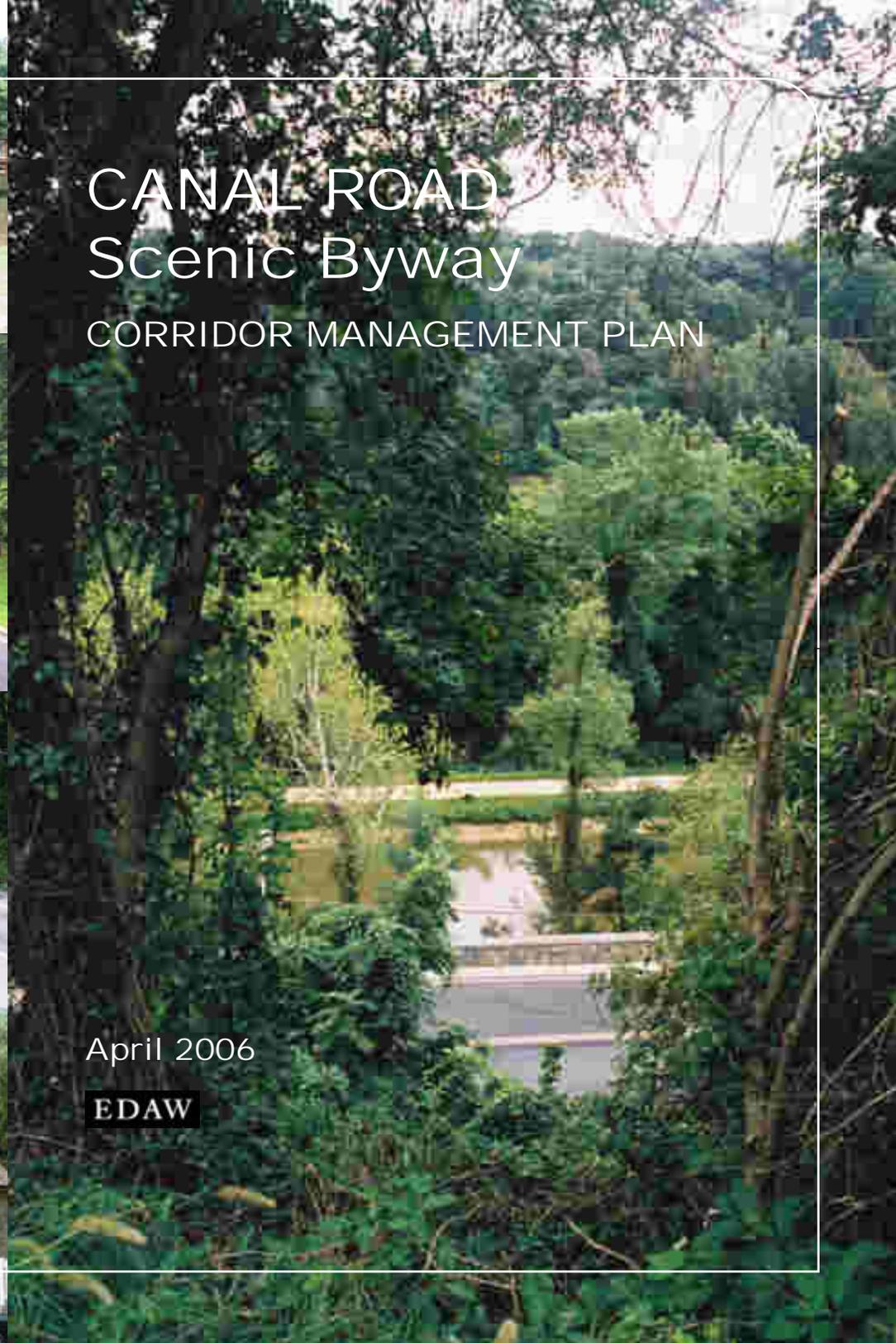


# CANAL ROAD Scenic Byway

## CORRIDOR MANAGEMENT PLAN



Commissioned by:  
Mayor Anthony A. Williams



Government of the  
District of Columbia

**d.**

DISTRICT DEPARTMENT OF TRANSPORTATION

April 2006

**EDAW**



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Canal Road - Scenic Byway

# 1

## WELCOME TO CANAL ROAD Introducing the Scenic Byway

Roadside oak, sycamore, elm, and black locust trees canopy the western miles of the roadway; giving it a character of a green corridor. In its eastern portion, beneath the spires of the university on the hill, streetscapes of stylish townhouses, restaurants, and storefronts are reminiscent of 250 years of commercial vitality. And running along the entire route is a remarkably intact, engineered waterway from the heyday of the Canal Era in the 19th century. This is the Canal Road Scenic Byway, a gateway to history, nature, and recreation in Washington, DC.

The Canal Road Scenic Byway traces a route that was historically part of the "Potomac Route to the West." Its 4.4 mile length follows the Potomac River and a section of the former Chesapeake & Ohio Canal from the Georgetown district of Washington, DC to the Maryland State line. Originally established by Native Americans before the arrival of the first Euro-American settlers, the route was a prominent public road known as the Georgetown and Leesburg Turnpike before the District of Columbia was established. Today, the route is made up of several roads - the Clara Barton Parkway, Canal Road, and M Street. The corridor includes not only these busy roadways, but also the adjoining area of the C&O National Historic Park, the Potomac River waterfront, and the high bluffs known as the Palisades.

The C&O Canal went out of business in 1924; in the 1950s, the Canal survived a proposal to become an automobile parkway. The Canal and adjoining lands now endure as a significant historic, natural, and recreational resource. Today, the horses and mules that once pulled canal barges along the waterway have been replaced by hikers, runners, bikers, birdwatchers, and people out for a scenic stroll. Visitors to the byway can hike a variety of trails, take a ride in a canal boat or canoe along the Canal, bike along the tow path, and enjoy a natural area so close to a large city.

The Canal Road Byway is an urban scenic byway with much to offer, especially to those who take the time and make the effort. In addition to being a scenic corridor, it is also a major, high-volume commuter route in and out of Washington, DC. Vehicle safety along Canal Road is a major issue, and visitor needs and expectations must be balanced with local road use. Being an urban roadway also has its advantages: you can spend the day biking or walking along the Canal, and spend the evening enjoying a fine dinner in Georgetown! The Canal Road Scenic Byway has evolved over a long and colorful history. It is a byway with a rich and multi-faceted "personality." Come, get to know it. Experience Washington's Gateway Road.

### Overview of this Report

- Chapter 1 provides an introduction to the Canal Road Scenic Byway, a description of the byway designation, byway programs, and Corridor Management Plans, and sets forth a vision and objectives for this plan.
- Chapter 2 examines the existing setting of the corridor by describing the byway segments, reviewing the physical condition and safety of the roadway, and establishing the planning framework within which byway activities will take place.
- Chapter 3 describes the intrinsic qualities that characterize the Canal Road byway. The corridor is so rich in many types of resources that these inventories provide a summary of the corridor's highlights. Chapter 3 also considers some of the concerns and detractors from these intrinsic qualities.
- Chapter 4 is a set of plans for: maintaining and enhancing intrinsic qualities; visitors' experience; roadway modification, streetscape treatment, and multi-modal strategy; marketing and promotion; and commerce and facilities.
- Chapter 5 addresses implementation, funding, public participation, and a general schedule for accomplishing the goals of this plan.



Fig. 1-2 SCENIC BYWAYS ACROSS AMERICA

### What is a Scenic Byway?

The term “scenic byway” generally refers to a road that is set in a landscape of high aesthetic, historical or cultural value. Scenic byways place an emphasis on scenery, recreational attractions, cultural and historic features, and wildlife. Byways typically involve such amenities as scenic overlooks, recreational areas, and interpretive systems. A single definition does not exist because many agencies, state, federal, local and private, are involved in the scenic byways program

Scenic byways may be designated at the local, state, or national level. There are about 52,000 miles of scenic byways in the United States.

### District of Columbia Scenic Byways Program

Canal Road is a designated scenic byway within the District of Columbia. The DC Scenic Byways Program was developed and is administered by the District Department of Transportation. Consisting of the Canal Road Byway and three other designated byways, it is the only entirely urban scenic byway program in the Nation, where all the byways are located completely within an urban setting.

This urban setting creates a distinctly urban set of challenges and opportunities for scenic byway planning. It means that the roadway corridor can be an exceedingly busy place, both day and night, and that visitors to the byway share the road with local traffic and commuters. It means that the predominant views along the byway are not of the natural environment but of the built environment, and that many of the resources of the byway are man-made. Because the byways are located in Washington, DC, it also means that there are a multitude of government agencies, special interest groups, neighborhood associations, and business

districts that all share an active interest in the well-being of the byway.

In developing its Scenic Byways Program, the District Department of Transportation established an administrative, nomination, and review process, which is presented in the program “Guidelines and Procedures” (1998). The intent of the program is:

- To provide a means for the maintenance, protection, and enhancement of important community resources along designated roadways in the District;
- To interpret and promote those resources and related intrinsic qualities for the enjoyment and education of residents and visitors; and
- To establish community-based goals and strategies to manage the intrinsic qualities while enhancing the economic benefits derived from people traveling the byways.

### Connections to Other Byways

The Canal Road corridor can be combined with other byways to provide travelers with a continuous experience within the Nation’s Capital and surrounding regions. Beyond the District boundary, the Canal Road Byway continues as Maryland’s C&O Canal Route Scenic Byway, extending all the way to Cumberland, Maryland.

The Canal Road Scenic Byway connects to the Pennsylvania Avenue Scenic Byway at M Street in Georgetown, thus providing an unbroken byway experience from District boundary to District boundary. The Pennsylvania Avenue Byway is distinctive as “America’s Ceremonial Way” and the “Main Street of American Government,” offering many unique attractions, sights, and resources, as it traverses seven miles across a wide variety of Washington, DC, neighborhoods.

### Byway Speak

**Scenic Byway** - A public road having special scenic, natural, historic, cultural, archaeological, and/or recreational qualities that have been recognized as such through official declaration. The term refers not only to the road or highway itself but also to the corridor through which it passes.

**Corridor** - The road or highway right-of-way and the adjacent area that is visible from and extending along the highway. Corridor width may vary according to intrinsic qualities.

**Intrinsic Quality** - Any of the scenic, natural, historic, cultural, archaeological, and recreational features that are considered representative, unique, irreplaceable, or distinctly characteristic of the area along a byway.

**Corridor Management Plan** - A written document and maps that specify the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, natural, historic, cultural, archaeological, and recreational qualities of the scenic byway.

**Stakeholders** - Residents, property owners, community associations, recreational groups, tour sponsors, tourism bureaus, historic societies, businesses, government agencies, and other individuals and organizations interested in, and working for, the success of the byway.

**Local Commitment** - Assurance provided by communities, neighborhoods, organizations, and agencies that they will undertake actions (such as zoning, development review, easements, and other protective measures) to preserve the scenic, natural, historic, cultural, archaeological, and recreational integrity of the scenic byway or All-American Road and the adjacent area as identified in the corridor management plan.



**All-American Road** - A road or highway that meets the criteria for at least two of the intrinsic qualities and satisfies all other requirements under the National Scenic Byways Program. The term refers not only to the road or highway itself but also to the corridor through which it passes.

#### Designated All-American Roads:

- Acadia Byway, Maine
- Seward Highway, Alaska
- Natchez Trace Parkway, Alabama
- Selma to Montgomery March Byway, Alabama
- Route 1, Big Sur Coast Highway, California
- San Juan Skyway, Colorado
- Trail Ridge Road/Beaver Meadow Road, Colorado
- North Shore Scenic Drive, Minnesota
- Natchez Trace Parkway, Mississippi
- Blue Ridge Parkway, North Carolina
- Las Vegas Strip, Nevada
- Hells canyon Scenic Byway, Oregon
- Historic Columbia River Highway, Oregon
- Volcanic Legacy Scenic Byway, Oregon
- Natchez Trace Parkway, Tennessee
- Mather Memorial Parkway, SR 410
- Beartooth Scenic Byway, Wyoming

## National Scenic Byways Program

The National Scenic Byways program was established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), continued with the Transportation Equity Act for the 21st Century (TEA-21) and currently renewed with the Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU) in 2005. The purpose of this program (codified at 23 USC 162) is to recognize and enhance roadways that have outstanding scenic, natural, historic, cultural, archaeological, and recreational intrinsic qualities.

The Federal Highway Administration (FHWA) administers the National Scenic Byways Program and in 1995 published its interim policy (60 Fed. Reg. 26759). The interim policy sets forth criteria for designating roads or highways as National Scenic Byways or All-American Roads, specifies the nomination process, and provides guidance on the corridor management plan.

Roadways meeting all the required criteria are designated by the Secretary of Transportation as National Scenic Byways or All-American Roads. To be designated as a National Scenic Byway, a road must possess at least one of the six intrinsic qualities. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic qualities must be recognized throughout a multi-state region. To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere. The road or highway must also be considered a "destination unto itself" - that is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

Anyone may nominate a road for designation under the National Scenic Byways Program; however, the nomination package itself must be submitted through a State's (or, in this case, the District's) identified Scenic Byway Agency. For the District of Columbia, that agency is the District Department of Transportation. The nomination package must include a corridor management plan.

TEA-21 also authorized the establishment of a center for National Scenic Byways in Duluth, Minnesota, to provide technical communications and network support for nationally designated byway routes. This center is charged with developing and implementing communication systems that provide local officials and planning groups with proactive, technical, and customized assistance to develop and sustain National Scenic Byways and All-American Roads (see <http://www.byways.org/community/center/>).

## Benefits of National Scenic Byway Designation

### Improving Preservation and Protection of Important Resources

Preservation of special places, views, buildings, and other resources is essential to a byway's sustainability and integrity. By identifying and documenting an important resource in a corridor management plan, the city, a community, or an organization can draw attention to the resource and the need to properly care for its preservation. This can help safeguard the resource for residents and visitors to enjoy now and in future generations.

### Obtaining Priority in Funding Byway-Related Projects

FHWA is the administrator of discretionary federal grants earmarked for the Scenic Byways program. Priority is given to eligible projects that are associated with a roadway that has been

designated a National Scenic Byway or All-American Road. These projects must be consistent with the corridor management plan for the byway. As discussed in Chapter 4, a variety of projects are eligible as long as the purpose is generally to maintain and enhance the intrinsic qualities of the byway, improve byway-related safety, or enhance recreation and educational enjoyment of the byway.

### Gaining Access to Promotional Tools and Assistance

The FHWA promotes the collection of National Scenic Byways and All-American Roads on the America's Byway map and FHWA's scenic byways Web site, [www.byways.org](http://www.byways.org). FHWA has created a special America's Byway logo, which can only be used in association with designated roads. Being able to use the logo helps demonstrate that the roadway is part of a distinctive collection of American roads. Designated byways also benefit from technical communications, network support, and customized assistance from the National Byways Resource Center, located in Washington, DC.

### Promoting Tourism and Economic Development

Scenic Byways attract visitors and promote economic activity. By telling the story of the entire length of Canal Road, visitors can be drawn into areas of the city that are often overlooked. Byways can encourage new business activities, such as visitor services and guided tours, as well as growth and increased revenue for existing businesses. National designation means inclusion in a nation-wide marketing and promotion program.

### Enhancing Community Quality of Life

Byways can instill greater awareness and pride within communities. Byways attract volunteers, and neighbors learn and share from each other. Communities thrive when positive attention is focused on them.

### Facilitating Coordination Among Stakeholders

Many partnerships are needed to sustain a byway. These partnerships are valuable to improve community cohesion, enhance quality of life, and benefit byway planning and management. Citizens, organizations, agencies, and other stakeholders bring new ideas to the byway through knowledge of their own communities, personal interests and commitment, and access to public and private funding sources. National designation offers the opportunity to expand partnerships beyond local or regional boundaries. Byway organizations have access to the technical assistance from the National Scenic Byways Resources Center, which sponsors a biennial national conference, workshops, and research of interest to byways nationwide.

### Improving Transportation

Scenic Byway planning and implementation can support the District's multi-modal program and encourage residents and visitors to use alternative modes of transportation, such as tour buses, bicycles, water craft, and pedestrian trails. All-American Roads must accommodate bicycle and pedestrian travel wherever feasible, as well as safely accommodate conventional tour buses. Some byway transportation projects can be eligible for federal funds.

### Creating and Improving Educational and Recreational Opportunities

Scenic Byways provide opportunities to create and improve educational and recreational activities, which benefits visitors and residents alike. Canal Road is rich in resources of educational interest to all Americans, and this management plan encourages further interpretation of and access to these resources.

## BENEFITS AT A GLANCE

Improving Preservation and Protection of Important Resources

Obtaining Priority in Funding Byway-Related Projects

Gaining Access to Promotional Tools and Assistance

Promoting Tourism and Economic Development

Enhancing Community Quality of Life

Facilitating Coordination Among Stakeholders

Improving Transportation

Creating and Improving Educational and Recreational Opportunities

## Steps Involved in a CMP



6

## Corridor Management Plans

A corridor management plan is required as part of the application for national designation. Accordingly, this plan has been prepared following current policy and guidelines promulgated by the FHWA and the District of Columbia. This section explains the nature of corridor management plans, discusses the managing organization, and provides a vision statement, objectives, themes, and an overview.

## For Whom Is It Prepared?

The District Department of Transportation, in its role as the identified Scenic Byway Agency, has prepared this corridor management plan to meet the application and management requirements of the District of Columbia and the National Scenic Byways programs. In the long run, however, the corridor management plan is instituted to serve all the people, businesses, organizations, and government agencies involved in byway activities, as discussed further below.

## What It Is

A corridor management plan is intended to provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. It is an essential part of a scenic byway: a vision for the future, a repository of ideas, and a guide to achieving objectives.

A corridor management plan tells the story of the byway and articulates a vision of the desired visitor experience. It is developed to assist agencies and organizations involved with resources of the byway corridor manage, develop, preserve, and interpret those resources. It assembles inventories, issues, and ideas into a single document; thus, objectives as diverse as road safety, promotion of heritage tourism, access to waterfront recreation, improvement of bicycle trails, and interpretation of

archaeological resources can all be considered within the same document. Having a corridor management plan helps ensure that existing and future planning initiatives can take into account the intrinsic qualities of the corridor; it helps stakeholders to join forces on projects of mutual interest.

## What It Is Not

A corridor management plan does not carry any regulatory authority, impose any requirements, prohibit new construction or development, or foreclose any funding sources. It is not a land use plan. A scenic byway corridor, defined by a corridor management plan, is not a zoning district, enterprise zone, or any other such area with specific, legal implications. A corridor management plan is a starting point - not an ending point. Because it is intended to be used as a tool to initiate actions, it recommends improvements but does not provide final solutions. This corridor management plan emphasizes the use of ongoing and planned services, initiatives, plans and programs provided by existing agencies and organizations. When it comes to developing attractions and services for byway users, it is not always necessary to start from scratch.

## Participation Is Key

A corridor management plan does not require anyone's participation; the scenic byway programs at both District and federal levels are voluntary programs. However, participation of responsible agencies, organization, and the public in byway planning and implementation is essential. Active involvement and follow-through of a diverse, energetic, and dedicated byway organization is key to the success of the corridor management plan. This plan is intended to be a "living" document that will be reviewed regularly and updated as needed. It relies on people to make it happen, and it carries weight only to the extent that it is used.

# 1

## Welcome to Canal Road Corridor Management Plans

### A Vision for this Plan

This corridor management plan envisions a future Canal Road Scenic Byway that is championed by an active partnership of stakeholder agencies, organizations, and citizen groups interested in preserving and enhancing the byway's abundant historic, natural, and recreational qualities and resources. In the plan's vision of the future, there will be improved access to the resources for both residents and visitors alike. Today's and tomorrow's byway users will safely enjoy these resources by personal vehicle, in tour buses, on foot, on bicycles, or in watercraft.

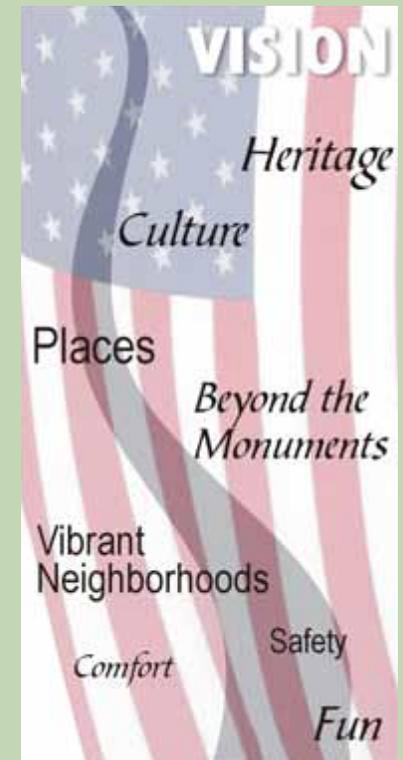
This plan envisions visitors and residents appreciating a variety of well-interpreted activities in Georgetown and in the C&O National Historic Park. As a gateway into the District of Columbia, the byway will offer a unique opportunity to experience a near-authentic sense of place of a bygone era - in the middle of the Nation's Capital and a major metropolitan area of nearly 5 million people.

### Planning Objectives

To achieve this vision, several objectives have been identified:

- To preserve, maintain, and enhance the resources that support the intrinsic qualities of the corridor - in particular, to preserve the natural environment and the historic resources that give the byway its character, and to enhance high-quality views - or access to views - of the historic canal and other scenic attributes within the corridor.
- To stimulate desired economic development through sustainable and appropriate tourism and recreational activities - for example, by encouraging those who would already be inclined to visit Washington, DC, to stay a little longer.

- To package and interpret the byway for a variety of users, including local and regional residents, visitors from across the Nation, and tourists from other countries; to accommodate both self-guided as well as organized tours.
- To support all ongoing and future programs and initiatives that make and enhance enjoyable and meaningful visitor experiences centered on the Canal Road corridor.
- To create a framework that helps stakeholders define and implement appropriate improvement projects within the corridor.
- To make driving the byway as easy, comfortable, and safe as possible - and to reduce driving to a minimum by encouraging a multi-modal experience; to encourage residents and visitors to experience the byway corridor by tour bus, bicycle, on foot, and by boat on the C&O Canal and the Potomac River.
- To provide information, improvements, and infrastructure that helps visitors and residents have a pleasurable, meaningful, and safe experience. To provide interpretive features, pedestrian facilities, recreational opportunities, and multi-modal connections.
- To improve public access opportunities and safely accommodate visitors using the several parks and trails that already exist within the corridor. To enhance access to the canal towpath and the Capital Crescent Trail for bikers, walkers, and runners.
- To improve interpretation of the corridor's resources. To seek and attain the designation of Canal Road as a National Scenic Byway.





# 2

## THE BYWAY AND ITS CONTEXT

### Describing the Corridor

#### Regional Setting

The Canal Road Scenic Byway corridor extends from the District of Columbia-Maryland line on the northwestern side of Washington, DC, to the western end of Pennsylvania Avenue via the Clara Barton Parkway, Canal Road, and M Street. As shown on the regional map, the Canal Road Scenic Byway corridor is accessible by vehicle from regional highways, parkways, and city streets. Approaches from the east and west are best because they join the corridor at its terminal points.

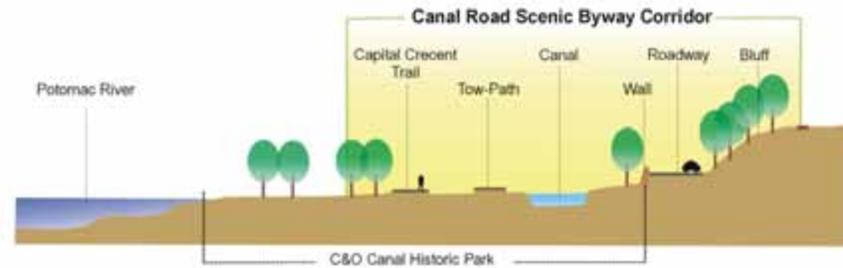
From the northwest, the Canal Road Scenic Byway corridor can be accessed from the DC Beltway (I-95/I-495) at exit 40/41, which connects to the byway via Clara Barton Parkway. From the west, it can be accessed by Highway 123 (Chain Bridge Road) and the connection at the Chain Bridge across the Potomac River. From the south, Francis Scott Key Bridge provides the connection to Canal Road from I-66, the Washington Parkway, Route 50, and Route 29. The entrance to the Whitehurst Freeway marks the southeastern end of Canal Road, which then merges into M Street in the Georgetown district of Washington, DC. Both M Street and the Whitehurst Freeway connect the eastern part of the city to the Canal Road byway.

Canal Road also intersects with Arizona Road and Reservoir Road on its northern side. These city roads provide access to Canal Road from the Palisades and Foxhall residential communities.

#### Corridor Description

The Canal Road Scenic Byway borders the Chesapeake & Ohio National Historical Park in the District of Columbia. It skirts Georgetown University, one of the city's, and the nation's, major institutions of higher education, before running for about three

miles through a country-like setting of mature trees and shrubs, with the canal and the Potomac River on one side and the rocky formation of the Potomac Palisades on the other. Through this natural remnant, visitors can sense the authentic feel of the City of Washington in its earliest years, when first the roadway and then the canal provided a vital link between the Georgetown seaport and the farms and plantations of Maryland and Virginia beyond.



TYPICAL CORRIDOR SECTION



REGIONAL MAP



# 2 THE BYWAY AND ITS CONTEXT

## Describing the Corridor

The Canal Road Scenic Byway corridor serves as a main east-west artery into the central portions of the District of Columbia. At its eastern gateway at M Street and Pennsylvania Avenue in Georgetown, the corridor serves as a major access route connecting downtown Washington, DC with western and northern areas of the District, northwestern Maryland, and, via Key Bridge, the northern Virginia suburbs. Near the corridor's western terminus at the Maryland state line, Canal Road also serves as a gateway to Washington from northern Virginia via Chain Bridge. Canal Road is the sole vehicular access roadway to portions of the C&O Canal in the District of Columbia west of Georgetown.

Within western portions of the District, the Canal Road Corridor, including M Street, functions as a major roadway connecting portions of Palisades, Foxhall, Foxhall Village, and Georgetown to the West End, Foggy Bottom, Downtown and the White House. The Canal Road Corridor also intersects with several north-south arteries such as Arizona and Wisconsin Avenues and Foxhall Road. Another important intersecting roadway is the Whitehurst Freeway, which intersects with Canal Road at Key Bridge. The Freeway is an important link to K Street and Downtown DC. In connecting central Washington with out-laying areas, major in-town destinations, and other major arteries, the Canal Road Corridor, including M Street, has become both an important commuter route and major downtown connector roadway.

### Description of Segments

#### Clara Barton Parkway

The Clara Barton Parkway runs along the Maryland shore of the Potomac River between DC and the Capital Beltway I-495. The section included within the study corridor extends about 0.5 mile from the Maryland-DC boundary to Canal Road at the Chain Bridge. With a well-maintained, grassed shoulder and tree-lined sides, this roadway section is a parkway in a natural setting.

#### Chain Bridge to Key Bridge

Extending from the Chain Bridge to the Key Bridge, this 3.2 mile segment is bordered by the vegetated bluff on one side and the historic C&O Canal wall on the other. In this section, Canal Road is predominantly a narrow two-lane undivided roadway without shoulders; however, north of the intersection with Arizona Avenue the roadway changes from two to three lanes in width, and south of the intersection with Foxhall Road, the roadway is four lane with an elevated median strip. The Canal Road has direct connections to three major, intersecting streets on the northern side: Arizona Avenue, Reservoir Road, and Foxhall Road. Also on Canal Road is the south entrance to Georgetown University. The only connection on the southern side is the difficult, angled driveway to the historic Abner Cloud House and the parking lot serving the Fletcher's Boat House concession area in the C&O Canal National Park.

#### Georgetown

The M street section of the corridor extends from the entrance to the Whitehurst Freeway, just east of Canal Road, to the intersection with Pennsylvania Avenue and 29th Street NW. This 0.7-mile segment is a truly urban section in contrast to the parkway like sections of Canal Road and the Clara Barton Parkway. With the character of a busy commercial street, flanked by buildings on both sides, the four-lane M street section of the corridor is a popular destination for arts, culture, and commerce in the historic Georgetown district of the city. M Street is included as part of the Canal Road Scenic Byway because of its proximity with the C&O Canal (generally, a block or two south of M Street ), the continuity of historic context and character, and the important connection to the Pennsylvania Avenue Scenic Byway to the east.



Clara Barton Parkway



Chain Bridge to Key Bridge



Georgetown



Fig. 2-2 TRAFFIC VOLUMES AND ACCIDENTS

# 2 THE BYWAY AND ITS CONTEXT

## Roadway Characteristics

### General Design & Maintenance

In serving multiple functions, the Canal Road Corridor has been designed, constructed, and maintained in part as a major multi-lane thoroughfare and in part as a two-lane reversible-lane roadway serving heavy commuter traffic. The roadway ranges in width from two to six lanes, with the outside lanes of the six-lane M Street section serving as parking lanes through most of Georgetown. Along Canal Road west of Key Bridge, the roadway is a four-lane facility between Key Bridge and Foxhall Road. From there westward, the roadway is a tree-lined, two-lane thoroughfare through parkland and an area predominantly rural in appearance to its intersection with Arizona Avenue. The roadway in that section is characterized as a parkway with low curbs and no shoulders or adjacent sidewalks. Between Arizona Avenue and Chain Bridge, the roadway is a three-lane facility that uses the middle lane as a peak-hour reversible lane for commuter traffic. From Chain Bridge to the Maryland state line, the two-lane roadway is part of the Clara Barton Parkway and is used as a reversible roadway for peak-hour commuter traffic as well.

The Georgetown portion of the Corridor on M Street is characterized as a busy urban roadway with parking lanes, metered parking, bus stops, traffic signals and signs, crosswalks, various traffic and turning restrictions, curbs, gutters, and stormwater facilities. Street lighting is provided along the entire length of the Corridor except for the 2,700 feet portion of Canal Road between Chain Bridge and the Maryland State line.

Speeds limits, where posted, are set at 35 miles per hour along Canal Road. Speed limits are not posted on M Street in Georgetown. Actual travel and maximum speeds will vary, sometimes substantially, according to traffic conditions and hours of the day. Vehicles traveling at speeds of 50 miles per hour or more have been noted on the Canal Road portion of the corridor.

The alignment of Canal Road is curvilinear, following generally the gently winding Potomac River. The portion of M Street through Georgetown, however, is straight for its 0.6-mile length and is part of the grid pattern of streets that are typical of the historic community. Overall, the roadway through the corridor relatively flat; a result primarily of following the gradual descent of the Potomac River as it enters the District of Columbia. This lack of vertical grades is a mixed blessing. The roadway is a safer facility for driving because of the good sight lines; however, it offers little in the way of scenic views.

Canal Road has generally good pavement conditions, although there are numerous rough sections in need of resurfacing. Several pull-off areas along the route that were used during recent reconstruction of the retaining wall on the river side of the roadway are in poor condition and consist of barren and muddy surfaces.

The District Department of Transportation (DDOT) maintains Canal Road and M Street. Maintenance includes street sweeping, repairs, resurfacing, lane stripping, and curb and gutter maintenance. Snow removal and maintenance of storm drains are also performed by DDOT. Lighting and traffic signals are maintained by outside contractors. Various utility companies will also perform periodic maintenance or construction activities along the Corridor as needed. The National Park Service (NPS) maintains adjacent NPS property and roadways, such as the entrance to Fletcher's Boat House and the Abner Cloud House on Canal Road, and the portion of Canal Road designated as the Clara Barton Parkway west of Chain Bridge.



Confusing traffic flow near the Key Bridge

## Parking

There are no designated on-street parking locations on Canal Road for its entire length. As a two-lane arterial and commuter roadway nearly its entire length from the Maryland state line to Key Bridge, the roadway borders virtually all undeveloped parkland. There are no residential or commercial areas along the road that would require on-street parking. Because of the narrow cross-section of the roadway, there are no shoulders or parking lanes available even if on-street metered parking were desired. M Street, on the other hand, includes metered parking along much of its length.

However, in almost all portions of the roadway length restrictions on parking are in effect during peak commuter hours in order to provide additional travel lanes. Peak hours are usually designated as 7:00-9:30 a.m. and 4:00-6:30 p.m.

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Off-street paid parking is also available in Georgetown at several of the larger commercial buildings near M Street and Wisconsin Avenue or at a few scattered parking lots. Parking on residential side streets, while possible, is difficult because of the high demand throughout the day and evening and due to the time restrictions placed on vehicles of non-residents.



## Traffic Volumes

Traffic volumes along Canal Road and M Street are typical of major urban arteries in the District of Columbia. Traffic volumes through Georgetown (28th Street to Key Bridge) are typically 28,000 Average Annual Weekday Vehicles (vehicles per day in both directions, or VPD). Along Canal Road from Key Bridge to Foxhall Road, volumes are 40,000 VPD because of substantial traffic accessing or mixing in that section bound to and from Key Bridge. On the section of Canal Road between Foxhall Road and Arizona Avenue, traffic volumes typically are 20,000 VPD. High volumes occur on the section of Canal Road between Arizona Avenue and Chain Bridge again as a result of mixing traffic on Canal Road with traffic using that section for traveling between Arizona Avenue and Chain Bridge. That section of roadway, with its reversible peak-hour lane, is an important access route between Northern Virginia suburbs and the northwest and northern portions of the District. Traffic on Canal Road west of Chain Bridge is typically 20,000 VPD. (See Figure 2-2, Canal Road Traffic Volumes and Accidents)

## Traffic Congestion

Traffic congestion and delays in the Washington, DC region are experienced on nearly every major arterial roadway and highway. The Canal Road scenic corridor is no exception. Nearly the entire length of the scenic byway experiences consistent peak-hour traffic volumes and congestion resulting in delays in the morning and evening commuter periods. These delays can become substantial when an accident or other emergency incident occurs. Particular locations experiencing severe congestion include the intersections of Canal Road with Chain Bridge, Arizona Avenue, Foxhall Road and Key Bridge. M Street also experiences substantial congestion during peak hours but mainly during the afternoon rush hour. Delays at signalized intersections are common as are delays due to vehicles making left turns on to side

streets. Westbound delays can also occur near Key Bridge.

M Street also has the unique characteristic of experiencing substantial congestion during many weekend evening and late nights as a result of heavy traffic associated with people patronizing local restaurants, nightclubs and other entertainment establishments. Parking during these late-night periods is also a problem with many cars circling blocks or otherwise delaying traffic as they seek on-street parking.

These conditions of congestion have prevailed for years and are expected to continue into the foreseeable future. Little in the way of additional capacity can be incorporated into the Canal Road corridor due to the constraints of the parkland and C&O Canal bordering Canal Road and the historic narrow urban corridor that characterizes M Street through Georgetown. During the off-peak periods and on weekends, except as noted above, the corridor functions at acceptable levels of service over much of its length.

## Traffic Control

Because Canal Road is a heavily traveled route intersecting several other major avenues and streets within the District, traffic control at many intersections is provided by traffic signals. Every intersection with a major roadway is signalized. This includes the intersections of Canal Road with Chain Bridge, Arizona Avenue, Foxhall Road, Whitehurst Freeway, and Key Bridge. From Key Bridge eastward, signalized intersections are found at the intersection of M Street with:

- Key Bridge, · 34th Street, · 33rd Street, · Potomac Street
- Wisconsin Avenue, · 31st Street, · 30th Street, · 29th Street

Several of the signalized intersections include left turn lanes or arrows that help traffic flow, especially during peak hours. There

# 2 THE BYWAY AND ITS CONTEXT

## Roadway Characteristics

are few prohibited left turns along the corridor, the most notable being the prohibited left turn (except for trucks) from eastbound M Street to northbound Wisconsin Avenue and a prohibited left turn from Chain Bridge onto Canal Road (Clara Barton Parkway).

Reversible lanes are used to accommodate both morning and evening peak hour commuter traffic flows along Canal Road between Foxhall Road and the Maryland state line. From Foxhall Road to Arizona Avenue this consists of using the two-lane roadway as a one-way facility in-bound in the morning between 6:00 a.m. and 10:15 a.m. and as a one-way out-bound roadway between 2:45 p.m. and 7:15 p.m., Monday through Friday. Similar restrictions apply in the section of Canal Road from Chain Bridge to the Maryland state line. On the three-lane section of Canal Road between Arizona Avenue and Chain Bridge, the middle lane is used as a reversible lane serving the PM peak hour outbound direction between 2:45 p.m. and 7:15 p.m. At all other times of the day this middle lane serves inbound traffic.

### General Review of Roadway Safety

There are no sections with substantial substandard designs or roadway conditions along the Canal Road scenic corridor that result in unsafe operating conditions. Likewise, the roadway is maintained at a level that adequately protects user safety. As with any urban roadway, vehicular accidents do occur along the byway route and an analysis of these accident locations can indicate which roadway sections are less safe than other sections.

Accident data collected and reported by the District Department of Transportation has been used to identify those areas and locations with the greatest number of accidents. Examination of data collected over a typical three-year period shows that accidents occur at locations along the entire length of the Byway as shown in Figure 2-2. The most notable accident locations during this time period, as reported to the DDOT, include (number of accidents are in parentheses):

- M Street and Wisconsin Avenue (102 accidents)
- M Street and 33rd Street (30)
- M Street and 30th Street (26)
- Canal Road and Arizona Avenue (19)
- M Street and Key Bridge (13)
- Canal Road and Foxhall Road (12)
- Canal Road and Reservoir Road (10)

These accident totals are not considered unduly high given the traffic volumes and congestion that the corridor experiences. In comparison, other high accident locations in the District of Columbia the same three-year period include New York Avenue and Bladensburg Road, NE (168 accidents), New York Avenue and 1st Street, NW (114 accidents), and Pennsylvania Avenue and Minnesota Avenue, SE (111 accidents).



Reversible lanes during peak hours



Confusing Intersection and Access at Abner Cloud/Fletchers Boathouse.



Fig. 2-3 LAND OWNERSHIP

## Jurisdictions, Partners & Initiatives

### Land Ownership & Jurisdictions

Land ownership and agency jurisdictional areas are important factors in implementing projects and initiatives under this plan. In Washington, DC, there are multiple agencies with review functions, as described below.

Figure 2-3 is a generalized Land Ownership Map, derived from the DC Office of Planning Existing Land Use data, National Park Service GIS data, and commercial map publications. Jurisdictional areas smaller than one city block and areas more than 1000 meters from Canal Road are generally not shown in this map.

### Planning Partners

Planning in the Nation's Capital is unique among American cities because there are multiple levels of government oversight. As a result, activities promoted and supported by this plan will need to be reviewed and approved by many public agency "partners."

### District Department of Transportation

The District Department of Transportation (DDOT), is the official scenic byway agency. DDOT identifies and develops transportation-related projects for the District's Capital Improvement Program and Capital Budget. DDOT also: conducts traffic and transportation studies; oversees streetscape regulations, improvement projects, and street tree planting and maintenance; sponsors a bicycle transportation and safety program; and constructs and maintains the city's roadways, curbs, gutters, sidewalks, and alleys.

### District of Columbia Office of Planning

The DC Office of Planning is responsible for development review, historic preservation, neighborhood revitalization planning, and planning and design information technology. The Office strives

to balance economic development and growth, while revitalizing and protecting the integrity of neighborhoods. The Office prepares land use plans, including the District Comprehensive Plan, which is a broad, public document providing general planning and development guidance for the next 20 years. The Office of Planning applies the objectives of the Comprehensive Plan as appropriate for the eight wards of the city. The Canal Road Byway passes through Wards 2 and 3.

The Office of Planning's Historic Preservation Division reviews applications for DC building permits affecting historic property. Under the city's preservation law, the Historic Preservation Review Board must determine the appropriateness of changes to historic landmarks and historic districts.

### District of Columbia Zoning Commission

The DC Office of Zoning serves the Zoning Commission (made up of District residents and representatives from the Architect of the Capitol and the National Park Service) and the Board of Zoning Adjustment (made up of District residents, a representative from the Zoning Commission, and a representative from the National Capital Planning Commission) in the regulation of land use and community development in the District.

The Zoning Regulations of the District of Columbia control land use, density, height, and bulk characteristics of property in the city. The District of Columbia Zoning Atlas consists of a series of maps identifying the designated zoning for all parcels of land in the city. All construction or rehabilitation on private land must conform to the requirements of the Zoning Regulations and Zoning Map adopted by the DC Zoning Commission or seek relief before the appropriate bodies.

### Ownership Categories

**Federal - US government lands developed with federal agencies and offices**

**NPS - Public land administered by the National Park Service**

**District - DC government lands developed with District agencies and offices**

**Other Public - government (Federal or District) areas not included in other categories. This category includes public parks, cemeteries, reservoirs, etc.**

**Private - privately owned lands, including residential, office, and commercial uses.**



The National Capital Planning Commission logo



District of Columbia Office of Zoning

### National Capital Planning Commission

The National Capital Planning Commission provides overall planning guidance for federal land and buildings in the National Capital Region, which includes the District and neighboring counties, cities, and towns in Maryland and Virginia. The Commission is responsible for comprehensive planning policies, oversight of federal capital improvements, and review of federal development proposals. In 1997, the Commission released its framework plan for Washington's Monumental Core entitled "Extending the Legacy: Planning America's Capital for the 21st Century." The Commission has also issued a Memorials and Museums Master Plan to guide the location and development of future commemorative and cultural facilities in the District and its environs. The Commission annually prepares a five-year Federal Capital Improvements Program (FCIP) for the National Capital Region. The FCIP contains federal public works projects, which, based on the Comprehensive Plan and other policies, are recommended for implementation in the upcoming five years.

### National Park Service

The National Park Service, Department of the Interior, is responsible for many acres of public land within or near the Canal Road Scenic Byway corridor. The Service administers the Chesapeake and Ohio National Historical Park; one of the five park visitor centers is in Georgetown. The Service also maintains the Old Stone House on M Street. Roadside areas along the Clara Barton Parkway, portions of Canal Road, and other land reservations are also within the Service's jurisdiction.

### Planning Initiatives & Issues

With all the agencies involved, many things are happening in DC that could affect or implement scenic byway activities. Government agencies and private organizations are involved in a variety of projects that promote scenic byway values. Several programs that overlap with the objectives of this plan are, as follows:

#### Memorial and Museums Master Plan

The National Capital Planning Commission, in cooperation with the Commission of Fine Arts and the National Capital Memorial Commission, has prepared the Memorials and Museums Master Plan to guide the location and development of future commemorative and cultural facilities in DC and its environs. In addition to identifying 100 potential sites for future memorials and museums, the master plan provides guidelines for accommodating these facilities, siting criteria, and implementation strategies. A central feature of the plan is an urban design framework for locating future sites that is based on historic planning influences, urban design considerations, and current planning and development initiatives. Candidate memorial and museum sites within the Canal Road corridor include: the intersection of Canal Road and Foxhall Road (in Glover Archbold Park); the northern end of Key Bridge at M Street (and the Whitehurst Freeway); and on the Potomac River at the foot of Wisconsin Avenue (in Georgetown Waterfront Park).

#### Washington's Waterfronts

The National Capital Planning Commission has completed Phase I of Washington's Waterfronts, a study that recommends development and remediation policies and identifies implementation measures for selected waterfront areas in DC. The study identifies six areas of potential development and conservation along the Potomac and Anacostia Rivers, including

# 2 THE BYWAY AND ITS CONTEXT

## Jurisdictions, Partners & Initiatives

the Georgetown/Northwest area in the Canal Road corridor. Among the objectives for this waterfront area are improved signage between the commercial activities and the waterfront, identifying waterfront taxi stations, preparing a streetscape plan for K Street, and completing the Georgetown Waterfront Park. NCPC will continue to coordinate the federal interest for this plan and work with the District of Columbia to complete a District, federal, and private sector plan to reclaim Washington's historic waterfront.

### Georgetown Waterfront Park Plan

The National Park Service, along with a variety of government and civic organizations, has developed a plan for the Georgetown Waterfront Park. Creation of this park will preserve virtually all of the Potomac River shoreline in DC as part of the open space system of the Nation's Capital. In keeping with the adjacent historic neighborhood, this park will be a strolling garden with open lawns, informal plantings, curvilinear paths, and seating for park visitors. All appropriate federal and local agencies and organizations have approved this plan.

### DC Department of Transportation Vision Plan

The DDOT Vision Plan describes a vision for the District of Columbia's transportation system, a point on the horizon on which we can focus our efforts and our energies. This vision, developed in cooperation with a wide range of residents, stakeholders, and government agencies, also forms the basis for a strategic framework and action plan that will lead the District to realizing its 2030 transportation vision. In short, the Vision Plan describes where we want to be in terms of transportation and how we will get there.

### DC Office of Planning Comprehensive Plan

The City's Comprehensive Plan provides policy and planning guidance or physical development and redevelopment of the city. It addresses a range of issues such as economic development, housing, environmental protection, transportation, public facilities, urban design and historic preservation.



Memorials and Museums Master Plan



Conceptual Sketch from Georgetown Waterfront Park Plan



# 3

## INTRINSIC QUALITIES

### Overview

Intrinsic qualities are the essence of a scenic byway. They are the scenic, natural, historic, cultural, archaeological, and recreational features that are considered representative, unique, irreplaceable, or distinctly characteristic of a place. Intrinsic qualities are the resources that byway stakeholders seek to maintain, protect, enhance, interpret, and present to byway users for their education and enjoyment.

**Scenic Quality** is the heightened aesthetic experience derived from the view of natural and man-made elements of the visual environment along the byway corridor.

**Natural Quality** applies to features of the visual landscape and ecological systems that are in a relatively undisturbed state, including geological formations, landforms, water bodies, vegetation, and wildlife.

**Historic Quality** encompasses legacies of the human past that are associated with physical elements of the landscape. Historic resources reflect the actions of people who lived in previous time periods.

**Archaeological Quality** involves characteristics of the scenic byway corridor that are physical evidence of historic or prehistoric human life or activity that can be inventoried and interpreted. The byway's ruins, artifacts, structural remains, and other physical evidence, have scientific value and educate visitors, while instilling an appreciation for the past.

**Cultural Quality** is evidence and expressions of the customs and traditions of a distinct group of people. Cultural activities and features reflect a contemporary society, and may include gathering places, craft exhibits, festivals, special events, dance, music,

food, and vernacular architecture. Cultural qualities often highlight one or more significant communities and ethnic traditions.

**Recreational Quality** involves primarily outdoor recreational activities directly associated with the natural and cultural elements of the byway corridor. Both active and passive recreational activities are included.

Intrinsic qualities can have three levels of significance: "local", "regional" and "national." For the purpose of this document, a determination of level of significance for each resource is not made. Rather, each resource is described and evaluated on its own merit. This reinforces the goal of protecting resources for their inherent value, regardless of whether they are representative of local, regional or national characteristics.

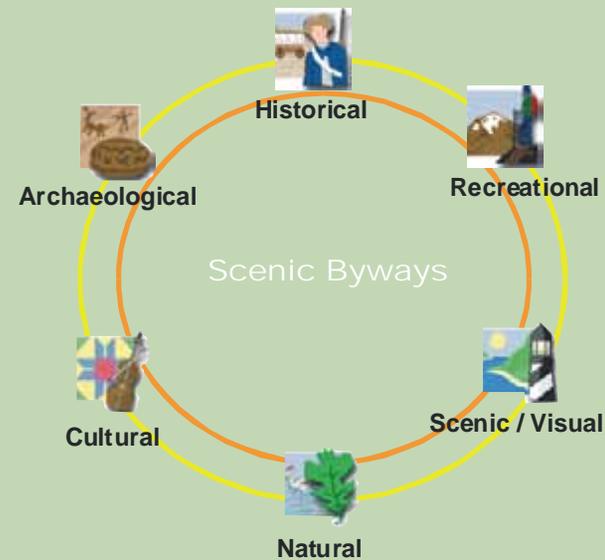


Fig. 3-1

INTRINSIC QUALITIES

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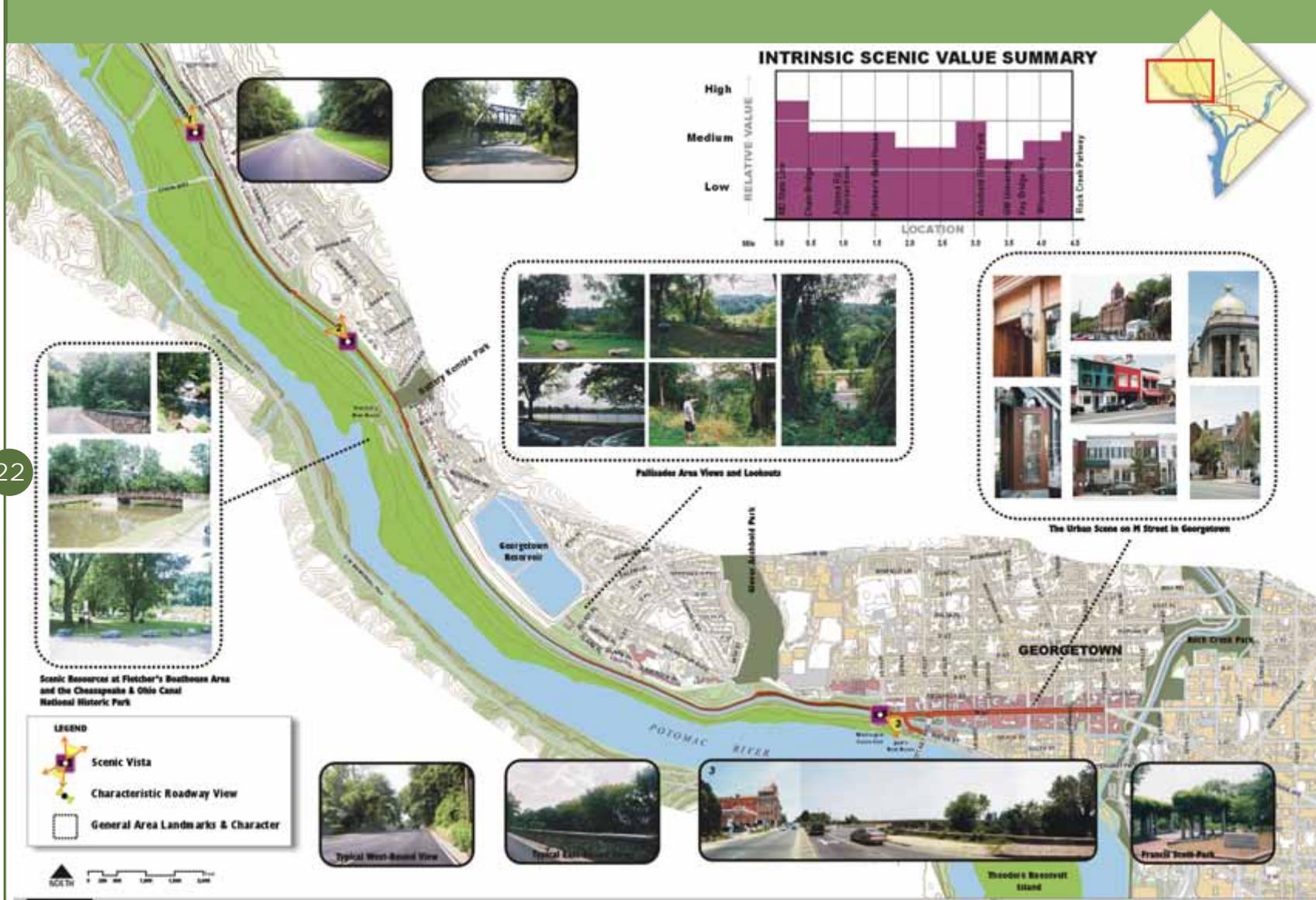


Fig. 3-2 SCENIC / VISUAL INTRINSIC RESOURCES

# 3 Intrinsic Qualities Scenic Resource Assessment

The Canal Road Byway is unique in providing a parkway-like experience to travelers along much of its four-mile stretch, as well as the distinctly urban experience of Georgetown on its eastern end. The Potomac River, which flows parallel to the Byway on its southern side, has formed the natural geography and landscape setting that provides much of the corridor's scenic qualities.

A major portion of the corridor remains “naturally scenic” characterized by views of the river and canal and views of the heavily vegetated corridor itself. Buildings are noticeably absent in this portion. The ‘scenic’ experience changes dramatically, however, in Georgetown. The experience becomes that of a busy market street, which captures the attention of the traveler through attractive, brightly colored storefronts and architectural elements.

With the exception of Georgetown, the scenic experience from Canal Road itself is largely based on vehicular movement at moderately high speeds. Some of the best scenic resources along the corridor are accessed not directly from the corridor but from its connections, such as from the adjacent Capital Crescent Trail, along the Canal towpath, and from the lookouts from the Palisades neighborhood on the bluff north of the corridor. Overall, the corridor offers a unique combination of scenes blending nature, history, and culture.

Clara Barton Parkway - This section is a conventional parkway; well-maintained and trimmed plantings, curbs and wide mowed-grass edges contribute to consistent roadway views.

Chain Bridge to Georgetown University - The roadway views between Chain Bridge and Georgetown University are generally characterized by the re-created historic wall on the canal side and dense trees growing on the steep slopes on the bluff side. From the roadway, the wall and overgrown vegetation obscure most views of the river and canal. Glimpses of the canal and river

are tantalizing but few: occasional openings offer views that are highlights of the scenic experience.

On the higher northern side of Canal Road, certain vantage points in the Palisades neighborhood offer spectacular scenic views of the Potomac River and the C&O Canal. Notable among these lookouts are the areas along the old trolley line right-of-way and behind the Center for Urban Ecology off Elliott Place.

Views from Fletcher's Boat House Area and C&O Canal National Historic Park - Distinguished as the only structure built and seen directly on the Canal Road corridor, the Abner Cloud House near the Fletcher's Boat House is a visual landmark that adds a historic character to the scenery. Coming off Canal Road itself into the Boat House area and C&O Canal National Historic Park, several scenic views of the canal, river and historic structures emerge.

Georgetown University to Key Bridge Section - This section offers a unique vista of the Potomac River against the backdrop of Rosslyn, Virginia's high-rise office buildings. This view is dramatically different from the natural, and tree-shaded section of Canal Road and begins a transition to the urban character in Georgetown.

Francis Scott Key Park - Marking the beginning of Georgetown and M Street (traveling West to East, or entering the byway corridor via Key Bridge), Francis Scott Key Park not only provides scenic views of the river and bridge, but also attracts attention as a visual landmark itself.

Georgetown - The scenic quality of this section is distinctly urban. Vibrant colors of the storefronts, historic buildings such as the Old Stone House and interesting architectural elements such as the golden dome of the Riggs National Bank, contribute to the dynamic visual character of this area.

## Notable SCENIC RESOURCES at a Glance

Views along Clara Barton Parkway

Views from Fletcher's Boat House

Views of the Potomac river and C&O Canal from various locations along the corridor

Views from the elevated bluffs in the Palisades neighborhood

Views from Francis Scott Key Park

The 'Urban Scene' at Georgetown

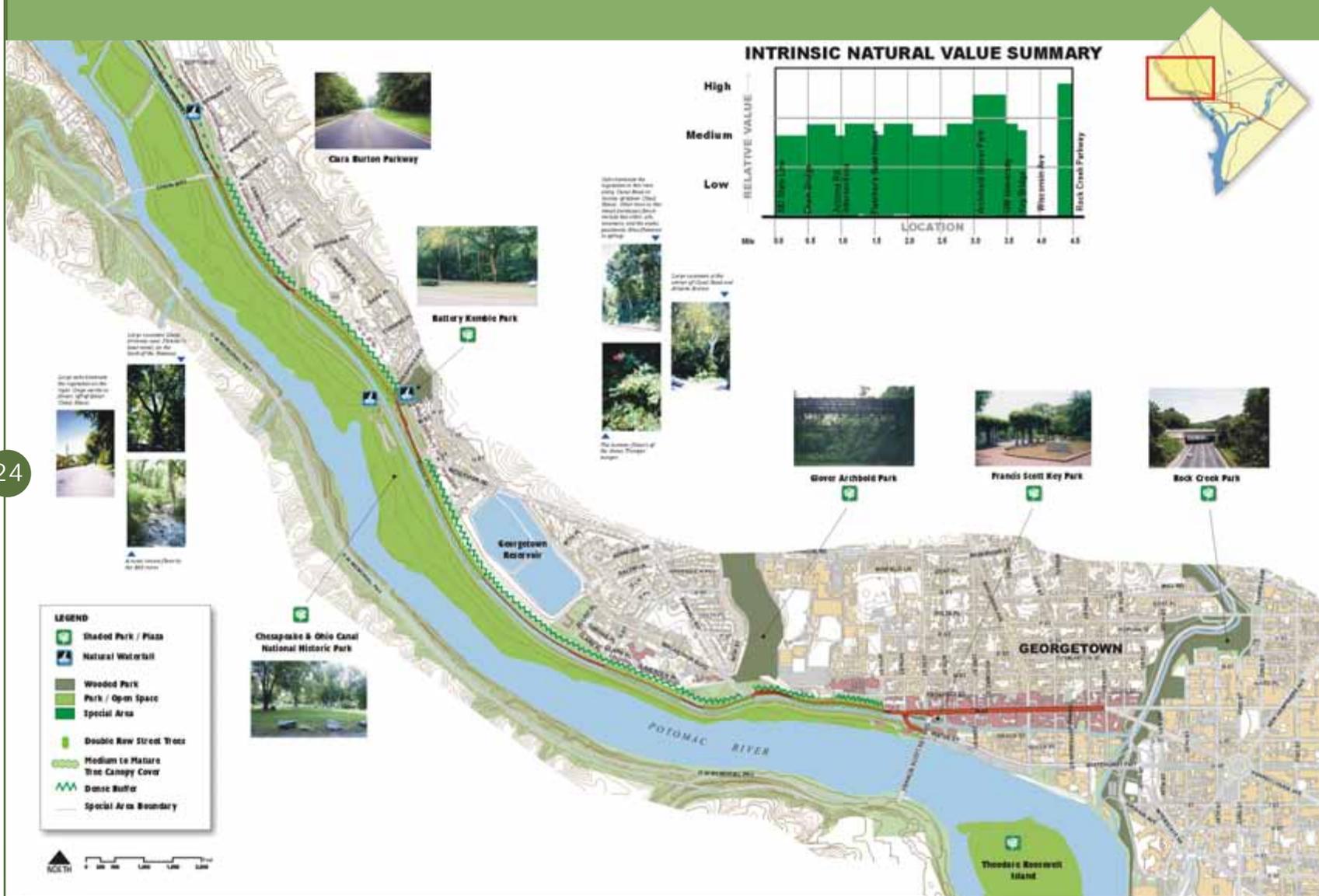


Fig. 3-3 NATURAL INTRINSIC RESOURCES

# 3 Intrinsic Qualities Natural Resource Assessment

The single, greatest influence in shaping the land of the Canal Road corridor has been the Potomac River. The landscape we see today reflects the underlying geologic development of a river valley, with its associated terraces and uplands.

On the western half of the byway, from the Maryland State line to Foxhall Road, few man-made structures intrude into a corridor of leafy green vegetation. On the eastern half of the byway, from Foxhall Road to Pennsylvania Avenue, the river and the C&O Canal are often in view from the vibrant, historic urban setting of the Georgetown area. Smaller parks, such as Glover Archbold, Potomac Palisades and Battery Kemble, are relatively undisturbed natural areas and among the best of the relatively few areas in the city where native vegetation still grows. In the backyard of the nation's capital, this abundance of relatively undisturbed natural areas is remarkable.

Clara Barton Parkway, maintained by the National Park Service, presents maintained, park-like landscapes, with mowed grass shoulders on both sides of the road at this far northwestern end of the byway. Just before Chain Bridge, on the north side of Canal Road, a combination of spring water and stormwater runoff from upslope residential areas runoff exits from an arched, concrete tunnel and splashes across rock ledges before entering a box culvert. This "waterfall" is visible from Canal Road. The water passes under Canal Road and the canal itself, emerging in a rocky stream which empties into the Potomac River.

The road in the Chain Bridge to Key Bridge follows the contours of the river and the geologic formations the river and other forces have created over time: a series of terraces stepping up to the bedrock bluff. Although blocked from view by the stone wall, the canal is always within a stone's throw from the road. Near Foxhall Road, the canal is excavated into bedrock and the towpath is

elevated; here the Capital Crescent Trail descends onto a lower, younger terrace. Georgetown University occupies the high bluffs on the Piedmont Province side of the Fall Zone. Mafic rocks - gabbro, schist, soapstone, and tonalite - are exposed in the bluff above the Potomac River.

The canal in Georgetown is excavated into the bedrock of the Sykesville Formation. Vegetation along this part of the corridor is mainly restricted to street trees, parks, and landscaping. Street trees in Georgetown include ginkos, Norway maple, red oak, and willow oak. Most trees along M Street are rather small and show signs of stress, but a notable exception is a beautiful, large ginko tree on the northeast corner of M and Potomac Streets. Actually, many of the trees lining Georgetown streets are ginkos; some people, however, find them objectionable. The ginko is a living fossil, related to conifers, and the only survivor of an ancient and once wide-spread family. Long-cultivated by Buddhist priests on temple grounds in China, Japan, and Korea, ginkos are hardy trees, resistant to smoke, dust, wind, and pests. Female trees are objectionable because they produce pulpy seeds, which smell like rancid butter; the ginko nut, however, is edible.

Other individual trees are notable. For example, there is a handsome weeping willow in the deep garden behind the historic Stone House. On the eastern end of M Street in Georgetown, a large tree with exposed roots stands alone on a small, triangular island bordered by M and 28th Streets, in front of the Amoco station.

Another important resource is the National Park Service's Center for Urban Ecology, which is located on MacArthur Boulevard on the edge of Rock Creek Park.

## Notable NATURAL RESOURCES at a Glance

Chesapeake & Ohio Canal National Historic Park  
Battery Kemble Park  
Clara Barton Parkway  
Francis Scott Key Park  
Glover Archbold Park  
Rock Creek Park  
Theodore Roosevelt Park

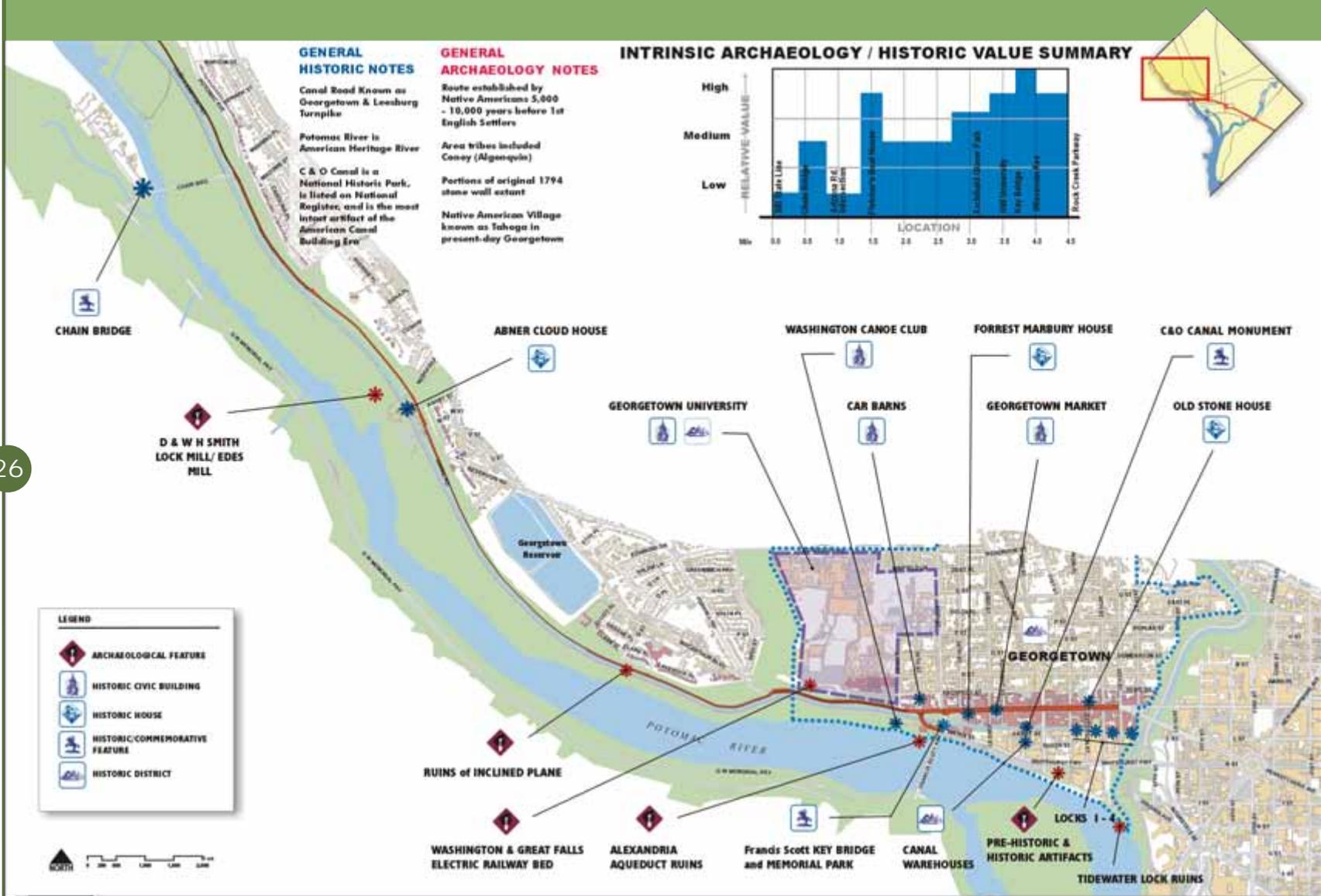


Fig. 3-4 HISTORIC & ARCHEOLOGICAL RESOURCES

## 3

## Intrinsic Qualities

## Historic &amp; Archaeological Resource Assessment

The 3.75-mile section of the Canal Road Corridor between the intersection of M Street and Wisconsin Avenue to the Maryland State line was formerly known as the Georgetown and Leesburg Turnpike. As a historic turnpike road, it connected Georgetown with Leesburg, Virginia. The Road was built in the first half of the nineteenth century in four sections by four different private turnpike companies. Canal Road was also known as the 1794 Public Road, which was part of the Potomac Route to the West. Portions of this 1794 stone wall are still intact. The Potomac Route to the West was one of the most important transportation routes in the nation from 1748 until the 1860s and is one of the oldest agricultural marketing routes in the District of Columbia.

North of M Street, there is much integrity: residential buildings and narrow tree-lined streets are evidence of 19th Century urban America. South of M Street, it is less intact: commercial redevelopment projects have altered waterfront area's character

C & O Canal is a National Historic Park, is listed on the National Register of Historic Places, and is the most intact artifact of the American Canal Building Era.

Canal Road follows a route established by Native Americans 5,000 to 10,000 years before white settlement. The Conoy (or Piscataway) people were an Algonquin-speaking people related to the Delaware and Nanticoke and part of the Iroquois confederation. They established villages in the Potomac Gorge and on the bluffs. The area grew as a location of great economic importance to the Native Americans. Henry Fleet, an early English fur trader and explorer, described a village identified as Tahoga in what is now Georgetown.

Prehistoric human activity in the corridor is highly likely due to the proximity of the Potomac River, Fall Line, and area streams,

which would have provided ease of movement for early populations. Quartzite in bedrock could have been used to make stone tools and weapons. However, the historic use of the area is likely to have disturbed the spatial context in which remains of the prehistoric occupations might be found.

Phase I archaeological investigation conducted in 1994 uncovered 6,290 artifacts in a systematic investigation of 6-acre area (from MacArthur Road Intersection to Key Bridge). The easternmost section recovered the most artifacts and has the greatest archaeological potential. Artifacts recovered in this area were domestic artifacts and building materials that spanned from late nineteenth century to early twentieth century. Testing indicated two waves of construction: one construction period in the 1850s and one (primarily of rowhouses) in the 1890s. This area was designated as site 51NW112 by the DC historic Preservation Division. Based on data that it contains about 19th century domestic life in Georgetown and Washington DC, the study concluded that the area may be eligible for listing on the National Register of Historic Places.

Georgetown developed as busy commercial trading center and tobacco port in 1700s, due to its strategic location. Various archaeological studies and excavations have uncovered numerous foundations and artifacts from residential and commercial sites in Georgetown.

### Notable HISTORIC/ ARCHAEOLOGICAL RESOURCES at a Glance

Alexandria Aqueduct Ruins

Canal Warehouses

Car Barns

Chain Bridge

D&W H Smith Lock Mill / Edes Mill

Abner Cloud House

Georgetown Market

Old Stone House

Ruins of the Inclined Plane

Washington Canoe Club

Washington & Great Falls Electric Railway  
Bed Ruins

C & O Canal Monument

Francis Scott Key Bridge & Memorial Park

Forest Marbury House

Georgetown University

Waterfront Park Artifacts

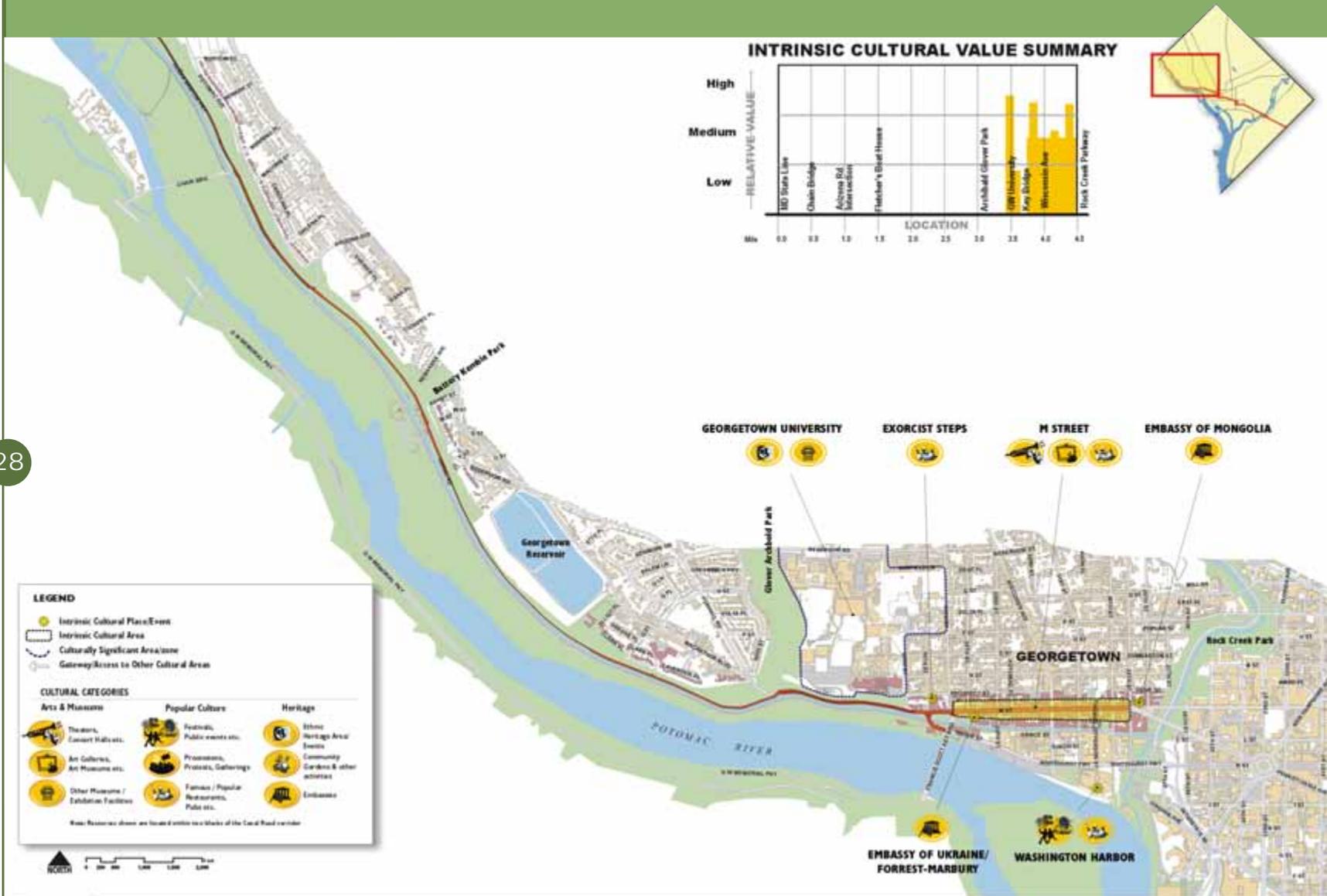


Fig. 3-5 CULTURAL INTRINSIC RESOURCES

# 3 Intrinsic Qualities Cultural Resource Assessment

Georgetown is the hub of cultural resources and events along the Canal Road Scenic Byway. Most notable, Georgetown University, hosts a variety of cultural events each month, ranging from art and drama programs to academic lectures.

Georgetown hosts international institutions of culture. The Embassy of Ukraine and the Embassy of Mongolia are located along M Street.

M Street has historically had a large role in Washington's social and business affairs. Today, M Street thrives as a major shopping and entertainment district, with numerous stores, boutiques, restaurants, and bars.

Washington Harbor, on the river side of K Street NW, has become a popular place for dining and a social spot for boaters who descend upon the restaurants and bars from all over the East Coast.

Georgetown has also played a role in popular culture. For example, the Exorcist Steps at 33rd Street were featured in the movie "The Exorcist," and are well-known in local lore.

## Notable CULTURAL RESOURCES at a Glance

Georgetown University

Exorcist Steps

M Street

Embassy of Mongolia

Embassy of Ukraine

Washington Harbor

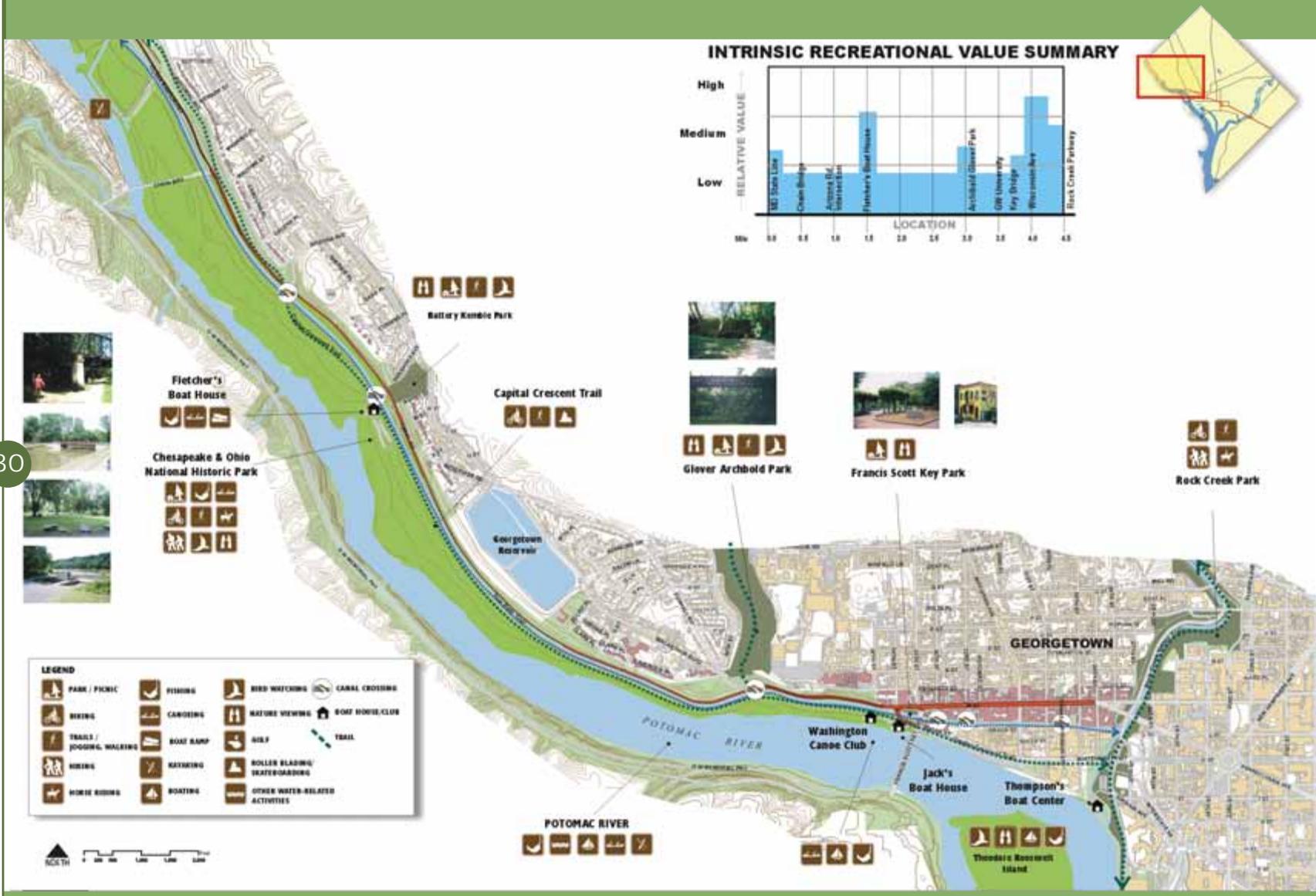


Fig. RECREATIONAL INTRINSIC RESOURCES

# 3 Intrinsic Qualities Recreational Resource Assessment

The Chesapeake and Ohio National Historic Park is a major recreational asset accessible within the Canal Road byway. The canal's towpath provides a nearly level, continuous trail through the Potomac River Valley. Every year millions of visitors come to hike or bike the C&O Canal. Rides in mule-pulled barges are available through the locks in Georgetown.

**Fletcher's Boat House** - This popular National Park Service concession near Reservoir Road provides an important access to many recreational activities, including picknicking, bicycle riding, birdwatching, and fishing and boating in the Potomac River. Row-boats and canoes are available for rent and for use in the river or in the C&O Canal. Trails are used for running, hiking, biking, rollerblading, bird-watching, and nature enjoyment.

Among the activities enjoyed on the Potomac River are boating and fishing. University crew teams use the river for practice. Further upstream, kayakers find white water to enjoy. Boats and canoes can be rented at Thomson Boat Center, Jack's Boats, and Fletcher's Boat House.

Theodore Roosevelt Island commemorates the great conservationist President. Although it is near the flight path of National Airport, it is a haven for hikers, birdwatchers, and others who enjoy nature. Trails radiate outward from a central memorial and statue, surrounded by a moat and lined with willow oaks. The island can be reached by canoe or boat, which are available for rent from local boat houses; pedestrian access to the island is via a footbridge on the Virginia side of the Potomac river.

The 11.5-mile Capital Crescent Trail follows the route of the former Georgetown Branch of the Baltimore & Ohio Railroad, which was active until 1985. The trail begins at the west end of K Street, beneath the Whitehurst Freeway, near the Potomac Boat Club and the Washington Canoe Club and runs between the C&O

Canal and the Potomac River. The trail is paved for seven miles, which makes it popular with bicycle riders and in-line skaters. Near the intersection of Foxhall and Canal Roads, an old stone tunnel beneath Canal Road provides a connection to the Glover Archbold trail. Near a stairway up to the canal towpath, there is an emergency call box. At Arizona Avenue the trail crosses Canal Road on what was formerly a railroad trestle bridge and follows the palisades above Canal Road, the C&O Canal, and the Potomac River.

**C&O Towpath** - This dirt path runs through the C&O National Historic Park. A concrete ramp leads down from Chain Bridge, providing access for hikers, bikers, anglers, and the handicapped. The towpath is also part of the Potomac Heritage National Scenic Trail, a hiking trail designated by Congress that extends from the Chesapeake Bay to Pittsburgh, Pennsylvania.

**Glover Archbold Trail** - This wide, blue-paint-blazed, 3-mile trail leads north from Canal Road to Massachusetts Avenue and Van Ness Street, four blocks south of the Tenleytown Metro Station. Through the bicycle and pedestrian tunnel under Canal Road near Foxhall Road, there is a connection to the Capital Crescent Trail and C&O Canal Towpath. It is a popular trail with runners - and with people who like to relax on the wooden benches in the park.

**Battery Kemble Trail** - One end of this 1.5-mile trail is on the Potomac River, where the Capital Crescent Trail and C&O Canal Tow Path pass Fletcher's Boat House. The other end is near the intersection of Loughboro and Foxhall Roads.

City Parks near the byway include the Palisades Community Center at Dana Place and Sherier Place and the Hardy Recreation Center at 45th and Q Streets NW. Both centers offer picnic areas, soccer fields, basketball courts, playgrounds, tennis courts, arts and crafts, aerobics, and other sports and club activities.

## Notable RECREATIONAL RESOURCES at a Glance

Potomac River

Chesapeake & Ohio National Historic  
Park and Canal towpath

Battery Kemble Park and Trail

Capital Crescent Trail

Fletcher's Boat House

Glover Archbold Park and Trail

Rock Creek Park

Francis Scott Key Park

Theodore Roosevelt Island



Fig. 3-7 RESOURCES LOCATED ALONG THE CLARA BARTON PARKWAY

- Scenic
- Natural
- Cultural
- Historic & Archaeological
- Recreational

# 3 Intrinsic Qualities Resources of Significance

This section presents the resources by segment of Canal Road. Each resource is described in the text below and indicated on the segment maps. The resources' associated intrinsic qualities are also noted in the text and maps.

## Clara Barton Parkway Segment

**1** **The C&O Canal** - The C&O Canal follows the route of the Potomac River for 184.5 miles from Washington, DC, to Cumberland, MD. The canal operated from 1828 to 1924 as a transportation route, primarily hauling coal from western Maryland to the port of Georgetown. It is the Nation's most intact reminder of the Canal Era in the 19th century.

Work started on the C&O Canal on July 4, 1828, when ground was broken by President John Quincy Adams at Little Falls above Chain Bridge. Plans called for the canal to extend all the way to Pittsburgh, Pennsylvania, to link with the Ohio River, but financial and other reasons caused construction to halt at Cumberland, Maryland in 1850. The canal was never a financial success, but it provided a cheap and leisurely means for transporting coal, flour, grain, and lumber to Georgetown. The canal went out of business permanently in 1924 after a severe flood and lack of financial resources to repair the damage.

In the 1950s, the C&O Canal was proposed for an automobile parkway from Georgetown to Cumberland. Following a well-publicized, eight-day hike along the Canal in 1954 by Supreme Court Justice William O. Douglas and other prominent individuals, however, plans were scrapped and support grew for Justice Douglas's plan to preserve the Canal corridor as a place where nature could be experienced within an increasingly urban area. The 20,000-acre area became the C&O National Historic Park in 1971. Hundreds of original structures, including locks, lockhouses, and aqueducts, can be seen today.

Within the Canal Road Byway corridor, the Canal has five locks, all located in Georgetown. A concrete marker at the Tidewater Lock indicates the official beginning of the C&O Canal, at the mouth of Rock Creek. When the Canal was operating, Rock Creek was dammed here to create a turning basin below the first lift lock.

The portion of the Chesapeake and Ohio Canal National Historic Park within the District is rich in natural resources, including wetlands, riparian habitat, floodplains, and forested uplands.

The C&O Canal National Historic Park Visitors Center, located between 30th and Thomas Jefferson Streets NW, in a building next to the towpath, is a National Park Service-run facility. It is open to the public Thursday - Sunday from 9 a.m. to 4:30 p.m. Canal boat rides are available several times a day on these days and tickets may be obtained here for a fee. The C&O Canal Monument marker, located on Wisconsin Avenue NW, south of M Street west of the canal bridge, was erected in 1850 to recognize the completion of the canal to Cumberland, Maryland.

**2** **Potomac River** - The portion of the Potomac River bordering the capital city is part of a 383-mile long river that begins in Fairfax Stone, West Virginia, and empties into the Chesapeake Bay at Point Lookout, Maryland. The "Nation's River" drains 14,670 squares miles in four states (Maryland, Virginia, West Virginia, and Pennsylvania) and the District of Columbia, and lies in several geological provinces (the Appalachian Plateau, the Blue Ridge, the Piedmont Plateau, and the Atlantic Coastal Plain). In July 1998, the President of the United States designated the Potomac River an American Heritage River, one of 14 in the country. The Potomac River provides domestic water for Washington, DC and northern Virginia suburbs.

After each description of a byway resource, there is a letter or letters in parentheses. These letters stand for the intrinsic quality that the resource embodies, either at the District or National level, as follows:

A = Archaeological  
C = Cultural  
H = Historic  
N = Natural  
R = Recreational  
S = Scenic



Chain Bridge

## Geological Setting

The Canal Road corridor is located in the Piedmont Province and the subprovince of the Coastal Plain. The Piedmont Province is characterized by metamorphic rocks. In the Coastal Plain, these rocks are covered by sand and gravel deposits ranging in age from Cretaceous to Recent. The Fall Zone, which separates these geologic divisions, bisects the area diagonally from northeast to southwest and includes the heights of the Potomac Palisades and the waterfalls in the Potomac River at Little Falls.

The Coastal Plain is further divided into terranes, the most eastern of which is the Potomac terrane, which includes the Canal Road Byway corridor. The Potomac River has cut a gorge through the complexly deformed metamorphic rocks of the Potomac terrane.

Within the Canal Road corridor, the canal and towpath occupy an incised channel on a bedrock terrace of the Potomac River. A series of terraces created by the river over millions of years contribute to the land form.

No fossils are known to occur within the rocks of the Potomac terranes, including the Canal Road corridor. These rocks were either deposited prior to the development of shelled organisms or any fossils present have been destroyed through geologic processes.

The floodplain of the Potomac River within the Coastal Plain is relatively broad. However, when the Potomac floods its banks, the results can be devastating to man-made features. A flood in 1889 destroyed the “outlet incline” - an ingenious piece of early engineering that transferred loaded barges down a 30 degree paved incline to the Potomac River in order to avoid waiting in line with other boats to pass through the locks in Georgetown. Floods helped put an end to the canal in 1924. The floods of 1996 caused damages totaling \$65 million to more than 800 structures throughout the park.

The year after he settled the Jamestown colony in Virginia, Captain John Smith sailed up the Potomac River in 1608 and may have explored as far as Little Falls, north of the present-day District of Columbia. Smith found abundant fish and game and Native Americans living in the area. Captain Henry Fleete sailed up the Potomac in 1632 and anchored at a place the Piscataway Indians called Tahoga. In 1790, Congress authorized a site on the Potomac for the new capital city of the United States, leaving to President George Washington, a major landowner in the area, the selection of the specific location. With the aid of several commissioners, Washington chose the 10-mile-square site where the plans for the new federal city were developed by Pierre Charles L'Enfant, a Frenchman who had served on Washington's staff during the Revolutionary War. (H,N,R)

## Chain Bridge Segment

**3 Chain Bridge** - Today's Chain Bridge is the eighth in a series that have spanned the Potomac River at this site since the first, a covered wooden structure, was built in 1797. The name Chain Bridge comes from the third bridge built here, one of the world's earliest rare chain suspension structures. (H)

**4 Palisades Park and Battery Kemble Park** - Although only about one mile long, Potomac Palisades Park/Battery Kemble Park contains a lush and diverse deciduous woodland enveloping a rocky streambed. This small parkland is bordered by Chain Bridge Road, 49th Street, and Nebraska Avenue. Most of the park area is above MacArthur Boulevard, but it can be reached from Canal Road. The second growth forest species include tulip trees, black locust, dogwood, sycamore, oak, hickory, maple, beech. A variety of birds can be seen here, including veeries, which stop here on their spring and fall migrations.

**5 D. & W.H. Smith Lock Mill/Edes Mill** - An 1887 “Official Records and Actual Surveys” map indicates that the D. & W. H. Smith Lock Mill was located south of Canal Road between intersection of Arizona Ave and Reservoir Road. According to an architectural survey of the B&O Railroad, Georgetown Subdivision 1987, the area between the C&O Canal and the Potomac River to Maryland included the Edes Mill Industrial Complex. An Y-shaped interchange was built to provide access from the Lock Mill to the Abner Cloud House, the Old Locks, and the fisheries located nearby. (A)

**6 Abner Cloud House** - Constructed about 1801, this building is the oldest house along the C&O Canal. It was restored during the Bicentennial of the United States by the Society of Colonial Dames, Chapter 3, in a partnership with the National Park Service. It is open periodically. (H)

- 7 Fletcher's Boat House** - Natural resources here include the Potomac River, the floodplain along the river, and the natural beauty along the C&O Canal and towpath. There are many box elder (ashleaf maple), black locust, and sycamore trees in the floodplain of the Potomac. The black locust trees are in the legume family and produce fragrant, pendulous clusters of pretty, white, pea-like flowers in spring. Among the sycamores, there are some - such as the one on the driveway down to the boat dock - that are remarkably big. Near the Abner Cloud House, there are several small trees or shrubs including a mock orange, which has a fragrant, white flower, and a crepe myrtle, which produces reddish blossoms in summer. Near Fletcher's is a spillway from the canal to the river, which is easily viewed from above along the Capital Crescent Trail. Water escaping through the wooden gates cascades over cement slabs into a streambed below. (N, R,S)
- 8 Glover Archbold Park** - This 183-acre, NPS-administered park is a dense, thriving forest. Some of the oak, sycamore, beech and other trees are 150 to 200 years old. The land was donated to the city in the early part of the 20th century by philanthropist Charles Carroll Glover and Anne Archbold, a Riggs Bank executive and Standard Oil of New Jersey heiress. For a while, it was operated as a bird sanctuary. The beech trees even when large retain smooth bark, and they produce edible beechnuts, which are eaten by squirrels, raccoons, and some species of birds. (N,R)
- 9 Ruins of Inclined Plane** - Located between the canal and the Potomac River about a mile west of Georgetown, this ingenious piece of early engineering was like a dry dock on wheels. Canal boats entered into a wooden trough, the water was drained, and the boat and trough slid down a paved incline (about a 30-degree angle) to the river. By using the incline, boatmen avoided waiting in line with other canal boats to go through the series of locks

in Georgetown. The incline was destroyed in a major flood in 1889; however, the outline of its receiving basin on the Potomac shoreline can still be seen during the winter months when foliage does not impede the view. (A)

**10 Washington & Great Falls Electric Railway Bed Ruins** - Near the intersection of Canal Road and Foxhall Road are remnants of the Washington & Great Falls Electric Railway bed, which extends across Glover-Archbold Park, in the form of a large trestle. The Washington & Great Falls Line ran along the Canal from Georgetown to Cabin John. The line was intended to go past Glen Echo to Great Falls, but this was never accomplished. From 1896 to January 1960, railcars ran on the line along the high bluffs of the Palisades, providing patrons with panoramic views of the canal and the Potomac River. (A)

**11 Georgetown University** - Located on the bluff high above Canal Road and the C&O Canal National Historic Park, 37th and O Streets, is Georgetown University, with the spires of its Healy Building clearly visible from the surrounding area. Founded in 1789 by John Carroll, the first American bishop, Georgetown University is the oldest Catholic university in the United States. As a nationally acclaimed institution of higher learning, Georgetown University hosts a variety of cultural events. Departments such as the Art, Music, and Theatre Department, Office of International Programs, and the Women's Center host numerous events each month, many of which are open to the public. (H,C)

**12 Exorcist Steps** - This long flight of steep stairs at 36th Street between Prospect and M Streets was featured in the movie "The Exorcist." (C)

### Vegetation

From Foxhall Road to the Maryland state line, the intermittent tree canopy and densely vegetated road-sides contribute greatly to making the corridor a scenic byway. In the middle section of Canal Road, while views of the canal itself are blocked by the restored stone wall along the roadway, the location of the canal is still evident as a noticeable gap in the vegetation between the narrow strip of trees and shrubs adjacent to the wall and the larger, denser forest in the middle distance, on the other side of the towpath.

Along Canal Road the tallest trees provide an intermittent, partial canopy over the roadway along sections of the roadway. Trees and shrubs form a curtain of green vegetation, particularly on the north side and on the western end. The vegetation is a mixture of natural native and non-native species. In forested areas, the predominant hardwood trees are box elder (also called ashleaf maple), white and black oak, American and slippery elm, sycamore, black locust, ash, tulip poplar, and hickory; other species include sumac, mulberry, mock orange, spice bush, witch hazel, catalpa, tree-of-heaven, and paw-paw. Flowering trees, shrubs, and plants - such as the royal paulownia (or "empress tree"), with its blue flowers in spring, or the trumpet creeper, with its showy orange flowers in summer, or the sumac, which turns red in the fall - add seasonal beauty.

Many of these trees and shrubs historically had commercial or domestic uses. The white oak was formerly used in barrel-making and shipbuilding. The hickories produce nuts that were prized by Indians and pioneers, as well as a strong wood for furniture, tool handles, and furniture. The fragrant, edible inner bark of the slippery elm was formerly used as a cough medicine or poultice. In riparian areas, the box elder is commonly found with willows, maples, and other water-loving and -tolerant plants; it produces a sweet sap like the sugar maple. The paw-paw, the northernmost member of a chiefly tropical family, produces an edible fruit eaten by wildlife.

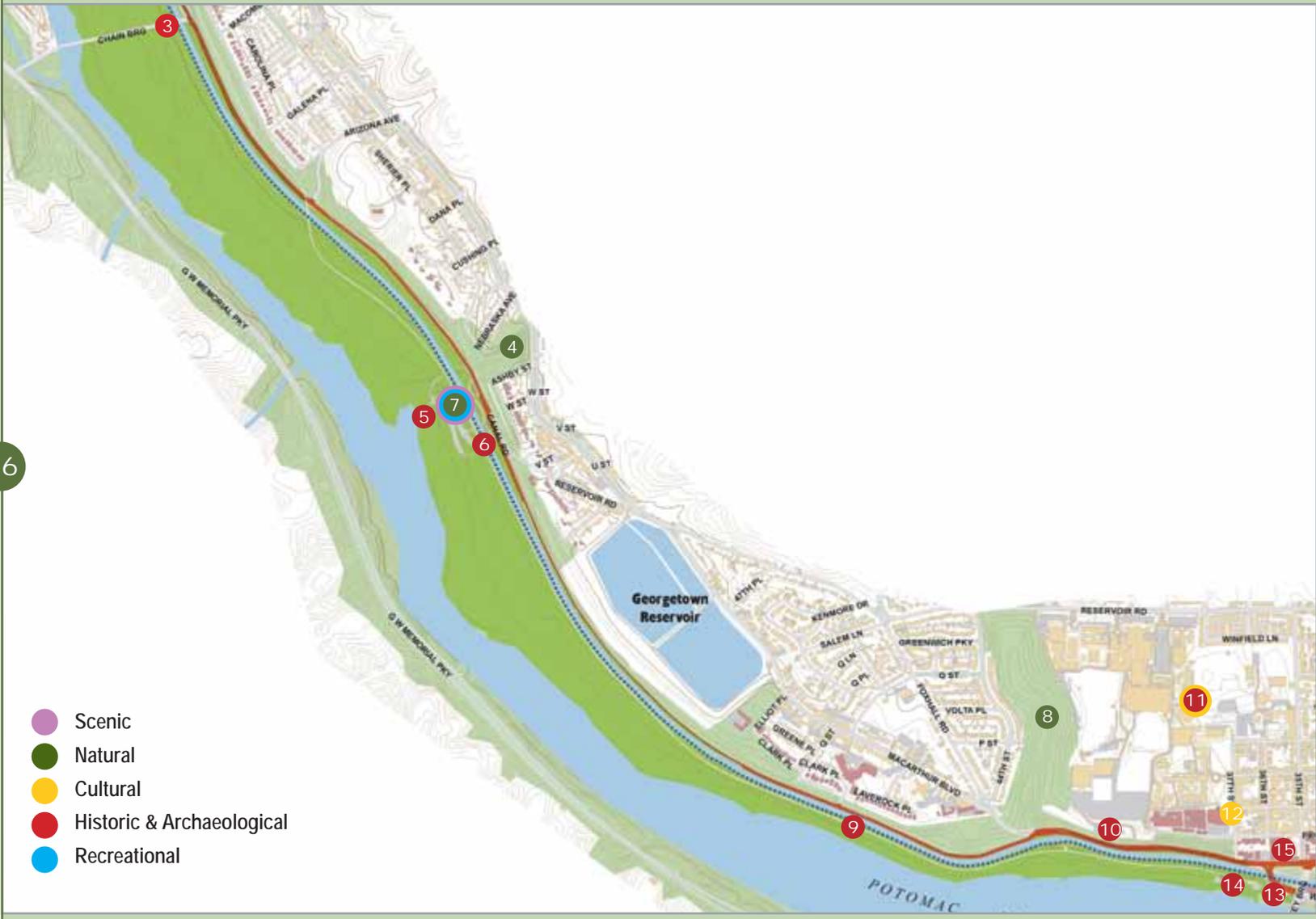


Fig. 3-8 RESOURCES LOCATED IN CHAIN BRIDGE SEGMENT

**13 Aqueduct Bridge Remains** - Just west of Key Bridge are the remains of an old abutment and pier, vestiges of the Aqueduct Bridge built between 1833 and 1843 to carry the C&O Canal across the Potomac River to connect with the Alexandria Canal on the Virginia side. A major 19th century engineering achievement, the finished trough was 1,456 feet long and approximately 40 feet above the river. The trough was drained of water and used as a bridge during the Civil War; after the war, a roadway was built above the boat channel to facilitate foot and vehicular traffic between the two sides of the river. Congress authorized replacement of the bridge in 1916, resulting in today's Francis Scott Key Bridge. From the canal towpath, the bases of two Aqueduct Bridge piers may be seen near the Virginia shoreline of the river. A stairway near the abutment leads to K Street beneath Whitehurst Freeway and the Georgetown Branch Trail. (A)

**14 Washington Canoe Club** - This private boathouse at 3700 K Street NW is located adjacent to the canal and the Georgetown Branch Trail. The structure was built around 1890 in what is known as the shingle style. Most of the ground floor houses canoes, while the second floor provides space for club activities. (H, R)

**15 Former Car Barns** - Located at the northwestern end of Francis Scott Key Bridge, this imposing building with its central clock tower was built into the rocky hillside between M and Prospect Streets NW between 1895 and 1897 as a station and trolley car storage facility. The address is 3600 M Street NW. Now, over 100 years later it has new uses which include offices and a top floor available for catered events. There are excellent views of the river and the surrounding area from the top-floor vantage point. (H)

### Georgetown Segment

**16 Francis Scott Key Bridge** - Key Bridge was authorized by Congress in 1916 to replace the old Aqueduct Bridge spanning the Potomac to Arlington, Virginia. Completed in January 1923, it is an early example of a reinforced concrete structure. The 1,791-foot bridge has five great segmental arches that gracefully step across the river. Sidewalks on both sides of the bridge provide excellent views of the Three Sister Islands, riverside vegetation, the Palisades, and Georgetown University upstream, and the Georgetown waterfront, Roosevelt Island, the John F. Kennedy Center for the Performing Arts, and part of the city's monumental core downstream. (H,S)

**17 Francis Scott Key Memorial Park** - This attractive park, perched on the northern side of the Francis Scott Key Bridge, honors the author of "The Star Spangled Banner" and provides an attractive entry point to the Georgetown community from the bridge or Canal Road. Key, the author of "The Star-Spangled Banner," lived in a house at the M Street end of the bridge. The stars in the park's flag are the same number as the states in the Union in 1814, when Francis Scott Key composed the verses that later became our national anthem. A bust of Key and several plaques outlining the history of the area are in the park. The park offers a shady, beautifully landscaped place to view the Potomac River and watch passers-by entering Georgetown. A wisteria-covered arbor and bust of Key make up the centerpiece. Landscaping includes ornamental trees, shrubs, flowers, ornamental grasses, and groundcovers, such as cotoneaster. Among the trees is the Chinese scholartree (also called a Japanese pagoda tree), which is a hardy, though slow-growing street tree with late summer blossoms. There are also larger, native trees nearer the bridge. (H,N, S)

### Wildlife

Habitat types in this area cover an interesting range, particularly when considered on a transect: the open water of the Potomac River, riparian areas along the river, the floodplain woodland, and the upland hardwood forest. With this variety of habitats, the Canal Road area is one of the richest areas in the city for wildlife. Mammals in the area include white-tailed deer, red fox, gray squirrel, opossum, rabbit, raccoon, and mice.

A wide variety of birds are found within the various habitats of the Canal Road corridor. Audobon Society annual, mid-winter surveys in this area have typically counted between 80 and 90 species. Birds that can be seen within the Canal Road corridor include raptors, such as golden eagles, hawks, owls, and osprey, grouse, turkey, woodpeckers, two species of chickadee, bluebirds, robin, cardinal, sparrow, marsh birds such as herons and egrets, ducks, geese, and other water birds, migrating warblers and thrushes, ducks, and gulls.



Francis Scott Key Memorial Park



Fig. 3-9 RESOURCES LOCATED IN GEORGETOWN SEGMENT

- Scenic
- Natural
- Cultural
- Historic & Archaeological
- Recreational

**18 Theodore Roosevelt Island** - What now appears to be mostly undisturbed woodland was, in the eighteenth century, part of the estate and farm of John Mason, son of the Virginia patriot, George Mason. The island changed ownership several times before the Roosevelt Memorial Association purchased it in the 1930s. A landscaping plan, designed by the Olmsted Brothers, the sons of Frederick Law Olmsted, called for the removal of man-made structures and the planting of thousands of trees and shrubs. Trees growing on the island include chinkapin and red oaks, maples, elms, ashes, and tulip poplars; shrubs include pawpaws and spice-bush. (N,R)

**19 M Street** - As Washington, DC developed, Georgetown's business and social affairs shifted from the waterfront to Bridge Street (now M Street), which became the major avenue of approach to the new capital from the west. Today M Street is a major shopping and entertainment district, with numerous stores, boutiques, restaurants, and bars catering to locals and visitors alike. (C,S)

**20 Georgetown Historic District** - Georgetown was already about 50 years old when the capital of the United States moved from Philadelphia, Pennsylvania to the banks of the Potomac in 1800. Founded in 1751 around a ferry landing and a tobacco inspection warehouse, it was a thriving port by the time it became a part of the new 10-mile-square federal district. Wharves extended into the river, and warehouses and taverns were all located nearby. By the end of the 18th century, the governor of Maryland claimed that Georgetown was the largest tobacco port in the United States. With waterpower from the Potomac River and Rock Creek, milling also developed as a prominent industry, strengthened further when the town became a shipping terminus for the Chesapeake & Ohio Canal. In 1895, Georgetown was fully integrated into the City of Washington when its street names

## 3

## Intrinsic Qualities Resources of Significance

were changed to conform to those of Washington streets. The Georgetown Historic District was created in 1950 by an Act of Congress. The district, which includes the waterfront area, is a remarkably intact example of a complete historic town, containing some 4,000 structures, the oldest of which dates from about 1766. It was placed on the National Register of Historic Places in 1967. (H)

**21 Forrest-Marbury House/Ukrainian Embassy** - The west portion of this house was constructed by Uriah Forrest about 1785. In 1791, President George Washington met here with Georgetown landowners to get their support for the proposed new capital city. A subsequent owner, William Marbury, was a litigant in the U.S. Supreme Court case *Marbury v. Madison*, which established the principle of judicial review. Today, this former residence, located at 3350 M Street NW, and the building adjoining it on the southeast corner of M and 34th Streets NW are home to the Embassy of the Ukraine. It was placed on the National Register of Historic Places in 1973. (H,C)

**22 Former Georgetown Market** - The large brick building at 3276 M Street NW was constructed in 1865, but it stands on a site used as a Georgetown market since 1795. The building has served many commercial uses during its long history, including an automotive parts distributorship store in the mid-20th century. Its restoration and reuse as a upscale food and wine emporium, *Dean & DeLuca*, connects it once again with its historical roots. (H)

**23 Canal Warehouses** - Built in the early part of the 19th century, these warehouses, located on the south side of the C&O Canal between the Powerhouse and the Wisconsin Avenue canal bridge, provided storage space for goods and materials shipped down the canal to Georgetown. Today, these large brick buildings

have been turned into new uses, such as commercial businesses, office space, and condominiums. (H)

**24 Prehistoric and Historic Artifacts at Georgetown Park** - In 1985, an archaeological testing program identified early 19th century building walls and brick flooring, 18th century cobblestone paving, which indicated waterfront activity, and a prehistoric component of stone tools and lithic debitage. In 1998, Congress appropriated funds to create a waterfront park under the freeway and to display archaeological assets of the site. (A)

**25 Washington Harbor** - Situated on the river side of K Street NW at the foot of Thomas Jefferson Street NW, this commercial, office, and residential complex was completed in 1986. Although its whimsical design has been compared to the towers of Kubli Khan, it is one of the few waterfront buildings in the city that consciously ties its land use to the river. It is a popular place for dining, and during the spring, summer, and fall months, boardwalk strollers see boats from all over the East Coast tied up at the docks.

**26 Embassy of Mongolia** - This diplomatic presence was established at 2833 M Street, NW after the collapse of the Soviet Union in the early 1990s. (C)

**27 Old Stone House** - Built about 1765, the Old Stone House, located at 3051 M Street NW in Georgetown, is the oldest standing building - and the only surviving pre-Revolutionary War structure - in the District of Columbia. The exterior is constructed of locally quarried blue granite. It was built by Christopher Layman, a cabinetmaker, and it served as his home and shop. Representative of pre-Revolutionary War vernacular architecture, the house has been restored and furnished to reflect that period. The historic site is administered by the National Park Service. (H)



Old Stone House



Car Barns



M Street

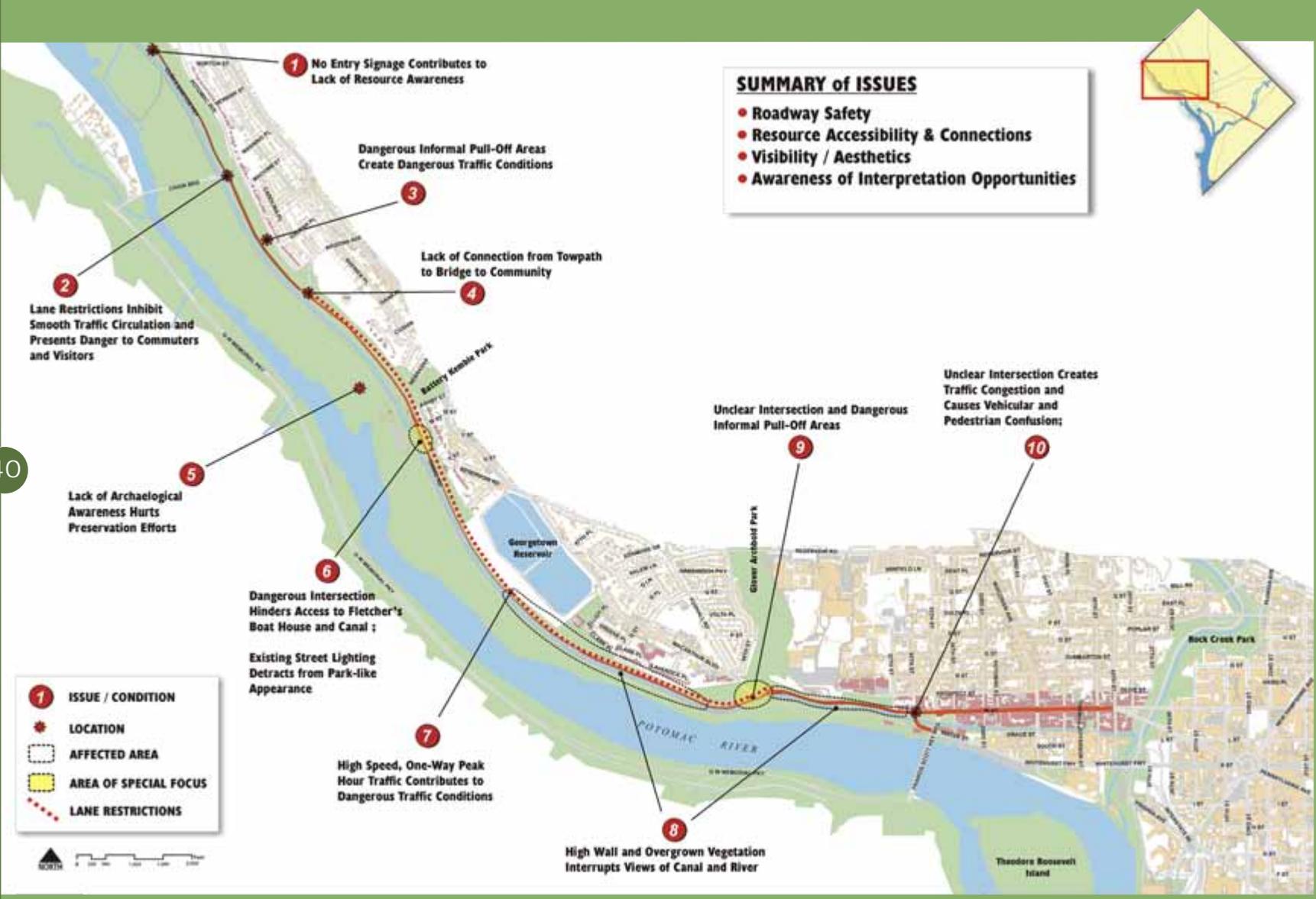


Fig. 3-9 ISSUES AND DETRACTORS

# 3

## Intrinsic Qualities Issues and Detractors

Five major categories of issues detract from the intrinsic qualities of the Canal Road Scenic Byway: lack of roadway safety; poor accessibility and connections to resources; lack of visibility and aesthetics; natural resource impacts; and lack of awareness of interpretive opportunities.

**Roadway Congestion & Safety** - One of the biggest detractors along the Byway is the traffic. While the Clara Barton Parkway, Canal Road, and M Street are not unsafe roadways by design, high speed, high-volume traffic - particularly during rush hours - can create unsafe situations. Lane restrictions between Chain Bridge and Arizona Avenue, which are necessary because of high traffic volumes during peak hours, inhibit smooth circulation and require extra care by commuters and visitors. The high speed, one-way rush-hour traffic from Chain Bridge to Foxhall Road can be problematic for byway users. Several informal pull-off areas have been created by work crews and others; use of these pull-offs creates dangerous traffic conditions. At the intersection of Canal and Foxhall Roads, the cross-over design and poor signal timing adds to congestion. Signage for the Key Bridge intersection is confusing and causes poor traffic flow. Outside of Georgetown, there are few locations where pedestrians may safely cross the roadway. Likewise, personal safety has been a concern in the pedestrian/bicycle tunnel beneath Canal Road near Foxhall Road.

**Poor Accessibility & Connections to Resources** - Canal Road has poor accessibility and connections to resources along its length. At Arizona Avenue, there is no connection from the tow-path to the bridge to the Palisades community. The intersection at Fletcher's Boat House is configured so that it is virtually impossible to access Fletcher's from the west, which inhibits use of the natural, historic, and recreational opportunities. Also, vehicle and pedestrian access to resources at the C&O Canal National Historic Park is impacted by poor lighting and maintenance of the tunnel at Glover-Archbold and Battery Kemble Parks.

**Natural Resource Impacts** - Trees and herbaceous vegetation suffer the stress of living in an urban environment: physical breakage, soil erosion, too much or too little water, and air pollution. Exotic species, such as English ivy and honeysuckle, may grow so thick that they choke native trees and shrubs. The invasive tree-of-heaven grows along Canal Road; this species' male flowers and crushed foliage have a disagreeable odor, some people are allergic to the pollen, and the roots are poisonous. Water quality in the Potomac River and Rock Creek is degraded by non-point pollution, loss of riparian vegetation, and runoff, which creates health concerns for water sports and fish consumption.

**Aesthetics & Visibility** - The bright, institutional Cobra street lighting near Fletcher's Boat House detracts from Canal Road's park-like appearance. The high retaining wall from Key Bridge to Foxhall Road and overgrown vegetation interrupts views of the Canal and the Potomac River. The deteriorating cap spalling and exposed rebar of the canal wall in front of Georgetown University detract from the area's aesthetics. Where stream beds are routes for city sanitary sewer lines, there is noticeable sewer-pipe odor. Along M Street in Georgetown, the street trees are generally small and sparse. This barren landscaping and overabundance of on-street parking, detracts from the historic character of the area.

**Lack of Awareness of Interpretive Potential** - The lack of entry signage at the Maryland State line contributes to an overall lack of awareness about Canal Road and its resources. Near Fletcher's Boat House, archaeological excavations have uncovered thousands of artifacts; however, these resources have not been interpreted. Furthermore, the Native American history and the Colonial milling history are buried in old documents and maps instead of presented with the C & O Canal interpretation efforts. The lack of interpretation of these important resources ultimately hurts efforts to preserve the area's history.

### Summary of Issues

Roadway Congestion and Safety

Natural Resource Impacts

Poor Accessibility and Connections to Resources

Aesthetics and Visibility

Lack of Awareness of Interpretive Potential



Deteriorating cap spalling detracts from the area's aesthetics



# 4

## THE COMPONENT PLANS

### Overview of the Plans

As specified in the federal scenic byway policy, a corridor management plan: "... should provide for the

conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway."

This definition indicates that a Corridor Management Plan is actually a collection of plans. These plans include:

#### Intrinsic Qualities Maintenance and Enhancement Plan

This plan proposes recommendations for avoiding potential threats and detractors or mitigating existing threats and detractors to the intrinsic qualities and resources.

#### Visitor Experience Plan

This plan discusses efforts and proposals to minimize any intrusions on the visitor experience. It also identifies plans to enhance the experience, such as accommodating visitor services along the byway. The plan also discusses strategies to interpret the resources along the byway and educate travelers about them.

#### Tourism, Marketing and Promotion Plan

This plan describes how the Scenic Byway will be marketed and publicized to attract visitors, especially those from other countries. In addition, the plan discusses means to accommodate increased tourism.

#### Roadway Plan

The roadway plan discusses proposed modifications to the roadway alignment or design and proposed streetscape treatments

to the byway. The plan also discusses numerous strategies to increase alternative forms of transportation along the byway, such as public transportation, motor tours, bicycling, and walking.

#### Commerce and Facilities Plan

This plan proposes placement of highway signs that will support the visitor experience and help visitors find their way. This plan also demonstrates that existing laws on the control of outdoor advertising are being met

### Component Plans of the Corridor Management Plan

- Intrinsic Qualities Maintenance and Enhancement Plan
- Visitor Experience Plan
- Tourism, Marketing and Promotion Plan
- Roadway Plan
- Commerce and Facilities Plan

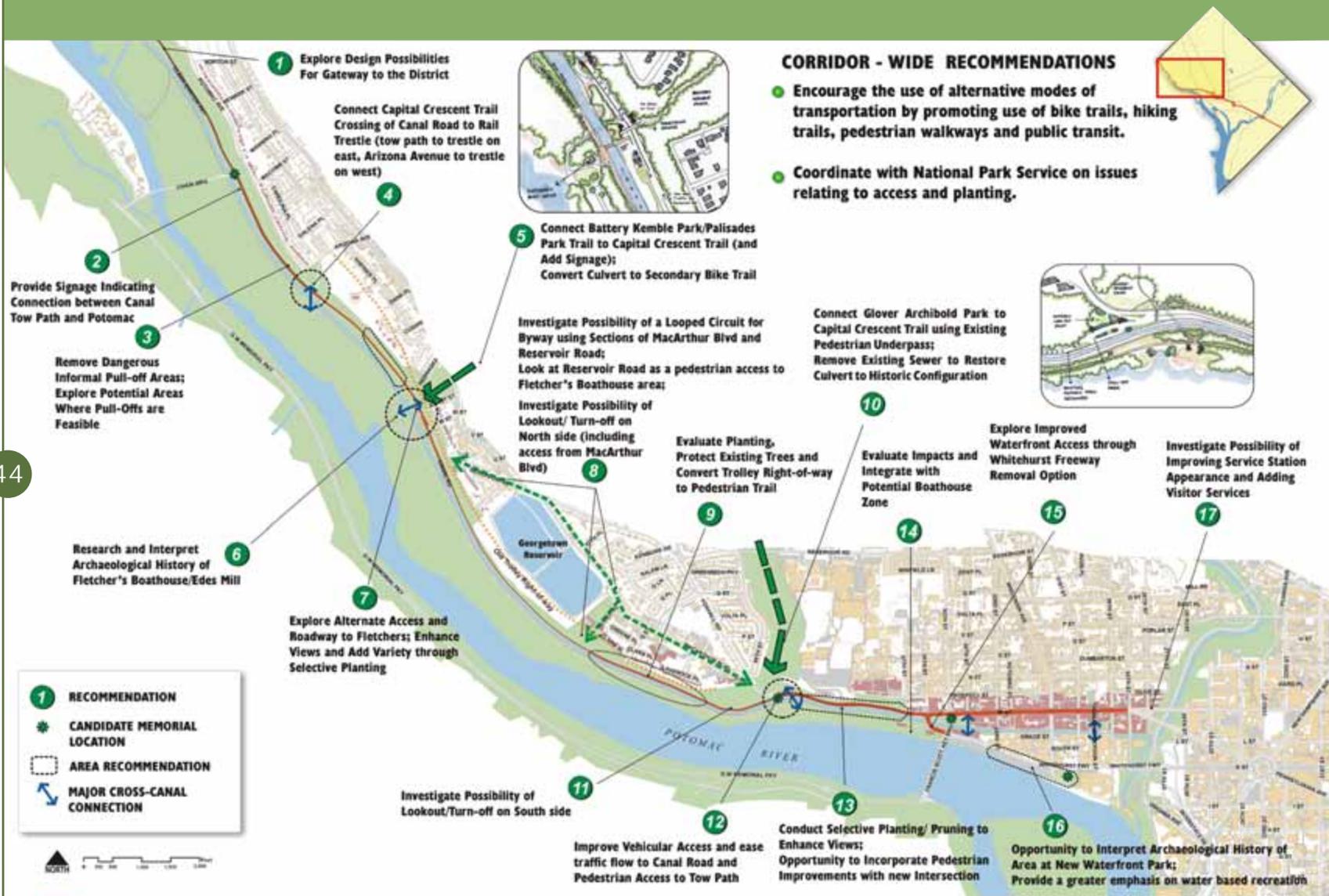


Fig. 4-1 MAINTENANCE & ENHANCEMENT RECOMMENDATIONS

One of the key objectives of this corridor management plan is to preserve, maintain, and enhance the scenic, historic, recreational, cultural, archaeological, and natural intrinsic qualities of the Canal Road Scenic Byway corridor. This objective is critical to all byway planning. To a great extent, mechanisms are already in place to maintain and enhance the intrinsic qualities within the Canal Road corridor. Each of the agencies mentioned in Chapter 1 plays a role within its jurisdiction.

This section briefly addresses the intrinsic qualities described in Chapter 3 and provides examples of measures for maintenance and enhancement. These examples are presented in the form of recommendations; many of these recommendations are illustrated in the maps and other figures provided throughout the chapter.

### Scenic Quality

Natural scenery, including the landscapes shaped by the geological development of the Potomac River, is a highlight of the Canal Road Scenic Byway experience. This type of scenic quality is dependent on the quality and abundance of natural resources; the aesthetic is heightened by proximity to the urban environment. In addition, the byway offers canal views, historic properties, and vibrant streetscapes. All are part of the diverse scenic resources of the Canal Road Scenic Byway.

Because the viewsheds of Canal Road Scenic Byway are so diverse, view-specific approaches are required on a case-by-case basis in the maintenance and enhancement of scenic resources. A full range of approaches should be considered, including consideration of both day and nighttime aesthetics. For example, vegetation management may involve either additional planting of new trees and shrubs or, to enhance scenic views or restore native species, removal of existing trees and shrubs. In consideration of nighttime viewsheds, the appropriate artificial lighting

within a largely natural area may be none; on the other hand, at canal crossings in Georgetown, subdued and indirect lighting may enhance the experience, as well as provide safety.

Scenic quality is closely related to recreation and visitor experience. Many recommendations in other sections of this plan (including those pertaining to recreation, natural resources, visitor experience, and roadway planning) also consider scenic amenities. To address certain scenic issues, this plan recommends the following measures:

- Coordinate with the Casey Trees Endowment and National Park Service to plant additional trees within the corridor and enhance the landscape maintenance program. Enhance views from Canal Road and add variety through plantings. Improve the scenic character of the road corridor by tree, shrub, and wildflower planting in areas where vegetation is sparse and views would not be obscured.
- Improve scenic views by selective cutting or trimming of vegetation where mid- or long-range views would be enhanced. Possible locations include the sections immediately west of Key Bridge and in the vicinity of Fletcher's Boat House access road.
- Conduct selective planting and/or pruning in area between Glover Archbold Park and 37th Street to enhance views.
- Investigate the possibility of a scenic view area on the north side of Canal Road, including areas with access from MacArthur Boulevard.
- Investigate possible, more visually pleasing alternatives to current street lighting along Canal Road, particularly in byway areas west of Foxhall Road.



Rail trestle incorporated into the Capital Crescent trail



Approaching the Abner Cloud House from Georgetown



Historic Car Barn structure on the corridor

## Natural Quality

In addition to being a major component of scenic views, natural resources also provide the setting for recreational activities, such as boating, fishing, and bird watching. Maintenance and enhancement of natural resources must also consider habitat values for wildlife. Through coordination with private foundations, environmental organizations, the National Park Service, and the District Department of Transportation, this plan recommends the following measures:

- Support protection of riparian areas and wetlands associated with the Potomac River.
- Use native vegetation in landscaping and other maintenance and enhancement projects.
- Promote the removal of invasive, non-native vegetation and replacement of such vegetation with native species.
- Support public agency and private organization efforts to improve surface water quality and reduce sources of pollution.

## Historic Quality

The Canal Road Scenic Byway is rich in historic resources - most notably, the central feature which ties the byway together from end to end, the C&O Canal. Much of the canal's history is well-documented; further opportunities exist to make this documentation come to life for visitors. Detractors and threats to historic resources can occur through neglect or loss of an historic property, or inappropriate development or renovation that physically damages or otherwise diminishes the historic integrity of a property, including changes to nearby structures and land uses that reflect adversely upon the setting of the historic property.

In conjunction with neighborhood organizations, Advisory Neighborhood Commissions, the National Park Service, the DC Office of Planning, the District Department of Transportation, Cultural

Tourism DC, and the other interested parties, this plan recommends the following measures:

- Preserve and maintain historic properties throughout the corridor; conduct restoration and rehabilitation of historic properties in accordance with the Secretary of the Interior's Standards for Rehabilitation.
- Identify historic properties, including those reflecting Civil War history, that are under-interpreted or not interpreted, conduct research, and develop interpretive programs, including signage and written narratives for publication.
- Research and provide further interpretation of the history of the Fletcher's Boat House and Edes Mill area.
- Investigate the feasibility of restoring the ingenious inclined plane, which allowed canal boats to avoid waiting in line in Georgetown by being slipped down the bank to the retaining basin on the river's edge.

## Cultural Quality

Cultural qualities of the Canal Road Scenic Byway are expressions of Washington, DC customs and traditions. Georgetown is a major cultural center in the city, with entertainment, shopping, food, and clubs. Also within the corridor is the nationally acclaimed Georgetown University, which sponsors many educational and cultural events, as well as two embassies and the commercial, office, and residential complex of Washington Harbor on the Potomac River. To address certain cultural issues, this plan recommends the following measures:

- Support cultural heritage tours of historic venues in the vicinity of Canal Road and M Street; coordinate with the Cultural Tourism - DC, and the Business Improvement District to link historic interpretation tours and share signage; and support Washington Convention and Tourism Corporation efforts to market and promote authentic experiences of historic Washington, DC.

### Archaeological Quality

Centuries of Euro-American occupation have largely obliterated much of the area's prehistory. However, the Canal Road Scenic Byway still holds considerable promise; within some less-disturbed areas, further discoveries could yield knowledge of Native American people. In conjunction with the National Park Service, this plan recommends:

- Develop and conduct a research and evaluation program for archaeological resources in areas of the byway that have experienced limited development, including the area around Fletcher's Boat House.
- Support research and interpretation of history and prehistory at the future Georgetown Waterfront Park.

### Recreational Quality

The Canal Road Scenic Byway corridor offers significant recreational activities for an urban area. A simple walk along the canal tow path can combine exercise with nature-viewing and historical interpretation. More active forms of recreation within the byway include standard and mountain biking, fishing, canoeing, boating, roller-blading, and running. The potential is also very high for improvement and enhancement of these resources. In byway planning, recreation overlaps with scenic resources, visitor experience, the multi-modal strategy, and roadway planning. To address certain recreational resource issues, this plan recommends the following measures:

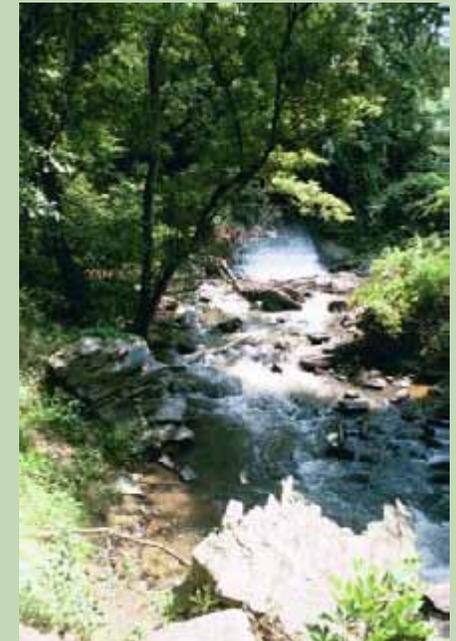
- Support and improve connections between existing multi-purpose trails. Improve connections between these trails and residential neighborhoods.
- Between Foxhall Road and the Georgetown Reservoir, support the conversion of the trolley right-of way to a multi-purpose trail.
- Connect the Capital Crescent Trail crossing of Canal Road to

the rail trestle (tow path to trestle on the east, Arizona Avenue to trestle on the west).

- Connect Battery Kemble Park/Palisades Park Trail to the Capital Crescent Trail. Add directional signage. If feasible, convert the culvert to a secondary bike trail.
- Enhance the connection of Glover Archbold Park to the Capital Crescent Trail using the existing pedestrian underpass. If feasible, relocate the existing sewer and restore the culvert to its historic configuration.
- Recognizing the historic attributes of the area, and in coordination with the National Park Service, improve vehicular, pedestrian, and bicycle access to Fletcher's Boat House area.
- In coordination with National Park Service, investigate and, if feasible, install a pedestrian bridge over Canal Road to connect Battery Kemble Park/Palisades Park Trail to the Capital Crescent Trail in the vicinity of the access road to the Fletchers Boat House access road.
- At the intersection of Canal Road and Foxhall Road, improve pedestrian access to the tow path. Coordinate with the National Park Service regarding a possible pedestrian footbridge over the canal as part of a new pull-off/scenic view area on Canal Road west of Foxhall Road.
- Support development of water recreation at the future Georgetown Waterfront Park.
- Improve access to Archbold Glover Park and Battery Kemble Park.



Tunnel near Glover Archbold Park facilitates pedestrian & bike access to the C&O Canal National Historic Park



Scenic & passive recreation amenities



# 4

## The Component Plans Visitor Experience Plan

All kinds of people use the Canal Road Scenic Byway corridor - from daily commuters to single-time visitors. This plan, however, is focused on leisure travelers along the byway, whether they come from around the metropolitan region, other parts of the United States, or foreign countries. This plan outlines what visitors may expect when they visit the byway and what kind of experiences may be available.

### Visitor Profiles

The Canal Road Scenic Byway experience is best enjoyed by leisure visitors. They can be of any age; they can be alone, in families, or in groups. But they should be people who appreciate natural values and American history. Visitors to the Avenue should also be willing to explore beyond the confines of their personal vehicles and to experience the byway by other means - by motor coach, on foot, by bicycle or canoe - even in a mule-drawn canal boat! The Canal Road Byway offers the best of several worlds: you can spend an afternoon enjoying nature and spend the evening enjoying a candlelit meal in one of Georgetown's fine restaurants. Among the expected visitors to the Canal Road Scenic Byway corridor are the following:

- Local residents seeking new ways to enjoy their city and different things to do close to home.
- Local residents hosting relatives and friends.
- People who had already planned to come to Washington and find the byway an interesting addition to their itinerary.
- National or international business travelers taking a break from work or enjoying a holiday.
- History buffs who want to learn about the American past while having fun.
- Runners, joggers, and walkers; roller-bladers and people on bicycles.

- Naturalists and people who enjoy fishing, bird-watching, and geologic exploration.
- People who enjoy canoeing or boating.
- Individuals and families seeking recreation in the midst of a major metropolitan area.

### Visitor Needs & Expectations

User facilities should be available for travelers on a National Scenic Byway; such needs, services, and amenities are also specified by the DC Scenic Byways Program. Among these needs are food, gasoline, bathrooms, telephones, lodging, automated banking machines, interpretive features, bicycle lanes, pedestrian facilities, recreational opportunities, and multi-modal connections.

By and large, businesses that provide these needs, services, and amenities - such as restaurants, gas stations, hotels, banks, and tour providers - are already in place. Businesses, service providers, and managing agencies within the byway corridor have much experience in dealing with visitors.

Visitors should reasonably be expected to want a safe, inviting environment where they can have fun, learn something, and find something new and different to experience. It should be reasonable for byway visitors to expect that they will be able to find many good places to eat in Georgetown or snacks at Fletcher's Boat House (when it is open in season). Parking in Georgetown can be difficult, but there is a large lot at Fletcher's, where restrooms are also available. People may expect to find rental facilities, and they can find bicycles and rowboats for rent at Fletcher's, as well as at Jack's Boathouse under the Key Bridge.

### Best Times to Drive the Byway

- **Low- traffic holidays, such as Veterans Day and New Years Day**
- Weekends
- Mid-day during the week
- Off-peak months (July & August; December, January & February)



Variable lanes at peak traffic times intrude upon the visitor's experience

## Minimizing Intrusions

Canal Road Scenic Byway should be a route that is easy to follow, safe, and comfortable. However, this byway plan fully recognizes that Canal Road is a major commuter route with high traffic volumes, a proliferation of traffic signs, and even some reversible lanes at peak traffic times. Potentially confusing intersections and lane controls also add complications to the experience.

People touring the Canal Road Scenic Byway - especially those unaccustomed to city traffic - may find that these conditions intrude upon their experience. Therefore, this plan promotes a multi-modal experience of the Canal Road Byway. Visitors are encouraged to get out of their personal vehicles to fully savor all this byway has to offer; thus, they avoid the potential difficulties of driving.

In addition, other physical elements may intrude upon visitors' experience. This plan supports restrictions on billboards, large cellular phone or other communications towers, and other potentially unsightly features and projects within the corridor.

Finally, personal safety should always be a consideration in byway planning. Areas along the byway - including parts of Georgetown, along Canal Road below Georgetown University, and in the vicinity of the Canal Road pedestrian and bicycle tunnel - have experienced crime in the past. Visitors need to be reminded to keep safety in mind, just as they would in any unfamiliar place.

## Interpretation & Education Strategy

The Canal Road Scenic Byway should be an interesting, intellectually engaging experience for visitors and residents alike, and, through links with other city byways (Pennsylvania Avenue and Rock Creek Parkway) provide a rich and continuous visitor experience of the Nation's Capital. But to be fully enjoyed, this

experience requires interpretation. Byway users need to understand what they are seeing and experiencing. The significance of resources - and the themes of the byway that link resources together - must be articulated before they can be appreciated.

Many existing attractions - particularly those administered by the National Park Service - are already well-interpreted. Visitors to the city can easily obtain interpretive materials (e.g., on the Internet) and take tours of such major attractions as the Chesapeake & Ohio National Historic Park. Also, various organizations provide tour planning information for the Washington, DC, region on the Internet. Notable is the Web site for the Washington, DC Convention and Tourism Corporation ([www.washington.org](http://www.washington.org)), which provides information on restaurants and hotels in the city. In addition, organizations such as the DC Heritage Tourism Coalition develop and promote historical and cultural trails in the city. Georgetown has a new Visitors Center on M Street sponsored by the Georgetown Partnership, the community's business improvement district organization.

Additional work is needed to develop additional interpretive materials for Canal Road Scenic Byway, particularly materials that identify the many resources, explicate the themes, and tell the story of the entire corridor.

## Recommendations

- Apply for additional federal funding to prepare an interpretation plan for Canal Road Scenic Byway. This plan should emphasize the historic and natural resources of the byway.
- Based on the interpretive plan, develop texts for interpretive signs and create and install these signs on and

## 4

## The Component Plans

### Visitor Experience Plan

near the byway. Signs should build upon the wayfinding and heritage trail signs being installed elsewhere in Washington.

- Conduct a scenic view analysis to more closely identify all the important locations from which users of the byway obtain scenic views, as well as any features that detract from the experience. This analysis should identify specific management actions that would enhance views, such as the selective thinning of trees or the removal of overhead power lines or other intrusive features. Designate the identified views as “protected resources.”
- Support efforts to provide interpretation of the natural resources and geology of the corridor.
- Take steps to address the heavy vehicular traffic and the general unfamiliarity tourists may have with the city and its many sites away from the National Mall. This may involve:
  - Coordination with existing information centers of the DC Chamber of Commerce and such future ones as the City Museum of Washington, DC to ensure that byway information is readily available.
  - Providing links between these visitor centers and other key locations in the city (Metro or special buses), downtown and West End and Georgetown hotels, and the Convention Center.
  - Development of tours that originate from the C&O National Historic Park Visitor Center.
- Coordinate with the Georgetown Partnership to provide scenic byway information at the Partnership’s Visitors Center.

- Design and install interpretive displays and kiosks that provide information about the scenic byway at its resources.

Suggested locations include:

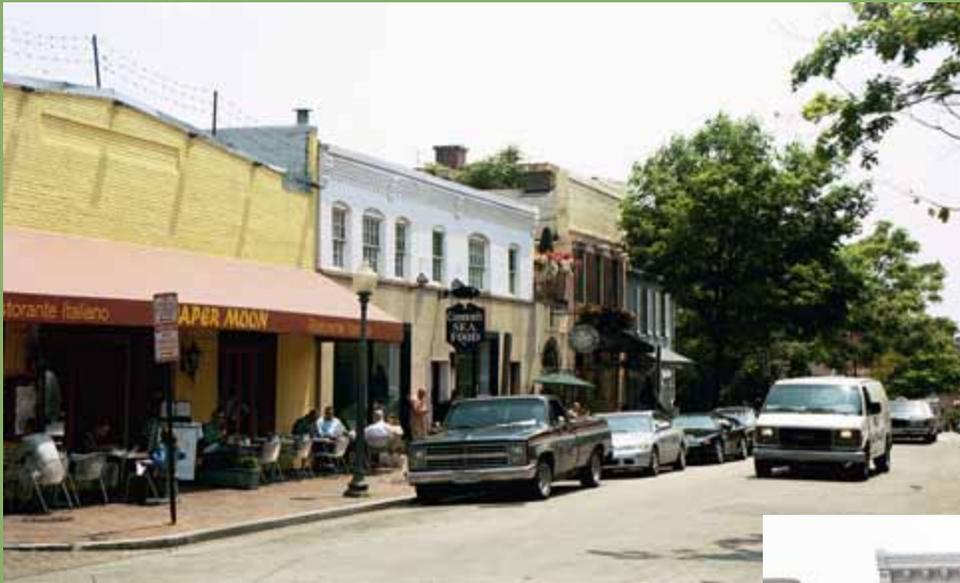
- Fletcher’s Boat House area.
  - Along the Potomac River, between the end of the Capital Crescent Trail and Washington Harbor .
  - At the Clara Barton Parkway entrance.
  - On M Street near Key Bridge.
  - In a new area in the vicinity of the intersection of Foxhall and Canal Roads.
- Explore design possibilities for a gateway to the District on the western end. Make the entrance to Washington at the DC-Maryland line a more distinctive location, using materials compatible with those found in local, historic structures and native plant species.
  - Enhance the Georgetown connections to the C&O Canal by enhancing signage, interpretation, and parking accommodations. Enhance the linkage between Georgetown canal features and other “upstream” canal features; study the feasibility of a shuttle between the Georgetown Visitors Center and Fletcher’s Boat House.
  - Investigate the possibility of improving the appearance of the service station at M and 29th Street and adding additional visitor services.
  - Post information on DC’s Internet site, explaining the attractions, amenities, and safety conditions of the Canal Road Scenic Byway.



Create an interpretive area near Fletcher’s Boathouse



Interpret natural resources



In marketing terms, the ideal visitor experience is a “product” that can be “purchased” by “consumers” through “sales.” Marketing and promotion follow directly from the visitor experience plan: first, the byway organization develops a product - the Canal Road Byway visitor experience - then comes marketing, which involves selling this product to visitors, and promotion, which involves public relations and spreading the good word about the byway. This section provides ideas for the marketing and promotion of tourism and related economic development.

### Tourism Plan

Washington, DC, is located within a reasonable driving distance of more than 50 percent of the Nation’s population. According to the National Capital Planning Commission, tourism is expected to double over the next 50 years. And, according to the Washington, DC Convention and Tourism Corporation, Washington, DC ranks among the top ten US cities visited by international travelers.

The Canal Road Byway market is directed primarily at visitors who are already likely to be drawn to Washington, DC but stay longer to experience the byway corridor. It is not expected that designation of Canal Road under the National Scenic Byways program will, by itself, result in substantial increases in tourism. Therefore, to a large extent, the plan to promote tourism along the Canal Road Scenic Byway capitalizes on the existing tourism framework. This plan anticipates coordination with visitor service plans and tourism plans by the National Park Service, Washington Convention and Tourism Corporation, Cultural Tourism DC, District of Columbia Chamber of Commerce, Greater Washington Ibero American Chamber of Commerce, and the Greater Washington Board of Trade.

### Marketing and Promotion

An image-building plan is useful to sell the visitor experience “product.” It also helps foster support and recognition from both residents and visitors. The plan recognizes that not all stakeholders will have the same opinion regarding the desirability of attracting additional tourists. The targeted market, however, is primarily those leisure travelers who would already visit Washington, DC and, because they wish to experience the Canal Road Scenic Byway, stay for a longer period.

The strategy to promote the Canal Road Scenic Byway can include development of paid advertising, public relations, promotions, and interpretive publications. Activities based on this plan should ensure that there is a product (or products) along the Canal Road Scenic Byway for visitors to experience and enjoy. Businesses, community organizations, and cultural and heritage groups are encouraged to participate in and support promotional activities that will bring visitors into their neighborhoods and businesses. Special events can be developed to coordinate or complement events in local communities. Participants should ensure that the public knows about the product at the local, regional, and national levels.

The Internet is an important source of information for visitors in trip-planning. A page on the DDOT Web site is dedicated to the DC Byways Program, including Canal Road. This Web site can be augmented with additional information from this plan and links to related Web sites including Cultural Tourism DC and Washington Convention and Tourism Corporation. The National Park Service also provides extensive descriptions of the sites and lands under their administration.

### Web Sites for Organizations that Promote Tourism in Washington, DC

**Washington Convention and Tourism Corporation** - [www.washington.org](http://www.washington.org)

**Cultural Tourism DC** - [www.culturaltourismdc.org](http://www.culturaltourismdc.org)

**District of Columbia Chamber of Commerce** - [www.dcchamber.org](http://www.dcchamber.org)

**Greater Washington Ibero American Chamber of Commerce** - [www.iberochamber.org](http://www.iberochamber.org)

**Greater Washington Board of Trade** - [www.bot.org](http://www.bot.org)

## Themes for Interpretation and Marketing

One possible central theme for the Canal Road Scenic Byway is the idea of the route as a “gateway.” In the days of the C&O Canal, this route was the gateway to the vast interior. Now, Canal Road is a gateway to the Nation’s Capital, a transition from a green corridor into a major urban area. Canal Road is also a gateway to recreational opportunities and one of the main routes of access to the C&O Canal National Historic Park. It is also a “gateway” to regional history, natural resources, and Native American culture. The following themes are among those that could be interpreted.

· Enter the Nation’s Past. Travel the byway and imagine yourself in different centuries. Explore historical sites from American history - the heyday of the Canal Era, the development of Georgetown, the Civil War. Enjoy well-interpreted historic and cultural tours in the National Historic Park and elsewhere along the byway. The history of Canal Road could connect with the Maryland’s C&O Canal Scenic Byway route and the C&O National Historic Park. History would include the mills, quarries, and other historic features of the area, as well as the canal itself.

· Scenic, Natural Washington. Experience “Wilderness” in the City. The Potomac River and the Palisades offer scenic beauty all year. The relatively undisturbed woodlands, riparian areas, and wetlands have high natural value. Glover Archbold Park and C&O National Historic Park are renowned birdwatching areas. The geologic aspects of the Palisades - and the geotechnical engineering of the C&O canal construction - are fascinating subjects. Washington’s green corridors provide significant natural areas within an urban setting. See nature in the Capital City.

## Themes

Crucial to the Canal Road Scenic Byway Plan is the development of themes for interpretation and marketing. A theme, or several themes, can become associated with the corridor - everytime people think of Canal Road, they think of the theme. Potential themes are suggested on the sidebar of this and the following page. A theme can be incorporated into tours, brochures, signs, and other means of advertising and marketing the byway.

## Recommendations

- Apply for additional federal funding to prepare a byway-related tourism, marketing, and promotion plan.
- Obtain additional input on desired levels of tourist activities from appropriate Advisory Neighborhood Commissions and other interested parties.
- Adapt the existing District Byway Program logo to create a separate, distinctive logo that identifies the Canal Road Scenic Byway. Design and install signs that mark the Canal Road Scenic Byway and, where appropriate, indicate direction to the byway. Where possible, incorporate this logo in the approved wayfinding and heritage trail signs being installed throughout the city.
- Develop a comprehensive tour of the historical elements of the corridor, especially the many features related to the C&O Canal through cooperative efforts of the National Park Service and the DC Heritage Tourism Coalition.
- Publicize the byway and its resources through the efforts of the DC Heritage Tourism Coalition and the Washington, DC Convention and Tourism Corporation. This may involve:
  - Posting information regarding the byway and its resources on the Washington, DC Convention and Tourism Corporation Web site ([www.washington.org](http://www.washington.org)).
  - Identification of significant cultural resources along or near the byway that are ready for tourists and accessible by either Metro, vehicles, walking, bicycles, tour bus, etc.
  - Identification of significant cultural resources near the byway that are accessible by the same means as above and ready for tourists;
  - Development, design, printing, and distribution of a brochure that places the byway in the larger context of the city. This brochure should relate in style, type, and size to other brochures developed or now underway featuring the cultural resources of DC neighborhoods. It should include information that shows byway linkages to existing Metro stops, heritage trails, bikeways, and walking trails.
- Market to existing tour group operators, both national and international, particularly those seeking new cultural tourism tours.
- Advertise in magazines specializing in vacation and travel, American history, architecture, and other related subjects.
- Obtain free media coverage by issuing press releases.
- Translate existing and proposed brochures into other languages, including German, Japanese, French, and Spanish.
- Solicit assistance from the National Scenic Byways Resources Center and attend the SBRC/FHWA biennial national conference.
- Mention the Canal Road Scenic Byway in heritage trail brochures and other city tourist literature.

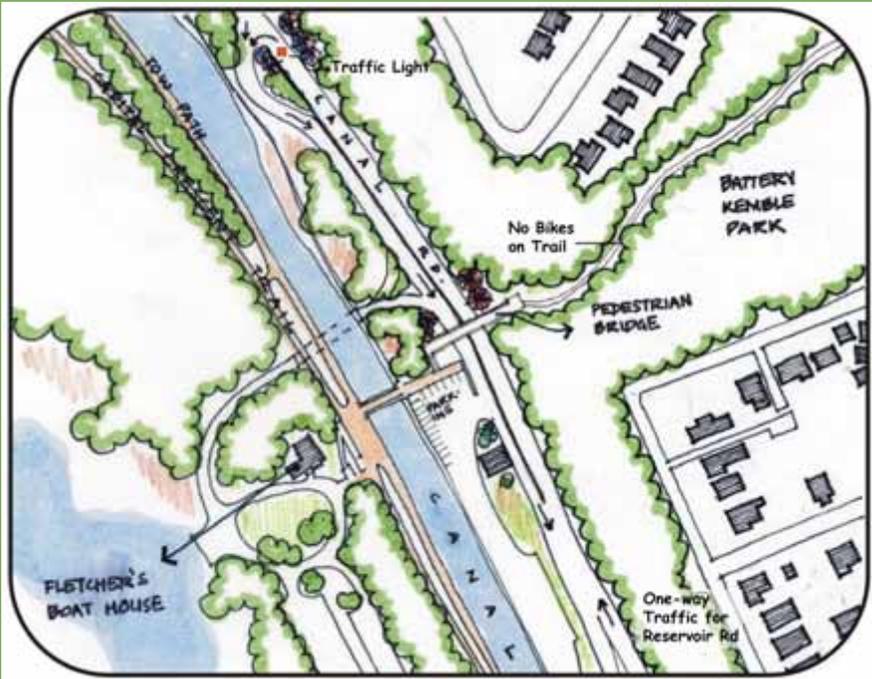
- Promote the byway to diverse ethnic and cultural groups. Reach out specifically to the African American travel market by promoting the Canal Road Scenic Byway in leading African American media, including Web sites such as SoulOfAmerica.com and Blackamerica.com.
- Support the DC Heritage Tourism Coalition's work on a strategic cultural heritage tourism plan for the city in collaboration with the Washington, DC Convention and Tourism Corporation. This plan calls for the clustering and packaging of tourism-related activities across the city. The Coalition has set up affinity groups by neighborhood and theme, and this vehicle can be used to conduct an in-depth examination and review of the historic and cultural resources identified in this study as the basis for developing clusters of sites and activities around which tourism can be promoted. This process includes:
  - Involving the local Advisory Neighborhood Commissions.
  - Getting neighborhoods to identify the strengths and areas that need attention in each cluster.
  - Developing a detailed plan that identifies what each site cluster needs (directional signs, roadway pull-offs, interpretive signs, for example) to ensure that visitors have a positive experience.
  - Putting plan specifics in place, including the creation of tours that can originate from newly planned byway visitor centers.
- Identify sites that need work to make them tourist-ready. This may include:
  - Cleaning up trash or providing for more strict enforcement of existing speed limits.
  - Providing better crosswalk access from one side of the street where parking may exist to the site on the opposite side where a site may be located.
  - Creating or enhancing trails, walkways, and streetscape amenities.
  - Installing bicycle racks.
- Ensure that the necessary infrastructure (signs, improved public access, public facilities) is planned for and put in place. Plan for infrastructure improvements in the city's regular capital improvements program, and seek additional funding through other channels that may become available because of the Scenic Byway designation.

### Themes, continued

- Recreation Opportunities. Many active and passive forms of recreation are available throughout this corridor, including hiking, biking, canoeing, kayaking, fishing, and birdwatching. Marketing on this theme could focus on hikers, bikers, runners, joggers, nature lovers, birdwatchers, history buffs (take the mule-drawn canal boat for a ride up the canal and learn from the NPS rangers' interpretation), people who like to fish, and people who just want the quiet experience of rowing a boat they rented at Fletcher's Boat House. It's all here.
- Native American culture. The Conoy (or Piscataway) people were related to the Delaware and Nanticoke people and part of the Iroquois confederation. Archaeological evidence dates back 2,000 years. Learn about the area's native people.



Tourists enjoying historic boat rides on the Canal



▲ Connect Battery Kemble Park/Palisades Park Trail to Capital Crescent Trail

▼ Connect Glover Archbold Park to Capital Crescent Trail using existing Pedestrian Underpass

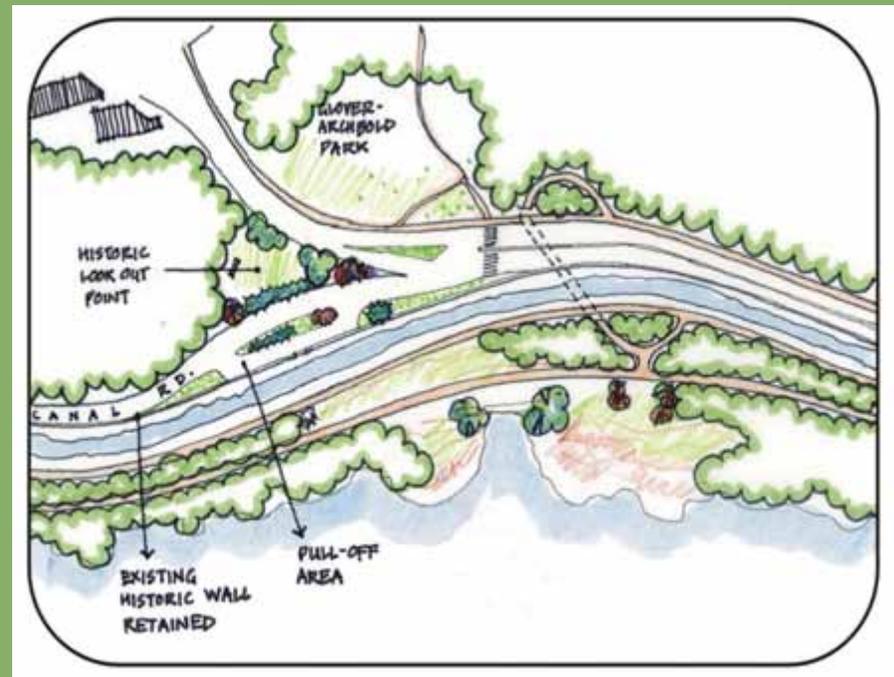


Fig. 4-2

# ROADWAY PLAN

### Roadway Modification

The Canal Road scenic corridor is an urban commuter road, bordered by designated parkland, institutions such as Georgetown University, and commercial businesses. Within this setting, roadway alignment cannot usually be altered without the taking of parkland or private property, an action that usually has substantial ramifications.

Except during the weekday peak commuter travel periods, Canal Road can adequately and safely handle traffic volumes. However, some alterations of the roadway alignment or design may be compatible with the goal of enhancing the byway experience. Improvements at specific locations may be appropriate to improve access to byway resources, such as accommodating left turn traffic movements or providing additional parking. Likewise, minor alterations in roadway alignment at specific locations may be implemented as part of other community planning initiatives. Any such alterations or modifications should take into account the need to protect and enhance the intrinsic resources that characterize the corridor as a Scenic Byway.

### Recommendations

- Give priority to maintaining roadway surfaces, sidewalks, lighting, signage, striping, drainage, landscaping, street tree maintenance and replacement, and other physical components of the byway and streetscape. Require timely and quality construction work when repairs or excavations are made. Litter and trash pick-up services should also have priority.
- Conduct a survey of the Canal Road and M Street corridor to assess parking area locations and capacities to identify possible parking improvements, particularly those that would serve visitors to the Scenic Byway and the C&O Canal.

Such improvement projects should be included in the District Department of Transportation's Capital Improvement Plan.

- Explore means to better enforce vehicle speed limits and institute "traffic calming" measures on Canal Road.
- Conduct a study of the intersection of Foxhall and Canal Road to identify possible traffic flow, signal, and alignment improvements.
- Examine alternative designs for access and egress at the Abner Cloud House and Fletcher's Boat House. Special attention needs to be given to access from eastbound Canal Road and exiting the site going westbound on Canal Road. At present, both those turns require two movements by a vehicle, poor lines of sight for on-coming traffic, and a narrow roadway.

### Streetscape Treatments

A streetscape is the overall impression made by the design, arrangement, and relationship of structures, landscaping, and open space along a street within a block or neighborhood. Streets that attract people tend to offer interesting things to do. They also tend to provide pedestrian-friendly amenities, such as decorative paving or brick sidewalks, trees and planters, gardens and other landscaping, a mix of uses and varying facades, colorful stores and shops, benches, outdoor cafes, and lighting on a human scale.

The importance of streetscapes is well recognized within the city. DDOT has promulgated Downtown Streetscape Regulations for an area immediately north of Pennsylvania Avenue, east of the White House, south of M Street NW, and west of Union Station - approximately within the boundaries of the Downtown Urban Renewal Area and continues to do so city-wide. Streetscape improvements are among the responsibilities of DDOT. The



Examine access and egress at the Abner Cloud House/ Fletcher's Boat House area



An outdoor cafe and attractive streetscape in Georgetown



Assess street lighting along the corridor

Georgetown Partnership, a Business Improvement District, also has an active ongoing program to improve street trees and other streetscape amenities.

### Recommendations

- Instead of only one type of streetscape treatment for the entire corridor, the treatment for each segment should be tailored according to the appearance and needs of the business district or neighborhood. Some similar elements may repeat throughout the entire route.
- Develop a lighting plan in coordination with the streetscape plan. Strive for consistency in lighting within each segment and, as a family of light fixtures (e.g., Washington Globe lights), within the entire corridor, depending on local surroundings and safety needs.
- Conduct a survey of the byway to identify areas where improved - or reduced - street lighting would enhance the roadway.

In cooperation with the District Department of Transportation, National Park Service, Casey Tree Foundation, Business Improvement Districts, and other agencies and organizations as appropriate, additional street trees should be planted along the corridor in parks, green spaces, and walkways. Identify locations where new plantings, either in the ground or in planters, would make the byways and sites more appealing to tourists and local residents. Improvement of trees and the addition of other vegetation along M Street in Georgetown should be undertaken as part of a comprehensive plan that considers parking needs, pedestrian walkways, street trees, and planter boxes. Possible improvements could also include connecting the historic alleys to M Street and addition of landscaping.

### Multi-Modal Strategy

Using the roadway as a means of viewing, accessing, or experiencing byway resources can be a daunting task. Traffic volumes, traffic signals, turning vehicles and turning restrictions, double-parked delivery vehicles, pedestrian crossings, and the need to navigate congested urban roads present visiting drivers with a considerable challenge, especially if the driver is trying to enjoy the scenic views as well. Along Canal Road, the challenge to the byway user is enjoy the scenic views while navigating the roadway in busy traffic conditions often characterized by high-speed commuter traffic. Given that many visitors to the city would likely be unfamiliar with the scenic route, attempting to follow the designated byway in heavy traffic conditions would also add to the challenge, as would locating convenient parking.

Alternatives to experiencing the Canal Road Scenic Byway by private automobile are available to visitors. These means involve other modes of transportation, including bus and limousine tours, bicycling, walking, and even canoeing portions of the scenic route. Use of these modes presents a number of advantages. Traffic congestion and delays are reduced for all drivers along the route, and the byway users can choose modes of travel that give them the comfort they desire while viewing or accessing and experiencing the intrinsic scenic resources of their interest. Time and costs spent locating parking are greatly reduced or eliminated and freedom for moving from one site of interest to another is increased.

### Buses & Motor Tours

The Washington Metropolitan Area Transit Authority Metro Bus system serves portions of the Canal Road Scenic Byway. Metro Bus service is provided during commuter hours (approximately 7:00 a.m. to 8:40 a.m. inbound and 4:30 p.m. to 6:30 p.m. outbound on Route D5) along M Street and Canal Road to Foxhall Road and then further west along MacArthur Boulevard.

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## The Component Plans

### Roadway Plan

The limited hours of directional service offered on this route do not lend themselves well to scenic byway users, however. Fuller service throughout the day is provided by Metro Bus on routes (30, 32, 34, 35 & 36) servicing Georgetown via M Street and Wisconsin Avenue. The service connects upper Northwest areas of the District with Pennsylvania Avenue, Downtown, the Monumental Core, Capitol Hill, and areas of Southeast Washington. Seven Metro stations are served by this bus route.

Although the Canal Road Scenic Byway does not have direct access to the Metro subway system in the District of Columbia, reasonable access is possible from the Foggy Bottom and Rosslyn Stations on the Orange and Blue lines. Each of those stations is about a 15-minute walk from M Street in Georgetown, as well as to the C&O Canal recreational resources accessed from the towpath in Georgetown.

There are a variety of privately operated tour buses, vans, and limousines available to visitors, whether they come as individuals or in large groups. Guided tours allow tourists to view many sites without having to drive in an unfamiliar city and locate parking at every site to be visited. City-wide tours can be valuable to a visitor interested in a general view of DC, while theme-specific tours can offer more in-depth information regarding focused topics such as the National Monuments and museums, African-American heritage or the city's architecture. Both Canal Road and M Street through Georgetown can safely accommodate conventional tour buses; such buses, however, cannot be accommodated at Fletcher's Boat House because of the narrow access road and low-clearance tunnel.

Motor coach tours are provided by companies such as America's Capital Tour and Gray Line Tours, and van and limousine tours are provided by DC V.I.P. Tours. There are also fixed route tours,

which permit access to tour vehicles from designated stops for tourists who wish to visit sites at their own pace. Such tours and transportation are provided by the Tourmobile, which is under a concession contract with the National Park Service, and Old Town Trolley Tours and Gray Line Tours. Tour information from the operators indicates that Georgetown is a popular stop and that it is a convenient way for pedestrian visitors to access the historic commercial sections of M Street and the towpath along the C&O Canal.

#### Bicycling

In the Washington, DC metropolitan area, bicycling is an important recreational activity and, to a limited degree, a means of commuting to work. The Metro rail system allows customers to carry bicycles on board trains, thus expanding and facilitating bicycle use in the area. Bike routes throughout Washington, DC, are shown on a commercially available Washington Regional Bike Map, sponsored by the Metropolitan Washington Council of Governments. While official on-road bikeways have been designated by the District, neither Canal Road nor M Street through Georgetown are designated as official bikeways. The Canal Road Scenic Byway is closely paralleled by two very important combined multi-use trails: the C&O Canal Towpath and the Capital Crescent Trail. Both of these trails start in lower Georgetown near the confluence of Rock Creek and the Potomac River. The C&O Canal Towpath extends from Georgetown 184 miles to Cumberland, Maryland, and is an integral part of the C&O Canal National Historic Park. The Capital Crescent Trail extends from Georgetown to Chevy Chase and Bethesda, Maryland; connections to the Rock Creek Park Trail return south to the Potomac River. This system creates a large loop trail encompassing the northwestern quadrant of the District and also connects to the system of pathways leading to the National Mall and other parts of the District.



Pedestrian bridge over the Canal and Towpath



High speed and high volume traffic and the lack of bike lanes on Canal Road makes travel dangerous for bicyclists on the corridor



Joggers enjoy the pedestrian bridge



Canoe access to the Potomac River



The C&O Canal and Towpath

Both the C&O Canal Towpath and the Capital Crescent Trail are excellent available resources for viewing and enjoying the Canal Road Scenic Byway Corridor. The trails offer excellent views of the historic canal, associated historic features such as locks, retaining walls, and other structures, the Potomac River, and woodlands. Within Georgetown, the towpath also provides excellent views of the historic buildings making up this waterfront district of the city. Bicycling along the scenic byway roadways is not recommended. Because of the high volumes of traffic, narrow roadway lanes, parked vehicles on M Street in Georgetown, and lack of shoulders along Canal Road, bicycling is considered unsafe. The closely paralleling C&O Canal and Capital Crescent Trails are an excellent and safe alternative to bicycling the roadway portions of the corridor.

### Walking

Experiencing the byway on foot can be a rewarding experience for a byway user because of the proximity it allows the user to enjoy in accessing the intrinsic qualities and resources that define the scenic route in Georgetown. Time spent at individual sites can be allotted as the user desires. Physical access to the details of a particular site can also be increased. This can be especially rewarding for persons interested in, for example, architectural details of buildings, informative plaques and signs at historic sites, photographic and panoramic views, and details of particular sites. Walking also presents opportunities to experience the neighborhoods, culture and amenities of the city that cannot be enjoyed when driving or riding in a vehicle. Stopping for a snack at local restaurants brings the walker into close contact with residents of the city. Discovering new stores, art galleries, and cultural institutions such can also be a rewarding experience. A byway user can easily navigate the entire length of the M Street portion of the byway at a leisurely pace in less than an hour. Whether initiating a walking tour of M Street from a fixed location such as a hotel,

or from a location where a driver may park, walking presents the best opportunity to view resources in the greatest detail.

Walking on byway road sections is only recommended on the M Street portion of the byway. Sidewalks are provided on each side of the street and there are protected crosswalks at intersections. Walking along the Canal Road portion of the byway, however, is not practical or safe. There are no sidewalks along this portion of the corridor, nor are there adequate and safe distances from the roadway edge to the portions of woodland that would be accessible by foot. The river side of the roadway consists of a retaining wall adjacent to the in-bound travel lane without adequate space for foot traffic. The upland side of the roadway, also without sidewalks, is heavily wooded and, along much of the roadway, is bordered by steep hillsides. A walker can best enjoy the corridor by using the towpath along the C&O Canal. This access allows direct contact with many of the resources defining the scenic corridor: the C&O Canal, the Potomac River, woodlands, views of the river valley, and a general contact with nature not possible in an automobile.

### Canoeing

The Canal Road Scenic Byway is unique in that it is possible to experience and enjoy the corridor by canoe or kayak. The C&O Canal closely parallels and is within sight of Canal Road nearly the entire distance from Key Bridge to the Maryland state line. Canoeing the C&O is an easy and enjoyable way to experience the intrinsic resources that define the byway. The canal passes through the historic environs of Georgetown where several operating original locks are located. As it moves westward the canal passes alongside Canal Road and then into a long stretch of alternating open and wooded landscapes that lie between Canal Road and the Potomac River. Canoeing the canal is easy because of the access provided at Fletcher's Boat House, which

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## The Component Plans

### Roadway Plan

is located behind the historic Abner Cloud House. Canoes can be rented at the boat house or people can bring their own and launch them from this location. Canoes can also be rented at Jack's Boathouse under Key Bridge.

#### Recommendations

- Encourage the use of alternative modes of transportation, such as tour buses, bicycles and bike trails, and hiking trails and pedestrian walkways.
- Provide safe and secure visitor parking from where visitors may access the Canal and foot and bike trails, or rent bicycles, rowboats, and canoes.
- Between Glover Archbold Park and 37th Street, incorporate pedestrian improvements with the new entrance to Georgetown University.
- Assist commercial operators develop additional safe and pleasurable boat tours or rental boat operations on the Potomac River.
- Coordinate with Washington Metropolitan Area Transit Authority (WMATA) to identify the Canal Road Scenic Byway on neighborhood maps posted in the Rosslyn and Foggy Bottom Metro Rail stations and in appropriate public literature available from WMATA. Support and promote bicycle-Metro Rail connections.
- Develop an informational package for tour operators highlighting the Canal Road Scenic Byway as a destination or route, along with information on specific intrinsic resources, as needed.
- Identify and coordinate with local tour bus and van operators who would have interest in adding the Canal Road Scenic Byway as a tour highlight, destination, or as a completely separate tour.
- Identify and coordinate with long-distance and out-of-state tour bus operators who may use the Clara Barton Parkway and Canal Road as an access route to central Washington to determine their interest in highlighting the byway as buses enter or depart the city.
- Develop and post directional signage or designate specific bicycle routes for bicyclists to safely access from the byway resources along Canal Road and M Street.
- Investigate the need for and, where needed, provide bicycle parking and temporary locker facilities.
- Develop and disseminate promotional materials and maps for pedestrian use. Such materials should focus on interesting places to be encountered along the byway. As appropriate, information should be included on local retail establishments or commercial areas providing services such as meals, drinks and snacks. These materials should be made available at hotels, information kiosks, convention and meeting locations, and bus and train stations.
- In coordination with heritage tourism organizations, promote walking tours of areas within or near the Canal Road corridor.
- Develop and place informational and direction signs at locations that would support pedestrian use of the byway. This is important in directing pedestrians along the M Street portion of the byway to and from the C&O Canal and then along the canal towpath toward the Maryland state line.
- Include references to canoeing and kayaking in all promotional materials dealing with recreation in the byway corridor.



Trail Construction

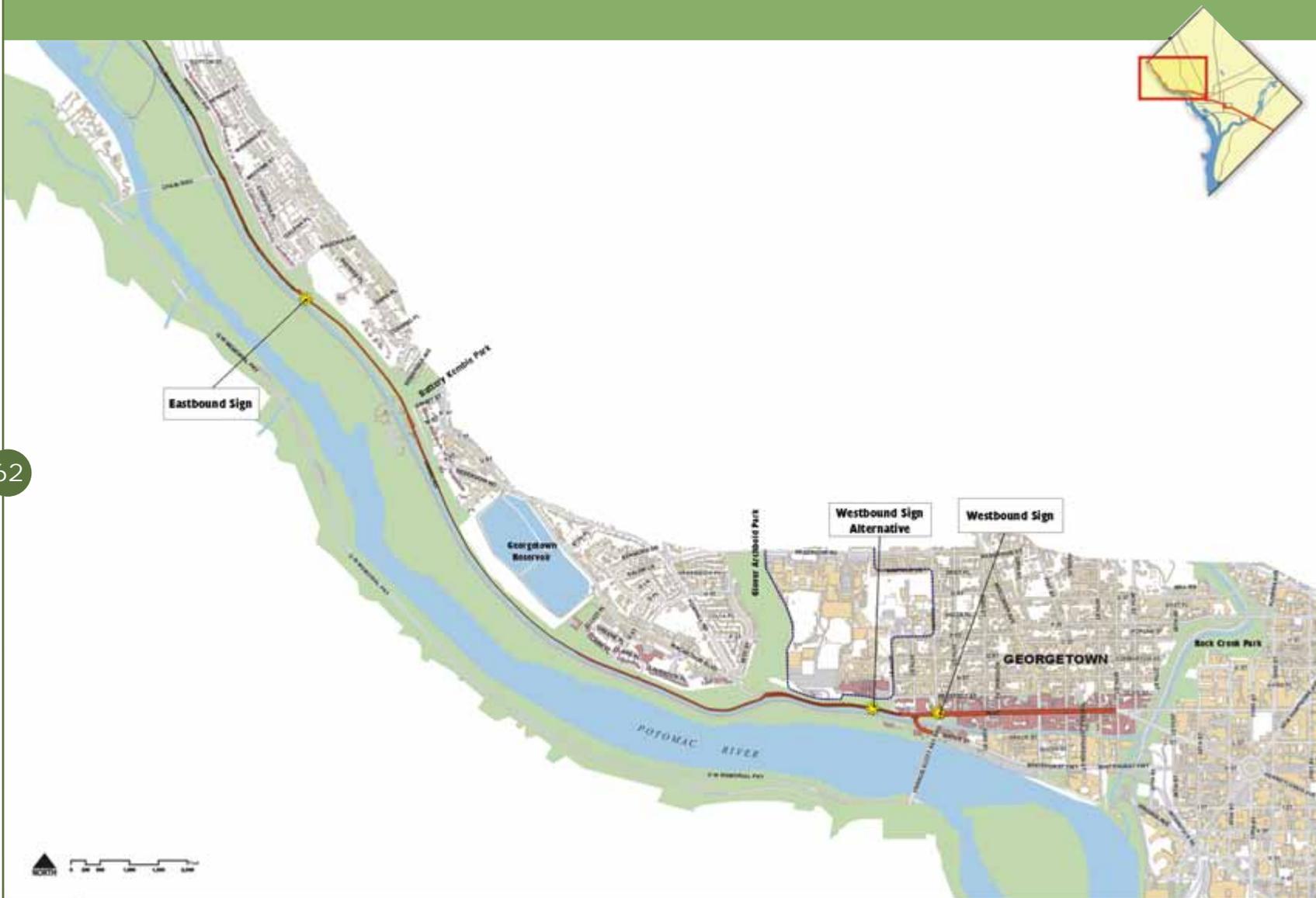


Fig. 4-3 SIGNAGE PLAN

### Plan for Managing Development

To a large extent, the framework for managing development is already in place. Each of the byway Planning Partners described in Chapters 2 and 5 has its own review mechanisms for activities within its jurisdiction.

It is anticipated that designation of Canal Road as a National Scenic Byway would not induce much additional traffic, nor is it likely to have a growth-inducing effect along the byway. Designation and plan implementation would not interfere with existing commercial traffic or access to businesses. The District Department of Transportation and the byway management organization will review and institute measures as part of normal city road maintenance to help ensure the safety of sightseers in personal vehicles, as well as bicycles and pedestrians.

### Signage Plan

There is a moderate amount of signage along Canal Road. For the most part, existing signs indicate the times of restricted one-way use, speed limits, and the names of intersecting streets. In some locations, multiple signs are difficult to interpret.

Canal Road should be identified to travelers as a scenic byway. Given the relatively short length of Canal Road and the limited number of access points, a relatively small number of byway signs is recommended. Either freestanding sign or signs affixed to existing utility poles may be used. Placing a sign near a traffic signal allows travelers more opportunity to read it.

For pedestrians, runners, and bicyclists, informational and directional signs should be placed at locations that would support such uses of the byway, as recommended under the Multi-Modal Plan. These signs should be installed for new multi-use trail connections and to link existing trails

### Compliance with Outdoor Advertising Laws

At the federal level, the Highway Beautification Act of 1965 (23 USC 131) controls outdoor advertising on Interstates and other roadways. A section of this act permits the existence of signs lawfully in existence on October 22, 1965, as determined by the state (District). An amendment to this act applies to state scenic byway programs.

The District of Columbia has a long-standing tradition of banning billboard advertising. The District zoning regulations prohibit billboards in historic districts and in the central business district. Erection of a billboard elsewhere requires a permit administered by the District Department of Consumer and Regulatory Affairs, and the billboard must comply with size restrictions; presently, the District has a moratorium on erecting new billboards. There are no billboards along Pennsylvania Avenue, and this plan supports continued strict controls of outdoor advertising within the corridor.

### Recommendations

- A limited number of Canal Road Scenic Byway signs should be placed strategically along the byway to be readable by travelers in vehicles, on bicycles, or on foot.
- Identify significant byway resources on or near the byway for which directional signs on the byway roads may be appropriate. Design, fabricate, and install these signs.
- Provide signage indicating the connection between the Canal Tow Path and the Potomac Heritage Trail.
- Improve signage at the intersection of Canal Road with Foxhall Road and at the intersection of Canal Road and Fletcher's Boat House access road.

### Suggested Vehicle Byway Sign Locations

**Location:** Georgetown end of Canal Road in front of the former Car Barns at the M Street end of Key Bridge  
**Travel Direction:** Westbound  
**Jurisdiction:** District Department of Transportation

**Location:** Immediately east of the Georgetown University access road  
**Travel Direction:** Westbound  
**Jurisdiction:** District Department of Transportation; Georgetown University

**Location:** Canal Road end of Chain Bridge (**first available safe space on the right-hand side of the roadway after turning onto it from Chain Bridge**)  
**Travel Direction:** Eastbound  
**Jurisdiction:** National Park Service; District Department of Transportation

**Location:** Immediately east of the intersection with Arizona Avenue  
**Travel Direction:** Eastbound  
**Jurisdiction:** National Park Service; District Department of Transportation



# 5

## IMPLEMENTATION

### The Byway Organization

The Advisory Committee has played a crucial role in the development of this Corridor Management Plan (CMP). To continue this momentum, the involvement of these member organizations should continue into the implementation phase.

As the lead agency for this CMP and the identified scenic byway agency for the District Department of Transportation (DDOT) provides leadership in byway planning and serves as the official applicant for federal funds. But further management and organization is needed. The DC Scenic Byways Program must take steps to further define its long-term management structure and to set up a responsible entity dedicated to the vision and objectives of this plan.

Another major participant in the byway program should be the DC Office of Planning. This office, through its Neighborhood Planning program, has assigned professional planners to each of the city's Wards. With their constituents, these Neighborhood Planning Coordinators have developed a database of potential projects, many of which may be compatible with this plan. These planners and participating citizens can play an important role in implementing this plan by developing neighborhood improvement projects that are eligible for funding under the National Scenic Byways Program.

The third District agency to be involved in this plan and the DC Byways Program is the Office of the Deputy Mayor for Planning and Economic Development. This office assists the Mayor in the coordination, planning, supervision, and in some cases execution of all programs, policies, proposals, and functions related to economic development in the District of Columbia. The Deputy Mayor serves as a liaison between the Mayor and the business and development communities and other agencies. This office

also works with the Washington DC Marketing Center, a public-private partnership, to market the District to the business and retail community.

Finally, this CMP and the DC Byways Program will be most effective if they are backed by an active partnership of stakeholder agencies, tourism and cultural heritage organizations, and citizen groups. Agencies need to see that this plan is supportive of their own initiatives. Community groups need to perceive this plan as a device to bring about desirable changes such as neighborhood revitalization. All stakeholders need to be able to take "ownership" of the plan.

#### The Byway Organization should:

- develop a mission statement describing the purpose of the group;
- meet regularly to review the status of implementation projects;
- review goals, add new objectives, and retire completed objectives;
- prepare annual action plans; and
- make recommendations to DDOT for funding applications.

It is important to periodically evaluate the long-term success of the objectives of the CMP. DDOT should develop measurable standards for reviewing the management of the byway, such as the success of the signage program, the marketing efforts, the condition of the roadway, and the availability of funding. The Byway Organization should assist DDOT in conducting periodic reviews of the standards.

Recommendations made in this corridor management plan are summarized in the matrix on the following page. Implementation of these measures cannot be scheduled in detail at this time; therefore, these potential actions are categorized as near-term (within one year), mid-range actions (more than one and less than five years), and long-term actions (more than five years).

## Priority Recommendations

The following pages provide a complete list of recommendations, compiled from the Component Plans in Chapter 4. The recommendations include suggestions of agencies that could partner together to accomplish the recommendation, as well as a timeframe for completion of the recommendation: near-term (less than 1 year from adoption of this plan); mid-term (5 to 20 years); or long-term (more than 5 years).

The ten recommendations listed below represent the 'Priority Recommendations' from the compiled list, as determined by Advisory Group members and project planners. These priority recommendations should be the focus of initial planning efforts.

- Plant additional trees, increase landscape maintenance, and enhance views through plantings.
- Research and interpret archaeological resources in areas that have experienced limited development, including the area around Fletcher's Boathouse.
- Connect the Capital Crescent Trail crossing of Canal Road at the rail trestle to the canal towpath.
- Explore design possibilities for a distinctive gateway to the District at the western end of the Canal Road Byway.
- Apply for federal funding to prepare a byway-related tourism, marketing, and promotion plan.
- Adapt the District Byway logo to create a distinctive logo for the Canal Road Scenic Byway; design and install signs (using this distinctive logo) to mark the Byway.
- Develop a comprehensive tour of the historical elements of the Canal Road Scenic Byway.
- **Explore means to better enforce vehicle speed limits and institute "traffic calming" measures on Canal Road.**
- **Conduct a study of the intersection of Foxhall and Canal Road to identify possible traffic flow, signal and alignment improvements.**
- Conduct a survey to identify areas where improved - or reduced - street lighting would enhance the roadway.
- Improve signage at the intersection of Canal Road and Foxhall Road and at the intersection of Canal Road and Fletcher's Boathouse access road.

## Acronyms

ANC - Advisory Neighborhood Commission

DDOT - District Department of Transportations

DC HTC - District of Columbia Heritage and Tourism Coalition

**DC OP - District of Columbia Office of Planning**

**DC OP/HPD - District of Columbia Office of Planning/ Historic Preservation Department**

FHWA - Federal Highway Administration

ICPRB - Interstate Commission on the Potomac River Basin

NPS - National Park Service

PEPCO - Potomac Electric Power Company

WABA - Washington Area Bicyclists Association

WCTC - Washington Convention and Tourism Coalition

WMATA - Washington Metropolitan Area Transportation Authority

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## Implementation Recommendations Summary

Recommendation	Suggested Partner Agencies	Timeline for Completion
<b>Maintenance &amp; Enhancement Plan</b>		
Plant additional trees, increase landscape maintenance, and enhance views through plantings.	Casey Foundation, NPS, DDOT	Mid-term
Investigate locating a scenic view area on the north side of Canal Road, with access from MacArthur Blvd.	NPS, DDOT	Mid-term
Investigate alternatives to current street lighting along corridor.	NPS, PEPCO	Mid-term
Support protection of riparian areas and wetlands associated with the Potomac River.	NPS, ICPRB	Long-term
Use native vegetation in landscaping and other projects.	NPS, DDOT	Mid-term
Promote removal of invasive, non-native vegetation and replacement with native species.	NPS, DDOT	Mid-term
Support efforts to improve surface water quality and reduce pollution.	NPS, ICPRB	Long-term
Preserve and maintain historic properties.	ANCs, DC OP/HPD	Long-term
Identify and research under-interpreted historic properties; develop interpretive programs.	NPS, DC OP/HPD	Long-term
Support cultural heritage tours of historic venues on or near Canal Road, M Street; link interpretation tours and share signage.	ANCs, DC HTC, DDOT	Mid-term
Research and interpret history of Fletcher's Boat House/Edes Mill area.	NPS, DC OP/HPD	Mid-term
Investigate feasibility of restoring C&O Canal inclined plan.	NPS, DDOT	Long-term
Research and interpret archaeological resources in areas that have experienced limited development, including the area around Fletcher's Boat House.	NPS, DC OP/HPD	Mid-term
Support research & interpretation of history/prehistory at the future Georgetown Waterfront Park.	NPS, DC OP/HPD	Near-term
Between Foxhall Road and the Georgetown Reservoir, support the conversion of the trolley right-of way to a multi-purpose trail.	NPS, DC OP, DDOT	Mid-term
Connect the Capital Crescent Trail crossing of Canal Road at the rail trestle to the towpath.	NPS, DDOT or DC Rec Dept	Mid-term
Install pedestrian bridge over Canal Road to connect Battery Kemble Park/Palisades Park Trail to the	NPS, DDOT or DC Rec Dept	Long-term
Enhance connection of Glover Archbold Park to the Capital Crescent Trail using the existing pedestrian underpass. If feasible, relocate the sewer line.	NPS, DDOT or DC Rec Dept	Long-term
Improve vehicular, pedestrian, and bicycle access to Fletcher's Boat House area.	WABA, DDOT	Mid-term
At the intersection of Canal Road and Foxhall Road, improve pedestrian access to the tow path.	NPS, DDOT or DC Rec Dept	Mid-term
Evaluate the feasibility of a pedestrian footbridge over the canal as part of a new pull-off/scenic view area on Canal Road west of Foxhall Road.	NPS, DDOT or DC Rec Dept	Mid-term
Support development of water recreation at the future Georgetown Waterfront Park.	NPS	Mid-term
Improve access to Glover Archbold and Battery Kemble Parks.	NPS, DDOT or DC Rec Dept	Mid-term
<b>Visitor Experience</b>		
Apply for additional federal funding to prepare an interpretation plan.	DDOT	Near-term
Develop and install interpretive signs.	HTC, DDOT	Mid-term

Recommendation	Suggested Partner Agencies	Timeline for Completion
Conduct a scenic view analysis; identify scenic views and features that detract from the experience.	DDOT	Near-term
Develop materials for visitors that convey the characteristics, with emphasis on historic and natural intrinsic qualities.	DDOT	Mid-term
Support efforts to provide interpretation of the natural resources and geology of the corridor.	NPS, DDOT	Mid-term
Coordinate with information centers to ensure that byway information is readily available; provide links between visitor centers and other key locations in the city; develop tours that originate from the C&O National Historic Park Visitor Center.	DC Chamber of Commerce	Mid-term
Coordinate with the Georgetown Partnership to provide scenic byway information at the Partnership's Visitors Center.	DDOT, NPS, Georgetown Partnership	Mid-term
Design and install interpretive displays and kiosks.	DDOT, NPS	Mid-term
Explore design possibilities for a distinctive gateway to the District on the western end.	DDPT, NPS	Mid-term
Enhance the Georgetown connections to the C&O Canal, including signage, interpretation, and parking.	DDOT, NPS	Mid-term
Study the feasibility of a shuttle between the Georgetown Visitors Center and Fletcher's Boat House.	DDOT, FHWA	Long-term
Investigate the possibility of improving the appearance of the service station at M and 29th Street and adding visitor services.	DDOT	Long-term
Post information on DC's Internet site, explaining attractions, amenities, and safety conditions of the Canal Road Byway.	DDOT	Near-term
<b>Tourism Marketing &amp; Promotion</b>		Near-term
Apply for federal funding to prepare a byway-related tourism, marketing, and promotion plan.	DDOT, DC HTC	Near-term
Obtain additional input on desired levels of tourist activities from appropriate Advisory Neighborhood Commissions and other interested parties.	DDOT, DC HTC	Near-term
Adapt the existing District Byway Program logo to create a distinctive logo that identifies the Canal Road Scenic Byway.	DDOT	Mid-term
Design and install signs that mark the Canal Road Scenic Byway and, where appropriate, indicate direction to the byway.	DDOT	Mid-term
Develop a comprehensive tour of the historical elements of the corridor, especially the many features related to the C&O Canal.	NPS, DC HTC	Mid-term
Publicize the byway and its resources through the efforts of the DC Heritage Tourism Coalition and the Washington, DC Convention and Tourism Corporation.	WCTC, DC HTC	Mid-term
Market the byway to tour group operators, both national and international, particularly those seeking cultural tourism tours.	WCTC	Mid-term
Advertise in magazines specializing in vacation and travel, American history, architecture, and other related subjects.	WCTC	Mid-term
Obtain free press coverage by issuing press releases.	WCTC	Mid-term
Translate existing and proposed brochures into other languages.	WCTC, DCHTC	Near-term

# 5

## Implementation Recommendations Summary

Recommendation	Suggested Partner Agencies	Timeline for Completion
Solicit assistance from the National Scenic Byways Resources Center and attend the SBRC/FHWA biennial national conference.	DDOT	Mid-term
Mention the Canal Road Scenic Byway in heritage trail brochures and other city tourist literature.	WCTC	Mid-term
Promote the byway to diverse ethnic and cultural groups.	WCTC, DC HTC	Mid-term
Support the Cultural Tourism DC's work on a strategic cultural heritage tourism plan for the city in collaboration with the Washington, DC Convention and Tourism Corporation.	DDOT, WCTC, DC HTC	Mid-term
Identify sites that need work to make them tourist-ready.	DDOT, WCTC	Near-term
<b>Roadway Modifications</b>		
Give priority to maintaining roadway physical components of the byway and streetscape; require timely and high quality construction work; give priority to litter and trash pick-up services.	DDOT	Long-term
Conduct a survey of the Canal Road and M Street corridor to assess parking area locations and capacities to identify possible parking improvements.	DDOT	Mid-term
Explore means to better enforce vehicle speed limits and institute "traffic calming" measures on Canal Road.	DDOT	Mid-term
Conduct a study of the intersection of Foxhall and Canal Road to identify possible traffic flow, signal, and alignment improvements.	DDOT	Mid-term
Examine alternative designs for access/egress at the Abner Cloud House and Fletcher's Boat House.	DDOT	Long-term
<b>Streetscape Treatments</b>		
Develop a streetscape plan for Canal Road with appropriate treatment for byway segments and districts.	DDOT, NPS	Near-term
Conduct a survey of the byway to identify areas where improved – or reduced – street lighting would enhance the roadway.	DDOT, NPS	Near-term
Plant additional street trees along the corridor in parks, green spaces, and walkways. Identify locations where new plantings, either in the ground or in planters, would make the byways and sites more appealing to tourists and local residents.	DDOT, NPS	Near-term
Connect the historic alleys to M Street.	DDOT	Long-term
<b>Multi-Modal Strategy</b>		
Encourage the use of alternative modes of transportation: bike trails, hiking and pedestrian trails.	DDOT, NPS	Mid-term
Provide safe and secure visitor parking.	DDOT, NPS	Mid-term
Between Glover Archbold Park and 37th Street, incorporate pedestrian improvements with the new entrance to Georgetown University.	DDOT, Georgetown University	Near-term
Assist commercial operators to develop additional boat tours or rental boat operations on the Potomac River.	DC Chamber of Commerce	Mid-term

Recommendation	Suggested Partner Agencies	Timeline for Completion
Identify the Canal Road Scenic Byway on neighborhood maps in the Rosslyn and Foggy Bottom Metro Rail stations and in appropriate WMATA literature. Promote bicycle-Metro Rail connections.	WMATA, DDOT	Near-term
Develop an informational package for tour operators highlighting the Canal Road Scenic Byway as a destination or route.	WCTC	Near-term
Develop and post directional signage or designate specific bicycle routes for bicyclists to safely access from the resources and attractions along Canal Road and M Street.	DDOT, WABA	Mid-term
Investigate the need and location for bicycle parking/temporary lockers; provide where appropriate.	DDOT, WABA	Mid-term
Develop and disseminate promotional materials and maps for pedestrian use. Make information available at hotels, information kiosks, convention locations, and bus and train stations.	WCTC	Mid-term
Promote walking tours of areas within or near the corridor.	DDOT	Mid-term
Develop and place informational/direction signs at locations that support pedestrian use of the byway.	DDOT	Mid-term
Include references to canoeing/kayaking in promotional materials about recreation near the byway.	WCTC	Near-term
<b>Commerce &amp; Facilities</b>		
Install a limited number of Canal Road Scenic Byway signs for travelers in vehicles, on bicycles, and on foot.	DDOT	Near-term
Identify significant byway resources on or near the byway for which directional signs on the byway roads may be appropriate. Design, fabricate, and install these signs.	DDOT	Near-term
Provide signage indicating the connection between the Canal Towpath and Potomac Heritage Trail.	DDOT, NPS	Near-term
Improve signage at the intersection of Canal Road with Foxhall Road and at the intersection of Canal Road and Fletcher's Boat House access road.	DDOT, NPS	Near-term

# 5

## Implementation

# Public Participation and Review

### Public Participation Plan

Public participation in byway planning is essential. In the development of this corridor management plan, DDOT identified an extensive list of byway stakeholders to whom information and meeting notices were sent. Among these stakeholders are property owners, businesses, government agencies, bicycle advocacy groups, tourism-promoting organizations, neighborhood task forces, historical societies, and elected representatives.

DDOT has coordinated with these stakeholders to identify byway-related issues, improvements, and interpretive themes. The public has been informed of the byway planning's progress through public meetings and information posted on the DDOT Web site. Stakeholder and public involvement will continue as the plan is further developed, implemented, and updated. DDOT will continue to involve the general public through press releases, public meetings, and information on its Web site.

The success of this plan depends on "buy in" from an active and diverse group of stakeholders. The byways program should be seen by stakeholders as a tool to realize the benefits and objectives discussed in Chapter 1, such as protection of important resources, stimulation of desired economic development, improvement of transportation systems, and enhancement of community quality of life.

Participation through the DC Office of Planning's Neighborhood Planning Coordinators for each Ward is one important way to involve the community. This corridor management plan recommends that "Possible Scenic Byway Projects" be an ongoing item on agendas for neighborhood planning meetings. Also, through a survey or interactive Web site, DDOT may solicit further, ongoing input from byway stakeholders regarding concerns and suggestions they may have related to byway implementation.

### Review & Enforcement Mechanisms

As the lead agency for implementation of the Corridor Management Plan, the DC Department of Transportation would have responsibility for review of progress and compatibility of plan development. This responsibility would be supported by the DC Office of Planning and the Office for Planning and Economic Development within the pre-defined roles that these offices would play in the implementation of the plan.

Review activities would consist of two primary actions:

- (1) Review, and approval where appropriate, of individual initiatives and projects that are supportive of the All-American Road; and
- (2) Periodic review of the program as a whole to assure continuing compliance with FHWA guidelines and requirements.

Enforcement mechanisms for the protection and enhancement of the intrinsic resources that define the Canal road corridor as a Scenic Byway are largely in place today. Zoning ordinances restricting outdoor advertising, for instance, are in place that would protect scenic resources and vistas. Effective review and approval of actions potentially impacting historic resources are likewise on the books both within the District and within the authorities of the National Park Service. Other enforcement mechanisms exist within the District of Columbia for the regulation of traffic, construction in public rights-of-way, allowable building heights, land use, and similar urban activities and functions that could affect the character and function of Canal Road.

As part of the development of a detailed funding plan for the Canal Road Scenic Byway Corridor Management Plan, mechanisms for the oversight of the expenditure of public funds for the enhancement of resources will be developed and implemented.



# 5 Implementation Funding Sources

Funding of the recommendations and initiatives presented in this corridor management plan must come from a multitude of sources. The Canal Road Scenic Byway touches upon or traverses through areas under the jurisdiction of various governmental entities such as the District of Columbia and the National Park Service. Likewise, numerous citizen, community, tourism, recreational, and other interest and stakeholder groups have launched or are pursuing various programs and initiatives, sometimes privately funded, that can be supportive of the National Scenic Byway designation of Pennsylvania Avenue. In turn, these same programs and initiatives may be enhanced through the designation of the Avenue and the enhancement and protection of the intrinsic values that support that designation as an National Scenic Byway.

## Grant-Eligible Projects

Under the National Scenic Byways Program (23 CFR 162), a variety of projects are eligible for federal assistance. The federal share of the cost of carrying out the project is usually 80 percent, and the Secretary of Transportation and FHWA are not allowed to make a grant for any project that would not protect the scenic, historical, recreational, cultural, natural, and archaeological integrity of a roadway and adjacent areas.

The following types of projects are eligible for funding under the National Scenic Byway Program:

- An activity related to the planning, design, or development of a state (District) scenic byway program.
- Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor, while providing for accommodation of increased tourism and development of related amenities.
- Safety improvements to a state (District) scenic byway,

National Scenic Byway, or All-American Road to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the roadway as a result of the designation of scenic byway, National Scenic Byway, or All-American Road.

- Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, passing lane, overlook, or interpretive facility.
- An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.
- Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic byway.
- Development and implementation of a scenic byway marketing program.

## Recommendations

Continue to seek funding from FHWA to:

- Develop and implement detailed plan initiatives, including a detailed short-term and long-term funding program.
- Design and construct basic byway guidance signage and information systems.
- Improve access to the intrinsic resources that define Canal Road as an National Scenic Byway.
- Design and construct improvements to the roadway, pedestrian and bicycle facilities to support use of the Avenue by scenic byway users.
- Protect historic and cultural resources that define and support the roadway as a Scenic Byway.
- Develop and disseminate tourist information to the public.

## Other Funding Sources

In addition to funding from FHWA, byway program managers will also reach out to seek and combine funding from other sources to fully implement the corridor management plan. This would entail efforts, for instance, to coordinate private funding for tree plantings with other public roadway improvement funds to assure complete and compatible enhancement of natural resources along the scenic byway. Likewise, federal funding may be leveraged in support of privately funded initiatives for protection of historic resources that are supportive of the National Scenic Byway designation.

Where funding of byway enhancement or conservation needs do not directly involve the byway program, the byway organization should still play at least an advisory roll in defining the priorities and compatibility requirements for initiatives that potentially affect byway resources. In that regard, it is recommended that liaison mechanisms be developed with all public and private entities that would potentially fund actions along Canal Road and M Street that could affect the resources and operation of the roadway as a National Scenic Byway.

Funding for byway projects may be obtained from a number of transportation-related and other sources. This plan encourages creativity in funding byway projects through cost-sharing with other city projects - i.e., accomplishing byway objectives wherever possible as part of already established programs.

Funding for byway projects may be available through the DDOT that are routinely used to enhance or improve transportation facilities - and from federal and private sources. These funds may be specified for any expenses related to the development or maintenance of the Scenic Byway at the discretion of DDOT. Several options for funding methods that DDOT may pursue are

as follows:

- DDOT may apply for Federal Highway Enhancement money.
- DDOT may request financial support from the District of Columbia Transportation Capital Authority or from FHWA to fund and implement specific projects along the byway - i.e., bike and pedestrian paths, safety improvements related to byway use, and signage.
- DDOT may pursue innovative financing such as enlisting private partners willing to participate in developing a specific byway project.
- A sponsorship program, similar to the “Adopt a Highway” program, could provide sponsors for a particular segment of the byway.
- Businesses and cultural institutions within communities could commit funds to maintain and administer specific aspects of the byway within their neighborhoods. For example, support from the World Bank may be used for byway enhancement in the West End segment.
- Upon approval by the DC government, DDOT may offer businesses the opportunity to advertise in the marketing and interpretive materials generated for the byway as a way of raising money for the maintenance, operation, and improvement of the byway.
- Funding for specific enhancements or improvements to viewsheds, parklands, private properties may be obtained through other DC offices or departments, federal agencies, non-profit groups, or stakeholders.

# 5

## Implementation

### Designation as a National Scenic Byway

As a final, and crucial, step in implementation of this plan, the Byway Management Organization should nominate Canal Road for designation as a National Scenic Byway. This is a step that must come later in the implementation process because it is required that resource protection tools be in place for designation.

To be designated as a National Scenic Byway, a road must possess at least one of the six intrinsic qualities. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic qualities must be recognized throughout a multi-state region. Many of the abundant resources of Canal Road - particularly those related to scenic, natural, and recreational qualities - are resources of national significance. The following table summarizes these National Resources.

As discussed in Chapter 1, there are many benefits to designation as a National Scenic Byway. The FHWA gives funding priority to eligible projects that are associated with a roadway that has been designated as such. The FHWA also promotes the collection of National Scenic Byways on the America's Byway map and FHWA's scenic byways Web site ([www.byways.org](http://www.byways.org)). FHWA has created a special America's Byway logo, which can only be used in association with designated roads. Being able to use the logo helps demonstrate that the roadway is part of a distinctive collection of American roads. Designated byways also benefit from technical communications, network support, and customized assistance from the National Byways Resource Center, located in Washington, DC.

#### Canal Road Resources of National Significance

The Potomac River	S, N, H, C, R
Chesapeake & Ohio Canal National Historic Park	S, N, H, C, A, R
C&O Canal, Towpath & Locks	S, H, R
Abner Cloud House	H
Capital Crescent Multi-Use Trail	S, N, R
Potomac Heritage National Scenic Trail	S, N, R
Theodore Roosevelt Island	S, H, C
Francis Scott Key Memorial Park	S, H, C
Georgetown University	H, C
Georgetown Historic District	S, H, C
Old Stone House	H
Forrest-Marbury House/Embassy of the Ukraine	H, C
Embassy of Mongolia	C