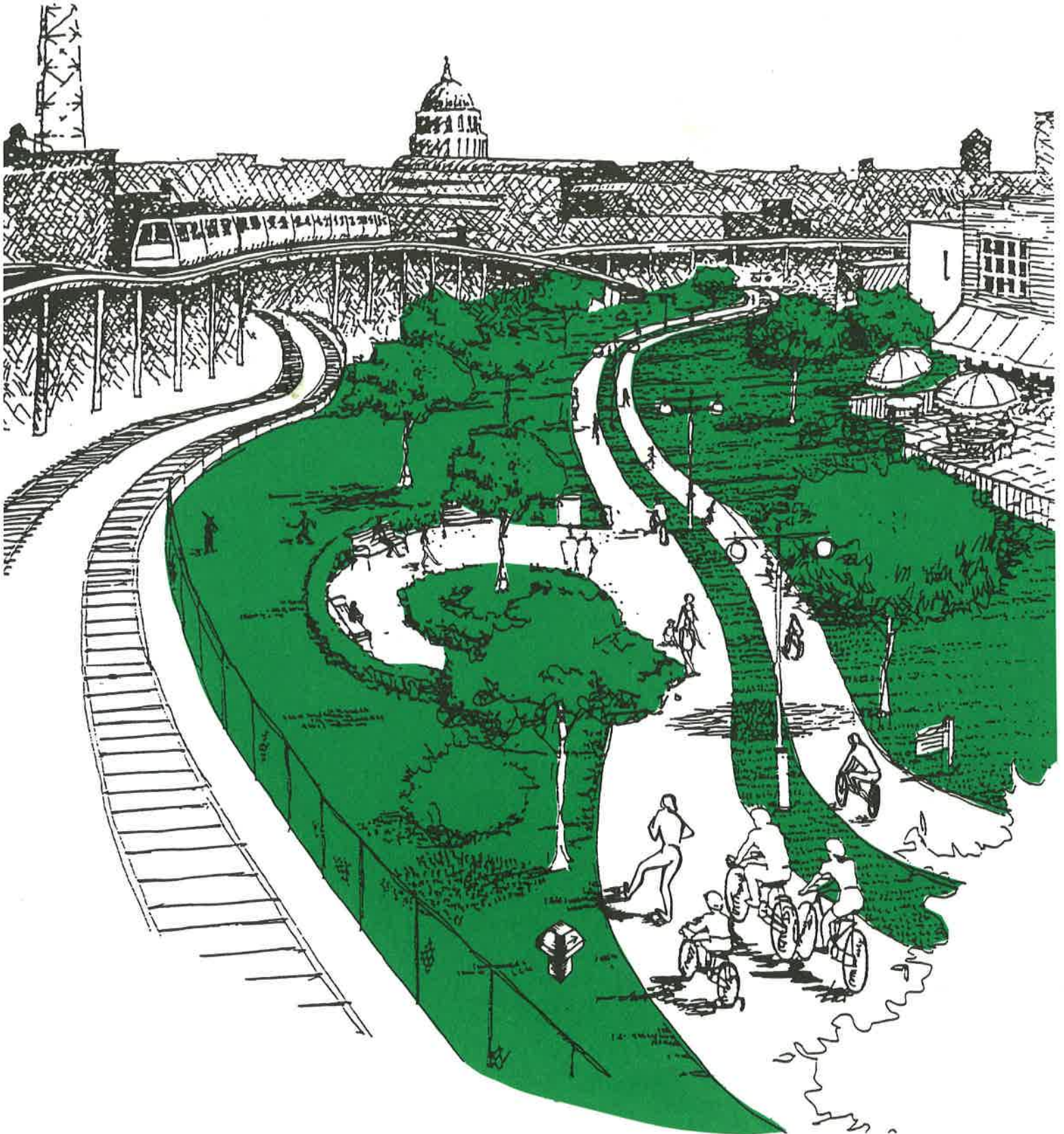


METROPOLITAN BRANCH TRAIL CONCEPT PLAN



METROPOLITAN BRANCH TRAIL CONCEPT PLAN

Produced by
Washington Area Bicyclist Association
Coalition for the Metropolitan Branch Trail

*Design by Monica Snellings
Maps by Bob Flanigan
Cover Design and Printing by Serif Press*

Photos by Martha Tabor (iv, 11, 12, 38, 39, 44) and Heather Andersen (all others)

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Ground is formally broken on the Metropolitan Branch Trail. Pictured (from left to right): Maryland National Capital Park and Planning Commission Chair William Hussman, USDOT Bicycle Coordinator John Fegan, DC Congresswoman Eleanor Holmes Norton, former DCDPW Director Cel Bernardino, and Coalition for the MBT Chair Paul Meijer.

EXECUTIVE SUMMARY

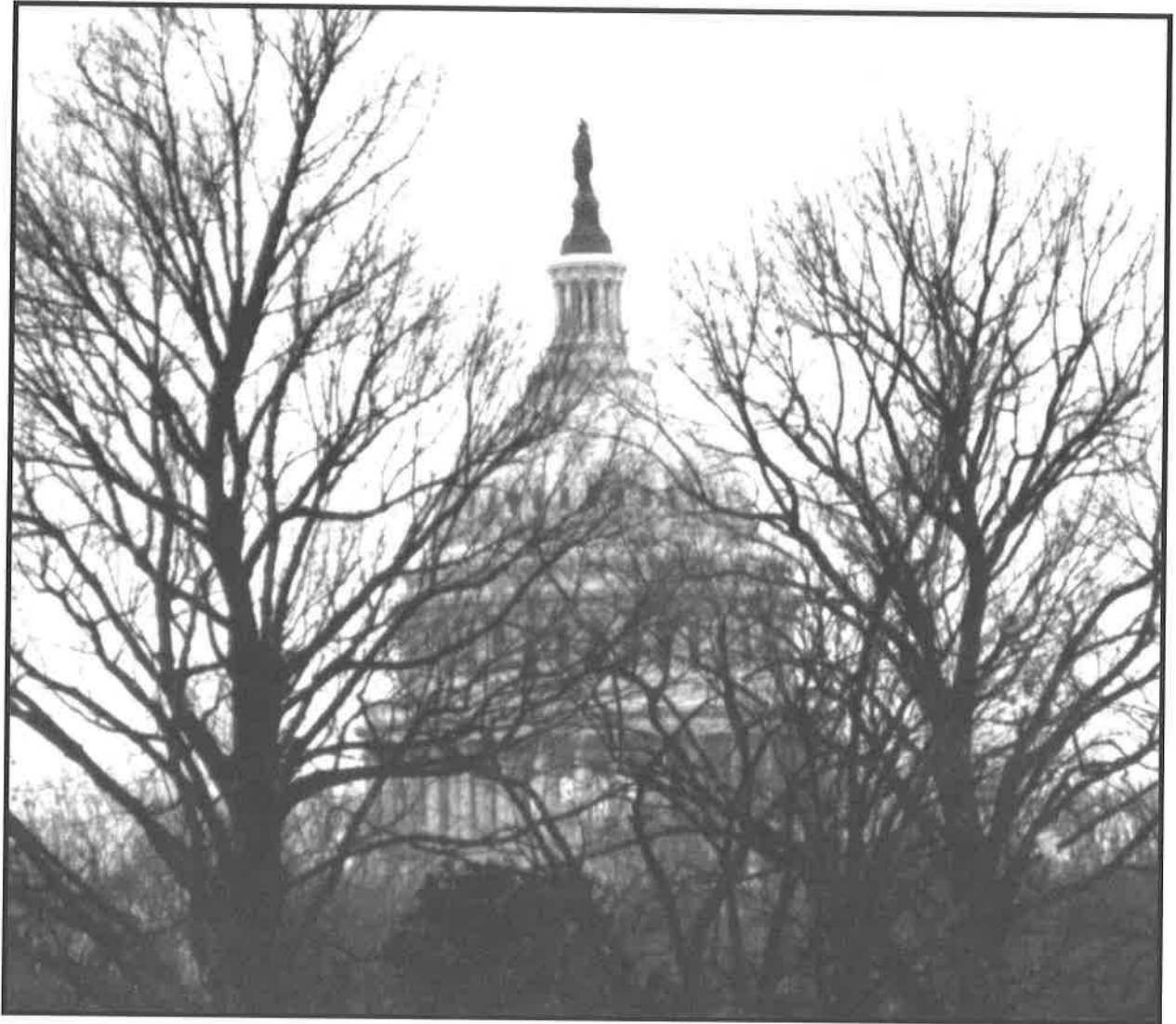
The Metropolitan Branch Trail will run from Union Station to Silver Spring (7.7 miles), with a connector from Fort Totten to West Hyattsville (1.7 miles). The trail will be a non-motorized gateway to the Capitol.

The Metropolitan Branch Trail will be a hybrid trail, part off-road trail, part sidepath, and part bicycle lanes with adjacent sidewalks, that will revitalize the neighborhoods of Northeast D.C. and adjacent suburbs with recreational opportunities and greenspace. It will parallel Metro, primarily the Red Line but also a small section of the Green Line, at times adjacent to railroad tracks and at times leaving the rail corridor to travel along neighborhood streets (bicycles) and sidewalks (pedestrians).

The MBT will complete a bicycle beltway, linking with the Capital Crescent Trail and National Mall and provide the missing link in our region's trail network. It will provide a bicycle commuting corridor from Silver Spring to Union Station, which will make bicycling faster than driving through the corridor.

The MBT will be a multi-jurisdictional trail in D.C. and Montgomery and Prince George's Counties in Maryland. It will traverse land owned by, in addition to the local governments, the National Park Service, the Washington Metropolitan Area Transit Authority, and CSX Corporation.

The Metropolitan Branch Trail will be a well-lit, well-signed trail built in accordance with American Association of State and Highway Transportation Officials' *Guide for the Development of Bicycle Facilities* standards to the extent possible. It will utilize existing over- or underpasses and include construction of new ones to minimize the number of at-grade trail/road intersections. The trail will be constructed in phases to allow users to benefit as soon as possible.



The trail starts in sight of the U.S. Capitol

INTRODUCTION

In 1988, WABA member and planner Pat Hare got the idea for the Metropolitan Branch Trail as he was searching for good bicycle routes in Northeast D.C. In 1989, Hare and eleven other cyclists went for an exploratory walk along the trail corridor, and the Coalition for the Metropolitan Branch Trail (CMBT) was born. The Coalition named itself after the Metropolitan Branch Railroad, the line of the B&O Railroad that ran through Montgomery County to Washington on what are now partially unused CSX tracks. The Coalition envisioned the trail as a “green main street” or “environmental avenue” that would give economic and cultural life to a neglected section of the city.

The Coalition was officially founded at a meeting on January 25, 1990 at the Catholic University of America, overlooking the future trail. The 40 participants came from a wide spectrum of backgrounds beyond cycling enthusiasts: civic organizations, local businesses, environmental groups, city council, local governments, CSX, WMATA, and the National Park Service. The feasibility of creating not only a neighborhood greenway but also a transportation resource with a much wider positive impact on surrounding jurisdictions was endorsed by the participants.

CMBT started approaching key community groups and local governments and getting endorsements for the trail. In 1991, the D.C. Council passed a resolution officially endorsing the trail. Also in 1991, CMBT became a committee of the Washington Area Bicyclist Association (WABA). Since then, CMBT and WABA have worked to garner support for the trail and incorporate it into the region’s transportation plans.

This plan details the vision for the Metropolitan Branch Trail, highlighting the enormous potential as well as discussing challenges the trail presents. The plan does not attempt to solve every issue but rather to present ideas and raise issues for discussion. This document provides guidance for planning in the corridor and designing the trail, and documents the need for cooperation among the various public and private agencies involved to establish a first-class trail.



Trail managers estimate 500,000 users annually on the Capital Crescent Trail by the year 2000.

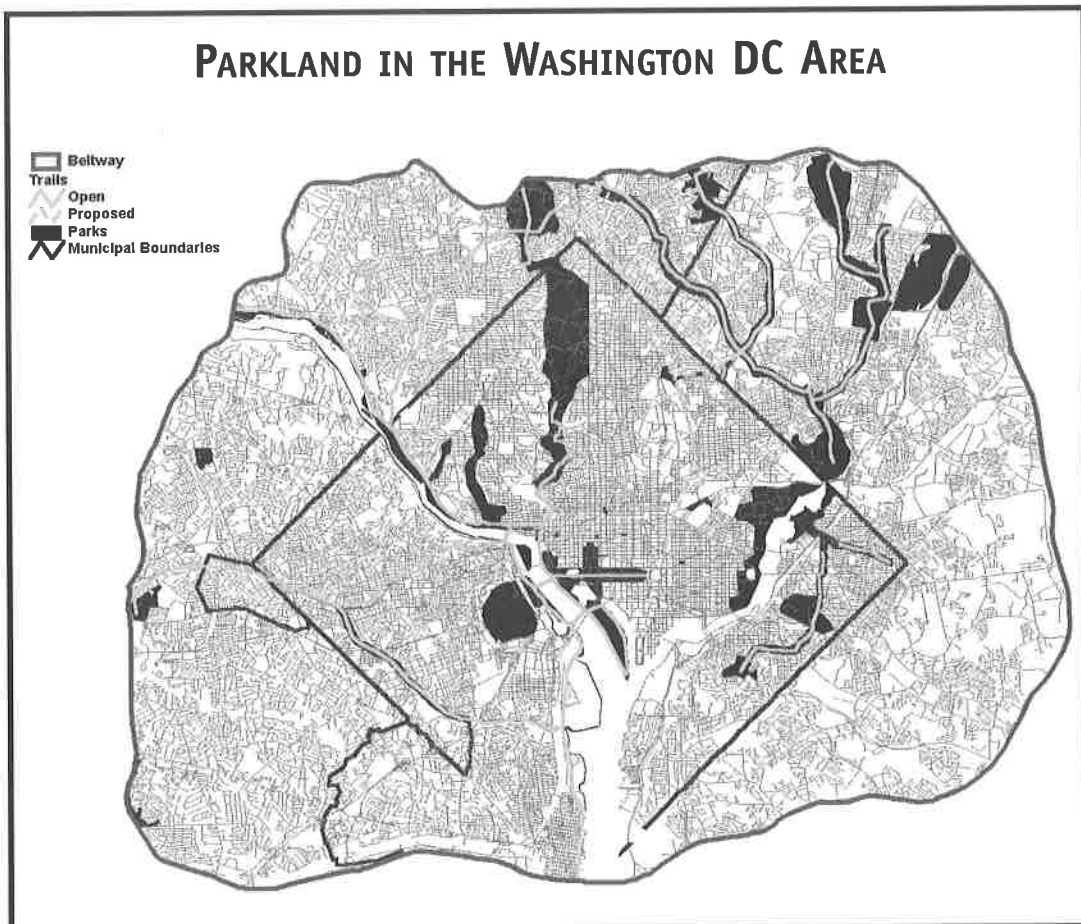
WHY WE NEED THE METROPOLITAN BRANCH TRAIL

The Metropolitan Branch Trail will enhance the quality of life in the District and the region by providing open space and recreational opportunities; will provide a missing link in the area's transportation/trail network; will revitalize neighborhoods and bring economic development; and, will be a gateway to the Capitol.

OPEN SPACE, URBAN PARKLAND

The trail will provide precious open space and recreational opportunities for underserved innercity neighborhoods in Northeast Washington. The corridor will allow dedicated space for bicyclists, inline skaters, joggers, strollers, and walkers.

As the following graphic shows, the MBT corridor in Northeast D.C. currently lacks parkland.



ESTIMATED ACRES OF SIGNIFICANT* PARKLAND IN D.C.

NORTHWEST D.C.		NORTHEAST D.C.		SOUTHWEST D.C.		SOUTHEAST D.C.	
Park	Acres	Park	Acres	Park	Acres	Park	Acres
Rock Creek Park	1928	Anacostia Park	888	East Potomac Park	329	Anacostia Park	382
C & O Canal (incl. Palisades Parkway)	329	Aboretum	444	West Potomac Park	316	Fort DuPont Park	376
Glover Archbold Park	210	Fort Totten	75	National Mall	126	Oxon Run Park & Recreation Center	225
National Mall	126	Watts Branch Recreation Center	41	Waterfront	50	Fort DuPont to Fort Stanton	128
Lady Bird Johnson Park (Columbia Island)	121	Fort Mahan	39			Suitland Parkway	75
Theodore Roosevelt Island	89	Fort Circle Park, Anacostia Park to Ft. Mahan	38			Fort Stanton	57
President's Park	82					Pope Branch Parkway	46
West Potomac Park	79						
Battery Kemble Park	54						
Melvin Hazen Park	43						
TOTAL	3061		1525		821		1289

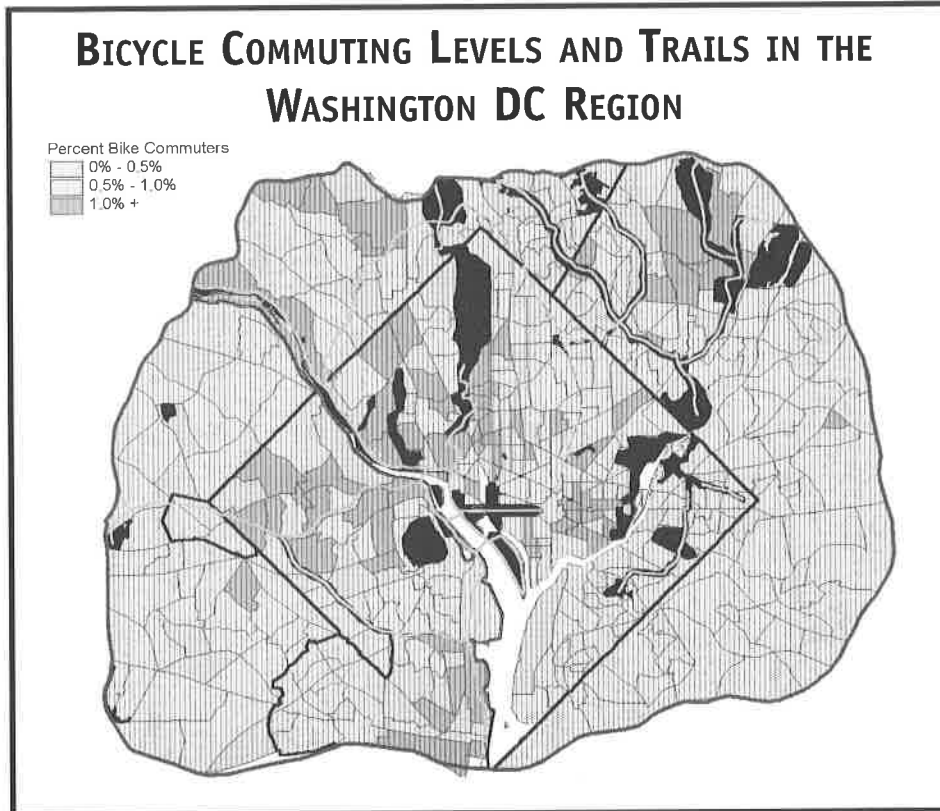
**significant = more than 35 acres*

TRANSPORTATION LINKAGES

The MBT will connect northeast Washington and the inner suburban Maryland communities (Silver Spring, Takoma Park, Mt. Rainer, Hyattsville, and Riverdale) to Capitol Hill and downtown, providing access along the way to schools, universities, neighborhoods, commercial centers, and seven MetroRail stations. Northeast D.C. currently lacks a good bicycle commuting route, and the MBT will fill this need. See graphic showing bike commuter statistics in area.

The MBT is a missing link in the region's trail network. It will connect over 100 miles of trails in D.C., Northern Virginia, and suburban Maryland. The MBT will connect directly with the Capital Crescent Trail (CCT) and National Mall to form a

25-mile bicycle beltway. A 1.7-mile spur, the Prince George's County Connector, at Fort Totten will connect the MBT to the Anacostia Tributary Trail System (in suburban Maryland) at the West Hyattsville Metro Station. The Anacostia Tributary Trail System extends from Greenbelt to College Park to Colmar Manor, south of Hyattsville. The bicycle beltway will link the MBT with the Rock Creek, Mt. Vernon, Custis, and W&OD Trails, creating a 140-mile trail network in the region, extending south to Alexandria, west to Purcellville, and north to Lake Needwood. Additionally, this trail network connects with the 184.5-mile C&O Canal Towpath to Cumberland, Maryland. See table on the adjacent page and map on page eight for details about the trails which the MBT will link.



AREA TRAILS

(Which Will All Be Linked Upon Completion Of The Metropolitan Branch Trail)

TRAIL	LENGTH	JURISDICTION
Capital Crescent Trail	12 miles*	D.C. & Montgomery County
Anacostia Tributary Trail System	24 miles	Prince George's County
Rock Creek Trail	25 miles	D.C. & Montgomery County
Mt. Vernon Trail	18.5 miles	Arlington & Alexandria
Custis Trail	4.5 miles	Arlington
W&OD Trail	45 miles	Arlington, Fairfax, & Loudoun Counties
C&O Canal Towpath(unpaved)	184.5 miles	D.C., Maryland & West Virginia

**when complete*

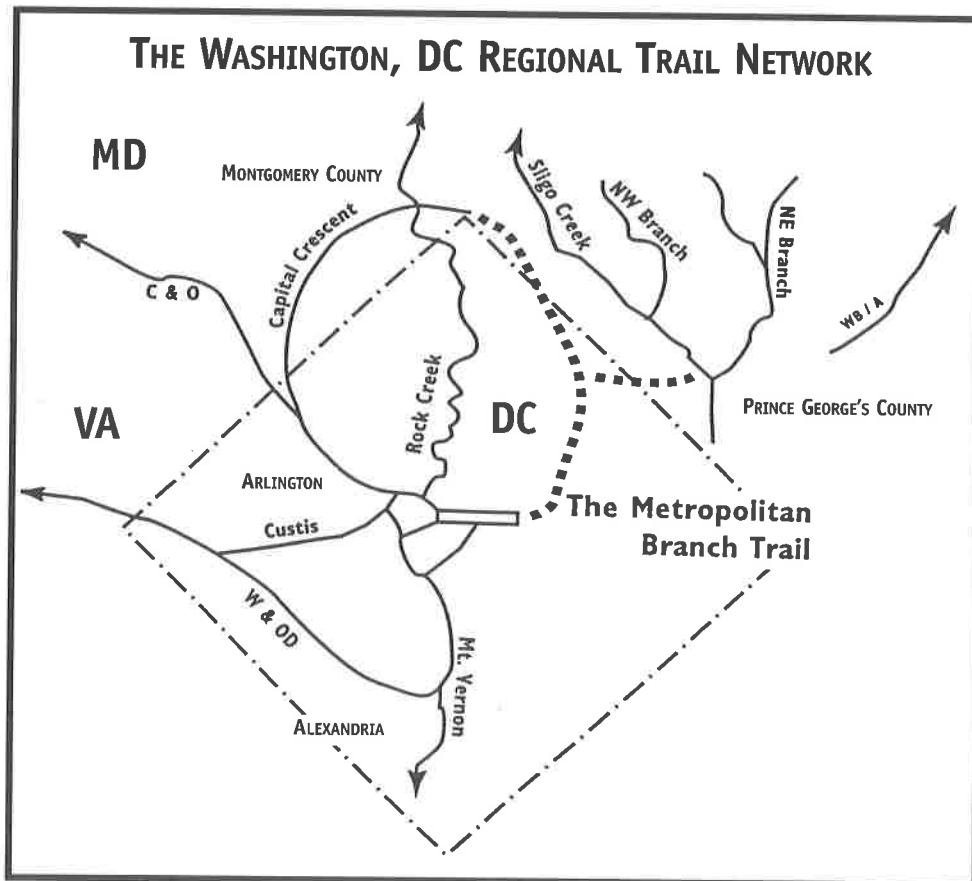
WHY WE NEED THE METROPOLITAN BRANCH TRAIL

The trail will link with seven Metro stations: Union Station, Rhode Island Ave, CUA/ Brookland, Fort Totten, Takoma Park, Silver Spring, and West Hyattsville. The trail will also link with the proposed New York Avenue/Florida Avenue Metro station.

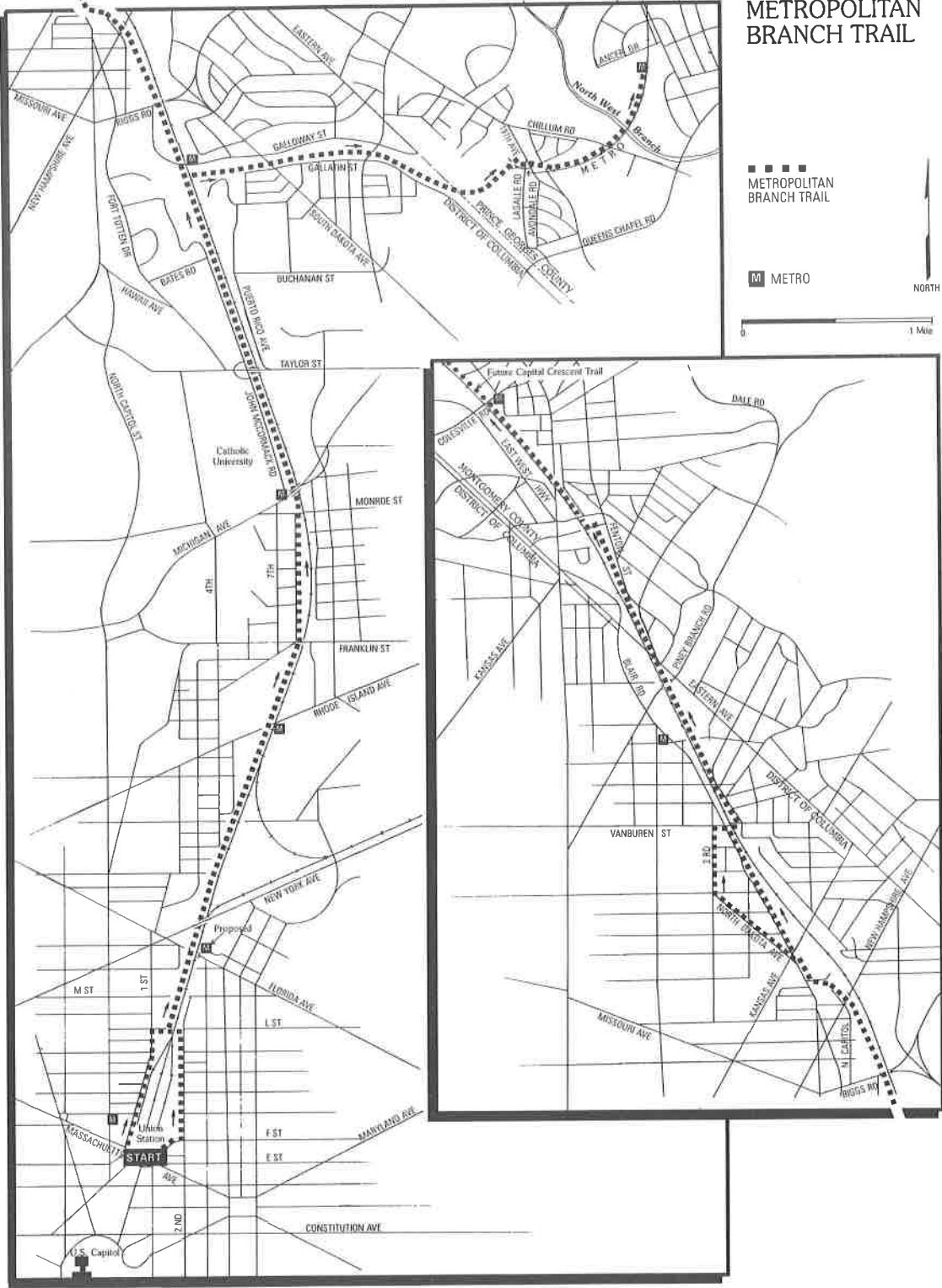
The trail will connect with Amtrak, Virginia Railway Express (VRE), and Marc (Maryland Rail Commuter) trains at Union Station. Amtrak allows unboxed bikes on its Vermonter and Cardinal trains and accepts boxed bikes as baggage on all routes.

VRE allows bikes in its café cars. Marc does not currently allow bikes but plans to begin in 2002, with their next generation of railcars.

The trail will go by the Greyhound and Trailways Peter Pan bus stations on 1st Street. Greyhound and Trailways Peter Pan both allow bikes as baggage. Bikes may have to be boxed depending on destination and available space in the baggage bins.



WHY WE NEED THE METROPOLITAN BRANCH TRAIL



NEIGHBORHOOD REVITALIZATION AND ECONOMIC DEVELOPMENT

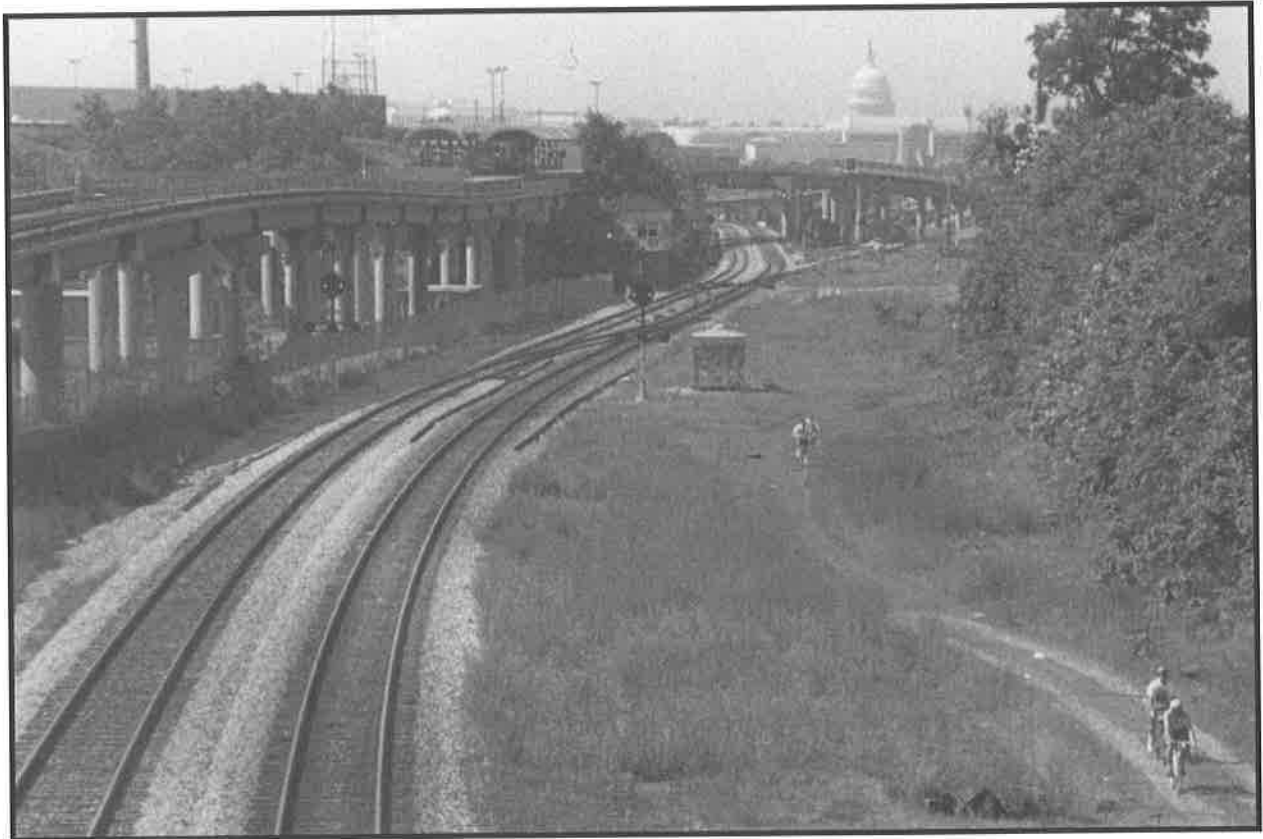
The MBT will help revitalize the neighborhoods it will traverse. It will turn abandoned rail corridors into hubs of recreational activity. It will help reduce crime by cleaning up the landscape and attracting people who use the trail for recreation and transportation. It will stimulate economic activity, such as expanded businesses, along the trail. It will increase nearby property values, and real estate agents will use the trail as a selling point. Trails are safer than streets, parking lots, and even homes. Trails across the country have helped neighborhood revitalization and economic development efforts:

- Before the Pinellas Trail was built in Pinellas County, Florida, in the early 1990s, the downtown area of Dunedin, Florida had a 35% vacancy rate. Storefront occupancy is now 100%.¹
- Along The Minuteman Trail near Boston, The Bike Stop served 1800 people one sunny Saturday and a Gap clothing store claims a 30% business increase because of the trail.²
- The Sheriff of Green County, Wisconsin, said of a local trail, "The trail does not encourage crime, and in fact, probably deters crime since there are many people, tourists and local citizens using the trail for many activities at various hours of the day."³
- The Chief of the South Burlington, Vermont, Police Department wrote, "The bike path... is the scene of 0.0013% of all calls over the last two years, making it one of the safest places in Burlington."⁴
- In a 1994 survey, almost 75% of prospective home buyers ranked nearby walking and biking paths as very or extremely important.⁵



Bicycles add life to downtown Bethesda on a sunny, February weekday.

Locally, there is a real opportunity for redevelopment along the MBT corridor. Plans are being made for redevelopment in the New York Avenue/Florida Avenue area, which the trail will go through. One developer has estimated that commercial land in the area could support as much as 20 million square feet of future development, more than the existing office space in Crystal City and Rosslyn combined. A proposed Metro station has the support of seven major property owners in the



The Metropolitan Branch Trail corridor is a gateway to the Capitol.

area.⁶ Coordination with the appropriate planning commissions and developers will insure that the trail is included in all redevelopment plans for the corridor.

GATEWAY TO THE CAPITOL

From Union Station, the trail will follow the original alignment of a major avenue of the L'Enfant plan (Delaware Avenue). L'Enfant envisioned Delaware Avenue as a gateway to D.C., leading to the Capitol. Delaware Avenue, however, currently runs only from Union Station to the Capitol and for another few blocks in Southwest D.C. The Metropolitan Branch Trail will fulfill L'Enfant's

vision by creating a non-motorized gateway to the city along the Delaware Avenue corridor. As Washington engineer, architect, and historian Joe Passonneau stated: "The Metropolitan Branch Trail will be a monumental avenue for the nation's capitol in the sense intended by L'Enfant, a place with dramatic views, used for recreation as much as transportation."⁷

Passengers approaching Union Station on the heavily-traveled corridor used by Metro, Amtrak, and Marc currently have desolate, depressing, industrial views. The trail will convert this industrial eyesore into a green hub of activity and present D.C. as a vibrant, livable city.



Trail advocate Robert Patten explains the potential of the trail corridor to interested cyclists.

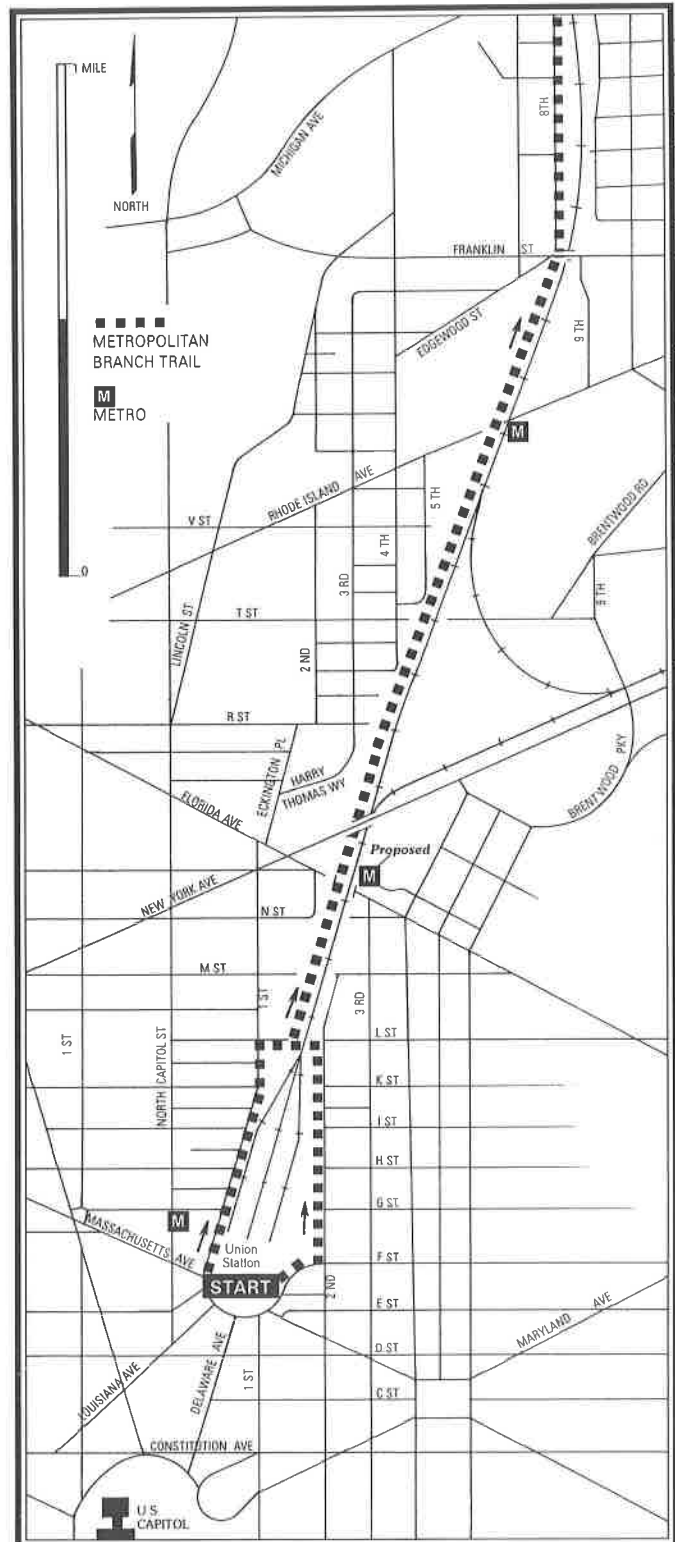
DESCRIPTION OF TRAIL CORRIDOR AND ALIGNMENT

MAIN D.C. SECTION: UNION STATION TO TAKOMA PARK (6.44/6.70 MILES)

SEGMENT ONE: UNION STATION TO FRANKLIN STREET (2.16/2.42 MILES)

The trail will begin at Union Station. From Union Station to L Street NE, the trail will consist of two on-road branches: one on the west side of Union Station, along 1st Street NE (0.81 miles), with access to the National Mall, Union Station Metro station, and Greyhound and Trailways Peter Pan terminals; and one on the east side, along 2nd Street NE (1.07 miles), with access to Capitol Hill, the Capitol Children's Museum, and the Congressional office buildings. The east branch will cross under the railroad tracks along L Street NE, where it will join the west branch.

A ramp will take the trail up to the railroad right-of-way along the west side of the tracks. The trail will follow the railroad right-of-way for 1.35 miles from L Street NE to Franklin Street NE. Along this section, the right-of-way is wide enough to provide separate trails for bicyclists and pedestrians. The trails will be at least 30' from the railroad tracks. This segment of the trail will include crossing over the Florida Avenue NE and Rhode Island Avenue NE bridges and under the New York Avenue NE and Franklin Street NE bridges and will be a continuous route without any at-grade road crossings.



**SEGMENT TWO:
FRANKLIN STREET TO FORT TOTTEN
METRO STATION (1.88 MILES)**

From Franklin Street NE to Monroe Street NE (0.48 miles), the trail will be on the 8th Street NE right-of-way. Bikes will be on-road, possibly utilizing bike lanes, and pedestrians will be on the sidewalk. Where 8th Street NE ends at Monroe Street NE, the trail will continue (0.2 miles) both at-grade (across a vacant lot) and through a tunnel for one block to Michigan Avenue NE. The tunnel will take trail users under both Monroe Street NE and Michigan Avenue NE, thus avoiding two road crossings. The at-grade trail will provide an alternative for trail users who are uncomfortable going through the tunnel.

The next section of the trail, a 0.9 mile sidepath, is along John McCormack Road NE from Michigan Avenue NE to Bates Road NE and was recently completed. This section begins on the east side of John McCormack Road NE at the sitting park but crosses over to the west side at the Catholic University Athletic Center. Ultimately, the trail will be completed on the east side to eliminate road crossings.

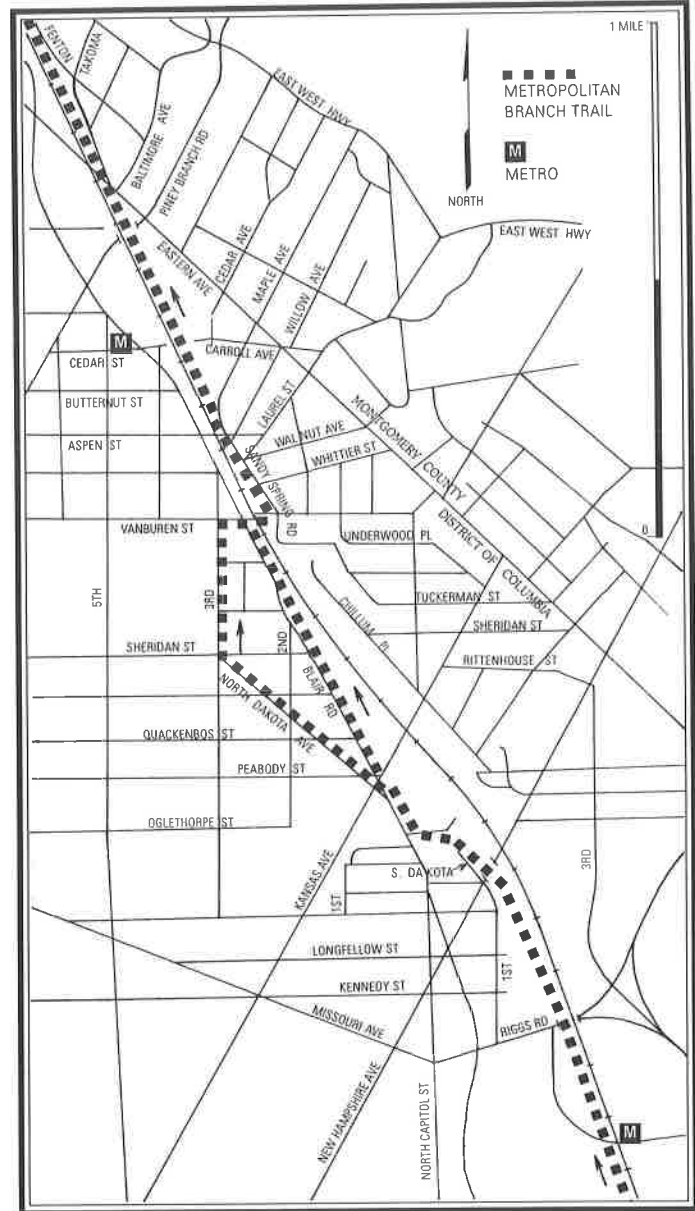
At Bates Road NE, the trail will continue, next to the Super Concrete Plant, north to the Fort Totten Metro station (0.3 miles) along an existing drainage way parallel to the tracks on WMATA property. At the Fort Totten Metro station, the Prince George's County Connector will extend to the West Hyattsville Metro Station (see Prince George's County Connector description which follows for details).



**SEGMENT THREE:
FORT TOTTEN METRO STATION TO
D.C./MONTGOMERY LINE
(2.40 MILES)**

From the Fort Totten Metro station to New Hampshire Avenue NE (0.67 miles), the trail will traverse national parkland and have separate bicycle and pedestrian trails. At New Hampshire Avenue NE, the trail will cross the New Hampshire/South Dakota Avenue NE intersection. The trail will follow South Dakota Avenue NE for one short block (0.1 miles) until it dead-ends. At the end of South Dakota Avenue NE, the trail will cut across parkland (0.1 miles), making its way around a community garden to Blair Road. The trail will be a sidepath along Blair Road for a few blocks to the intersection of Blair Road and North Dakota Avenue (0.13 miles).

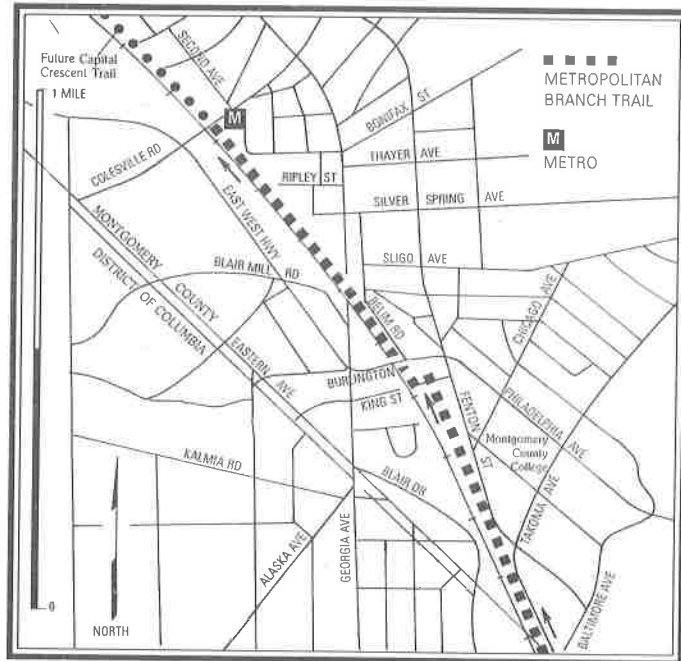
The trail will ultimately be an on-road facility, with pedestrians on the sidewalk, along Blair Road NW (0.6 miles) to Van Buren Street NW. Because of complicated traffic patterns and narrow lanes along Blair Road NW, an interim on-road trail will be provided along North Dakota Avenue NW and 3rd Street NW to Van Buren Street NW. At Van Buren Street NW, the trail will turn east towards Sandy Spring Road NW (0.1 miles) and cross under the railroad tracks. The trail will continue along Sandy Spring Road NW (0.3 miles) to Maple Avenue NW, then cut across private land (0.1 miles) to Carroll Avenue NW. From Carroll Avenue NW, at the Takoma Park Metro Station, the trail will continue north (0.3 miles) parallel to the east side of the railroad tracks. An overpass will take the trail over Piney Branch Road NW to the District line at Takoma Avenue NW.



**SEGMENT FOUR:
MONTGOMERY COUNTY SECTION
(1.2 MILES)**

On the Montgomery County side of the District line, Fenton Street will be rebuilt to be the same street as Takoma Avenue. Currently, Fenton St. is a left turn off Takoma Avenue. The trail will be a 0.5 mile sidepath on the west side of Takoma/Fenton between the street and the railroad tracks. As the trail follows Fenton Street, it will go through the expanded campus of Montgomery Community College. At the end of the campus, the trail will be on King Avenue for one block (0.1 mile) heading west to the railroad corridor.

From King Avenue, the trail will be off-road parallel to the railroad tracks all the way to the Silver Spring Metro station (0.6 mile), crossing under the Burlington Avenue bridge and crossing Georgia Avenue at the existing pedestrian bridge. Because of potential problems, such as land acquisition, routing the trail along the tracks in Montgomery County, an alternative on-road route from King Avenue, which uses various neighborhood side streets within three or four blocks of the railroad tracks, has been identified. The trail will end at the proposed Silver Spring transit center, site of the current Silver Spring Metro station, where it will connect with the Capital Crescent Trail.



**SEGMENT FIVE:
PRINCE GEORGE'S COUNTY CONNECTOR
(1.7 MILES)**

At the Fort Totten Metro station, the Prince George's County Connector will connect the main section of the MBT with the Anacostia Tributary Trail system and the West Hyattsville Metro station in Prince George's County. From Fort Totten, the trail will ideally be an off-road trail through national parkland. It will cross streets at intersections rather than mid-block. Alternatively, the trail could be an on-road route along Gallatin Road NE to Sargent Road NE. At Sargent Road NE, the trail would then enter national parkland.

The trail will stay in national parkland as the park property curves south just west of the D.C./Prince George's line. It will exit

the parkland at its southeast corner into Prince George's County near the southwest property line of Avondale Park. It will travel through a 30' wide clearing east of Saint Ann's Infant Home to Avondale Park. It will traverse the outer edge of Avondale Park to LaSalle Road, then continue one block through public right-of-way to 19th Avenue. Where Metro comes out of a hill at 19th Avenue, the trail will be routed down an embankment parallel to Metro. The trail will parallel Metro all the way to the West Hyattsville station. A trail and bridge from Chillum Road to the Metro station have already been built.

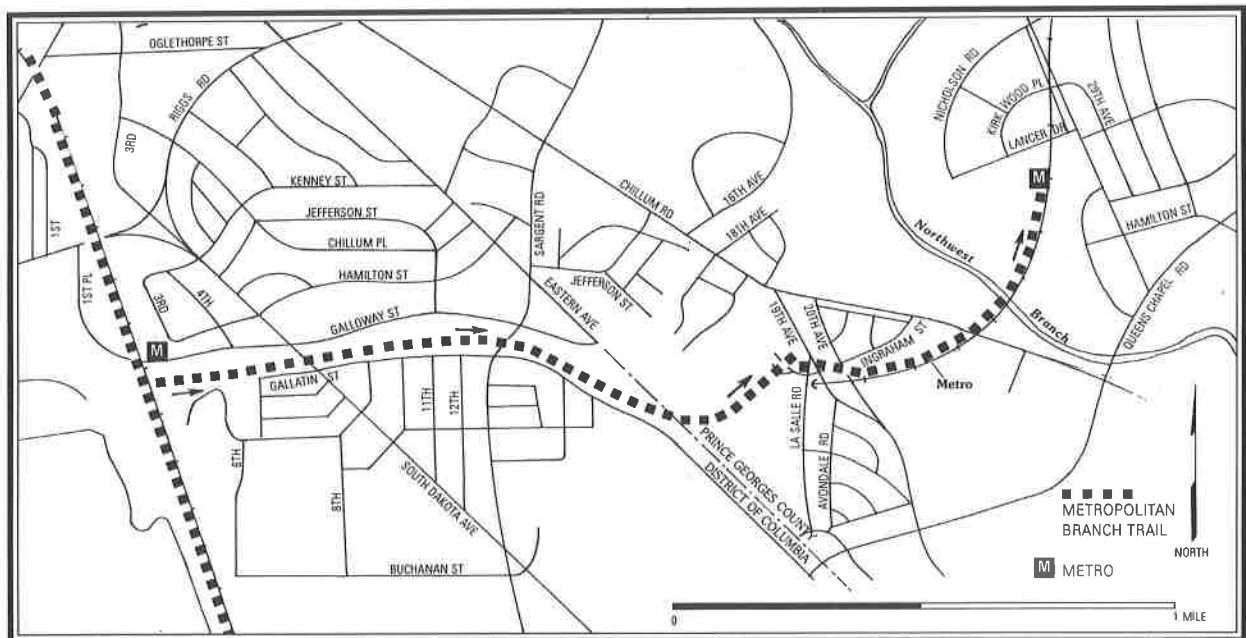


PHOTO ESSAY OF TRAIL CORRIDOR



1
The trail will begin within sight of the U.S. Capitol at Union Station.



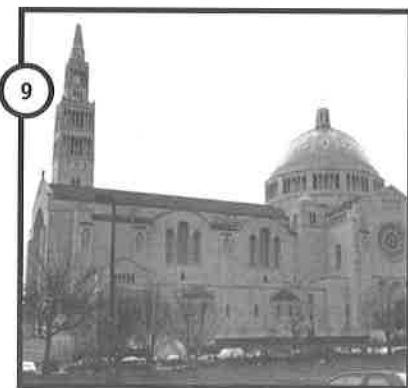
2
The trail will travel along both 1st...



5
The trail corridor north of New York Ave NE is up to 120' wide.



6
The trail will continue parallel to rail past the Rhode Island Ave Metro station to Franklin St. NE



9
...and provides access to Catholic University, including the Basilica of the National Shrine.



10
A box culvert will be constructed north of Bates Rd. NE, where the trail will parallel Metro through Fort Totten.



11
The trail will leave national parkland at the intersection of New Hampshire and South Dakota Avenues NE.



...and 2nd Streets NE



until it joins the rail corridor at L St. NE, next to the Greyhound station.



The trail leaves the rail corridor to travel along 8th St. NE.



The section of the trail along John McCormack Rd. NE was recently built...



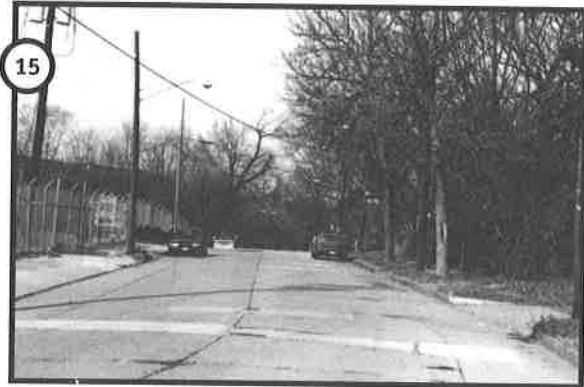
Ultimately, the trail will travel along Blair Rd. for one mile, briefly as a sidepath, then on-road.



Until improvements are made along Blair Rd., an interim trail will travel along North Dakota Ave NW (pictured) and 3rd St. NW.



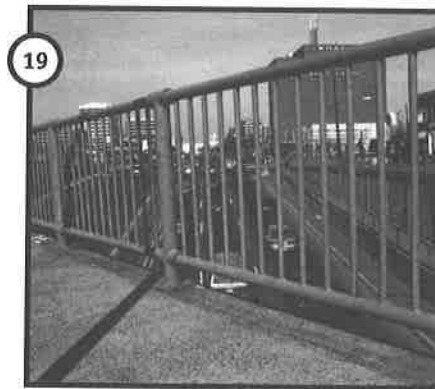
The trail will cross under the railroad tracks along Van Buren St., ...



...then travel along Sandy Spring Ave NW.



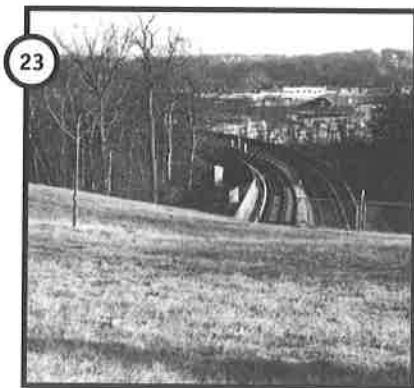
The trail will parallel the rail line from King Ave to the Silver Spring Metro station, ...



...including crossing over Georgia Ave at a to-be-expanded pedestrian bridge.



The trail will provide access to downtown Silver Spring.



It will travel down an embankment from 19th Ave, from which it will parallel Metro to the West Hyattsville Metro station.



A trail bridge takes the trail across a stream...



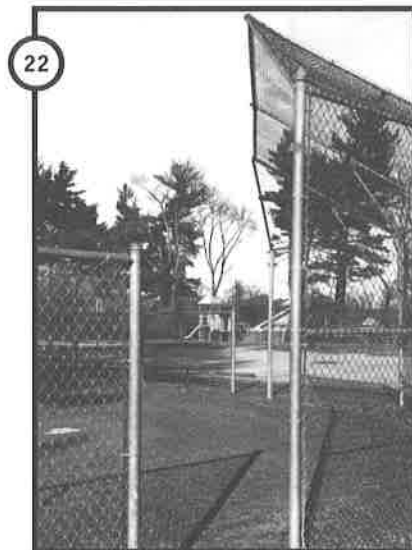
The trail will provide access to downtown Takoma Park.



The trail will be a sidepath along Takoma Ave and Fenton St.



The Prince George's County Connector will traverse national parkland from the Fort Totten Metro station to the D.C./Prince George's line.



It will travel through the outskirts of Avondale Park.



...to the Anacostia Tributary Trail System...



...and the West Hyattsville Metro station.



The trail will travel by eight recreation centers and playgrounds.

ACCESS TO THE METROPOLITAN BRANCH TRAIL

FROM NEIGHBORHOODS

The trail will connect the neighborhoods of Capitol Hill, Eckington, Edgewood, Brookland, University Heights, Fort Totten, LaMond-Riggs, Shepherd Park, Manor Park, Takoma Park, Silver Spring, and West Hyattsville. Access to the trail from neighborhoods will be excellent. Neighborhood access along the on-road portions of the trail will be easy: trail users only need to access a road (bicyclists) or a sidewalk (pedestrians). Access points to the off-road sections of the trail will be provided at least every 0.5 miles. Neighborhoods will be contacted about the trail, and their ideas for access trails will be incorporated into trail plans to ensure that the trail benefits neighborhoods and that neighborhoods have pride in the trail.

The Metropolitan Branch Trail will help alleviate the difficulties some neighborhoods have accessing Metro by providing non-motorized access to Metro. Pedestrian access to shopping near the Rhode Island Avenue Metro station is currently a particular problem, as pedestrians take a shortcut across CSX tracks rather than using a long and circuitous underpass, and this will be improved with proper trail connectors.

The trail will provide access to numerous community facilities: at least five libraries, eight recreation centers and playgrounds, 28 schools, five colleges or universities, four post offices, seven Metro stations, five shopping centers, and 47 places of worship. The accompanying lists include facilities within approximately 1/2-mile of the trail.



Pedestrians regularly cut across CSX tracks to access the pedestrian tunnel to the Rhode Island Ave Metro station.

ACCESS TO THE METROPOLITAN BRANCH TRAIL

PLACES OF INTEREST

Union Station
Children's Museum
Postal Museum
Catholic University of America/Basilica of the
Shrine of the Immaculate Conception
Franciscan Monastery
historic MARC station in Silver Spring

LIBRARIES

Juanita E. Thornton, Shepherd Park, 7420 Georgia
Ave NW, D.C.
Lamond, Riggs, S. Dakota Av & Kennedy Sts NE,
D.C.
Takoma Park, 5th & Cedar Sts. NW, D.C.
Takoma Park, 101 Philadelphia Ave, MD
Silver Spring, 8901 Colesville Rd., MD

RECREATION CENTERS & PLAYGROUNDS

Blair-Ludlow Taylor Recreation Center,
7th & G St. NE, D.C.
Brentwood Recreation Center, 13th & Downing St.
NE, D.C.
Noyes Recreation Center, 10th & Franklin St. NE,
D.C.
Riggs LaSalle Recreation Center, Riggs Rd &
Madison St. NE, D.C.
Turkey Thicket Recreation Center, 10th St &
Michigan Ave NE, D.C.
Wilson JO Recreation Center, 7th & K Sts. NE, D.C.
Takoma Recreation Center, 3rd & Van Buren Sts.
NW, D.C.
Avondale Park, Lasalle Rd, Hyattsville, MD



One of several schools near the trail.

SCHOOLS

Bunker-Hill, 14th & Michigan Ave NE, D.C.
Keene, Rock Creek Church & Riggs Rds. NE, D.C.
LaSalle, Riggs & Madison Rds. NE, D.C.
Noyes, 10th & Franklin NE, D.C.
Takoma, Piney Branch & Dahlia NW, D.C.
Wilson JO, 6th & K Sts NE, D.C.
Backus, South Dakota & Hamilton NE, D.C.
Stuart-Hobson, 4th & E Sts. NE, D.C.
D.C. Street Academy, 10th & Monroe Sts. NE, D.C.
Emery, Lincoln Rd & R St NE, D.C.
Ludlow-Taylor, 7th & G Sts NE, D.C.
Peabody, 5th & C Sts NE, D.C.
Shaed, 3rd & Douglas Sts NE, D.C.
Slowe, 14th & Jackson Sts NE, D.C.
Walker-Jones, 1st & L Sts NW, D.C.
Whittier, 5th & Sheridan Sts NW, D.C.
Langley, 1st & T Sts NE, D.C.
McKinley, 2nd & T Sts NE, D.C.
Penn, 1709 3rd St NE, D.C.
Mamie D Lee, Hamilton St & Fort Totten Dr NE,
D.C.

Gonzaga College High School, 19 I St. NW, D.C.
East Silver Spring, 631 Silver Spring Ave, Silver Spring, MD
Piney Branch, 7510 Maple Ave, Takoma Park, MD
Takoma Park, 7511 Holly Ave, Takoma Park, MD
New School, 201 Philadelphia Ave, Takoma Park, MD
Chillum Elementary, 1420 Chillum Rd, Hyattsville, MD
Thomas S. Stone Elementary, 4500 34th St, Hyattsville, MD
John Nevins Andrew, Elm & Hickory Aves, Takoma Park, MD

COLLEGES/UNIVERSITIES

Catholic University of America
Gallaudet University
Howard University
Strayer College
Washington Theological Union
Montgomery County College
(Takoma Park campus)
Columbia Union College

POST OFFICES

2 Massachusetts Ave NE, D.C.
50 Massachusetts Ave NE, D.C., (in Union Station)
900 Brentwood Rd NE, D.C.
3401 12th St., NE, D.C.
6909 Carroll Ave, Takoma Park, MD
2nd & Highland Sts., Silver Spring, MD

METRO STOPS

Union Station
proposed New York Ave/Florida Ave
Rhode Island Ave
CUA/Brookland
Fort Totten
Takoma Park
Silver Spring
West Hyattsville



The trail will provide access to Catholic University.

SHOPPING CENTERS

Union Station
Rhode Island Ave
12th St NE, Brookland
Riggs Rd & S. Dakota Ave, NE
Takoma Park
Silver Spring
West Hyattsville

PLACES OF WORSHIP

St. Joseph's Rectory, 313 2nd St. NE, D.C.
St. Aloysius Parish, 19 I St. NW, D.C.
First New Hope Baptist Church, 1822 3rd St. NE, D.C.
St. Anne's Pentecostal Holiness Church, 4th & V, D.C.
Greater Mt. Calvary Holy Church, 605 Rhode Island Ave NE, D.C.

ACCESS TO THE METROPOLITAN BRANCH TRAIL

- Greater St. Paul Baptist Church, 5720 South Dakota Ave NE, D.C.
- Apolistic Faith Church, 513 M St. NE, D.C.
- Graham Chester Rescue Mission , 516 H St. NE, D.C.
- Promise Ministries International Family Worship Center, 33 Riggs Rd., NE, D.C.
- Brookland Union Baptist Church, 3101 14th St., NE, D.C.
- Enon Baptist Church, 505 L St. NE, D.C.
- Greater Light Baptist Mission, 326 H St. NE, D.C.
- Guiding Star Baptist Church, 1025 Jackson St. NE, D.C.
- Holyway Baptist Church , 516 H St. NE, D.C.
- Old Way Baptist Church, 1335 Michigan Ave NE, D.C.
- Pilgrim Baptist Church, 700 I St. NE, D.C.
- Solid Rock Full Gospel Baptist Church, 800 I St. NE, D.C.
- Spirit of the Lord Baptist Church, 715 F St. NE, D.C.
- The St. John Missionary Baptist Church, 2432 4th St. NE, D.C.
- Unity Baptist Church, 424 3rd St. NE, D.C.
- Capitol Hill Baptist Church, 525 A St. NE, D.C.
- Basilica of the National Shrine of the Immaculate Conception, 4th & Michigan NE, D.C.
- Hallelujah Catholic Evangelization, 3015 4th St. NE, D.C.
- Shepherd Park Community Church of God, 7239 Georgia Ave NW, D.C.
- Trinity Episcopal Church, Piney Branch Rd. & Dahlia St. NW, D.C.
- Faith Moravian Church, 405 Riggs Rd. NE, D.C.
- Church of Gospel Ministry in Christ, 412 H St. NE, D.C.
- God's Universal Kingdom Christian Church, 610 Maryland Ave NE, D.C.
- Bethlehem FBH Church, 632 E St. NE, D.C.
- Community Holiness Church, 305 K St. NE, D.C.
- Cosmic Church, 113 2nd St. NE, D.C.
- Plymouth Congregational Church, 5301 N. Capitol St., D.C.
- Commission on Religion & Race, United Methodist Church, 100 Maryland Ave NE, D.C.
- Iglesia Bautista Emanuel, 832 Wayne Ave, Silver Spring, MD
- First Baptist Church of Silver Spring, 8415 Fenton St., Silver Spring, MD
- Christian Science Church, 9100 Georgia Ave, Silver Spring, MD
- Grace Christian Church, 8113 Fenton St., Silver Spring, MD
- Chinese-Christian Church of Greater Washington D.C., 7716 Piney Branch Rd., Silver Spring, MD
- Takoma Park Metaphysical Chapel, 8120 Fenton St., Silver Spring, MD
- Christian Faith Center, 8115 Fenton St., Silver Spring, MD
- The Church of the Living God, 1417 Chillum Rd., Hyattsville, MD
- Takoma Park Presbyterian Church, 310 Tulip Ave, Takoma Park, MD
- Takoma Park 7th Day Adventist Church, 6951 Carroll Ave, Takoma Park, MD
- Woodside United Methodist Church, 8900 Georgia Ave, Silver Spring, MD
- Unity of Silver Spring, 8121 Georgia Ave, Silver Spring, MD
- Woodside Synagogue, 9001 Georgia Ave, Silver Spring, MD
- Mikuahof Was, 8901 Georgia Ave, Silver Spring, MD

FROM TRANSIT (METRO, MARC, VRE, BUS)



The trail will provide access to seven Metro stations.

Metrorail. By providing a shortcut for bicyclists and pedestrians to overcome network barriers, such as major roads and railroad tracks, the MBT will reduce the actual bicycling or walking distances from home to transit for potential transit users. Reducing access distances, by seamlessly connecting the trail to adjacent Metro stations, expands Metro's service area in a cost-effective and environmentally sound manner.

A Metropolitan Washington Council of Governments study asked Metro Orange Line users who drive to the station what could encourage them to walk, bike, or bus to Metro. 26.4% said building bike lanes on separate trails, 20.3% said providing bike lanes on streets, and 24.4% said more and better-lit sidewalks would encourage them to either bike or walk to Metro (multiple responses were permitted).⁸ The Metropolitan Branch Trail will provide all these facilities.

The Prince George's County Connector will be particularly helpful for bicyclists accessing Metro as it will provide a shortcut across parkland that will make accessing the Fort Totten Metro station much

easier. This will encourage bicycling to Metro by providing good access to the Red Line for Prince George's County bicyclists; it will eliminate the need to transfer from the Green Line, which is a disincentive to Metro travel. An increase in customers arriving by bicycle to the Fort Totten Metro station will create a need for increased bicycle parking at this station.

Intercity Transit. The proximity of the trail to Union Station and the Greyhound and Trailways Peter Pan terminals will make it easier for Washington area residents to arrive at these departure points by bicycle or foot. Similarly, travelers arriving in the Washington area by train or intercity bus will be able to use the trail to reach their final destinations. The availability of secure long-term bicycle parking, bicycle rental facilities, and directional signage in the area of these stations and the trail will be needed to complete the infrastructure needed to realize the full potential for intermodal travel.

BY MOTOR VEHICLE

The MBT is expected to draw users primarily from the neighborhoods it traverses and users of connected trails who will be accessing the trail by non-motorized means. For trail users who do arrive by motor vehicle, parking garages are available in Silver Spring and Union Station.



The MBT will parallel Metro, at times adjacent to the rail line and at times leaving the rail corridor to travel along neighborhood streets.

CORRIDOR AVAILABILITY

W

hen CSX Corporation abandoned an important section of track a few years ago, the wide right-of-way for the trail became available. The D.C. government, CSX, National Park Service, the Washington Metropolitan Area Transit Authority, Montgomery County, Prince George’s County, and the Maryland-National Capital Parks and Planning Commission (M-NCPPC) all own land that the trail will traverse. The following table details trail corridor ownership as best as could be determined:

TRAIL CORRIDOR OWNERSHIP

TRAIL SEGMENT	OWNED BY
Union Station to L St.	D.C. government
L St. to Florida Ave	WMATA right-of-way
Florida Ave to New York Ave	Sam Rose & Goldbaum
New York Ave to Franklin St.	CSX Corporation
Franklin St. to Monroe St.	D.C. government
Monroe St. to Michigan Ave	Catholic University
Michigan Ave to Bates Rd.	D.C. government
Bates Rd. to Fort Totten Metro station	WMATA right-of-way on NPS property
Fort Totten Metro station to New Hampshire Ave	National Park Service
New Hampshire Ave to D.C./Montgomery line	D.C. government
D.C./Montgomery line to King Ave	Montgomery County
King Ave to Silver Spring trailhead	M-NCPPC & CSX
Fort Totten Metro station to D.C./Prince George’s line	National Park Service
D.C./Prince George’s line to Avondale Park	Prince George’s County
Avondale Park to LaSalle Rd.	M-NCPPC
LaSalle Rd. to 19th Ave	Prince George’s County
19th Ave to West Hyattsville Metro station	M-NCPPC & WMATA



The Georgia Ave pedestrian bridge will be expanded and take the MBT into downtown Silver Spring.

DESIGN ISSUES FOR THE METROPOLITAN BRANCH TRAIL

COMPLIANCE WITH AASHTO GUIDELINES

The trail will be constructed in accordance with the American Association of State and Highway Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities* to the extent possible. The *Guide* recommends that shoulders and one-way bicycle lanes be a minimum of four feet wide, five feet if they are next to car parking or a curb and gutter. The Guide makes the following recommendations for paths:

- Minimum of ten feet wide for two-way bicycle traffic, twelve feet is recommended when substantial bike volume is expected and the path will be shared with joggers and pedestrians. In addition, a minimum of a two feet wide graded area should be maintained adjacent to both sides of the pavement to provide clearance from trees, poles, walls, fences, guardrails, or other obstructions.
- Minimum design speed should be 20 mph when the grade is less than 4% and 30 mph when the grade exceeds 4%.
- Grade should be 5% or less. If terrain dictates a grades greater than 5%, higher design speed should be used and additional pavement width provided.
- Sight distances should allow bicyclists adequate stopping sight distances. The distance required to bring a bicycle to a full controlled stop is a function of the bicyclist's perception and brake reaction time, the initial speed of the bicycle, the coefficient of friction between the tires and the pavement, and the braking ability of the bicycle. The Guide provides a minimum stopping sight distance chart. For a design speed of 20 mph on a level grade, the minimum stopping distance is 125 feet. For a design speed of 30 mph on a five percent grade, the minimum stopping distance is 260 feet.

DESIGN ISSUES FOR THE METROPOLITAN BRANCH TRAIL

- A center yellow line should separate two-way bicycle traffic.
- Structures—overpasses, underpasses, bridges—should be the same width as the path, including clear width.
- Railings or barriers along the path should be a minimum of 4.5 feet high.
- Drainage gates should be located outside the travel path of cyclists.
- Physical barriers, such as posts, are often needed to prevent unauthorized motor vehicles from using the path.⁹

ON-ROAD SEGMENTS/ INTEGRATING THE TRAIL INTO STREET NETWORK (BIKE LANES AND SIDEWALKS)

The trail is a hybrid facility combining sections of off-road trails, bicycle lanes, sidewalks for pedestrians, and sidepaths. All sections will be clearly signed as the MBT to ensure route continuity. The chart on the adjacent page shows which sections of the trail are each type of facility.

ROAD CROSSINGS

The trail will include 12 overpasses and underpasses:

OVERPASSES:

M St*
Florida Ave*
Rhode Island Ave*
Riggs Rd
New Hampshire Ave
Piney Branch Rd
Georgia Ave*

UNDERPASSES:

New York Ave*
Franklin St*
Monroe St
Michigan Ave*
Taylor St*

**trail will utilize an existing over- or underpass*



The trail will travel under this New York Ave bridge, bypassing six lanes of motor vehicle traffic.

TYPE OF FACILITIES OF DIFFERENT TRAIL SECTIONS

SEGMENT	BICYCLE LANE	SIDEPATH	OFF-ROAD TRAIL
Union Station to L St. NE (0.81/1.07 mi.)	X		
L St. NE to Franklin St. NE (1.35 mi.)			X
8th St. NE (0.48 mi.)	X		
Monroe St. NE to McCormack Rd. NE (0.2 mi.)			X
John McCormack Rd. NE (0.9 mi.)		X	
Bates Rd. NE to Fort Totten Metro (0.3 mi.)			X
Fort Totten Metro to New Hampshire Ave NE (0.7 mi.)			X
South Dakota Avenue NE (0.1 mi.)		X	
Connector to Blair Rd (0.1 mi.)			X
Blair Rd. (0.13 mi)		X	
Blair Rd. (or North Dakota to 3rd St. NW) (0.6 miles)	X		
Van Buren Ave NW (0.1 mi.)	X		
Sandy Spring Rd. NW to Maple St. NW (0.3 mi.)	X		
Connector from Maple St. NW to Carroll St. NW (0.1 mi.)			X
Carroll St. NW to Takoma Ave (0.3 mi.)			X
Takoma/Fenton St. (0.5 mi.)		X	
King Ave (0.1 mi.)	X		
King Ave to Silver Spring Metro station (0.6 mi.)			X
Fort Totten Metro station to West Hyattsville Metro station (Prince George's County Connector) (1.7 mi.)			X
Total	2.39/2.65 miles	1.63 miles	5.35 miles



Signs will be provided for both road users and trail users

SIGNAGE

The following types of signs will be provided: directional/ location (map locator, you are here, mileage to certain points, mile markers), safety/trail etiquette, emergency contacts (crime, accidents, illegal dumping), emergency vehicle access, hours of operation, traffic signs (stop, yield, watch for cars), interpretive, entrance signs, signs to trail from tran-

sit stations. Signs will be uniform along the entire trail, despite different managing agencies. Map boxes will also be located along the trail.

Additionally, bicycle beltway signage will direct cyclists from Union Station to the National Mall and from the National Mall to the CCT. These signs will explain that together the MBT, CCT, and National Mall form a 25-mile bicycle beltway.



Sections of the trail will parallel an active rail line.

LIGHTS

The trail will be well-lit. Lighting promotes safety and security, creates a positive atmosphere, and reduces vandalism. Cost of lighting one-mile of off-road trail is \$315,556. On-road sections of the trail will be lit by the jurisdiction's current street lights and will not incur additional costs.

RAIL WITH TRAIL

Unlike rail-trails (such as the Capital Crescent Trail) which run along abandoned rail corridors, parts of the MBT will be a trail sharing a rail corridor with an active rail line. As currently conceived, the MBT will be adjacent to an active CSX freight line at three points: 1) from Rhode Island Avenue NE north to Franklin Street NE (CSX property); 2) going through Fort Totten from Bates Road NE to Metro (WMATA property); and 3) from Burlington Avenue/King Street north to the Silver Spring transit center (CSX property). Additionally, the trail will be adjacent to Metro from L Street NE north to Rhode Island Avenue NE.

In 1996, the Rails-to-Trails Conservancy (RTC) released a study reporting on the design and operating characteristics of trails sharing rail corridors. RTC surveyed 37 such trails, and on 36 of these there had not been any trail user/train accidents. On the other, there had been only one in 29 years. This accident didn't even occur on the trail itself, but rather on an adjacent road after the trail user had left the trail. No trail manager in the study reported any claims filed against the adjacent railroad by a trail user.¹⁰

The November 1998 *ITE Journal* looked at both the trail advocates' and railroads' perspectives on trails with rail and concluded that they are compatible, but that public agencies need to work closely with the railroads, who do have legitimate concerns. The *Journal* recommended developing a project feasibility study that addresses issues such as need, alignment, liability, operations, and design standards.¹¹ The DCDPW feasibility study addressed need, alignment, and design standards, but Montgomery County has yet to study these issues.



Trails users enjoy the Capital Crescent Trail, which will link with the MBT in Silver Spring.

STAKEHOLDERS

THE METROPOLITAN BRANCH TRAIL IS A VISION THAT IS COMING OF AGE—IT IS A MARVELOUS ROUTE FULL OF POTENTIAL— [IT] WILL IMPROVE ACCESS TO THE CITY AND PRODUCE BENEFITS FOR THE ENVIRONMENT AND THE COMMUNITY.

DCDPW Feasibility Study

DISTRICT OF COLUMBIA

Approximately 8.9 miles of the trail will be in D.C.: two branches from Union Station to L St., the main trail from L St. to the D.C./Montgomery line, and the portion of the Prince George's County Connector in D.C.. The trail has the support of U.S. Representative Eleanor Holmes Norton (D-D.C.) and the D.C. Department of Public Works (DCDPW), including former Director Cel Bernardino. The trail is part of D.C.'s state transportation plan.

DCDPW published a feasibility study in 1997 indicating that the trail is viable from an engineering perspective. The study listed alternative alignments for most sections, and WABA is working with DCDPW on optimal routing for the trail. Suggested routing is discussed in the Description of Trail Corridor and Alignment section of this document.

MONTGOMERY COUNTY

The Montgomery County section of the trail is 1.2 miles. It is included in the Silver Spring Master Plan and is incorporated into the county's planning processes. The trail has the support of Montgomery County Council President Isiah Leggett, Councilmember Derrick Berlage and County Executive Douglas Duncan. The City of Takoma Park passed a resolution in 1990 "strongly endor[s] the proposed Metropolitan Branch Trail and the efforts of the Coalition to further the goals of completing this trail."

STAKEHOLDERS



Kevin Hein, a volunteer for CMBT, does trail outreach at an event on the National Mall.

PRINCE GEORGE'S COUNTY

The Prince George's County section of the trail is approximately 0.5 miles. The trail is being discussed by Prince George's County planners and is ranked among the county's top bicycle projects. Prince George's County produced the Prince George's County Connector Trail Study in 1993. The study detailed nine possible alignments, some of which have since been precluded by development. Suggested routing, which agrees with the Study's recommendation, is discussed in the Description of Trail Corridor and Alignment Section of this document.

NATIONAL PARK SERVICE (NPS)

The trail will go through NPS land at Fort Totten. This is the most scenic land the trail will traverse. The trail will be integrated with current park users' facilities: community gardens and an asphalt trail linking Fort Totten Drive to the Metro station.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WMATA is the managing agency of Metro and owns three pieces of land the trail will traverse: from L Street NE to Florida Avenue NE, Bates Road NE to the Fort Totten Metro station, and part of the Prince George's County Connector between 19th Avenue and the West Hyattsville Metro station.



Sherri Alston, former DCDPW official, leads a discussion about the trail at a neighborhood meeting.

COALITION FOR THE METROPOLITAN BRANCH TRAIL (CMBT)

CMBT initiated the effort to get the MBT built and has advocated for the trail for ten years. CMBT has evolved into a volunteer committee of WABA focusing solely on MBT issues.

WASHINGTON AREA BICYCLIST ASSOCIATION (WABA)

WABA is the metropolitan Washington region's non-profit bicycle advocacy organization. WABA instigated the construction of the Mt. Vernon, W&OD, and Capital Crescent Trails. WABA has 3000 members throughout Washington, D.C., suburban Maryland, and northern Virginia and focuses on making bicycling safe and convenient.

NEIGHBORHOOD GROUPS

The following neighborhood groups have expressed support for the trail: Shepherd Park Citizens Association; Avondale Citizens Association; Truxton Circle Association; Stronghold Citizens Association; the Catholic University student organization; and the ANCs of Shepherd Park, Brookland, and North Capital.



The section of the MBT along John McCormack Rd NE begins at the sitting park.

ADMINISTRATION OF THE METROPOLITAN BRANCH TRAIL

OWNERSHIP AND MANAGEMENT

Following the model of the Capital Crescent Trail, the MBT will be owned and managed by a consortium of public agencies. Candidates include DCDPW, Montgomery County Parks & Planning, the Montgomery County Department of Transportation, and the National Park Service.

MAINTENANCE

On-road sections will be maintained as a part of regular road maintenance. Off-road sections will be maintained by the managing agency of that section. Overall standards for trail maintenance will be set. These standards will include: vegetation management, snow removal, trail surface repair, litter removal, graffiti cleanup, and managing dumping.

PATROLLING

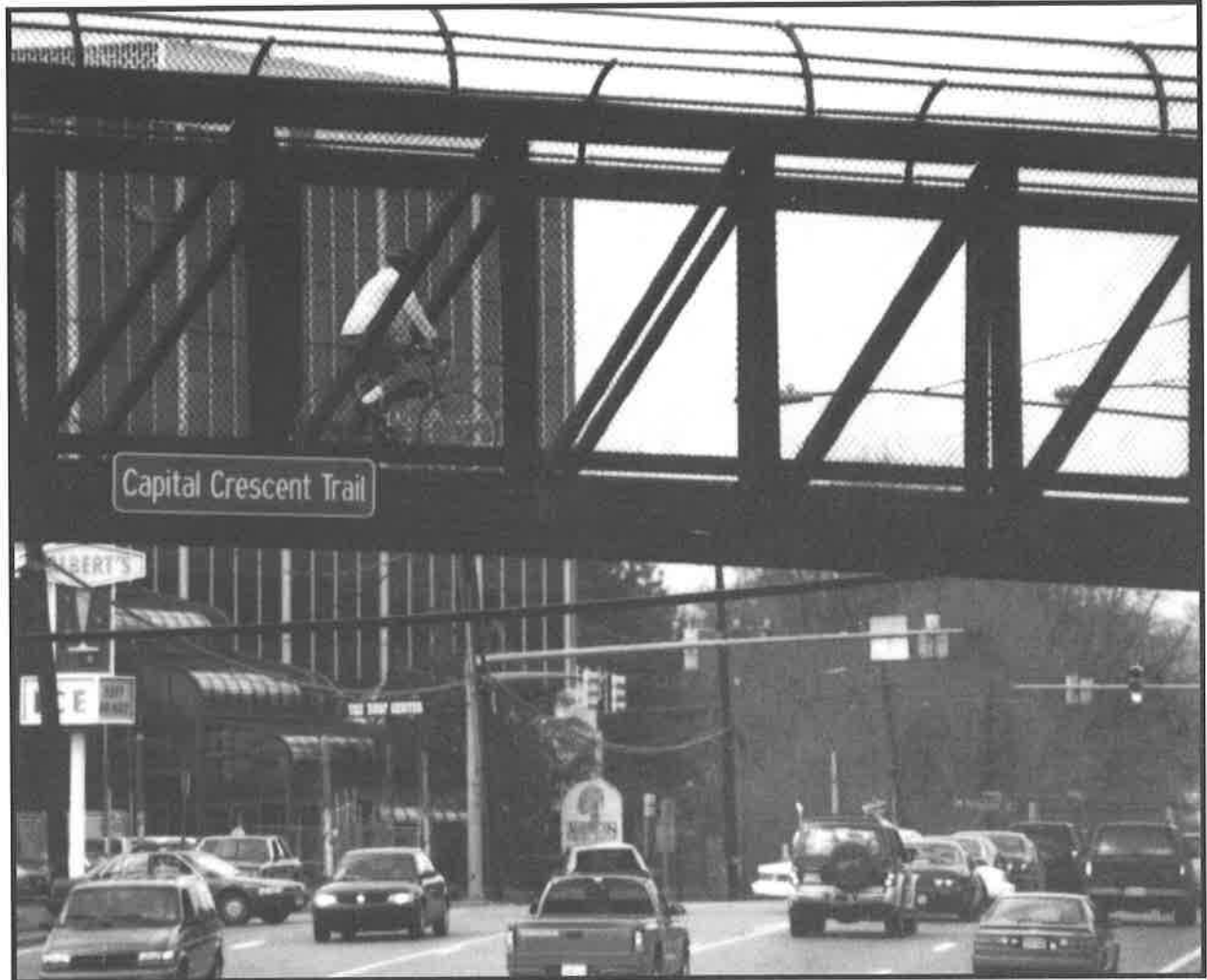
Off-road sections will be included in routine police-on-bikes patrols in all jurisdictions and also by Metro where the trail accesses their stations, and potentially by Metro along the CSX section. A volunteer citizen patrol will provide additional security.

EMERGENCY VEHICLE ACCESS

The off-road sections of the trail will be designed to permit emergency vehicle access.

TELEPHONES

Emergency pull phones will be provided along both the on- and off-road sections. Catholic University emergency phones already exist along the McCormack Road section of the trail.



Trail bridges will take the MBT over major roads.

COSTS

MAIN D.C. SECTION

Trail construction costs for the main section of the trail, from Union Station to Takoma Park (7.7 miles of trail due to two branches around Union Station), in D.C. are estimated at \$5.99 million. This figure is derived from the feasibility study. Detailed cost estimates follow. Cost will vary somewhat depending on the exact trail alignment and possible tunnels.

DESCRIPTION	COST
Grade & Drain	\$ 208,667
Base & Pave	285,867
Curb & Gutter	111,000
Concrete Sidewalk	598,001
Storm Sewer	186,200
Sewer Inlets	103,600
Sewer Manholes	58,800
Box Culvert	907,500
New Bridges	200,000
Retaining Walls	665,000
Signing	57,120
Pavement Markings	13,400
New Signals	270,000
Signal Modifications	50,000
Trail Lighting	979,800
Landscaping	107,000
Tunnel	403,000
Subtotal	5,204,955
Contingencies (15%)	780,743
Total	\$ 5,985,698

MONTGOMERY COUNTY SECTION

1.2 miles of the trail are in Montgomery County. The cost of this section of the trail is estimated at \$1.99 million, which includes both a tunnel and bridge improvement. Costs were derived from the D.C. feasibility study, using costs from similar sections of trail.

DESCRIPTION	COST
Grade & Drain	\$ 55,907
Base & Pave	65,360
Curb & Gutter	24,390
Concrete Sidewalk	91,840
Storm Sewer	19,950
Sewer Inlets	14,700
Sewer Manholes	6,300
Bridge	795,000
Signing	7,098
Pavement Markings	3,232
Trail Lighting	217,680
Landscaping	26,400
Tunnel	403,000
Subtotal	1,730,857
Contingencies (15%)	259,629
Total	\$ 1,990,486

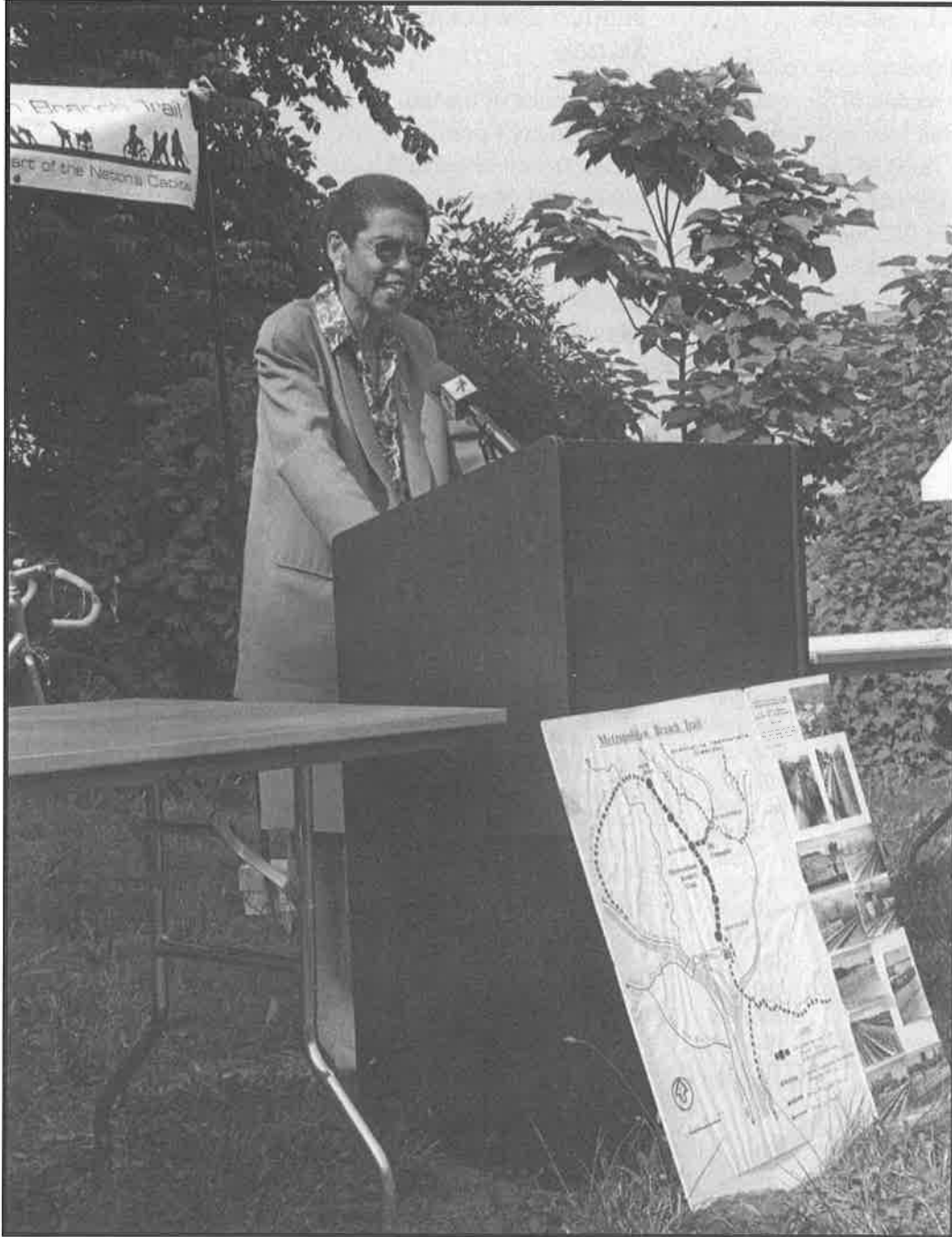
PRINCE GEORGE'S COUNTY CONNECTOR

The Prince George's County Connector will be 1.7 miles: 1.2 in D.C. and 0.5 in Prince George's County. The cost of this section of the trail is estimated at \$1.56 million. Costs were derived from the D.C. feasibility study, using costs from similar sections of trail.

DESCRIPTION	COST
Grade & Drain	\$ 149,100
Base & Pave	178,920
Concrete Sidewalk	178,920
Retaining Walls	210,000
Signing	15,029
Pavement Markings	8,946
Trail Lighting	536,760
Landscaping	75,600
Subtotal	1,353,275
Contingencies (15%)	202,991
Total	\$ 1,556,266

LAND ACQUISITION

Construction of the trail through CSX property will require land acquisition: either the outright purchase of the land or the purchase of an easement. Estimated costs for land acquisition are \$8 million.



Congresswoman Eleanor Holmes Norton announces federal funding for the trail at a groundbreaking ceremony along John McCormack Rd. NE on May 29, 1998.

FUNDING

TEA-21 HIGH-PRIORITY/DEMONSTRATION PROJECT FUNDING

The D.C. portion of the MBT was designated as a high-priority project in the national transportation bill, TEA-21, passed in spring 1998. The trail will receive \$8.5 million in federal funds over FY1998 through FY2003.

DCDPW FUNDING

\$2.125 million in local matching high-priority project/demonstration funds are available for the trail over the next six years. Additionally, the District's Transportation Improvement Program allocates \$800,000 in federal Congestion Mitigation & Air Quality Program (CMAQ) funds and \$200,000 in local Highway Trust Fund matching funds for the trail in FY99. The proposed FY99 Capital Budget, however, authorizes \$3.38 million in federal CMAQ funds and \$979 million in local matching funds for a total of \$4.38 million.

MARYLAND SECTIONS

Montgomery County has budgeted \$50,000 for a feasibility study. No funding has been specifically dedicated to construction of the MBT; however, the trail may be funded through the CMAQ, Enhancements, or Surface Transportation Program sections of TEA-21.

TRANSIT ENHANCEMENTS

The Transit Enhancements Program, a new program in TEA-21, makes funds available for projects such as enhancing access to transit stations and bike parking at transit stations. This is a source of potential funding for the trail.

ACKNOWLEDGEMENTS

This document was written by Heather Andersen and edited by Peter Harnik, Ellen Jones, Paul Meijer, and Roland Halstead. Graphics illustrating greenspace and bicycle commuter statistics in the region were produced by Hugh Morris, of the Rails-to-Trails Conservancy. Tim Lidiak provided inspiration for the statement of need for the trail. Robert Patten helped develop the recommended trail alignment. Martha Tabor provided photographs documenting trail events since the early days of CMBT.

WABA would especially like to thank the Conservation Fund's DuPont Greenways Awards Program and the Potomac Pedalers Touring Club for their financial support of this project.

GLOSSARY

CMAQ—Congestion Mitigation & Air Quality Improvement Program. A program in TEA-21 that funds transportation projects that relieve congestion and improve air quality.

CMBT—Coalition for the Metropolitan Branch Trail. An advocacy group dedicated to getting the MBT built. A committee of the Washington Area Bicyclist Association.

CSX Corporation—Railroad company whose predecessor, the B&O, operated the Metropolitan Branch Railroad. Owns important right-of-way for the trail.

DCDPW—D.C. Department of Public Works.

Enhancements—A program in TEA-21 which funds transportation enhancements, such as trails.

Marc—Maryland Rail Commuter.

M-NCPPC—Maryland National Capital Parks & Planning Commission.

NPS—National Park Service.

STP—Surface Transportation Program. The heart of TEA-21 funds. Usually spent on motor vehicle projects but may also be used for trails.

TEA-21—Transportation Equity Act for the 21st Century. A six-year federal transportation bill passed in 1998.

VRE—Virginia Railway Express. Virginia commuter rail.

WABA—Washington Area Bicyclist Association. The metropolitan Washington region's bicycle advocacy organization.

WMATA—Washington Metropolitan Area Transit Authority. Managing agency of Metro.

FOOTNOTES

- ¹ "The Economic Benefits of Rail-Trails," Rail-to-Trails Conservancy Fact Sheet, 1997.
- ² "The Economic Benefits of Rail-Trails."
- ³ Rails-to-Trails Conservancy, "Rail-Trails and Safe Communities, The Experience on 372 Trails," p. 4, 1998.
- ⁴ "Rail-Trails and Safe Communities, The Experience on 372 Trails," p. 21.
- ⁵ "Homebuyers Seek Quiet Streets, Trails," *ProBike News*, Bicycle Federation of America, July 1995.
- ⁶ Haggerty, Maryann and Peter Behr. "New NE Metro Station Gains Private Support: Area Property Owners Offer Financing," *The Washington Post*, February 19, 1999.
- ⁷ District of Columbia Department of Public Works Office of Policy & Planning, "Engineering Feasibility Study Report for Metropolitan Branch Trail from Union Station to Takoma Park," DCFA No. 021-93, prepared by David Volkert & Associates Engineering, PC., p.3, 1997.
- ⁸ Metropolitan Washington Council of Governments, Metrorail Orange Line Bicycle/Pedestrian Access Study, Northern Virginia, p. 19, April 1989.
- ⁹ "Guide for the Development of Bicycle Facilities," American Association of State and Highway Transportation Officials, 1991. An updated guide is due out in 1999.
- ¹⁰ Rails-to-Trails Conservancy, "Rails with Trails, Sharing Corridors for Transportation and Recreation," 1996.
- ¹¹ Jones, Michael G., "Trails with Rails, Are They Compatible?," *ITE Journal*, Institute of Transportation Engineers, p. 36-41, November 1998.

