave the highwheelers at home). Training wheels and tricycles are not allowed. Users are advised to always exercise caution when getting into and out of any Metrorail station, and must **always** use the elevators, **never** the escalators. Courtesy and safety go hand-in-hand: when entering or exiting elevators and train cars, cyclists should always yield to other passengers.

**CIP Funding for the Capital Crescent Trail -- continued from page 5**

**URGENT FOR FY03 – GET TRAIL ACCESS TO TALBOT AVENUE:**

The FY03 CIP budget should support development of the trail connector between Stewart Avenue and Talbot Avenue. Doing so will make it possible to take the Trail off Brookville Road and provide access to the Silver Spring neighborhoods about the same time the trestle will be opened. The consultant estimated the total cost of this connector as about \$130K. The cost to the County can be even less than this if TEA 21 or ACCESS 2000 funding is secured.

Arguments we hear being made against the connector project are that it will interfere with transitway, it is too expensive, and it is too difficult to resolve the right-of-way issues. The Trail Facility Plan found that because the transitway is planned to cross to the north side of the CSX tracks near Talbot Avenue while the Trail will remain on the south side of the CSX tracks, the connector can be established now without compromising the subsequent transitway design. The availability of the necessary right-of-way will drive the program execution schedule more than the construction time. County staff should begin to address this issue early. If possible, some preliminary investigation into acquiring the right-of-way should begin now, in advance of FY03, since a few hours of staff time spent now resolving lead time issues such as correspondence with affected property owners can advance the project schedule significantly with little initial investment.

We request that your staff prepare a CIP budget request that supports completion of the CCT and MetBranch Trails as recommended in the Trail Facility Plan, starting in FY03. The funding schedule should support taking the CCT off Brookville Road as soon as possible, should allow the Trail to take full advantage of available TEA 21 and ACCESS 2000 funding, and should provide for trail construction that can keep pace with development opportunities in Silver Spring. We would welcome an opportunity to discuss this request with you or your staff.

Sincerely,  
Wayne Phyllaier  
CCCT Chair

*Editor's note: As The Crescent goes to print, the CCCT has received word that the Montgomery County Dept. of Public Works & Transportation (DPW&T) has reconsidered and will place an unspecified amount of funding into its CIP budget request. The CCCT views this as a step in the right direction and will meet with DPW&T officials in early July to discuss CIP funding. **Show Your Support!** Send your comments in support of completing the CCT into Silver Spring to County Executive Doug Duncan and the County Council, 101 Monroe St., Rockville, Md., 20850 fax: 240-777-7989; [Douglas.Duncan@co.mo.md.us](mailto:Douglas.Duncan@co.mo.md.us); Council web site: [www.co.mo.md.us/council](http://www.co.mo.md.us/council) [cc: CCCT].*



Letters to the CCCT - continued from page 8

**The North Bethesda Trail**

In your next issue of The Crescent, please give any info you may have on the North Bethesda Trail, with a new bridge over the Beltway and I-270. Where does (or will) this trail start and end?

M. Schauffler  
Bethesda

*Currently under construction, the North Bethesda Trail will be a ten-foot wide hiker/biker trail located on the alignment of the old Washington and Rockville Trolley line, from Cedar Lane to Montrose Road. It will be the first bike/ped Beltway crossing in Maryland, linking Rockville to the Capital Crescent Trail and Rock Creek Park. Mont. County's Dept. of Public Works & Transportation's web site has more information: [www.dpwt.com/EngSvcDiv/](http://www.dpwt.com/EngSvcDiv/).*

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Got a comment you'd like to make? Write or e-mail to: "The Crescent," CCCT, P.O. Box 30703, Bethesda, Md., 20824; [contact@cctrail.org](mailto:contact@cctrail.org).



**This fall, please designate**  
**The Coalition for the Capital Crescent Trail**  
in the 2001 United Way/Combined Federal Campaign (CFC) of the National Capital Area.  
**CCCT's CFC number is 7221.**

Include us in your CFC contributions or pledges by filling in our CFC number on your pledge form.  
Our thanks for supporting the Trail and the CCCT!

# 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)

Thanks for your efforts on behalf of the Trail! Here's an additional contribution of \$\_\_\_\_\_.

### 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

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, July 9, August 13 and September 10.

Starts 7:00 p.m. at a **NEW LOCATION**: the Bethesda-Chevy Chase Reginal Services Center, 4804 Edgemoor Lane, Bethesda. 

**Saturdays, Kiwanis Club meeting geared to Capital Crescent Trail users**, 10:00 a.m. at Hofberg's Deli, 4917 Elm St., Bethesda (a short hop from the CCT's Bethesda trail head). Some members come early for breakfast. Members are active users of trail and support Coalition activities such as this newsletter. We are 26 members strong and welcome more trail users to join us. Great fellowship and great meetings with informative speakers. Contact President Kevin Schuyler, 301-263-0044, for further details. 

**Sunday, September 23**, Washington Area Bicyclist Association's **BIKE DC**. 32-mile **CAR FREE** tour of the Nation's Capital. See article, page 9.





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*CCCT Board Member **Scott Hall** speaks at the April 28<sup>th</sup> dedication ceremony for two new rest stops along the CCT - at Dalecarlia, and the Bethesda Avenue trail head where this ceremony took place. CCCT members donated the funding for map kiosks at both locations, and a very generous member donated funding for the Dalecarlia water fountain.*