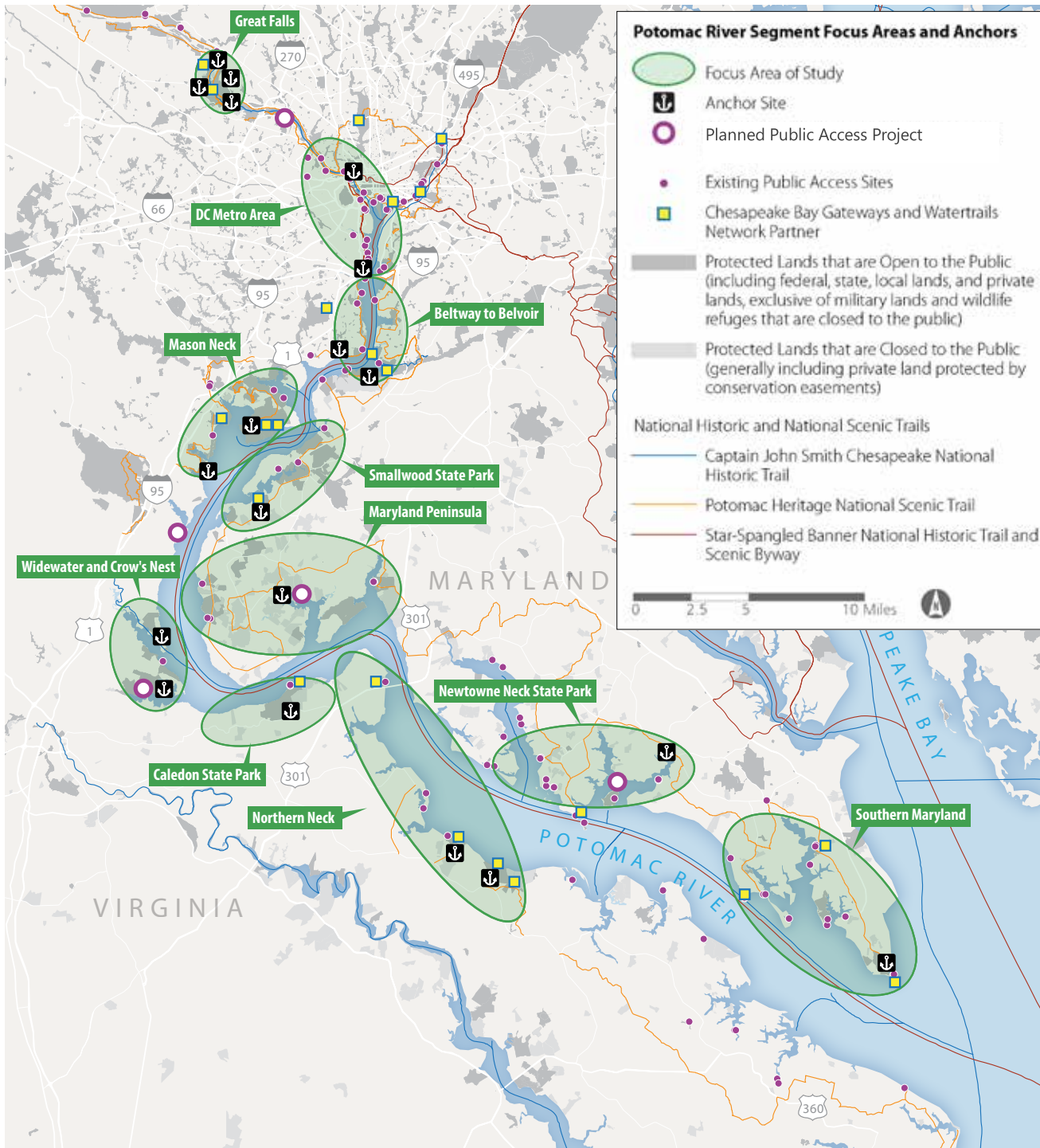




Chapter 3

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Chapter 3

Potomac River Segment Plan

“We have to make sure that activities on our boundaries are compatible with preservation goals.”

Glenda Booth, Friends of Dyke Marsh (from Chesapeake Bay News interview, March 14, 2012)



Introduction (How to Use Chapter 3)

This chapter provides guidance on both broad-based and area-specific actions intended to raise the visibility and usability of the three national trails along the Potomac River. The chapter is divided into two parts. The first part considers the river as a whole and proposes actions that affect all seven geographic sections of the river. These cross-cutting actions can and should be applied throughout the river corridor as appropriate. The second part highlights each of the (seven) individual River Sections and prescribes specific recommendations tailored to those geographic areas.

All of the recommendations outlined herein are based on site analyses, focus group meetings and input from stakeholders. The actions are intended to be implemented within the next two to five years and are subject to all appropriate compliance regulations; which could include the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). It should be noted that this is not an all-inclusive list of potential enhancements; new ideas and opportunities will develop over time. It is also

realized that while the river should be viewed as a whole, actions are often locally-based. Thus, the importance of thinking about the trails in their entirety and how each action builds on the entire trail experience.

While many proposed action items may provide the benefit of new or enhanced public access along trail routes, even the best intended improvements can have negative impacts on natural, historic or cultural resources if they are not thoroughly reviewed in the project planning process. Serious consideration of site resources and characteristics should be weighed against increased public use, land conservation opportunities and other cumulative impacts. Any recordation or survey of sites, archeological, architectural, or cultural landscapes should be filed with the appropriate State Historic Preservation Office. In all cases, care should be taken to ensure the avoidance of archeologically sensitive areas; rare, threatened or endangered animal species or habitat; populations of state listed rare plant species and globally rare plant communities.

This page:

Hiking Trail along the C&O Canal (photo credit: NPS archive)



It should also be noted that the National Park Service owns very few parcels of land in areas where proposed action items were submitted. The segment plan is meant to enhance the physical and virtual connections of many publicly accessible lands and related services along both shorelines of the Potomac, which include federal, state, county, local and municipal partners. Individual park and site manager recommendations for proposed action items informed the segment plan with projects that could benefit the national trails along the tidal Potomac River. All action items in the plan should be understood to be reflective of the individual sites' missions and objectives, which are subject to political and financial shifts that impact staffing and funding.

A common issue raised at all of the stakeholder meetings was a concern over too much signage. Some sites already have an abundance of signs and adding more could not only be a distraction but also confusing to the visitor. While this plan does contain recommendations for important interpretive and orientation signs, it is recognized that these must be considered in the context of what is currently present and how additional information might be best presented. Such decisions are at the discretion of the site manager. Options to be considered include where best to place any new interpretive signs; the potential of combining information, where appropriate, onto the same display panel or kiosk; the use of electronic or public art as signage; eliminating older, out of date signage; and/or looking at other forms of media, such as podcasts or QR codes, as a means of telling stories and providing interpretive material. It is also important that all displayed information accurately reflect the history, stories and resources of the site. This may require coordination with a number of stakeholder and interest groups.

For ease in implementation and tracking, the following recommended cross-cutting actions are presented in five major categories:

- Orientation and Interpretation;
- New/Enhanced (Physical) Connectivity;
- New/Enhanced Public Access;
- Trails Promotion and Services; and
- Resources Protection and Land Conservation

Cross-Cutting Components Orientation and Interpretation

Orientation Kiosks: Multi-paneled kiosks introducing the three trails could be installed at prominent sites within the river corridor. [Note: Many kiosks are already in place or are scheduled for installation.] Sites could include federal, state and local parks, wildlife refuges, historic sites, and private marinas, campgrounds and other facilities open for public use. Interpretive panels highlighting each of the parks in a river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area.

Interpretive Signs: Single-panel interpretive signs, reflecting the natural and cultural richness of the area and keyed back to the trails, could be installed at important observation sites, smaller historical sites and parks, boat launch areas and at publicly accessible private facilities.

Wayfinding Signs: To help visitors locate trail segments, sites and other amenities and easily follow travel routes, wayfinding signs should be installed at appropriate locations. In coordination with state departments of transportation and local governing bodies, such signs may be located at key intersections to direct travelers to important sites. They could also be installed within smaller trail sites where kiosks and other interpretive signs may not be appropriate.

Maps and Guides: To help visitors become familiar with national trail segments, trail resources and sites to explore along the trail routes, maps and guides for each trail could be made available at the anchor sites and at select trail destinations, outfitter locations and local community facilities.

Exhibits: Visitor center exhibits throughout the region could potentially be enhanced with information related to the national trails. Other permanent and/or temporary exhibits could be placed at federal, state and local parks, national wildlife refuges, historic sites and regional and local information centers.

Top: 3-sided Interpretive Kiosk at Mason Neck State Park (photo credit: NPS Chesapeake Bay Office)

Bottom: Trail marker at Seaford, DE paddle craft launch site (photo credit: NPS Chesapeake Bay Office)

Audio tours/podcasts: To help visitors gain an understanding of trail-related themes along the river corridor, audio tours or podcasts could be developed or revised. Potential topics include: American Indian cultures, significant historic events, historical and contemporary fishing techniques, key bird species, etc.

Off-site Interpretation: To help visitors gain an understanding of significant cultural and historical resources and events related to non-accessible Department of Defense (DOD) lands, stories could be told from adjacent accessible public properties. For example, the story of John Wilkes Booth crossing the Potomac and landing within the confines of the Dahlgren Naval Weapons Laboratory could be told at nearby Barnesfield Park.

Paddling/Boating Itineraries: Touring itineraries for paddlers and small power boats could be developed or expanded for both guided and self-guided trips along the river. Such itineraries would allow people to take “journeys through time”, departing from federal lands, state parks, regional and local parks or other public or accessible private facilities along the river corridor. Stand-up paddle boarding (SUP) itineraries could be developed (or modified from existing itineraries) to engage the growing number of SUP enthusiasts.

Guided Boating Tours: Guided boating and paddling tours, departing from any of the public or private accessible sites along the river, could provide visitors with opportunities to explore the region’s natural and cultural keystones. Such tours could connect a number of national trail partner sites along the Potomac River and tell stories related to any of the three national trails’ themes. NPS staff could assist tour leaders in becoming “Certified Trail Ambassadors” to ensure that accurate and high quality trail-related information is being shared.

Motor Vehicle/Bicycle Itineraries: A series of guides/itineraries (possibly in mobile app or other electronic form) could be developed for use by visitors touring the region via motor vehicle or bicycle. These guides, using local road networks and developed bicycle routes, could highlight access to key sites, trailheads and other area opportunities for enjoying the associated resources related to the trails.

Guided Walking Tours: Opportunities exist to develop guided walking tours of key sites within the corridor. Such tours could provide new perspectives on key sites and stories within the Potomac Segment. These could be done in partnership with DOD facilities, public park areas, historic sites, and other resource areas that support themes related to the trails.

Private Marinas and Waterfront Restaurants: The potential to provide marinas and waterfront restaurants with trail-specific information, such as menu placemats or rack cards that showcase trail-specific themes, identify the site location within the greater context of the trail route and highlight significant trail sites in the area, could be explored.

New/Enhanced (Physical) Connectivity

Trail Linkages: Opportunities should be explored to enhance the linkages between facilities along the Potomac corridor. Such linkages could create continuous routes between important resources by developing new trail segments that link together existing trails and resource areas. This could include the development of new land or water trail components.

New/Enhanced Public Access

New Public Water Access: Opportunities are needed to enhance the public’s ability to access the Potomac River and its associated tributaries. There are significant gaps in the provision of public access sites that allow boaters to be able to access the water and related trail resources. New opportunities to provide additional paddle craft and trailer boat launches should be explored whenever available and as appropriate. This includes both land-to-water and water-to-land public access.

Boat-in Camping: There is a great need for the provision of boat-in campsites along the Potomac River corridor. Such sites are important for those wishing to make multi-day trips along the water routes of the national trails. Opportunities to provide such sites should be explored on both existing public lands and on appropriate private lands in the corridor. Camping platforms and houseboat hostels could also be explored in suitable locations.



Top: Promotion for the Virginia State Parks mobile app at Caledon State Park (photo credit: NPS Chesapeake Bay Office)

Bottom: Electronic information kiosk outside Visitor Center at Caledon State Park (photo credit: NPS Chesapeake Bay Office)

“Tourism is the world’s largest industry, and Charles County has so many amenities to offer visitors that it is natural for us to take destination marketing seriously. Whether attracting long-stay visitors or ‘day trippers’ from the D.C. metro area, we intend to showcase everything that Charles County has to offer.”

Ken Robinson, Charles County Commissioner, District 1 (from Charles County press release September 16, 2014)



Trails Promotion and Services

Event Promotion: There are a myriad of festivals and special events celebrated along the Potomac corridor. Opportunities should be explored to tie trail themes into these events as appropriate. Trail stories, displays, or other forms of marketing and interpretation should be included whenever feasible.

Rental Equipment: Work with public and private providers to expand the availability of rental equipment for people wishing to explore the trails by bike or water craft. This may be particularly feasible through concession or other partnership activities at existing public access sites or commercial marinas.

Electronic/Social Marketing: Trail partners could consider opportunities to use the internet, mobile apps and website hosting to better promote the significant sites and features in the region and to connect visitors to additional sites in the area.

Communication Strategy: The National Park Service will look at the development of a communication strategy, which will keep stakeholders throughout the Potomac Segment aware of progress made on plan implementation, as well as on opportunities to advance the plan. Stakeholders within each of the seven sections could develop a communication network to leverage and promote their work in advancing the trails within their area of interest.

Resource Protection and Land Conservation

While there are many sections of land along the tidal Potomac River corridor that are in public ownership and, thus, have a degree of protection, the bulk of the land along the river is privately held. The size of the river and the fact that much of its shoreline is still very rural can give the impression of a large protected landscape. In reality, the views and natural areas now exhibited on much of the lower river corridor could easily be erased through improper development.

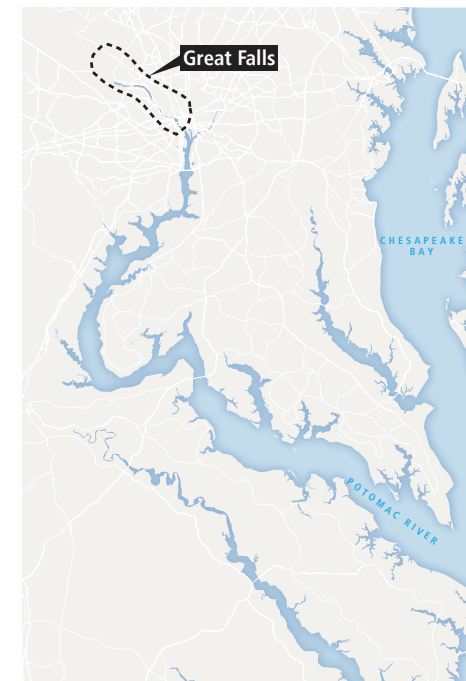
Thus, there is a need for key viewsheds, sensitive lands, and lands that could link together trail resources to be identified and efforts made to conserve them through any appropriate conservation measure. One of the biggest challenges for each of the national trails is having a land base. It is a fundamental necessity for the connectivity of national scenic trails and a critically important component for the management of national historic trails. Everything else, from interpretive facilities to trailheads to docks and boat ramps, depends on it.

It should be clear that land conservation efforts can be identified as a potential action item of this plan, as it would serve the interests of enhancing trail resources along the Potomac River. Land protection and conservation could be accomplished through public acquisition or a less-than fee approach, such as a protective easement held by one of the land trusts, a public entity or another conservation organization.

The key is that all interested parties must be alert to opportunities to conserve and protect critical shoreline areas and, wherever feasible, make these available for public access. NPS may not necessarily be interested in acquiring any new lands and may elect not to have a role in conservation efforts due to federal or trail management regulations. However, NPS will do what it can, where appropriate, to support public and private entities interested in owning and managing land for conservation purposes. In many cases, visual access to undisturbed lands in lieu of public recreation access provides a connection between the user, the conservationist and the cultural resources inherent within the landscape.

Top: Kayak rentals and dock at Westmoreland State park (photo credit: Sarah Rogers)

River Section 1 – Great Falls



Overview

This river section includes the sites and resources located between Riverbend Park (Fairfax County, VA) and the area just east of the American Legion Memorial Bridge that carries the Capital Beltway (Interstate 495) across the Potomac River between Montgomery County, Maryland and Fairfax County, Virginia. Routes for POHE and CAJO national trails, along with significant sites along the STSP trail, are located within this region. The area is rich in conserved natural landscapes and history related to American Indians, Captain John Smith, Civil War defenses of Washington, D.C., early industrialization of the United States, George Washington and Colonial settlement.

Located northwest of Washington, D.C., the Potomac Gorge is a transition zone between the Piedmont and the Atlantic Coastal Plain. Steep cliffs, rock outcrops, waterfalls, swift moving water and whitewater rapids contrast with the downstream character of the

tidal Potomac. Man-made structures such as dams, canals, intake stations and off-channel reservoirs are evident. Much of the shoreline in this area is undeveloped and protected lands border many of the tributaries extending into more developed areas.

This river section is also characterized by suburban residential development (Montgomery County, MD) and rural fields and farms (Fairfax County, VA). Access to the river is primarily available via the George Washington Memorial Parkway (VA), and the Clara Barton Parkway (MD). A network of trails — including the Chesapeake & Ohio Canal, the Capital Crescent Trail, the Billy Goat Trail, Rock Creek Park trails and segments of the Potomac Heritage National Scenic Trail — offer connections to the Potomac's shoreline and/or to inland suburban parks and the DC Metro area.

Top: Great Falls Park
(photo credit: NPS
Chesapeake Bay Office)

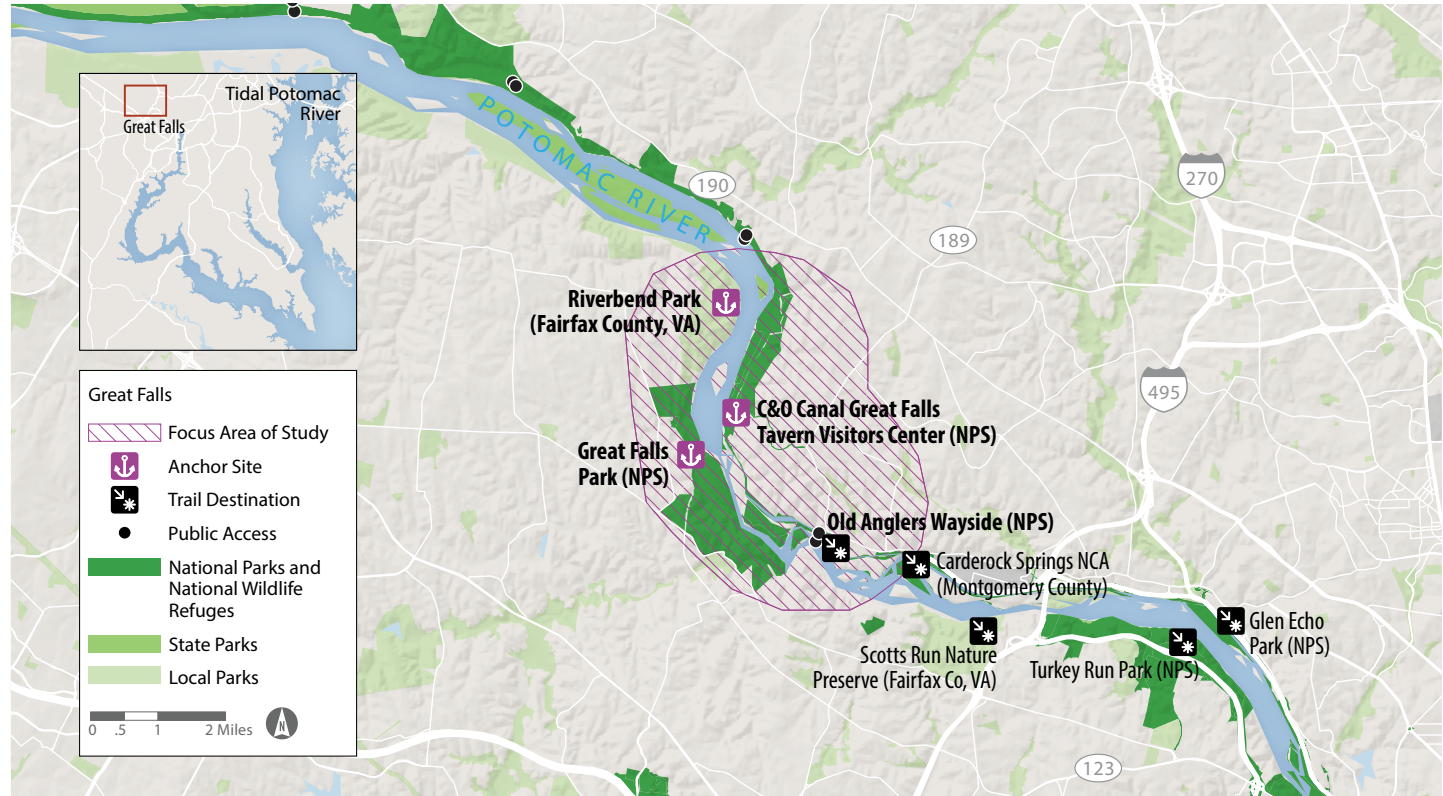
Because of long vehicular travel times between access sites across the river from each other, the facilities within this river section are separated by state and Focus Area. These facilities include:

Virginia

- Great Falls Park (NPS)
- Riverbend Park (Fairfax Co., VA)
- Scott’s Run Nature Reserve (Fairfax Co., VA)
- Turkey Run Park (NPS, George Washington Memorial Parkway (GWMP))
- Claude Moore Colonial Farm (GWMP concession, privately operated)

Maryland

- Great Falls Tavern Visitor Center (NPS)
- Old Angler’s Wayside (NPS)
- Chesapeake & Ohio (C&O) Canal National Historical Park, including the C & O Canal Towpath
- Carderock Springs Neighborhood Conservation Area (Montgomery Co., MD)
- Rockwood Manor Park (Montgomery Co., MD)
- Clara Barton National Historic Site (NPS)
- Glen Echo Park (NPS/Glen Echo Park partnership)



Trail Components

The following trail components have been identified to support strategic planning within this river section of the Potomac. Each of the focus areas described below contain anchor sites, which are viewed as first-tier locations for trail development efforts as they already contain significant visitor support facilities. The next level of development would include additional trail components, such as destinations and linking routes, enhancements would occur as resources and opportunities become available.

Focus Areas

There are two Focus Areas identified in the Great Falls map that share the same area of study. While the study area itself contains a density of resources, visitor experiences and a visual shore-to-shore connection of trail-evocative landscapes, physical access across the river is limited. Therefore, the Virginia resources are identified in Focus Area #1 and the Maryland resources are identified in Focus Area #2.

- **Focus Area #1** (Virginia): Riverbend Park- Great Falls Park
- **Focus Area #2** (Maryland): C&O Canal Great Falls Tavern Visitor Center

Anchor Sites

Proposed anchor sites for Focus Area #1 (Virginia) include Riverbend Park and Great Falls Park. Both sites are staffed, offer interpretive exhibits and programming and are major draws for numerous visitors and residents of the communities northwest of Washington, D.C.

- **Riverbend Park** (Fairfax Co. Park Authority) offers views of the Potomac upstream of Great Falls. Hiking trails connect to Great Falls and to interior sections of the park; some equestrian trails are also available. Picnic areas, boat launch, kayak rentals, guided tours, a nature center and interpretive programs are offered.

Anchor Sites (continued)

- **Great Falls Park** (NPS) <http://www.nps.gov/grfa/index.htm> offers spectacular views of the Potomac. The River Trail provides dramatic views of the River and Mather Gorge below the falls. Other trails include an old carriage road, the Patowmack Canal Trail, the Ridge Trail through upland forest and several equestrian routes. A segment of the POHE is marked between Difficult Run and the boundary with Riverbend Park, and a visitor center is open daily.

For Focus Area #2 (Maryland), the proposed anchor site is the C&O Canal Great Falls Visitor Center.

- **C&O Canal Park Great Falls Visitor Center** (NPS) offers a staffed facility and access to the C&O Canal Towpath, the primary segment of the POHE, and numerous trails, including one that leads to an overlook of Great Falls. Interpretive programs are available, including a mule-drawn canal boat ride. <http://www.nps.gov/choh/index.htm>

Trail Destinations

- Virginia: Scott's Run Nature Preserve; Turkey Run Park and Claude Moore Colonial Farm, both within George Washington Memorial Parkway lands
- Maryland: Old Angler's Wayside; Carderock Springs Park; Rockwood Manor Park; Clara Barton NHS and Glen Echo Park along the Clara Barton Parkway.

Linking Routes

- Virginia: Several segments of the Potomac Heritage Trail include hiking and biking trails. Vehicular access to many sites is provided by the George Washington Memorial Parkway (GWMP). The I-495 American Legion Memorial Bridge provides a high-traffic vehicular river crossing in this area but does not accommodate pedestrian or bicycle traffic.
- Maryland: The C&O Canal Towpath along the Maryland side of the Potomac provides uninterrupted, vehicular-free hiking and bicycling opportunities between Georgetown and the Great Falls Tavern Visitor Center. Multiple locks along the canal provide paddlers of all skill levels a calm-water alternative to paddling on the Potomac. The Clara Barton Parkway provides vehicular access to trailheads along the River.

Note: Public transit options are limited in areas north and west of the Arlington and Georgetown areas.

Support Services

- Virginia: The town of Great Falls (population 15,427 as per 2010 census) is located less than 5 miles from Great Falls Park. Restaurants, grocery stores and gas stations are available. Also within the focus area, McLean, VA provides a variety of retail, restaurant and commercial services.
- Maryland: The town of Potomac (population 44,965) is located less than 5 miles from the C&O Canal Great Falls Tavern Visitor Center. The town offers a variety of restaurants, retail stores, lodging options and gas stations.



Top: Mule-drawn Canal Boat Rides at Great Falls Tavern Visitor Center (photo credit: NPS Chesapeake Bay Office)

Bottom: Paddling at Old Angler's Wayside (photo credit: Anacostia Riverkeeper)



Key Trail Stories and Associated Resources

The following key stories associated with CAJO, STSP and POHE themes are relevant to the various trail components in this river section:



Captain John Smith Chesapeake NHT

(Smith's explorations, American Indian cultures, natural history of Bay)

- Captain John Smith and his crew spent approximately one month exploring the Potomac, guiding their craft as far up the river as was navigable. He mapped the Nacotchtank tribe in this area and referred to them as one of the tribes that “did their best to content us.”
- Englishman Henry Fleet lived with the Nacotchtank for five years in the 1620s and learned the Virginia Algonquian language, which allowed him to become a trader and translator for Lord Calvert when Calvert brought settlers to Maryland. The tribe was called the Anacostan in later years, hence the name of the Anacostia River. (Reference Henry Fleet’s “A Brief Journal” from Edward Neill, The Founders of Maryland)
- The Great Falls are a prominent geologic feature in the region. Great Falls Park is located along the boundary between the Piedmont Plateau and the Atlantic Coastal Plain, the fall line. Most of the rocks here formed deep beneath the surface of the ancient Lapetus Ocean over 500 million years ago.

Features that support these stories include: evocative landscapes; American Indian petroglyphs carved into metamorphic rock in areas along the river; Great Falls and Mather Gorge.



Star-Spangled Banner NHT

(military events, individual contributors, Bay region as hub, icons of war)

- Efforts against the advances of the British in Fairfax County, VA and Montgomery County, MD both contributed to the American resistance in the War of 1812.
- The area includes routes associated with the Madison’s escape from the British troops’ burning of Washington, D.C., and the removal of national documents to rural Maryland for safekeeping.

Features that support these stories include: Chain Bridge; Conn’s Ferry; Riverbend Park; nearby Brookeville, MD (a hub for War of 1812 activities).



Potomac Heritage NST


(meeting ground of conservation ideas and practices, five physiographic regions, crossroads of opportunity, development of U.S. Republic)

- Patowmack Canal in Great Falls Park and the C&O Canal reflect the story of early American industrialization along the Potomac (http://gfns.org/local_lore/gf_history.htm).
- At the end of the eighteenth century, George Washington's efforts to build the Patowmack Canal were well underway. While skirting canal construction was successfully completed and the venture operated for several years, it would take the C&O Canal and B&O Railroad until the mid 19th Century to truly open the Potomac River valley to trade. Ultimately, the Patowmack Canal had important political repercussions that helped lead to the stronger union of the American states.
- In the eighteenth century, Great Falls was primarily a collection of huge farms, many run by tenants of absentee landlords. Due to thin soil and poor accessibility to ports, farms here did not prosper.
- After the American Revolution, more farmers bought land in the Great Falls area. In the 1830s, prosperity in this region took a severe downturn. Many Virginians went west seeking richer land or greater opportunity; northerners came to Great Falls to buy cheap land.









Features that support these stories include: Virginia side: the ruins of the Patowmack Canal and Matildaville; Claude Moore Park (containing one of the few original sunken road segments in the country). Maryland side: the locks and towpath of the C&O Canal.

Proposed Trail Enhancements and Implementation Strategies

In addition to the cross cutting strategies which apply to all river sections, this river section provides or has near-term potential to provide a wide variety of desired visitor experiences for different types of trail users. Providing optimal trail-related visitor experiences in a way that highlights this area’s resources, primary features and key stories could best be achieved as follows:

Site	Trail Component	Action	Description
Focus Area #1 - Virginia Resources from Riverbend Park to Great Falls Park			
Great Falls Park	 Anchor Site	Enhance Interpretive Exhibits	Kiosks that introduce CAJO & STSP— similar to the panels for POHE near the Great Falls Park and Great Falls Tavern visitor centers—could be placed at specific viewing platforms, along with a select number of designated destinations. The panels could provide site-specific information, create context of the site in relation to the overall trail routes and direct visitors to other significant trail-related destinations in the area. Consideration should be given to providing multi-lingual versions of the panels, as appropriate.
		Provide Interpretive Exhibits	Interpretive signage at Potomac Canal Overlook #3 could be added to interpret the canal and any associated trail resources, as applicable.
		Enhance Interpretive Panels	The 12 (or so) existing interpretive signs between Great Falls and Riverbend Park are badly weathered and should be replaced or updated.
		Enhance Visitor Center Exhibits	Exhibit space at the Great Falls Park Visitors Center could potentially be used to showcase the national trails along the Potomac.
		Develop Stories Related to the Trails	Hiking groups and private outfitters currently offer tours along the various trails in this area. NPS staff could assist the leaders of these sites/organizations to become “Certified Trail Ambassadors” to ensure the trail-related information being shared is accurate and of high quality.
		Develop Stories Related to the Trails	At trailheads, interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be expanded to help visitors reach key park sites, river access points and other trail-related points of interest.
		River Festival Trails Promotion	A family-oriented river and culturally themed event with musical performances, guided trail walks, and a panel discussion on the park-specific issues called “Celebrating the Potomac” has been held annually at Piscataway Park in summer months. A similar event at Great Falls could be coordinated to coincide with or be held on concurrent dates to strengthen the unity between Trail sites and add continuity to Trails stories that occur along the entire length of the Potomac river. The National Parks Conservation Association (NPCA) is interested in helping to provide volunteers, media, and potential fundraising support for programs similar to the “Celebrate the Potomac” event.
		River Festival Trails Promotion	Each year, Potomac Paddlesports is involved in hosting the “Great Falls Race”, a whitewater championship event on the Potomac River at Great Falls/C&O Canal NHP. The event typically draws a large amount of spectators and could provide an opportunity for NPS to promote trail resources, interpretation and outreach to the recreation community.
		Interpretive Opportunity	Dean Herrin, NPS National Capital Regional Office (NCRO) Regional Historian is starting work on a Regional History Prospectus and is inventorying the Potomac River Gorge area (from Great Falls to Roosevelt Island). The findings of this research could be incorporated into trail-related interpretive opportunities. Guided tours and interpretive panels could be installed along existing trails to reference POHE.
Bicycle rentals	A seasonal outfitter or incorporation of bike rental options could be explored.		

Site	Trail Component	Action	Description
Focus Area #1 - Virginia Resources from Riverbend Park to Great Falls Park			
Riverbend Park		Anchor Site	Enhance Interpretive Exhibits The existing two-panel exhibit at Riverbend Park could be expanded to include a CAJO panel describing the types of fish that would have been in the Potomac during John Smith's voyage to serve anglers at this popular fishing destination.
		Enhance Visitor Center Exhibits The existing exhibit space at Riverbend Park Visitors Center has excellent information on resources that are reflected in CAJO and POHE. These exhibits could potentially be updated to include trail-specific stories and used to showcase the national trails along the Potomac.	
		Develop Stories Related to the Trails Outfitters, summer camps and paddling club members currently providing paddling tours and using the launch sites could incorporate CAJO, STSP and POHE stories into their trip itineraries.	
		River Festival Trails Promotion Riverbend Park frequently hosts the Virginia Indian Festival where American Indian culture is celebrated. Tying in similar themes of CAJO to the festival could bring more attention to the trails.	
		Park Planning and Development Due to the rapids and shallow water depths, power boats have limited range to explore west of the Key Bridge. A users' map and guide could be developed to assist motor boating enthusiasts in exploring specific river stretches and destinations further downstream.	
		Develop Stories Related to the Trails At trailheads, interpretive panels highlighting each of the parks in this river section will give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.	
		Develop Boat-in Primitive Campsites Riverbend Park could explore the possibility of adding water-to-land primitive, group permit-only and overnight car camping campsites and related visitor facilities where feasible.	
Scott's Run Nature Preserve		Trail Destination	Connecting Trails to Other Major Properties Investments by a range of agencies and organizations in trail planning, design and construction could bridge the gap between the Difficult Run Trail in Great Falls Park and Scott's Run Nature Preserve, providing a continuous route for hiking between Riverbend Park and the DC Metro river section.
		Park Planning and Development Consideration of expanding visitor services could include new accessible canoe and kayak launch, fishing pier, wayside landing access, viewing platforms or other appropriate access facilities.	
Turkey Run Park		Trail Destination	New Public Access Site Consideration of expanding visitor services at sites along the George Washington Memorial Parkway could include new accessible wayside landing access, viewing platforms or other appropriate access facilities.
		Develop Boat-in Primitive Campsites Turkey Run Park could explore the possibility of adding water-to-land primitive, group permit-only and overnight car camping campsites and related visitor facilities where feasible. The current headquarters for the George Washington Memorial Parkway, located at Turkey Run Park, may be relocated to a permanent location; if so, the utilities on-site could be re-purposed to support camping.	
Private Bus tours		Linking Route	Develop Stories Related to the Trails Private bus tour operators transporting visitors from the DC Metro area to Great Falls Park could incorporate CAJO, STSP and POHE-specific information into their interpretive narrations and printed materials.
Public transportation		Linking Route	Utilize Metro Stations The Silver Line (currently under construction) will extend the DC Metro service through Fairfax County to Washington-Dulles International Airport, but will not directly connect to any of the parks along the river. There could be an opportunity to extend bus service from the completed Silver Line to connect to the parks along the Potomac.
Regional Promotion		Support Services	Develop Policy and MOU Coordinate development and promotion of national trail-related experiences in Northern Virginia (professional and self-guided tours, events, etc.); integrate into Brand USA, Destination USA and Capital Region promotions. Utilize the Virginia Tourism Corporation (VTC) site to promote the trails (NPS has an MOU among Virginia agencies at the Commonwealth level).

Site	Trail Component	Action	Description	
Focus Area #2 - Maryland Resources from C&O Canal Great Falls Visitor Center to Old Angler's Wayside				
C&O Canal Great Falls Tavern Visitors Center		Anchor Site	Provide Interpretive Panels	The existing single paneled POHE exhibit at the visitor center could be expanded to reference STSP and CAJO trails as appropriate.
		Develop Stories Related to the Trails	Existing guided tours of the historic structure could expand to include information that connects the canal's development with the Industrial Revolution and reference POHE.	
		Develop Stories Related to the Trails	At trailheads, interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be expanded to help visitors reach key park sites, river access points and other trail-related points of interest.	
		River Festival Trails Promotion	Canal Pride Days are held throughout the year along the C&O Canal to encourage volunteers and neighbors to maintain the trails along the canal. Opportunities exist to engage the volunteers with CAJO, STSP and POHE stories during these events.	
		Develop Boat-in Primitive Campsites	While there are existing camping areas along the C&O Canal Towpath, the majority are located north of Great Falls Park and cater primarily to hikers/bikers rather than paddlers. The existing paddle-in accessible Marsden Tract Campsite is currently the only paddle-accessible camping south of Great Falls. Additional sites in the region, such as C&O Canal Great Falls Tavern Visitors Center, could explore the possibility of adding additional water-to-land primitive, group permit-only and overnight car camping campsites and related visitor facilities where feasible.	
Old Angler's Wayside		Trail Destination	Develop Stories Related to the Trails	Outfitters, summer camps and paddling club members currently providing paddling tours and using the launch sites could incorporate CAJO, STSP and POHE stories into their trip itineraries.
		Develop Stories Related to the Trails	River recreation in the Potomac Gorge has expanded to include new users and new equipment. As safety is a primary concern, re-examination of what constitutes a "vessel" and the safety requirements associated with use may need to be implemented at access sites such as Great Falls, Carderock Springs, Old Angler's Wayside and Riverbend Park.	
		Paddle Craft Rentals	Opportunities to expand boat rentals could be considered.	
Carderock Springs		Trail Destination	New Public Access Site	Consideration of expanding visitor services at sites along the Clara Barton Parkway could include new accessible canoe and kayak launch, wayside landing access, viewing platforms or other appropriate access facilities.
		Develop Boat-in Primitive Campsites	Carderock could explore the possibility of adding water-to-land primitive, group permit-only and/or overnight car camping campsites and related visitor facilities where feasible.	
Glen Echo Park		Trail Destination	Connecting Trails to Other Major Properties	Trails leading from Glen Echo Park, Clara Barton Parkway and sites beyond could be developed and connected to the C&O Canal Towpath.
Potomac Heritage Trail		Linking Route	Funding opportunity for Public Access	The Federal Lands Access Program (MAP-21, §1119; 23 UCS 201, 204) supports capital and planning expenses for new or existing alternative transportation, including transportation by bike, bus, rail or any other publicly available means of transportation (including sightseeing services). This region is well-suited for the development of a transit in parks program that includes interpretation of the national trails along the Potomac. Funding sources for a trail connection formerly procured through the Paul S. Sarbanes Transit in Parks Program http://www.fta.dot.gov/grants/13094_6106.html can now be accessed through the Federal Lands Transportation Program (FLTP) http://www.flh.fhwa.dot.gov/programs/fltp/
Capital Bikeshare		Linking Route	Bicycle rentals	National Capital Bikeshare locations could be added in parks along George Washington Memorial Parkway and Clara Barton Parkway, such as Carderock Springs and Turkey Run, and advertised at other kiosks in the area to enhance visitation to the parks.
Regional Promotion		Support Services	Technology	The Chesapeake Bay Explorer mobile app could be updated to include additional partner sites in the area and the water- and land-based trail routes that connect to the national trails.
Private Marinas		Support Services	Gateway Site	Installing signage and providing rack cards and other trail-related materials at areas where the public currently access the Potomac via boat ramps and marine-related services, like restaurants and other businesses, could be an effective way to reach a larger portion of existing river users.

River Section 2 – DC Metro Area



Overview

This river section includes the sites and resources located between the Francis Scott Key Bridge (north) and the Woodrow Wilson Bridge (south). Routes associated with POHE, CAJO and STSP national trails are located within this region. This area is recognized as one of the most iconic landscapes in the United States with many significant national monuments, memorials and museums located within close proximity to the Potomac (DC attracts approximately 18 million tourists annually). The DC Metro area is rich in stories related to restored natural landscapes, American Indian heritage, Captain John Smith, George Washington, Colonial settlement, the Civil War, British plundering and the burning of the White House during the War of 1812, industrialization of the United States, and more.

The Potomac is flatter in this area as compared to the whitewater rapids upstream. Here, very few (if any) portions of the river have not been manipulated at one time or another. To accommodate the urban growth and industrial development over the last two centuries, shoreline areas have been heavily developed and seawalls have been built to protect against the tidal fluctuations and erosion. Several islands that exist today were created by the spoils of river dredging that occurred many years ago. Shoreline re-vegetation efforts have

restored river ecology in areas, providing natural landscapes such as Roosevelt Island and Oxon Cove.

This river section is characterized by its proximity to the densely-populated residential, commercial and industrial areas within the urban core of Washington, D.C. (The 2010 Census reported a population of over 4.9 million people within the 21 local governments in the District, suburban Maryland and Northern Virginia that comprise the Metropolitan Washington Council of Governments.) There are thousands of acres of public open space and multiple opportunities for active and passive recreation. Nearly all of the river shoreline is accessible by waterfront hiking and biking trails, many of which extend into the city. Public transportation provides multi-transit connections to the river from surrounding urban communities.

The Anacostia River connects with this stretch of the Potomac. Both CAJO and STSP follow the Anacostia and connect back to the Potomac River. The multiple parks, marinas, trails and historic landmarks offer many opportunities for enhancing visitor experiences along the Potomac River as well as providing a connection further east into the DC Metro community.

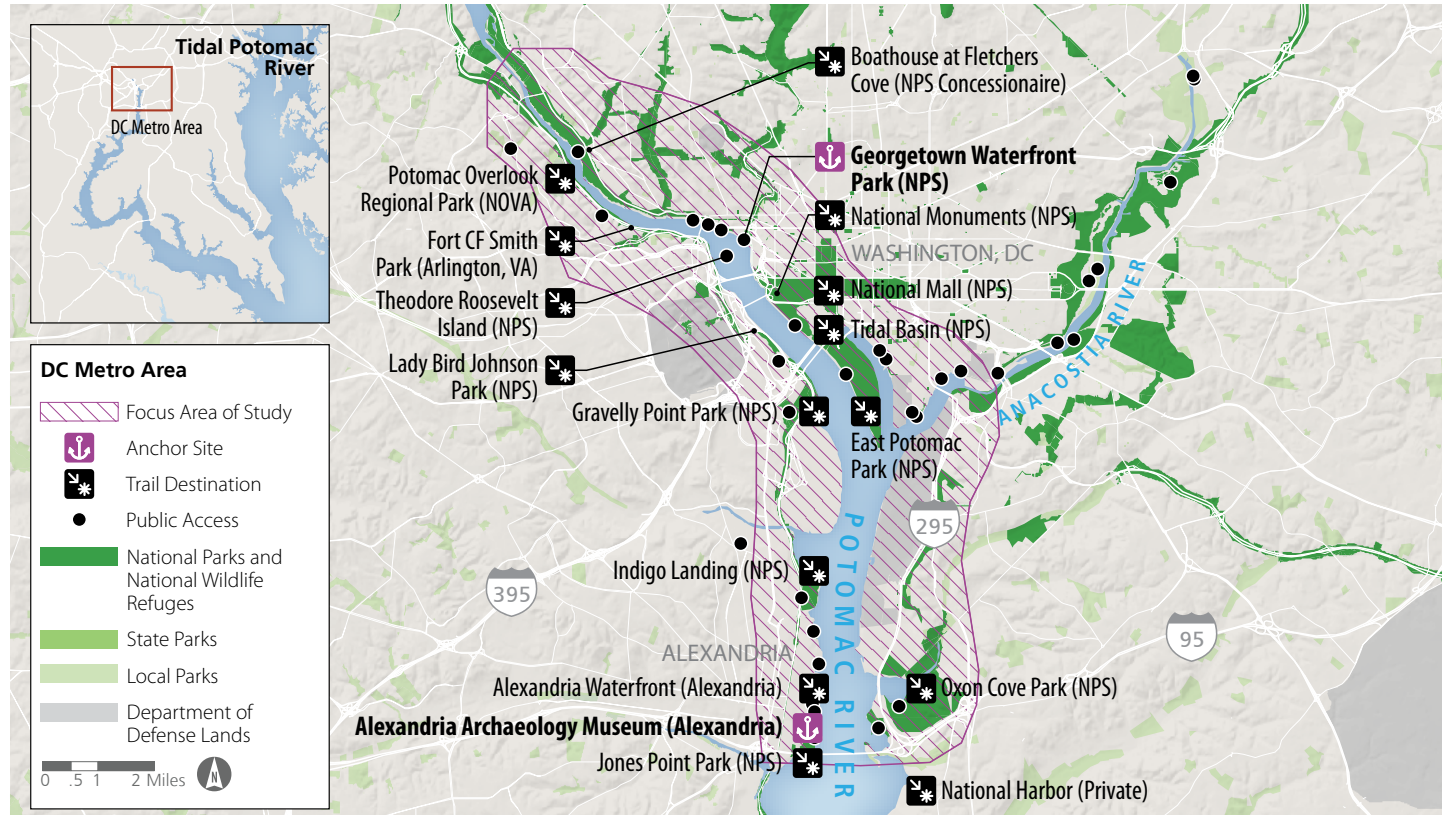


Top left: The Tidal Basin of the Potomac River with the Thomas Jefferson Memorial and U.S. Capitol Building in the distance (photo credit: Christopher A. Koberg)

Bottom right: Jones Point Park shoreline along as seen from the Woodrow Wilson Bridge (photo credit: NPS archive)

Facilities within this river section include:

- Fort Marcy Park (NPS, GWMP)
- Potomac Overlook Park (Northern Virginia Regional Park Authority/ NOVA)
- Fort C.F. Smith Park (Arlington, VA)
- The Boathouse at Fletcher’s Cove (NPS concession, privately operated)
- Georgetown Waterfront Park (NPS)
- Washington Harbour Georgetown (private)
- Alexandria Archeology Marina and Historic Waterfront (public/private)
- East Potomac Park (NPS)
- West Potomac Park (NPS)
- Lady Bird Johnson Park (NPS)
- Gravelly Point Park (NPS)
- Gangplank Marina (private)
- The National Mall, Tidal Basin and associated National Memorials (NPS)
- Theodore Roosevelt Island (NPS)
- Jones Point Park (NPS)
- Oxon Cove and Oxon Hill Farm Park (NPS)
- Segments of the George Washington Parkway including Daingerfield Island (NPS)
- Segments of the Mount Vernon Trail (NPS)
- Segments of the C&O Canal Towpath (NPS)
- Segments of the Rock Creek Park Trail (NPS)
- Segments of the Capital Crescent Trail (NPS)
- Long Bridge Park (Arlington, VA)



Trail Components

The following trail components have been identified to support strategic planning within this river section. The focus area described below contains several anchor sites, which are viewed as first tier locations for trail development efforts as they already contain significant visitor support facilities. The next level of development would include additional trail components such as destinations and linking routes; enhancements would occur as resources and opportunities become available. While many connections to sites occur across state or district borders, the focus areas and anchor sites have been grouped by state for the purposes of jurisdictional collaboration.

Focus Areas

Focus Area: The entire river section is a designated Focus Area due to the density and connectivity of trail-evocative landscapes and existing immersion visitor experiences.

Anchor Sites

Proposed anchor sites for this Focus Area includes Georgetown Waterfront Park and Alexandria Archaeology Museum (at the Old Town Alexandria Waterfront). While neither site is staffed full-time by NPS, both sites receive significant use by residents and tourists, can be reached via public transportation, and are within close proximity to private outfitters offering bicycle and boat rentals, and offer public launch sites and trailhead parking for excursion opportunities.

- **Georgetown Waterfront Park (NPS)** curves along 10 acres of the Potomac extending from the Washington Harbour complex to the Key Bridge. Connections to national trails and trail sites, such as the C&O Canal, are provided by a canoe/kayak launch, along with hiking and biking trails. Water taxis and private ferry service are provided at the adjacent Washington Harbour (private).

Anchor Sites (continued)

- **Alexandria Archaeology Museum** on the Alexandria Waterfront (City of Alexandria) offers public access recreational opportunities such as fishing piers, parks and a non-motorized boat launch. The park is located adjacent to Old Town Alexandria and has segments of the national trails running along its shoreline. Interpretive programs are provided by public and private operators.

Trail Destinations

Potomac Overlook Regional Park; Windy Run Park; Fort C.F. Smith Park; the Boathouse at Fletcher's Cove; Theodore Roosevelt Island; the National Mall; the Tidal Basin and National Memorials; the Potomac Heritage Trail; Lady Bird Johnson Park; Daingerfield Island; East Potomac Park; Long Bridge Park; Gravelly Point Park; the Anacostia River; Indigo Landing; Oxon Cove and Oxon Hill Farm Park; Old Town Alexandria; Alexandria City Marina; Mount Vernon Trail, King Street Park and Jones Point Park.

Anacostia River Destinations

Unique to this river section is the confluence of the Anacostia and Potomac Rivers. For the purposes of the Potomac Segment Plan, the Anacostia River (as a whole) is treated as a trail destination. The Anacostia River is an important segment of both the Captain John Smith Chesapeake and Star-Spangled Banner national historic trails. Through a separate planning effort, the Anacostia Water Trail Master Plan is focusing more explicitly on opportunities for trail development within the Anacostia River corridor. The Anacostia Water Trail (AWT) traverses the 9-mile length of the Anacostia River, from Bladensburg, MD to the confluence with the Potomac, intersecting the National Park Service unit - Anacostia Park in the District of Columbia as well as regional parks of The Maryland-National Capital Park and Planning Commission (M-NCPPC) in Prince George's County, MD. Continuing development of the AWT will enhance opportunities for the public to experience the national historic trails as well as Anacostia Park. Additionally, the last segment of the Anacostia Riverwalk Trail (ART) is currently under construction and, when completed, cyclists, runners and hikers will be able to travel the length of the Anacostia through parkland on the shore. Together, the developing AWT and ART serve as great connecting trails linking other features along the Anacostia that are trail destinations unto themselves.

While there are already many opportunities for trail access there is also much real and unrealized recreational potential for the Anacostia

River. For the purposes of the Potomac Segment Plan, trail resources located along the Anacostia that could potentially or currently provide excellent opportunities to connect to the trail resources along the Potomac are explored. These and other opportunities for continuing enhancement of Anacostia-based recreation are more specifically described in development plans for Anacostia Park and the AWT. Trail destinations along the Anacostia include Anacostia Park (NPS), Kenilworth Aquatic Gardens (NPS), the U.S. National Arboretum (USDA), Bladensburg Waterfront Park (MNCPPC), Bladensburg Wetlands (MNCPPC), Kingman Island (District of Columbia), Anacostia Community Boathouse (DC), James Creek Marina and Buzzard Point (NPS), Washington Navy Yard (Dept. of Defense), Yards Park (Capitol Riverfront Business Improvement District) and the many other emerging attractions along the Capitol Riverfront and Southwest Waterfront in DC.

Linking Routes

Nearly the entire river section of the DC Metro area is connected by a network of hiking and biking trails. These trails extend to other Potomac River sections: north to Great Falls via the C&O Canal Towpath and south to Mount Vernon via the Mount Vernon Trail. The Gulf Branch Trail Access site in Arlington also connects to POHE. Several water taxi and ferry routes provide commercial boat transit options and river paddling trails provide dozens of routes for canoeists and kayakers.

Many of the high-traffic bridges in this section have dedicated pedestrian and bike lanes for safe crossing. The Chain Bridge near Little Falls is intended to accommodate local traffic, rather than commuters, and is located where several previous bridges have stood dating back to 1797.

While the George Washington Memorial Parkway (nearly 7.5 million visits in 2012) provides a vehicular route in Virginia, Joint Base Anacostia-Bolling prohibits a riverfront vehicular route on the Maryland side of the river. Public bus and transit stops occur within close proximity to trail-significant sites and public transportation routes extend into neighborhoods and business districts to serve the community.

The Virginia Birding and Wildlife Trail, managed by the Virginia Department of Game and Inland Fisheries, celebrates the diversity of birds, fish, mammals, amphibians, reptiles and invertebrates throughout Virginia's 43,000 square miles of habitat. The Coastal



While sites along the Anacostia are not technically within the boundary of the Potomac Segment Plan, future development, visitor experiences and connections to the Anacostia River corridor have been considered in this plan in coordination with members of the Anacostia Water Trail planning team.

Top: Torpedo Factory along the Alexandria Waterfront (photo credit: NPS archive)

Bottom: Georgetown Waterfront Park (photo credit: NPS archive)



Top: Oxon Hill Farm at Oxon Cove Park (photo credit: NPS website)

Bottom: Theodore Roosevelt Island (photo credit: NPS archive)

Linking Routes (continued)

Trail consists of 18 trail loops - including the Great Falls Loop within this river section study area - featuring great opportunities to view nature and wildlife along the Potomac and other sites within the region.

Support Services

This highly visited river section has many visitor services, far too many to mention in this document. Effort should be taken to continue to coordinate with these visitor services to ensure that national trail resources along the Potomac are adequately represented.

Key Trail Stories and Associated Resources

The following key story lines associated with CAJO, STSP and POHE themes are relevant to various trail components in this river section:



Captain John Smith Chesapeake NHT

(Smith's explorations, American Indian cultures, natural history of Bay)

- Although Smith sailed past this area on his exploratory journey, there are few recorded experiences in this area.
- The Indians on the south shore of the Potomac would have followed a typical Chesapeake Bay indigenous lifestyle, based on agriculture, fishing, shell fishing and hunting, as well as trade with other groups upriver, across the river and possibly across the Bay.
- While there is no Nacotchtank descendent community, the Piscataway tribes take an active interest in interpreting the American Indian history of the DC metro area.

Features that support these stories include: restored or preserved landscapes; Theodore Roosevelt Island; Kingman Island; Kenilworth Marsh; Oxon Cove; Bladensburg Wetlands and Anacostia Water Trail.



Star-Spangled Banner NHT

(military events, individual contributors, Bay region as hub, icons of war)

- Alexandria - British occupation and pillaging of American seaports; American resistance to the advances on Washington; Surrender of Alexandria to British Fleet.
- Want Water – Enslaved persons seeking freedom; Mary Meeks Coombs, owner of Want Water house, escaped to British ships after Admiral Cochrane issued a proclamation offering emancipation to those seeking to resettle or fight against the Americans.

- Oxon Hill Farm – Mount Welby house, located on present-day Oxon Hill Farm, was in earshot of explosions that destroyed Fort Washington and within view of the plundering of Alexandria. Mary Welby DeButts describes hearing “every fire” from the Battle at Bladensburg and how the house was illuminated by fires in Washington, D.C. She writes of finding rockets “on our hill” and that a British fleet “lay directly before our house”.
- National Mall - British burning of the Capital on August 24, 1814.
- Washington Navy Yard – Ship-building hub during the time of the War of 1812; supported the defense of Washington, D.C.; one of the last lines of defense in the Battle at Bladensburg ; ordered to be burned by Admiral Tingey as the British marched into Washington to prevent its capture by the enemy.
- Anacostia River - Land and water advances of British troops; significant battles such as the Battle at Bladensburg.

Features that support these stories include: Chain Bridge, Alexandria Waterfront; Bladensburg Waterfront Park; Mount Welby at Oxon Hill Farm; Washington Navy Yard; Francis Scott Key Bridge; Star-Spangled Banner Memorial; Dolley Madison House, Anacostia Riverwalk Trail; Anacostia Water Trail; and Want Water Ruins.



Potomac Heritage NST


(meeting ground of conservation ideas and practices, five physiographic regions, crossroads of opportunity, development of U.S. Republic)




- Oxon Cove - wildlife habitat including bald eagle nesting areas and potential sturgeon spawning sites; protected lands, including some conservation easements on private lands and some undeveloped parcels, which may provide future visitor opportunities.
- Oxon Hill Farm – reflects early American agriculture and farming.
- Alexandria, Jones Point Park - 19th/20th century industrial stories; Colonial settlement; African-American historic sites; early navigation and shipping on the Potomac.
- George Washington Memorial Parkway, Potomac Heritage Trail and Mount Vernon Trail - George Washington; tobacco farming.
- National Mall - historic monuments dedicated to significant events, people and national leaders.
- C&O Canal - industrialization of early America.






Features that support these stories include: Oxon Hill Farm homestead; Jones Point Lighthouse; tobacco warehouses and Freedom House museum; Torpedo Factory building; National War College.



Proposed Trail Enhancements and Implementation Strategies





In addition to the cross cutting strategies which apply to all river sections, this river section provides or has near-term potential to provide a wide variety of desired visitor experiences for different types of trail users. Providing optimal trail-related visitor experiences in a way that highlights this area’s resources, primary features and key stories could best be achieved as follows:





Site	Trail Component	Action	Description
Focus Area - Georgetown Harbor to Woodrow Wilson Bridge			
Old Town Alexandria, VA Waterfront  Anchor Site		Enhance Guided Walking Tours with Trail Themes	Existing self-guided walking and bicycling tours, such as the “Walking With Washington” podcast, and smart phone tours designed by the Office of Historic Alexandria could provide expanded or new trail-related information.
		Develop Stories Related to the Trails	The Alexandria Waterfront Small Area Plan includes components related to expanded public space, connectivity, landscaping, public art and historical interpretation. There are three private redevelopment sites along the waterfront that are required to incorporate art and history into their design and public spaces. Each site has development goals and guidelines, including requirements for active ground floor space. Developers may be willing to partner with NPS to convey trail-related themes within their developments. Coordination between NPS staff and the City of Alexandria could help to facilitate this and other interpretive projects.
		New Public Access and Trail Itineraries	The City of Alexandria is engaged in a planning and design project for a prominent section of the City’s waterfront, which will expand access to the river. This project could provide a waterfront extension of the Potomac Heritage and Mount Vernon hiking and biking trails. Additionally, the new design could consider providing new fishing, observation and/or canoe/kayak launch facilities. Encouraging a stronger user connection with the river; and possibly redeveloping the abandoned docks should be discussed with potential partners within the Alexandria community
		Partnership Opportunity	The City of Alexandria is currently in phase 2 of 7 of their Wayfinding Program, which includes three large kiosks and 24 pedestrian directional signs along King Street between the King Street Metro Station and the Waterfront in the Old Town area. This program’s comprehensive system has a consistent design. Phase 7 has allotted \$241,000 for interpretive panels and two-sided kiosks for the Waterfront, as well as District Markers scheduled for installation in 2020. This installation date could potentially be advanced if there were cooperative opportunities, potentially, with NPS to share the costs of design, fabrication and installation.
			In addition, in June 2014 Alexandria City Council approved Phase 1 of a new landscape design and flood mitigation plan for the City’s waterfront. The design includes an integration of historical interpretation and art into a trail along the waterfront and incorporates both interpretive elements as well as markers. These initiatives could also be supported by NPS collaboration for trail marking.
		Partnership Expansion Opportunity	Alexandria Archaeology Museum, located in the Torpedo Factory building along the Alexandria Waterfront, has offered to serve as a partner site for visitor orientation to the national trails along the Potomac. Already a site along the Star-Spangled Banner NHT, expanding this existing partnership could benefit the trails and entire City of Alexandria museum system. Follow up with the Director of the Office of Historic Alexandria should be executed to maximize both the partnership between NPS and the City of Alexandria.
			NPS staff could work with Museum staff to engage the Alexandria Waterfront museums, businesses and service providers in opportunities to promote the trails through brochures, touring opportunities and celebratory events.
		Develop Stories Related to the Trails	Charter boat tours and ferry operators that currently provide service to the Alexandria Waterfront could offer new and expanded narratives related to American Indian uses of resources, Captain John Smith’s explorations, the War of 1812, river commerce and fishing, industrialization and the river’s natural values and wildlife. Potomac Riverboat Company has expressed a strong interest in Trail interpretive materials for use in their narrations along the river and various historic sites.
		Enhance Interpretive Exhibits	Due to Old Town Alexandria potentially reaching a “signage saturation” point, alternate opportunities to convey trail-related information such as public art, exhibits, embedded pavement, temporary displays in empty storefronts, interactive and electronic kiosks could be considered.
Enhance Wayfinding Signage	Updates to existing trail-specific signage and kiosks placed in strategic areas along the existing Mount Vernon and Potomac Heritage Trails could inform users of the larger stories of the three national trails that extend beyond the DC Metro area.		
Enhance Paddle/Bike Tours with Trail Themes	Existing walking, bicycling and boating tours (promoted by the Alexandria Convention & Visitors Associate) could include expanded or new trail-related information and stories in their tour narratives and itineraries.		





Site	Trail Component	Action	Description
Focus Area - Georgetown Harbor to Woodrow Wilson Bridge			
Georgetown Waterfront Park	 Anchor Site	Provide Interpretive Panels	Effective visitor orientation here might include a three-panel kiosk installed at an area of congregation with CAJO, STSP and POHE panels to orient users to the Trails in a larger context and identify key trail spots along the Potomac River specifically within the DC Metro area. The POHE panel on the exhibit could relate the development of the C&O Canal with the Industrial Revolution. CAJO and STSP panels could also relate site-specific information and also identify Trail sites to be seen further along the river to encourage visitors to explore beyond their immediate area and to understand where they are located in context to the entire Trail routes.
		Enhance Wayfinding Signage	In addition to existing site-specific signs, there is potential to add new trail-related orientation/interpretive signs and enhanced wayfinding signage.
		Develop Stories Related to the Trails	Guided tours could include information that connects Georgetown's history to the Canal's development during the Industrial Revolution and will reference POHE. The private tour operators could benefit the visitor experience by sharing CAJO, STSP and POHE stories during their tours. NPS could assist in training the operators to be "Certified Trail Ambassadors."
		Develop Stories Related to the Trails	Outfitters and paddling club members currently providing paddling tours and utilizing the launch sites at or near Georgetown Waterfront Park could incorporate CAJO, STSP and POHE stories into their trip itineraries.
		River Festival Trails Promotion	A family-oriented river and culturally themed event with musical performances, boat cruises, kayak tours, guided trail walks, and a panel discussion on the park-specific issues called "Celebrating the Potomac" has been held annually since 2013 at Piscataway Park in summer months. A similar event could be scheduled at Georgetown Waterfront Park and coordinated to coincide with or be held on concurrent dates at other parks along the river to strengthen the unity between trail sites and add continuity to Trails stories that occur along the entire length of the Potomac river.
		Develop Stories Related to the Trails	Charter boat tours and ferry operators that currently provide service to Georgetown Waterfront Park and Washington Harbour could offer new and expanded narratives related to American Indian uses of resources, Captain John Smith's explorations, the War of 1812, river commerce and fishing, industrialization and the river's natural values and wildlife. Potomac Riverboat Company has expressed a strong interest in Trail interpretive materials for use in their narrations along the river and various historic sites.
Jones Point Park	 Trail Destination	Enhance Interpretive Exhibits	The existing POHE panel could be expanded to include CAJO and STSP panels to describe stories relevant to the trail themes. Reference to NOAA's Chesapeake Bay Interpretive Buoy located just south of Woodrow Wilson Bridge Chesapeake Bay could be included.
		Develop Trail Paddling Itineraries	On self-guided or guided trips, visitors could depart from Alexandria Waterfront, Jones Point Park or other area marinas to explore the environment at Oxon Cove and Fox's Ferry Cove and learn about trail-related themes such as; how the river once was, key changes in the ecology and present day reclamation efforts. Additional paddling tour itineraries to Belle Haven Park and Dyke Marsh could be explored.
		Develop Stories Related to the Trails	Existing guided tours of the historic lighthouse could expand to include information that connects the area's development with the Industrial Revolution and reference POHE.
		Develop Stories Related to the Trails	Outfitters, summer camps and paddling club members currently providing paddling tours and utilizing the launch sites at Jones Point Park could incorporate CAJO, STSP and POHE stories into their trip itineraries. NPS staff could assist tour leader staff in becoming "Certified Trail Ambassadors" to ensure the trail-related information being shared is accurate and of high quality.
		River Festival Trails Promotion	A family-oriented river and culturally-themed event with musical performances, boat cruises, kayak tours, guided trail walks, and a panel discussion on the park-specific issues called "Celebrating the Potomac" has been held at Piscataway Park annually in summer months. A similar event could be scheduled at Jones Point Park and coordinated to coincide with or be held on concurrent dates at other parks along the river to strengthen the unity between trail sites and add continuity to Trails stories that occur along the entire length of the Potomac river.
		Connecting Trails to Other Major Properties	Potomac Riverboat Company, which provides water taxi service from major populous locations such as Historic Alexandria, Georgetown Waterfront and many other locations, has attempted to work with NPS to allow for water taxi service from Jones Point Park to Joint Base Anacostia-Bolling and allow for a commercial floating dock under the Woodrow Wilson Bridge to accommodate the water taxi service. Follow-up on the status of this development should be monitored to determine if Trail interpretation can be included where appropriate.
		New Public Access Sites	There is the potential for increased access along the waterfront and additional recreation at a site below the Woodrow Wilson Bridge. Development of a plan for active and passive recreation at this site could be considered.
Fort Marcy Park	 Trail Destination	Develop Stories Related to the Trails	At trailheads, interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.

Site	Trail Component	Action	Description
Focus Area - Georgetown Harbor to Woodrow Wilson Bridge			
Boathouse at Fletcher's Cove		Provide Interpretive Panels	Where feasible at other popular fishing locations, such as the Boathouse at Fletcher's Cove, POHE and CAJO kiosks could be installed to interpret these stories and connect to other sites.
		Paddle Craft Rentals	Inclusion of trail information at www.fxva.com , which highlights destinations and activities at Great Falls, Pohick Bay and Occoquan could be considered.
Theodore Roosevelt Island		Connecting Trails to Other Major Properties	While bicycle riding is prohibited on Roosevelt Island, inclusion of Capital Bikeshare kiosks at the mainland across from the island could be considered to connect the island with the Mount Vernon Trail and other sites, but continue to prohibit biking on the island itself.
		Enhanced Public Access	The potential to add visitor services on the Island including a paddle craft landing area could be explored. Restrictions regarding the Memorial should be understood before any proposed development.
		New Public Access Sites	While the Island's trails are designed to be pedestrian-only, viewing platforms, wayfinding and/or a fishing pier could be considered on the mainland side.
		New Public Access Sites	At the Arlington Boathouse, the ongoing Environmental Impact Study (EIS) includes consideration of river access for rowing vessels, and would also consider an area for public launch of paddle craft. Multiple potential locations will be considered in the review process, including the pedestrian bridge leading to Rosslyn, to determine the most appropriate location.
National Mall, Tidal Basin and Associated Memorials		Develop Stories Related to the Trails	NPS staff in and around the National Mall and private tour operators (including buses, private guides, Segway, bike and walking tours) are located at numerous locations throughout the city, most visibly located at the National Mall, Georgetown and Jones Point Park. The private tour operators could benefit the visitor experience by sharing CAJO, STSP and POHE stories during their existing tours or NPS could provide content to help create new itineraries. NPS could also assist in training the operators to be "Certified Trail Ambassadors."
		River Festival Trails Promotion	National holidays (July 4th, Memorial Day, Veterans Day, etc.), seasonal celebrations (Cherry Blossom Festival), Washington DC Dragon Boat Festival (April) and a variety of river volunteer clean-up weekends occur throughout the year. Multiple recreational events such as marathons, 5K walks, critical mass bike rides and paddle races occur in and around the city on an annual basis.
		Develop Stories Related to the Trails	Opportunities exist to engage the existing paddle boat outfitters at Tidal Basin Paddle Boats and others to incorporate Trail stories into their existing hourly rental operations.
		Expand recreation equipment rental opportunities	Opportunities to promote additional rental services on the National Mall and along the Alexandria Waterfront could be explored. These areas are accessible by both public and private transportation from nearly every area of the city; however, many residents and travelers do not own the appropriate recreational equipment necessary to experience the full breadth of opportunities at these sites.
West Potomac Park		Develop Stories Related to the Trails	West Potomac Park recently added a Capital Bike Share station and a commercial ferry landing at the park. This new infrastructure presents an opportunity to establish trail-related interpretation at the park. Additionally, updated wayfinding and orientation signage could be considered at this site.
East Potomac Park		Provide Interpretive Panels	At trailheads at East Potomac Park, interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.
		Interpret Stories at Non-public Accessible DOD Lands at Adjacent Parks	Interpretive panels regarding the following stories related to lands within present-day Joint Base Anacostia-Bolling (which is not accessible to the general public) could be installed at adjacent public access sites such as East Potomac Park..
		Connecting Trails to Other Major Properties	Water taxi opportunities could be expanded by adding stops at some of the other major marinas and sites in the area such as East Potomac Park.
		New Public Access Sites	The potential to expand visitor services at East Potomac Park to include new accessible canoe and kayak launch, fishing pier, wayside landing access and/or viewing platforms will be explored.
		Connecting Trails to Other Major Properties	Charter boat touring opportunities could be expanded by adding charters at some of the other major marinas and sites in the area such as East Potomac Park.
		Campsite Development	Existing parks in the region such as East Potomac Park could explore the possibility of adding water-to-land primitive, group permit-only and/or overnight car camping campsites and related visitor facilities where feasible.
		Bike, Canoe and/or Kayak Rentals	Incorporation of bike and boat rental options at East Potomac Park could be explored.

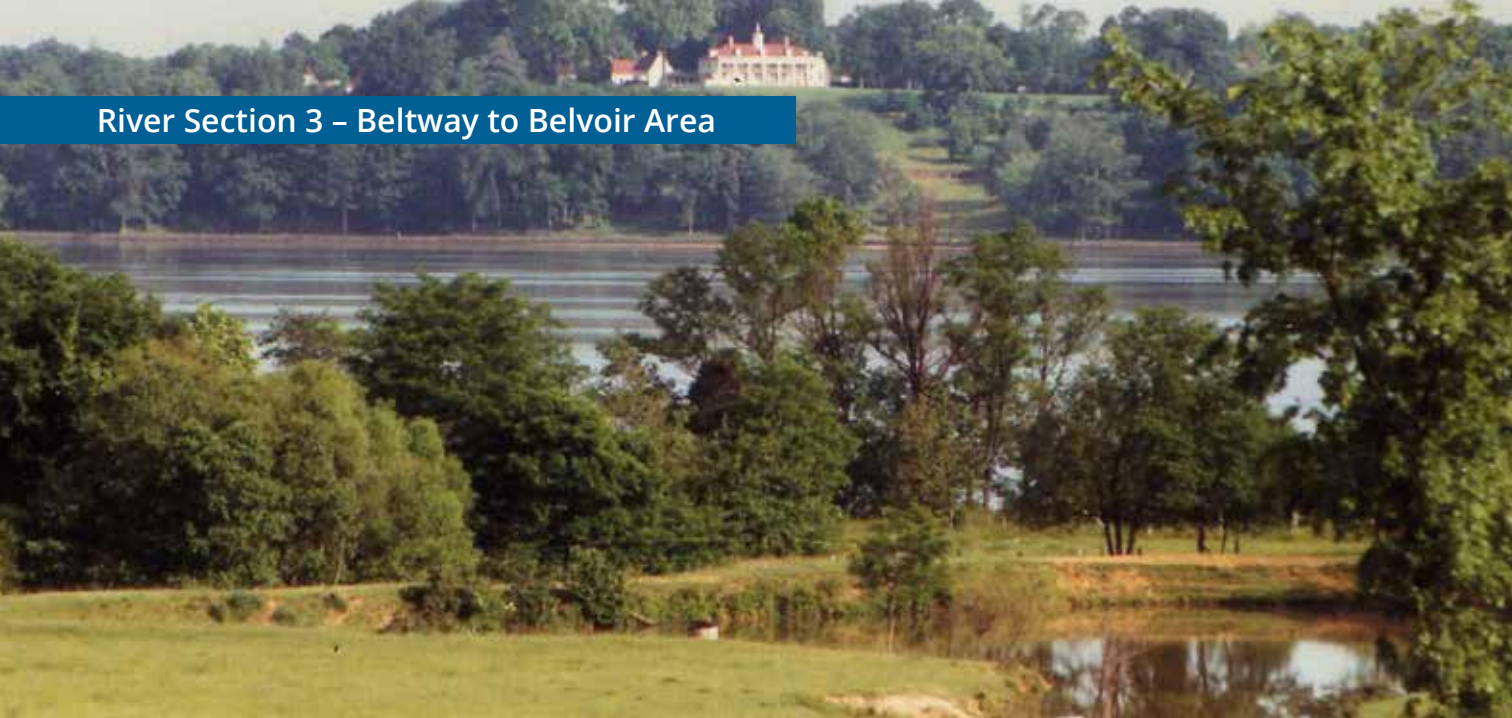
Site	Trail Component	Action	Description	
Focus Area - Georgetown Harbor to Woodrow Wilson Bridge				
Anacostia River Destinations		Trail	Enhance Wayfinding Signage	Trail-specific signage and kiosks placed in strategic areas along the Anacostia Riverwalk Trail and Anacostia Water Trail could inform users of the larger stories of the three national trails that extend beyond the Anacostia area.
		Destination	New Public Access and Trail Itineraries	Adding paddling launch sites, and incorporation of trail-specific stories into paddling itineraries, could be considered at Anacostia Park, Kingman Island, Kenilworth Aquatic Gardens and other sites.
			Develop Stories Related to the Trails	Itineraries specific to the Star-Spangled Banner National Historic Trail are most evident in the story of the burning of the Capital building during the War of 1812. Additional stories could tie into the planning efforts of Anacostia Water Trail due to the large number of significant events occurring along that river. Additional signage at locations up to the northeast and northwest branches of the Anacostia Water Trail could be considered.
			Provide Interpretive Panels	Coordination with Prince George's County Parks and the Maryland-National Capital Park and Planning Commission (MNCPPC) could result in additional signage up to the northeast and northwest branches of the Anacostia. Specific sites for consideration could include the existing public access sites at Dueling Creek, Colmar Manor Park and the Bladensburg Wetlands (ANA-11), and at sites along the planned extension of the Anacostia Tributary trail system further into Montgomery County. These sites could benefit from the addition of interpretive panels promoting connections to the national trails and other sites in the area.
			New Interpretive Opportunity	Potomac Riverboat Company has been working with DC Government to bring the historic warship, USS Olympia, to the Anacostia and place the ship near the proposed new Navy Museum, contemplated to be moved closer to Buzzards Point. The ship was Admiral Dewey's warship and the pride of the U.S. in the Spanish-American conflict that launched U.S. Naval supremacy. The ship also brought the first "unknown soldier" back for burial at Arlington National Cemetery. Follow-up on the status of this development should be monitored to determine if Trail interpretation can be included where appropriate.
			Interpret Stories at Non-Public Accessible DOD Lands at Adjacent Parks	Interpretive panels regarding the following stories related to lands within present-day Joint Base Anacostia-Bolling (which is not accessible to the general public) could be installed at adjacent public access sites such as Anacostia Park or along a trailhead of the Anacostia Riverwalk Trail.
			Connecting Trails to Other Major Properties	A new trail and pedestrian bridge could connect Kenilworth Park to the National Arboretum just above Benning Road. The NPS and the District of Columbia have recently completed an Environmental Assessment to construct these elements. Incorporation of trail-specific stories along this potential route, as well as along connections from the Anacostia Riverwalk Trail to the Anacostia Tributary Trail System, could be considered.
			Connecting Trails to Other Major Properties	Potomac Riverboat Company, which provides water taxi service from major populous locations such as Historic Alexandria, Georgetown Waterfront and many other locations, has expressed interest in working with DC Government to provide water taxi service to the Buzzards Point area for the proposed soccer stadium. Follow-up on the possibility to expand service to this area should be exercised.
			Develop Boat-in Primitive Campsites	While year-round camping at sites along the Anacostia is not currently feasible, sites that could be considered for controlled camping, either through permit or group events, could include the existing Tent Landing Park or at the Bladensburg Wetlands (ANA-11).
			Develop Stories Related to the Trails	The existing paddling tours and pontoon boat ride tours from Bladensburg Waterfront Park could include expanded or new interpretive information related to STSP.
			River Festival Trails Promotion	The national trails could be promoted (via a booth and/or other activities) at Port Towns Day, an annual springtime event held at Bladensburg Waterfront Park and Colmar Park, which includes music, food, activities and boat tours. Additional waterfront festivals could serve as venues for trails promotion.
	Endurance Event Hosting	Patuxent River Sojourn is an annual event that aims to elevate participants' awareness of the river's importance to the region and to encourage local residents to play an active role in its restoration and preservation. Programs during past sojourns included night paddles, live music and historic, environmental and cultural presentations. A similar event could be considered for the Potomac River, with Bladensburg Waterfront Park serving as the launch site. Hosting of a trail-themed triathlon or other type of endurance event could also be considered.		
Key Bridge Boathouse		Trail	Develop Stories Related to the Trails	Opportunities exist to engage the existing paddle boat outfitters at Key Bridge (formerly Jack's) Boat House and others to offer/expand Trail stories into their existing hourly rental operations.
		Destination	New Public Access	Opportunities exist to add ADA accessibility to the existing paddle launch site. Coordination with site management and interested partners could be explored for feasibility.

Site	Trail Component	Action	Description
Focus Area - Georgetown Harbor to Woodrow Wilson Bridge			
Gravelly Point Park		Provide Interpretive Panels	Where feasible at popular boating locations such as Gravelly Point, CAJO, STSP and POHE kiosks could be installed to interpret these stories.
		Interpret Stories at Non-Public Accessible DOD Lands at Adjacent Parks	Interpretive panels regarding Historic Flights that have taken place at present-day Joint Base Anacostia-Bolling (which is not accessible to the general public) could be installed at adjacent public access sites where visitors watch airplanes land at Reagan National airport such as East Potomac Park or along a trailhead of the Mount Vernon Trail (such as Daingerfield Island or Gravelly Point Park).
		Enhanced Public Access	Enhancing the existing boat ramp at Gravelly Point to include a dedicated canoe/kayak launch could be considered.
		Develop Paddle Itineraries	Local outfitter REI currently conducts a day paddling trip within the Tidal Potomac from Gravelly Point. The paddling trip and itinerary explores the Monumental core in Washington, D.C. Trail information and themes could be included or expanded in this tour itinerary.
		Develop Stories Related to the Trails	Additional paddling launch sites such as Diamond Teague Park, Gangplank Marina and Buzzard Point could incorporate trail stories into their itineraries.
Lady Bird Johnson Park		Provide Interpretive Panels	Where feasible at popular boating locations such as Columbia Island Marina at Lady Bird Johnson Park, CAJO, STSP and POHE kiosks could be installed to interpret these stories.
Oxon Hill Farm Park		Develop Stories Related to the Trails	While the site is staffed full time by NPS, a partnership could result in descriptions of Trail-related stories and experiences offered up and down the river. NPS staff could assist tour leader staff in becoming "Certified Trail Ambassadors" to ensure the trail-related information being shared is accurate and of high quality.
		Provide Interpretive Panels	Compliance has been completed for installation of trail-related signage at the park. Efforts to address themes related to all three national trails in this or future installation(s) could be considered.
		Interpret Stories at Non-Public Accessible DOD Lands at Adjacent Parks	Interpretive panels regarding the following stories related to lands within present-day Joint Base Anacostia-Bolling (which is not accessible to the general public) could be installed at adjacent public access sites such as Oxon Hill Farm Park or along a trailhead of the Oxon Run Trail.
		Connecting Trails to Other Major Properties	Oxon Hill Park management could consider adding a trail along Piscataway Creek, pending a review of the Environmental Assessment (currently underway). NPCA is open to supporting the work to be done to assess the feasibility of adding new trails at this site where appropriate.
		New public access	Consideration of expanding visitor services at Oxon Hill Farm Park to include new accessible canoe and kayak launch, fishing pier, wayside landing access and/or viewing platforms could be explored.
		Develop Boat-in Primitive Campsites	Existing parks in the region such as Oxon Hill Farm Park could explore the possibility of adding water-to-land primitive, group permit-only and/or overnight car camping campsites and related visitor facilities where feasible.
		Bike, canoe and/or kayak rentals	Incorporation of bike and paddle boat rental options at Oxon Hill Farm Park could be explored.
Gangplank Marina		Partnership Opportunity	A large development project surrounding Gangplank Marina, The Wharf, will provide opportunities to engage retail, commercial and residential users along the Potomac River. Proposed enhancements include a waterfront park, enhanced Capital Bikeshare service, new piers, relocated boat slips, historic plaques, historic sidewalk markers, heritage trail signage and pedestrian-focused active public spaces. Communication with the developer of The Wharf, Hoffman-Madison, should be established to discuss possible opportunities to work with NPS or other partner organizations to maximize public access to the river, connect the site to existing trails in the area and the potential to share Trail-related stories via interpretive opportunities within the development's intent to support and enhance the waterfront as a public amenity.
		Provide Interpretive Panels	Where feasible and likely after marina modifications from The Wharf development are completed, CAJO, STSP and POHE kiosks could be installed to interpret these stories.
		Develop Stories Related to the Trails	Charter boat tours and ferry operators that currently provide service to Gangplank Marina could offer new and expanded narratives related to American Indian uses of resources, Captain John Smith's explorations, the War of 1812, river commerce and fishing, industrialization and the river's natural values and wildlife. Potomac Riverboat Company, which anticipates providing service from The Wharf, has expressed a strong interest in Trail interpretive materials for use in their narrations along the river and various historic sites.

Site	Trail Component	Action	Description
Focus Area - Georgetown Harbor to Woodrow Wilson Bridge			
Riverfront Trails	 Linking Route	Enhance Wayfinding Signage	Trail-specific signage and kiosks placed in strategic areas along the existing Mount Vernon, Rock Creek and Anacostia Riverwalk trails could inform the user to the larger stories of the 3 Trails that extend beyond the DC Metro area.
		Enhance Wayfinding Signage along the Mount Vernon Trail	Additional wayfinding signage along the Mount Vernon Trail, possibly totems, could be utilized to promote the national trails at Roosevelt Island, Jones Point and at the trail terminus at Mount Vernon.
		Enhanced Public Access along the Mount Vernon Trail	Addition of different recreational zones along the Mount Vernon Trail, including fitness stations, and opportunities to increase recreational diversity could be considered. Sites along the Mount Vernon Trail could also consider adding new recreational access.
		Funding Opportunity for Public Access	The Federal Lands Access Program (MAP-21, §1119; 23 UCS 201, 204) supports capital and planning expenses for new or existing alternative transportation including transportation by bike, bus, rail or any other publicly available means of transportation including sightseeing services. This region is well-suited for the development of a transit in parks program that includes interpretation of the national trails along the Potomac. Funding sources for a trail connection formerly procured through the Paul S. Sarbanes Transit in Parks Program http://www.fta.dot.gov/grants/13094_6106.html can now be accessed through the Federal Lands Transportation Program (FLTP) http://www.flh.fhwa.dot.gov/programs/fltp/
Potomac Heritage Trail	 Linking Route	Power Boaters Map and Guide	A users' map and guide could be developed to assist motor boating enthusiasts in exploring specific river stretches and destinations further up and downstream.
		Develop New Trail Linkage and Access	A new connector trail could bridge the gap between Anacostia Riverwalk Trail and the Oxon Hill Farm Trail in Oxon Hill Farm Park. Consideration to connect to the Oxon Run Trail will also be explored for maximum regional connectivity. Extension of this trail could be continued south toward the planned extension of the Potomac Heritage Trail along Oxon Hill Road to Fort Foote and the Broad Creek Historic District.
		Extending Bike Trails in Arlington, VA	Increased coordination would aid the City of Arlington's efforts to improve the directional and interpretive signage to the parks that are affiliated with or connected to POHE, including Gulf Branch, Donaldson Run, Windy Run and Long Bridge.
		Extending Bike Trails in Arlington, VA	Urban parks in Arlington that connect to the Mount Vernon Trail and offer bike share locations and access to Metro public transit are located in the Rosslyn area and the Airport section of the Four Mile Run Trail. Coordination between the City of Arlington and NPS to include these sections as formal connections to POHE could be considered.
		Extending Bike Trails in Prince George's County	Increased coordination would aid Prince George's County efforts to continue the current off-road improvements to the Woodrow Wilson Bridge Trail, with a goal to continue improvements down Livingston Road.
C&O Canal Towpath	 Linking Route	Partnership Opportunity	The Washington Canoe Club, located off the Capital Crescent Trail and C&O Canal Towpath, honors strong traditions of excellence in canoeing and reaches a large paddling community in the Washington, D.C. area. Efforts to restore and preserve the historic Club building located along the C&O Canal Towpath are currently underway. Education outreach, paddling tours and opportunities to interpret trail resources exist between WCC and NPS and should be explored.
		New Public Access	The Georgetown Business Improvement District (BID) is working to explore opportunities to enhance the sections of the canal within Historic Georgetown: http://www.georgetownheritage.org/canal/ Possible improvements include canoe/kayak launch, restoration of historic barge and the resurrection of mule-drawn boat rides for tours and educational programs. While connections to POHE and STSP trail resources seem most appropriate, CAJO route runs within this section of the river and could benefit from a DC Metro trail partner interested in trail promotion. Communication with Georgetown BID should be maintained as opportunities for partnerships and interpretation become more apparent.
Capital Bikeshare	 Linking Route	Bicycle Rentals	National Capital Bikeshare locations could be added or expanded at Jones Point Park, Alexandria Waterfront, Oxon Hill Farm Park, East Potomac Park, James Creek Marina, Buzzard Point Park, Diamond Teague Park and Roosevelt Island Park and advertised at other kiosks in the area to enhance visitation to the parks.
		Bicycle Rentals	Bladensburg Park currently offers bike rentals. Bikeshare locations in Prince George's County could be located at sites away from the River (not at parks).

Site	Trail Component	Action	Description
Focus Area - Georgetown Harbor to Woodrow Wilson Bridge			
Public Transportation	 Linking Route	Develop Stories Related to the Trails	Metro Public Transit bus operators transporting visitors and commuters within the DC Metro area could incorporate CAJO, STSP and POHE-specific information into their interpretive narrations and printed materials. Trail-related promotions could be included onboard the circulator that carries visitors around the National Mall. (There is currently an initiative to expand the service around the mall.)
		Develop Public Transportation Maps to Show Transit Routes and Stops to Access Trail Sites	Utilizing the existing Metro bus and train map graphic style to indicate which stops transit riders can take to visit partner sites along the national trails could be a useful way to encourage urban residents and visitors to explore sites along existing public transit routes. Rather than listing which bus or train number to take to reach a site, a replication of Metro's System Map indicating sites that can be reached along the routes could be created. This product could help millions of urban residents and DC tourists "Find Your Park" via public transportation and could be supported by the NPS Urban Parks and Programs Urban Agenda.
		Connect Suburban Trail Sites to Urban Public Transportation Systems	Cities such as Portland, Seattle and San Francisco offer public transportation access from urban areas to suburban and rural parks through a network linking existing public transportation services. An example in San Francisco is Transit and Trails http://www.transitandtrails.org/ . These "Transit to Trailhead" types of connections bring urban transit riders to local towns, and the towns act as the trailhead connected for the trails. Economic support is provided to local towns by offering weekend service to towns where trail resources are most prominent. Federal or state transportation grants for this type of program may be available, application of this model to towns and sites north and south of the DC Metro area could be considered.
		Commuter Ferry Transportation Network on the Potomac	Various studies on the feasibility of water transportation on the Potomac have been completed by both public and private entities in recent years, including the Northern Virginia Regional Commission (NVRC) and the Potomac Riverboat Company. Consensus is that with public funding and support, a commuter ferry is feasible and market ready. Coordination with this effort as it continues to mature should be maintained to determine if NPS sites, trail partner sites or partnership opportunities could be leveraged to help create the network.
Private Marinas	 Support Services	Develop Stories Related to the Trails	Consideration to provide waterfront restaurants with trail-specific information such as menu placemats or rack cards that showcase trail-specific themes, identify the site location within the great context of the trail route and highlight significant trail sites in the area could be explored.
		Provide Interpretive Panels at Marina Locations	Interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be developed or expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.
Private Outfitters	 Support Services	Develop Stories Related to the Trails	Many private bus, walking and Segway tours operate in and around the National Mall area. Many of these tours could incorporate CAJO, STSP and POHE specific information in addition to the stories of the monuments and memorials.
Regional Promotion	 Support Services	Technology	The Chesapeake Bay Explorer App could be updated to include additional partner sites in the area and the water- and land-based trail routes that connect to the national trails. NPS National Capital Region (NCR) could link the explorer app to their promotional materials. Additionally, NCR could link the national trail websites to their websites and their friends' groups websites to increase trail promotion.
		Partnership Opportunity	Coordinate development and promotion of national trail-related experiences in Northern Virginia (professional and self-guided tours, events, etc.); integrate into Brand USA, Destination USA and Capital Region promotions. Link trail promotion efforts to Destination DC and utilize the Virginia Tourism Corporation (VTC) site to promote the trails (NPS has an MOU among Virginia agencies at the Commonwealth level).
		Partnership Opportunity	Several recreation-based programs dedicated to supporting U.S. Military Veterans returning home from service exist and annually seek locations for bicycle, paddling, fishing, horseback riding and running events. Ride 2 Recovery, Helping Heroes, Warrior Hike, Warrior Paddle, PATH International Equine Services for Heroes, and potentially many other programs, could partner with trail sites along the Potomac for future or annual events along the trail routes.
		Feature Trails-related Material at Park Events	The Trails could be highlighted during the numerous volunteer river clean-ups that are sponsored throughout the year; trail-related cosponsorships should be considered.

River Section 3 – Beltway to Belvoir Area



Overview

This river section includes the sites and resources along the Potomac from approximately the Woodrow Wilson Bridge (north) to Fort Belvoir, VA and Piscataway Park, MD (south). Routes associated with POHE, CAJO and STSP are located within this region. The area is rich in conserved natural landscapes and history related to American Indians, Captain John Smith, George Washington, Colonial settlement, the Civil War, War of 1812 British fleet activity and American defenses, and more.

This area is punctuated by wide coves and varied shoreline elevations. Public lands along the water are more fragmented as compared to the DC Metro area upstream. Suburban residential development along both sides of the river surrounds the multiple historic fortifications. American Indian stories are extensive, with multiple significant archeological sites and known locations of Piscataway communities and farming areas.

There is a vivid contrast here between residential and commercially developed sites and lands which are nearly pristine in appearance and evocative of the time periods associated with Captain John Smith, George Washington, Colonial settlement and the War of 1812. (The 2010 Census reported a population of over 1 million residents in

Fairfax County, VA and over 860,000 residents in Prince George's County, MD.) Dyke Marsh and Broad Creek, within close proximity to the heavily developed National Harbor, offer wildlife viewing opportunities, demonstrate the fragility of natural wetlands and the importance of supporting future habitat restoration projects. Mount Vernon offers a glimpse of late 18th century colonial life, while Piscataway Park offers protected evocative views along the eastern shoreline of the river. The interior Piscataway Creek (adjacent to Fort Washington) is known for its robust American bald eagle population.

Trail Components

Trail components are existing publicly accessible lands that have been identified to support strategic planning relative to CAJO, STSP and POHE within this river section. The focus area described below contains one anchor site, which is viewed as the first tier location for trail development efforts as it already contains significant visitor support facilities. The next level of development would include additional trail components such as destinations and linking routes; enhancements would occur as resources and opportunities become available. While many connections to sites occur across state borders, the trail components have been grouped by state for the purposes of jurisdictional collaboration.

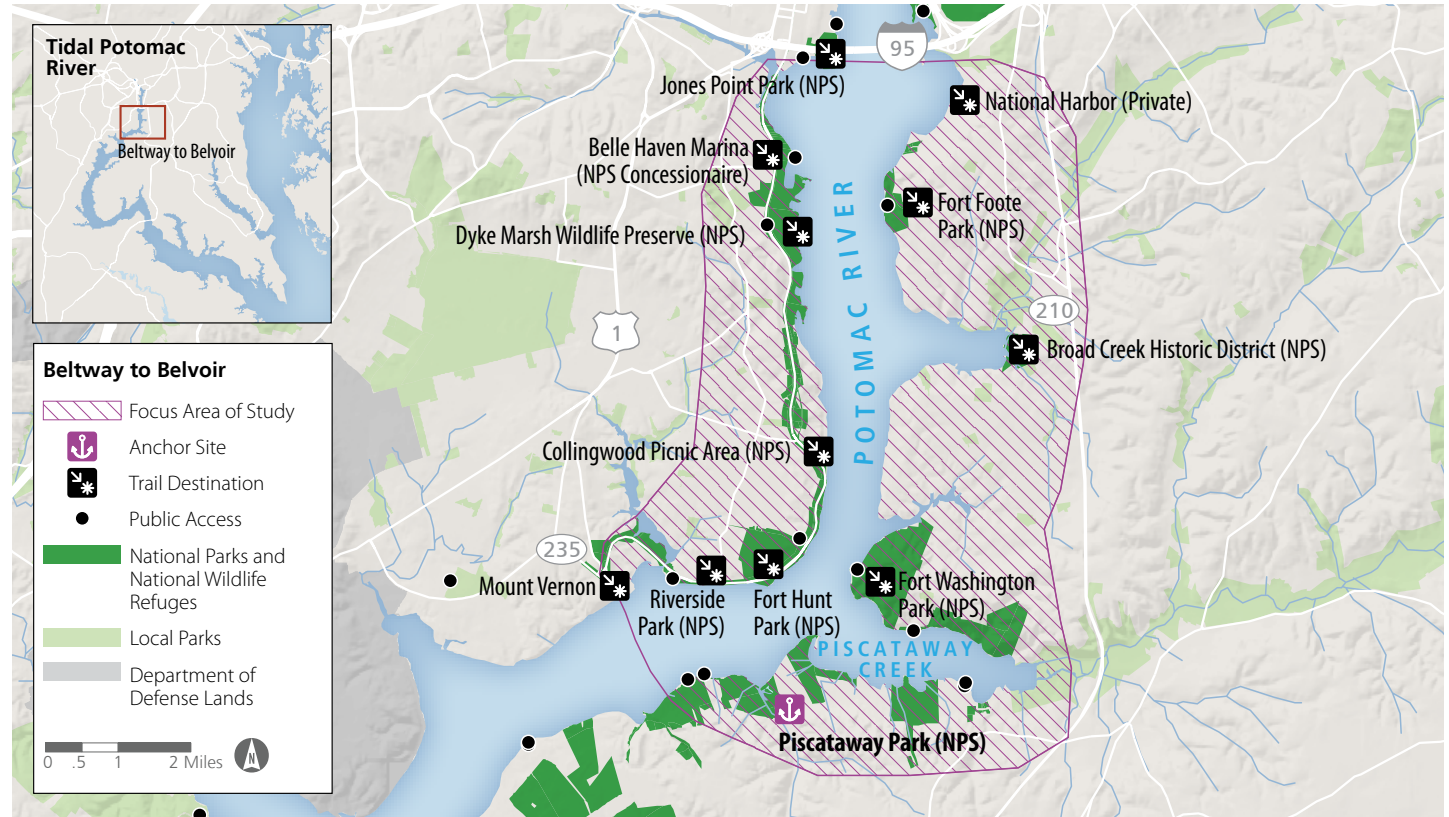


Top: View of Mount Vernon from Piscataway Park (photo credit: NPS website)

Bottom: Mount Vernon present day (photo credit: NPS archive)

Facilities within this river section include:

- National Harbor (private development)
- Fort Washington Park (NPS)
- Mount Vernon (Mount Vernon Ladies' Association)
- Dyke Marsh Wildlife Preserve (NPS)
- Piscataway Park including the National Colonial Farm, Marshall Hall and Hard Bargain Farm; (NPS, Accokeek Foundation, Alice Ferguson Foundation, Marshall Hall Foundation)
- Broad Creek Historic District (Prince George's County, MD)
- Fort Foote Park (NPS)
- Fort Hunt Park (NPS)
- Fort Washington Marina (NPS)
- Segments of the George Washington Parkway including Collingwood, Belle Haven Marina and Riverside (NPS)
- Segments of the Mount Vernon Trail (NPS)



Focus Areas

Focus Area: The entire river section serves as a Focus Area because of the close cross-river proximity, relative density and connectivity of trail-evocative landscapes and existing immersion visitor experiences.

Anchor Sites

The proposed anchor site for this Focus Area is Piscataway Park, which includes the National Colonial Farm (living history), Hard Bargain Farm and Marshall Hall.

- Piscataway Park, MD (NPS, Accokeek Foundation) offers conservation and interpretation of historic lands along the Potomac. Hiking trails and water trails connect to Hard Bargain Farm, Mount Vernon and Fort Washington. Picnic areas, an education center and interpretive programs are available.

Trail Destinations

- Virginia: *Mount Vernon; Dyke Marsh Wildlife Preserve; Fort Hunt Park; Riverside Park; Belle Haven Marina; Collingwood Picnic Area; Fort Belvoir Marina [*Note: Although Mount Vernon is a well-developed site and draws substantial visitation (over 1 million visitors annually), management policies preclude identification as an Anchor Site.]
- Maryland: Fort Washington Park; *National Harbor; St. John's Episcopal Church; Harmony Hall; Ruins of Want Water House; Piscataway House; Marshall Hall; Freedom Manor; Fort Foote Park; Fort Washington Marina [*Note: National Harbor (NH) attracts 10 million visitors per year and has tremendous potential to serve as a "gateway" to the trails.]

 **Linking Routes**

- Virginia: There is a continuous and dedicated national trail route, consisting of several segments of the Potomac Heritage Trail including the Mount Vernon Trail, which provides hiking and biking access along the Potomac shoreline. The George Washington Parkway provides a vehicular route to many sites. There is seasonal water ferry service located at Mount Vernon.
- Maryland: While there is not presently a continuous national trail route along the eastern Potomac, several on-road biking routes of the Potomac Heritage Trail connect parks within this area. There are opportunities to expand access within Piscataway Park and to Oxon Hill (NPS) and Henson Creek (Prince George’s County) for increased connectivity. Vehicular access between sites is provided by Indian Head Highway and supported by smaller residential roads.

Note: Public transit options are limited to bus service along major roadways in areas south of the Alexandria and Oxon Hill areas.

 **Support Services**

- Virginia: The suburban residential neighborhoods of southern Alexandria city surround the shoreline amenities and parks along the Potomac and offer many restaurants, grocery stores, lodging establishments and gas stations.
- Maryland: The towns of Fort Washington and Accokeek are home to many of the parks and public lands along the Potomac and offer a variety of restaurants, retail outlets, lodging options, gas stations and other services.

Key Stories and Associated Resources

The following key story lines associated with CAJO, STSP and POHE themes are relevant to various trail components in this area:



Captain John Smith Chesapeake NHT

(Smith’s explorations, American Indian cultures, natural history of Bay)

- Smith visited the area now encompassed by Piscataway Park in June of 1608. He met with Piscataway Indians in a town called Moyaone, the political center of the Piscataway nation at that time.
- Archaeological evidence shows indigenous occupation of the area for approximately 11,000 years. By the end of the 17th century, the Piscataway people had mostly dispersed to other places and this land became an integral part of the tobacco culture that remained central to the Southern Maryland economy for the next 300 years.
- Piscataway towns in this area sustained themselves on the natural riches of the Potomac and Piscataway Creek, and nearby game and agriculture. Visitors to Piscataway Park can experience a natural landscape similar to that found during the height of American Indian habitation and the Colonial era. The Accokeek Foundation, which provides interpretive and educational services at Piscataway Park, works with descendant Piscataway tribes and other scholars to interpret Piscataway values at the park.

Features that support these stories include: evocative landscapes; American Indian archeological areas along the river; Piscataway Creek; Dyke Marsh Wildlife Preserve



Top: Fort Washington Park (photo credit: NPS archive)

Bottom: National Harbor waterfront (photo credit: NPS archive)



Star-Spangled Banner NHT

(military events, individual contributors, Bay region as hub, icons of war)

- On August 27, 1814 as Washington, D.C. was burning, the British fleet was on the Potomac near Mount Vernon. Captain Samuel Dyson ordered his 50-man garrison at Fort Washington to blow up its 3,000 lb. of black powder. He was court-martialed soon after for his decision. Oxon Hill Farm (then Mount Welby Farm) housed American troops trying to defend its shores from the advancing British forces. In August 1814, as British land forces attacked and burned Washington, a British naval squadron sailed up the Potomac and forced the surrender of Alexandria. Loaded with loot, the fleet then headed down river. On September 1, the British attempted to run the deep-water channel below the Belvoir house site, a position that previously had been identified as a strategic defensive location on the river. Here, a hastily assembled American force, composed of Virginia and Alexandria militia under the command of U.S. Navy Captain David Porter, hurriedly began to mount a battery on the bluffs above the River. For four days, British and American forces exchanged cannon and musket fire. The British fleet eventually passed the American positions. British shells demolished what little was left of the old Belvoir Manor.
- British ship Anna Maria, serving as a sentry near Swan Creek to make sure that American forces did not re-occupy the strategic point that had been abandoned when Fort Washington was destroyed, took onboard many runaway slaves. The British Army and Navy had been sending out the call through the slave communities that any slave that offered to assist the British in the war, by offering intelligence or fighting against the Americans, would receive a life of freedom somewhere in the British Empire for their service. Upon reaching the Anna Maria these men would be trained with small arms and eventually join a regiment known as the Colonial Marines. Sixty-five slaves made it to the Anna Maria as it sat anchored in Swan Creek. Today there are communities in Trinidad, Nova Scotia, and Sierra Leone that can trace their origins to the resettlement of Colonial Marines and their families.
- Battle of the White House - September 1-5, 1814: Porter and Hungerford forces fire from batteries; White House battle begins; under almost constant fire until September 5.

Features that support these stories include: Fort Washington; Mount Vernon; Fort Hunt; Fort Belvoir; Belvoir Manor

Top: Dyke Marsh Wildlife Preserve (photo credit: NPS archive)

Bottom: Want Water House ruins within the Broad Creek Historic District (photo credit: NPS archive)



Potomac Heritage NST



(meeting ground of conservation ideas and practices, five physiographic regions, crossroads of opportunity, development of U.S. Republic)




- Piscataway Park was established to protect the viewshed from Mount Vernon; tax credits to local property owners initiated the land trust movement in the United States.
- Marshall Hall (built circa 1725 and destroyed by fire in 1981) is an example of colonial-era land use in the area. Before its destruction, Marshall Hall had been the home of the Marshall family. Beginning in 1650, the original property was combined with other smaller sites, including a parcel deeded to the family by the Piscataway Indians. The property stayed in the Marshall family until they were forced to sell it after the Civil War. From the late 1800s until the 1970s, the estate was the site of a popular amusement park.
- The National Colonial Farm is a living museum of colonial farming and also a modern day organic farm which generates its own electricity using solar energy. The traditional farming methods used at the colonial farm demonstrate the life of most tobacco-farming colonists.








Features that support these stories include: Piscataway Park; St. John's Episcopal Church; Freedom Manor; the ruins at Want Water Plantation; Harmony Hall; Marshall Hall; Fort Washington; Fort Foote; Fort Hunt; Dyke Marsh Wildlife Preserve; Mount Vernon


Proposed Trail Enhancements and Implementation Strategies

In addition to the cross cutting strategies which apply to all river sections, this river section provides or has near-term potential to provide a wide variety of desired visitor experiences for different types of trail users. Providing optimal trail-related visitor experiences in a way that highlights this area’s resources, primary features and key stories could best be achieved as follows:




Site	Trail Component	Action	Description
Focus Area - Beltway to Belvoir			
Piscataway Park	 Anchor Site	Provide Interpretive Panels	Interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Content could be developed or expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.
		Enhance Interpretive Exhibits	The existing wayside panel exhibit on the fishing pier at Piscataway Park could be updated to include a STSP and/or CAJO panel to describe the types of fish that would have been in the Potomac during Captain John Smith’s voyage to the anglers who enjoy opportunities to fish the river rapids and flat oxbows from the shorelines.
		Develop Paddle Itineraries	Excellent itineraries exist for trips in and around Piscataway Creek that have been provided by Atlantic Kayak Company for many years. Publicizing these offerings on NPS websites and/or social media outlets should be considered. Stand-up paddleboard (SUP) paddling itineraries could be developed (or modified from existing itineraries) to engage the growing number of SUP enthusiasts.
		New Public Access	The potential exists to develop a soft landing (for water to land access only) at the Hard Bargain Farm (managed by the Alice Ferguson Foundation) at Piscataway Park.
		Connecting Trails to Other Major Properties	Mount Vernon and the NPS will continue to support the concept of developing a ferry service between Mount Vernon and Piscataway Park and/or Fort Washington to provide a “cross-river” experience for visitors.
		Connecting Trails to Other Major Properties	Touring opportunities and existing ferry/water taxi routes could be expanded by adding charter operations to the newly refurbished boat docks. Potomac Riverboat Company has expressed interest in possibly providing service during events at the park or for private tour groups.
		River Festival Trails Promotion	An annual family-oriented river and culturally-themed event with musical performances, boat cruises, kayak tours, guided trail walks, and a panel discussion on the park-specific issues called “Celebrating the Potomac” has been established at Piscataway Park in summer months. Entering its third year in 2015, this annual festival could be coordinated to coincide with or be held on concurrent dates at other parks along the river to strengthen the unity between trail sites and add continuity to Trails stories that occur along the entire length of the Potomac river. National Parks Conservation Association (NPCA) is interested in helping to provide volunteers, media, and potential fundraising support for programs similar to the “Celebrate the Potomac” event.
		Water Craft and Bicycle Rentals	A seasonal outfitter or incorporation of bike and/or paddle boat rental options could be explored.
		Develop Boat-in Primitive Campsites	Existing parks in the region such as Piscataway Park could explore the possibility of adding water-to-land primitive, group permit-only and/or overnight car camping campsites and related visitor facilities where feasible.
Dyke Marsh Wildlife Preserve	 Trail Destination	Park Planning and Development	The George Washington Memorial Parkway (NPS) is in the process of completing an Environmental Impact Study (EIS) for wetland restoration and a long-term management plan for Dyke Marsh Wildlife Preserve. Opportunities to provide low-impact public access to the River where appropriate (including wildlife viewing and environmental/cultural education) and showcase stories related to American Indian heritage, Captain John Smith’s explorations, environmental influences on the river and the War of 1812 could be incorporated into the park’s goals related to cultural and natural resource interpretation and visitor experiences. As with all proposed development, potential negative impacts to the health of the River should be avoided at all costs and any negative impacts should be minimized or mitigated (as deemed appropriate) prior to proceeding with any implementation.
		Park Planning and Development	There is a large gap in public access sites in the vicinity between Dyke Marsh and Fort Hunt Park. Meetings with community park planning efforts and NPS park units along the George Washington Parkway could be held to discuss the relationship between preservation/restoration of natural shoreline and the potential to add low-impact public access opportunities to close this gap.
		Park Planning and Development	Opportunities may exist to add protected lands to areas in or around Dyke Marsh Wildlife Preserve. Consideration to protect additional land and waters that support this valuable area which provides tremendous ecosystem services for the river should be explored.
		Provide Interpretive Panels	Opportunities to showcase stories of the American Indian heritage, Captain John Smith explorations, environmental influences on the River and the War of 1812 could be incorporated into the restoration goals planned on being implemented at the park.









Site	Trail Component	Action	Description
Focus Area - Beltway to Belvoir			
Mount Vernon	 Trail Destination	Develop Stories Related to the Trails	While interpretive panels highlighting the national trails in this river section are not desired, publications, interpretive exhibits and/or other related products could give context on how individual sites in the area fit into the larger story of the Mount Vernon Viewshed Protection.
		Develop Stories Related to the Trails	Mount Vernon and the NPS may share research and narratives (scripts) for the development of interpretive programs related to mutually occurring themes. In particular, Mount Vernon and the NPS may collaborate to promote enhanced interpretation aboard tour boats traversing the Potomac or connections between the Grist Mill and trail resources.
		Establish Connection with Related Sites on the River	Presently there is no formal connection between George Washington's Mount Vernon and George Washington Birthplace National Monument. Communication between both organizational management staff has indicated an interest to discuss possibilities that could best interpret the connection while maintaining each site's individual mission. National trails along the Potomac could potentially support this connection through historic/cultural interpretation and recreational opportunities.
		Connecting Trails to Other Major Properties	Referring visitors to additional significant sites in the area could be considered. Touring itineraries could be developed or expanded to help visitors reach key park sites, river access points, and other trail-related points of interest such as George Washington Birthplace NHM, Ferry Farm or Fort Washington.
		Support Regional Museums and Historic Entities Along the River	The Fred W. Smith National Library for the Study of George Washington at Mount Vernon is a world-class facility for compelling, ground-breaking scholarship about George Washington, colonial America, and the Revolutionary and founding eras. Library resources could support smaller, less established museums and historic entities along the Potomac that have shared interest in the interpretive themes and resources archived at the Library.
		River Festival Trails Promotion	Mount Vernon hosts many events throughout the year, seasonal or otherwise, that could incorporate trail-related stories into their programs. Mount Vernon and the NPS may potentially cosponsor special events associated with mutual themes (including War of 1812 commemorative events). Consider incorporating Trail themes into existing celebrations.
		Develop Stories Related to the Trails	Charter boat tours and ferry operators that currently provide service to Mount Vernon could offer new and expanded narratives related to American Indian uses of resources, Captain John Smith's explorations, the War of 1812, river commerce and fishing, industrialization and the River's natural values and wildlife.
Marshall Hall	 Trail Destination	Provide Interpretive Panels	Interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be developed or expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.
		Develop Boat-in Primitive Campsites	Existing parks in the region such as Marshall Hall could explore the possibility of adding water-to-land primitive, group permit-only and/or overnight car camping campsites and related visitor facilities where feasible.
		Park Planning and Development	Consider developing additional public access facilities, including trails, fishing piers and boat docks. The shoreline between Piscataway and Marshall Hall has the potential to be activated as a public access area with increased interpretive signage and enhanced visitor opportunities.
		Park Planning and Development	The shoreline at Marshall, although not suited for vessels needing more than 5 feet of water, has a history of boats docking at its former pier (when an amusement park was in operation in the mid-20th century). The potential may exist to develop a new boat dock to accommodate water taxis or tour boats. Connections to docks in the area (at Accokeek, Fort Washington, Mount Vernon, Pohick Bay and Smallwood State Park) could present some potential itineraries and shared trail interpretive experiences.
Fort Hunt Park	 Trail Destination	Park Planning and Development	There is an Environmental Assessment in progress to determine the types of active recreation and improvements that may be appropriate in the park. Once complete, implementation of new access and trail-specific interpretation could be considered. An existing paved road that is closed to the public could potentially be re-purposed and re-opened for public use as a fitness trail as part of the Healthy Parks/Healthy People Initiative.
		Park Enhancements	The Friends of Fort Hunt Park have expressed interest in rehabilitating the existing NCO Quarters at the park entry to be used as an exhibit space for significant historical stories that could be displayed. As this is a contributing structure to the Fort Hunt Historic District, consideration of appropriate recommendations should be factored into future plans. NPCA has expressed interest in working with the friend's group and other partners to assist as needed.
		Park Enhancements	Consider expanding visitor services at multiple sites along the George Washington Memorial Parkway, such as Fort Hunt Park, to include new water access, trail connections/enhancements and/or viewing platforms.

Site	Trail Component	Action	Description
Focus Area - Beltway to Belvoir			
Fort Belvoir	 Trail Destination	Develop Stories Related to the Trails	At the National Museum of the United States Army, slated to open in 2016, opportunities to showcase stories of the War of 1812 and Star-Spangled Banner NHT could be incorporated into the stories planned or being told at the museum. Interactive exhibits that get visitors on the water could be offered to re-live American defense maneuvers or British fleet movements during the campaign. The potential for public access to the museum from the Potomac River or a shoreline-accessible museum annex exhibit highlighting STSP could be discussed with the museum planning team leadership.
		Park Planning and Development	Communication with NMUSA should be established to fully discuss the potential for incorporating trail-related opportunities into the museum programs, experiences and exhibits. Multiple development master plans were completed in 2014 that outline future development, land use and zoning development standards. Expanding trail signage or interpretive opportunities at existing recreational facilities should be considered. Additionally, creation of shoreline-accessible amenities or connections to land-based bicycling trails could be considered.
Fort Foote Park	 Trail Destination	Provide Interpretive Panels	Existing signage at Fort Foote could be improved to better orient the visitor to the site and provide wayfinding throughout the park.
		Connecting Trails to Other Major Properties	While a land trail connection to National Harbor is not permitted, a water trail connection and signage indicating this connection could be considered.
		New Public Access Site	Additional public access facilities, including trails, fishing piers and boat docks, could be considered for development.
Fort Washington Park	 Trail Destination	Provide Interpretive Panels	Compliance has been completed for installation of trail-related signage at Fort Washington. Efforts to address themes related to all three national trails in this or future installation(s) could be considered.
		Develop Boat-in Primitive Campsites	Park Management could explore the possibility of adding water-to-land primitive, group permit-only and/or overnight car camping campsites and related visitor facilities where feasible.
		Park Enhancements	Additional public access facilities, including trails, fishing piers and boat docks, could be considered for development.
		Connecting Trails to Other Major Properties	Potomac Riverboat Company, which provides water taxi service from major populous locations such as Historic Alexandria, Georgetown Waterfront and many other locations, has attempted to work with NPS to allow for water taxi service to and from Fort Washington. Follow-up with Park management on the status of this development should be monitored to determine if Trail interpretation can be included where appropriate.
		Water Craft and Bicycle Rentals	Incorporation of bike and boat rental options, or hosting of a local outfitter to provide these services annually, could be explored.
Belle Haven Marina	 Trail Destination	Provide Interpretive Panels	Interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be developed or expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.
		Develop Stories Related to the Trails	Private tour operators and concessionaires could benefit the visitor experience by sharing CAJO, STSP and POHE stories during their tours or creating new itineraries to explore trail-related features on the river. NPS could assist in training the operators to be "Certified Trail Ambassadors."
		Develop Stories Related to the Trails	Outfitters, summer camps and paddling club members currently providing paddling tours and utilizing the launch sites could incorporate CAJO, STSP and POHE stories into their trip itineraries.
Riverside Park (George Washington Memorial Parkway)	 Trail Destination	Park Enhancements	Consider expanding visitor services at multiple sites along the George Washington Memorial Parkway, such as Riverside Park, to include new accessible canoe and kayak launch, fishing pier, wayside landing access and/or viewing platforms. Increased trail interpretation and signage could also be considered as appropriate.
Daingerfield Island (George Washington Memorial Parkway)	 Trail Destination	Park Enhancements	Consider expanding visitor services at multiple sites along the George Washington Memorial Parkway, such as Daingerfield Island, to include new accessible canoe and kayak launch, fishing pier, wayside landing access and/or viewing platforms. Increased trail interpretation and signage could also be considered as appropriate.
Collingwood Picnic Area (George Washington Memorial Parkway)	 Trail Destination	Park Enhancements	Consider expanding visitor services at multiple sites along the George Washington Memorial Parkway, such as Collingwood Picnic Area, to include new accessible canoe and kayak launch, fishing pier, wayside landing access and/or viewing platforms. Increased trail interpretation and signage could also be considered as appropriate.

Site	Trail Component	Action	Description
Focus Area - Beltway to Belvoir			
National Harbor	 Trail Destination	Gateway Site	National Harbor is a logical location to invest efforts to promote the trails. The significant number of visitors to the shopping, hotel, convention center and (planned) casino and waterfront entertainment complex makes it an optimal forum to highlight the trails.
		Connecting Trails to Other Major Properties	The MGM Casino will be located within close proximity to the on-road portion of POHE. The potential for the new roadway infrastructure to include bike lanes, resting areas and interpretive signage opportunities for POHE, CAJO and STSP should be explored.
		Provide Interpretive Panels	Interpretive panels highlighting each of the parks in this river section could give context to how the individual sites fit into the larger stories of CAJO, STSP and POHE, as well as refer visitors to additional significant sites in the area. Touring itineraries could be developed or expanded to help visitors reach key park sites, river access points, and other trail-related points of interest.
		Provide Interpretive Panels	A sign interpreting the NOAA buoy that is visible from the site could be developed/installed in cooperation with NOAA.
		Enhance Electronic Kiosk	NH operates a large outdoor video screen on their plaza; NPS could provide trail-related material for display. Coordination with NOAA to display a live feed from the buoy to their large outdoor video screen could be considered.
		Develop Stories Related to the Trails	Interpretive materials could be provided for the "Observation Wheel" passengers to highlight the national park units associated with the trails (Oxon Hill Farm, Dyke March Wildlife Preserve, Jones Point Park, etc.).
		Develop Visitor Center Exhibits	Temporary exhibits, including artifacts related to the trail themes such as the Sultana Education Foundation's Captain John Smith shallop, could be displayed in public spaces within National Harbor.
		Develop Educational Exhibits	Trail-related information and/or exhibits could be placed in the Children's Museum or alternate venue to provide teachers, students and visitors opportunities to learn about the trails.
		New Public Access Site	Consider creating a landing or "pocket park" near the western gravel-trail entrance to NH so bicyclists/pedestrians can get oriented to the site/national trails and park their bicycles and/or walk them through the complex.
		New Public Access Site	The existing piers (owned by Maryland SHA) at the northern end of the National Harbor property (near the I-495 overpass) may potentially be publicly accessible (would require coordination beyond NPS and NH).
		New Public Access Site	MNCPPC is steward to parkland adjacent to National Harbor and the Woodrow Wilson Bridge. It has been proposed that a multi-purpose structure be constructed on the waterfront at National Harbor for use by the Park Police, County Police, Fire/EMS, and Department of Natural Resources. If this development comes to fruition, a space could be designated for exhibits featuring the natural and cultural resources of the River and the Oxon Hill area. This proposed structure for Park Police and other agencies would be an ideal place for orienting visitors to the national trails and for the display of archaeological artifacts related to Oxon Hill Manor and the recent discoveries of artifacts from the Salubria Plantation excavated by Peterson Companies prior to the construction of the Tanger Outlet Mall. In addition, exhibits on Potomac wildlife, kayak and boat rentals, and boat trips could all be based there. Investigate this project's potential to fulfill the MOU between Maryland Department of the Environment, Maryland Historical Trust and the Peterson Companies that was established as part of the National Harbor development plan.
		New Public Access Site	Prince George's County is planning to add a parking lot at the Potomac Waterfront Park (across the street from the Sunoco Gas Station/McDonalds) for free trailhead parking to get on Trail. Coordination with Prince George's County and NPS could result in information regarding POHE, CAJO and STSP being included at this trailhead
		Trail Promotion at Retail Services	NH hosts numerous 5K/other runs; they could be willing to highlight the trails at these events (i.e., naming a run after Captain John Smith). NPS could provide trail-related information to the concierge at The Gaylord and at other hotels and information centers, as appropriate.

(Continued on next page)

Site	Trail Component	Action	Description
Focus Area - Beltway to Belvoir			
National Harbor (cont.)		Develop Stories Related to the Trails	In addition to the potential for interpretive signage, guided tour guides, paddling/bicycling rental outfitters and other operators could incorporate Trail itineraries into their existing offered services.
		Water Craft and Bicycle Rentals	A seasonal outfitter (located at the southern end of the NH property) could provide kayak rentals and associated guided tours (NH already rents paddleboards, kayaks, etc. through DC Boating and plans to establish fishing charters).
		Enhance Interpretive Exhibits	The existing history mural could be enhanced with information pertaining to the trail themes; NH is particularly interested in interactive elements.
		River Festival Trails Promotion	National Harbor hosts many events throughout the year, seasonal or otherwise, that could incorporate trail-related stories into their programs. Consider incorporating Trail themes into celebrations.
		Develop Stories Related to the Trails	Charter boat tours and ferry operators that currently provide service to/from National Harbor could offer new and expanded narratives related to American Indian uses of resources, Captain John Smith's explorations, the War of 1812, river commerce and fishing, industrialization and the river's natural values and wildlife. Potomac Riverboat Company has expressed a strong interest in Trail interpretive materials for use in their narrations along the river and various historic sites.
Harmony Hall		Park Planning and Development	Archeological studies could be undertaken to attempt to locate the outbuildings and slave quarters at Harmony Hall. The findings could be investigated and preserved for presentation and interpretation to the public. Coordination with those involved with drafting Harmony Hall's Foundation Statement could consider the inclusion of CAJO, STSP and POHE trail-related themes and interpretation opportunities.
		Park Planning and Development	The potential to increase public access opportunities, such as trails to the shoreline, exist. An Environmental Assessment of the site is currently under development; the final document should be reviewed for additional access opportunities.
		Park Enhancements	Additional public access facilities, including trails, fishing piers and boat docks, could be considered for development.
Broad Creek Historic District		Provide Interpretive Panels	Interpretive panels could be installed at areas within the Broad Creek District sites (St. John's Church, Historic Piscataway House, Historic Want Water ruins and canal, Harmony Hall, Freedom Manor) to reference CAJO, STSP and POHE.
		Interpretive Opportunity	Archeological studies could be undertaken to attempt to locate the outbuildings and slave quarters at Harmony Hall. The findings could be investigated and preserved for presentation and (trail-related) interpretation to the public.
		New Public Access Site	A new water-to-land-only paddle-in access site could be proposed for the area to explore the ruins at Want Water House and other significant sites.
		Connecting Trails to Other Major Properties	Trails leading from the ruins of Want Water House could be developed and connected to the existing trail system at the Harmony Hall. Consideration to develop additional trails that connect to Harmony Hall and St. John's Episcopal Church should be considered.
		Partnership Opportunity	MNCPPC and NACE could potentially work together to extend the Henson Creek Trail through the Broad Creek Historic District and, ultimately, to Harmony Hall. Coordination with NACE and the Foundation Document discussing the NPS resources within Broad Creek Historic District should be referenced and implemented as appropriate.
		Park Planning and Development	This section of the Potomac, specifically the coves of Broad Creek, Swan Creek and Piscataway Creek, can be challenging for power boaters to navigate due to shallow water, underwater obstructions and no-wake zones. A users' map and guide could be developed to assist motor boating enthusiasts in exploring specific river stretches and destinations further downstream.
		Driving and Bicycling Itineraries	The Potomac River Heritage Tourism Alliance has opened a store front within the Tanger Outlet Mall. Coordination with leadership to include CAJO, STSP and POHE information should be maintained. Possible guided tours from the retail center, with connection to the significant sites within Broad Creek and beyond, should be explored.

Site	Trail Component	Action	Description
Focus Area - Beltway to Belvoir			
Private Outfitters	 Linking Route	Funding Opportunity for Public Access	Coordinating with local organizations and private developers could lead to expanded visibility for the trails and local trail sites. Opportunities to leverage funding for new public access projects or to include physical trail enhancements (bike lanes, trail markers, signage) within infrastructure improvements necessary to accommodate the proposed development could be explored.
		Connecting Trails to Other Major Properties	Existing water taxi and ferry routes presently do not extend south past Mount Vernon. Explore adding routes to additional sites such as Piscataway Park and Fort Washington Marina.
Public Transportation	 Linking Route	Develop Stories Related to the Trails	Metro Public Transit bus operators transporting visitors and commuters within the DC Metro area could incorporate CAJO, STSP and POHE-specific information into their interpretive narrations and printed materials.
		Develop Stories Related to the Trails	Prince George's County has mini-buses used to transport groups to sites for activities. The county could consider incorporating Trail-specific information on signs on the bus to tell the trail stories in the area.
Capital Bikeshare	 Linking Route	Bicycle Rentals	National Capital Bikeshare locations could be added or expanded at National Harbor, Fort Washington Park, Mount Vernon, Belle Haven Park and Marina and Piscataway Park and advertised at other kiosks in the area to enhance visitation to the parks.
Maryland Indian Heritage Trail	 Linking Route	Develop New Trail Linkage and Access	Planning efforts to connect CAJO trail resources, specifically American Indian historic resources and present-day sites of cultural significance, to the Maryland Indian Heritage Trail should be coordinated. Inclusion of pre-contact American Indian stories before Captain John Smith's era could be interpreted through this connection.
Potomac Heritage Trail	 Linking Route	Connecting Trails to Other Major Properties	Several planned segments of the Potomac Heritage National Scenic Trail are proposed to connect along Oxon Hill Road which would provide a continuous trail from Oxon Hill Farm Park to Piscataway Park. Plans to complete these planned segments in the next two to five years could be discussed with Prince George's County and Maryland State Highway Administration.
		Funding Opportunity for Public Access	The Federal Lands Access Program (MAP-21, §1119; 23 UCS 201, 204) supports capital and planning expenses for new or existing alternative transportation including transportation by bike, bus, rail or any other publicly available means of transportation including sightseeing services. This region is well-suited for the development of a transit in parks program that includes interpretation of the national trails along the Potomac. Funding sources for a trail connection formerly procured through the Paul S. Sarbanes Transit in Parks Program http://www.fta.dot.gov/grants/13094_6106.html can now be accessed through the Federal Lands Transportation Program (FLTP) http://www.flh.fhwa.dot.gov/programs/fltp/
Private Marinas	 Support Services	Gateway Site	Fort Washington Marina, National Harbor, Fort Belvoir Marina and Belle Haven Park and Marina are areas where the public currently access the Potomac via boat ramps and marine-related services. Installing signage and providing rack cards and other trail-related materials to restaurants and other businesses could be an effective way to reach a larger portion of existing river users.
Regional Promotion	 Support Services	Technology	The Chesapeake Bay Explorer App could be updated to include additional partner sites in the area and the water- and land-based trail routes that connect to the national trails.
Private Development	 Support Services	Funding Opportunity for Public Access	Coordinating with local organizations and private developers could lead to expanded visibility for the trails and local trail sites. Opportunities to leverage funding for new public access projects or to include physical trail enhancements (bike lanes, trail markers, signage) within infrastructure improvements necessary to accommodate the proposed development could be explored.
		Develop Stories Related to the Trails	Marinas and waterfront business in this area provide great locations to tell the Trail stories. Providing visitor waterfront support services, such as marinas and restaurants, information like rack cards or paper menus with trail-specific information could be an effective way to reach a larger audience of existing Potomac River users.