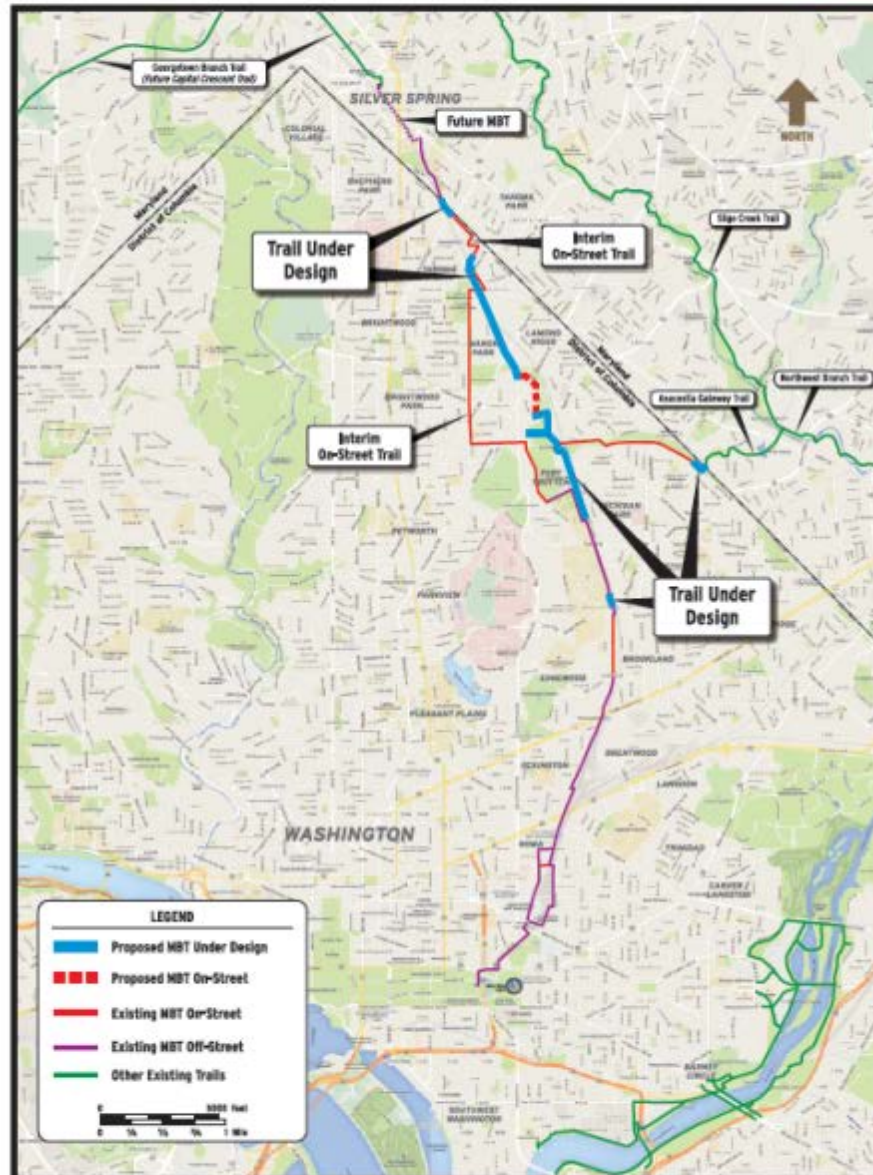




Metropolitan  
Branch Trail  
Fort Totten to Takoma  
30% Design Update



September 5, 2017 – ANC 4B



# MoveDC – Multimodal Long-Range Transportation Plan

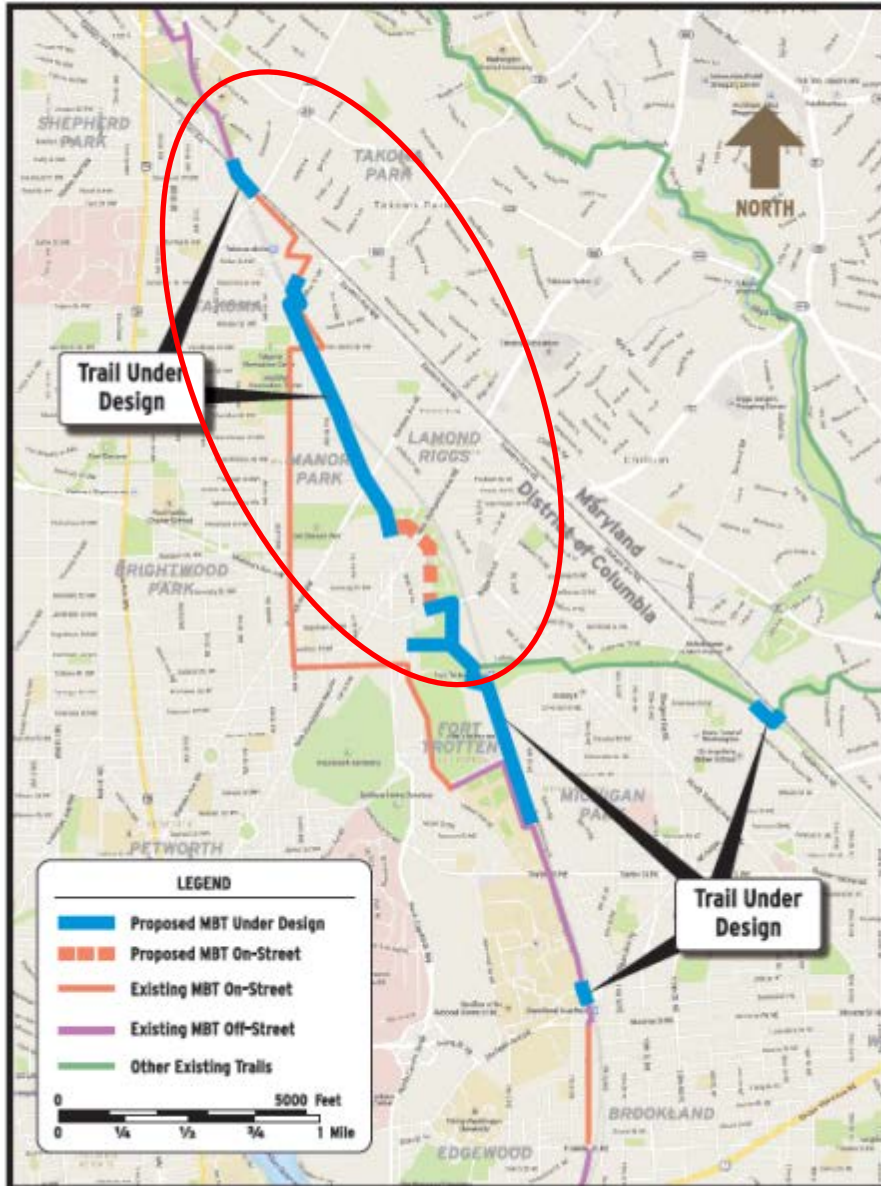


# Metropolitan Branch Trail Development

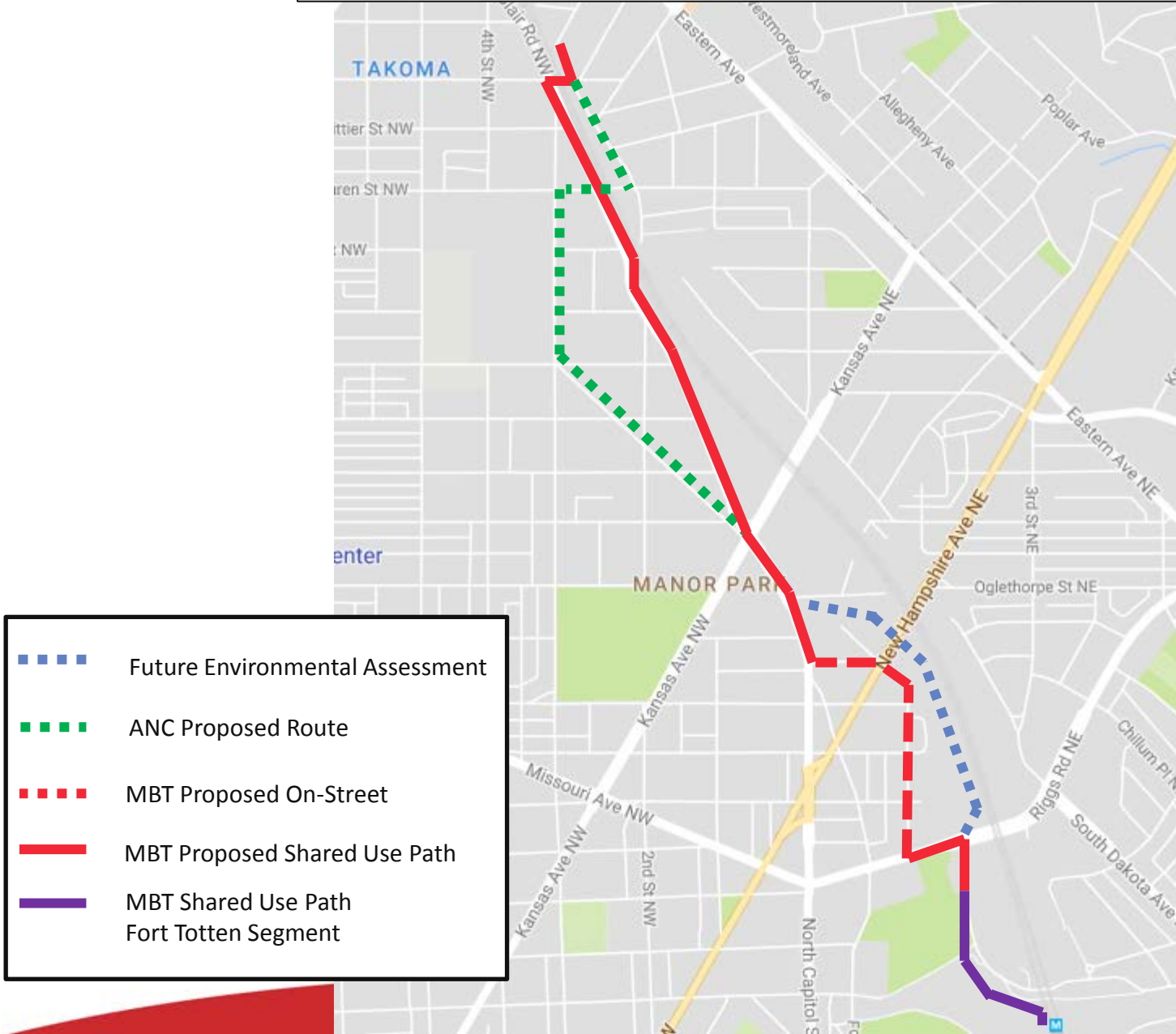
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- 1873 – Metropolitan Branch of the B&O Railroad constructed
- 1990 – Coalition for the MBT forms
- 1991 – DC City Council passes resolution endorsing the trail
- 1999 – Coalition for the MBT drafts Concept Plan
- 1999 – John McCormack Drive segment of Trail constructed
- 2003 – Takoma Alignment Study conducted
- 2004 – DDOT drafts MBT Concept Plan
- 2004 – NoMa Metro Station segment of Trail constructed
- 2010 – New York Ave – Franklin St segment of Trail constructed
- 2010 - 2011 – Environmental Assessment (Fort Totten Area)
- 2014 – Preliminary Design Begins (Brookland to Takoma)
- 2016 – Preliminary Design Complete
- 2017 – Fort Totten Area Design-Build Construction Announced



# Metropolitan Branch Trail – Fort Totten to Takoma Proposed Route



# Metropolitan Branch Trail

## Design Elements



# Metropolitan Branch Trail

## Brookland to Takoma - Public Involvement

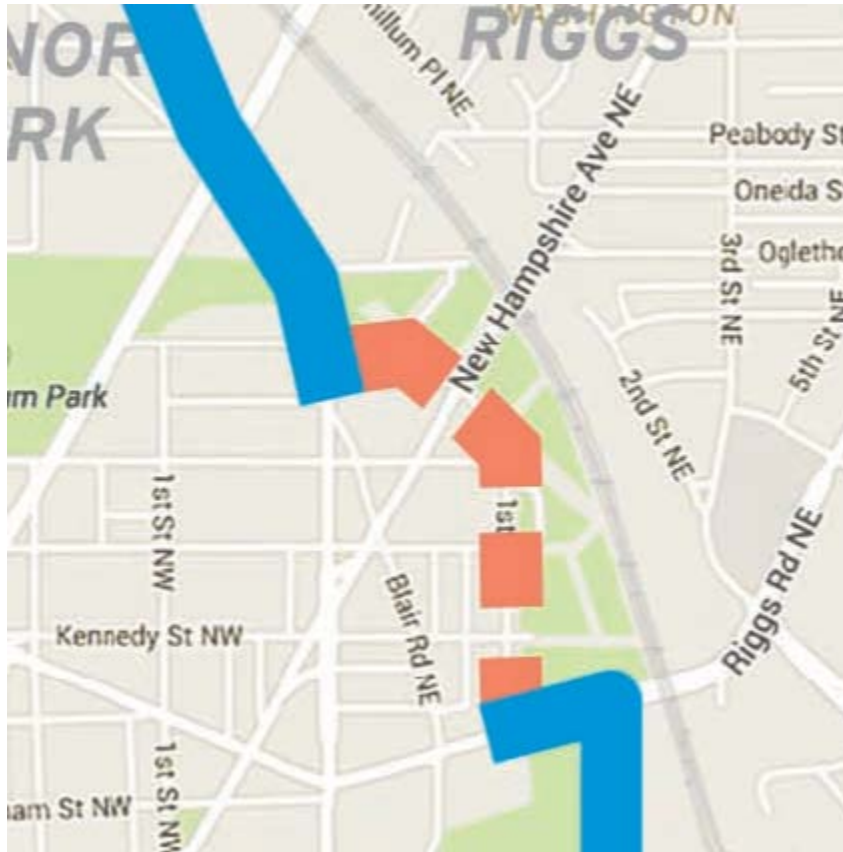
- 2003 – Takoma Alignment Study
- 2004 – DDOT MBT Concept Plan
- 2010 - 2011 – Environmental Assessment (Fort Totten Area)
- 2015 – Preliminary Design begins
  - Door to Door outreach to Blair Road Residents and Businesses
  - Public Meeting/ ANC 4B
  - Public Meeting in Manor Park
- 2016 – Preliminary Design Complete
  - Door to Door outreach to Blair Road Businesses
  - Public Meeting in Manor Park
- 2017
  - Meeting in Manor Park and walk through
  - June ANC 4B PWI Meeting
  - August ANC 4B PWI walk through



2015 Public Meeting co-hosted with ANC 4B



# Riggs Rd to Blair Rd



- Route determined in 2011 Environmental Assessment (EA)
- New Traffic Signal at Riggs Rd and First St NE
- New Traffic Signal at New Hampshire Ave/ McDonald Pl
- Shared Lane Markings and Speed Humps on First St NE
- Contraflow Bike Lane on McDonald Place
- No change in parking or number of travel lanes

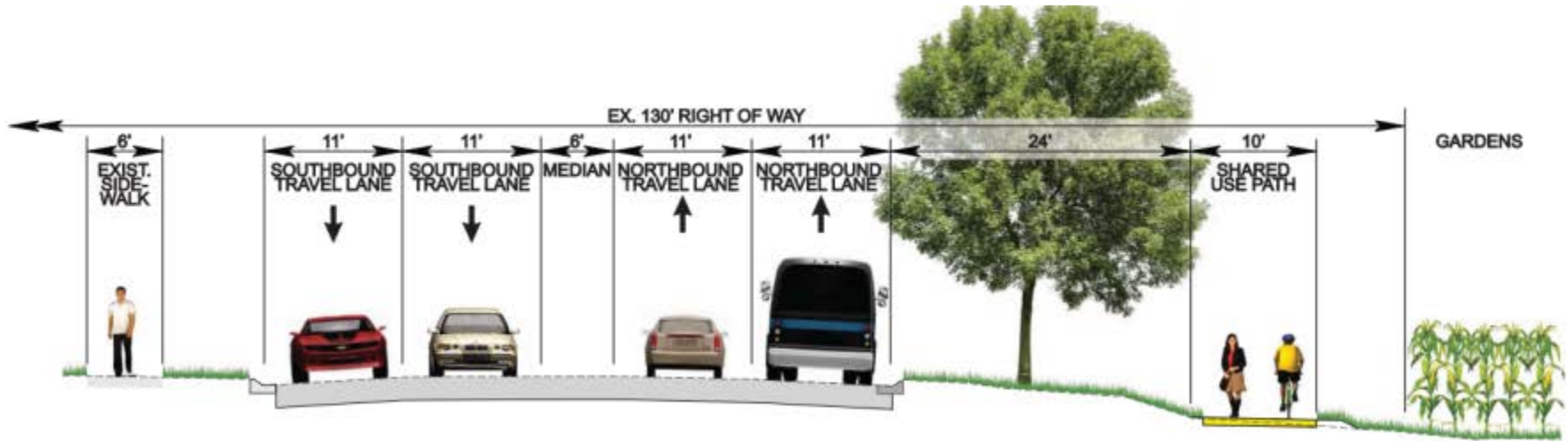
## Longer Term / Alternate Routes

- Conduct new EA
- Reconsider trail alignments through NPS Property
- Work to begin later this year (expected 12-18 months) followed by design

# New Traffic Signal – New Hampshire Ave at McDonald Pl



# Blair Road – Oglethorpe Community Garden

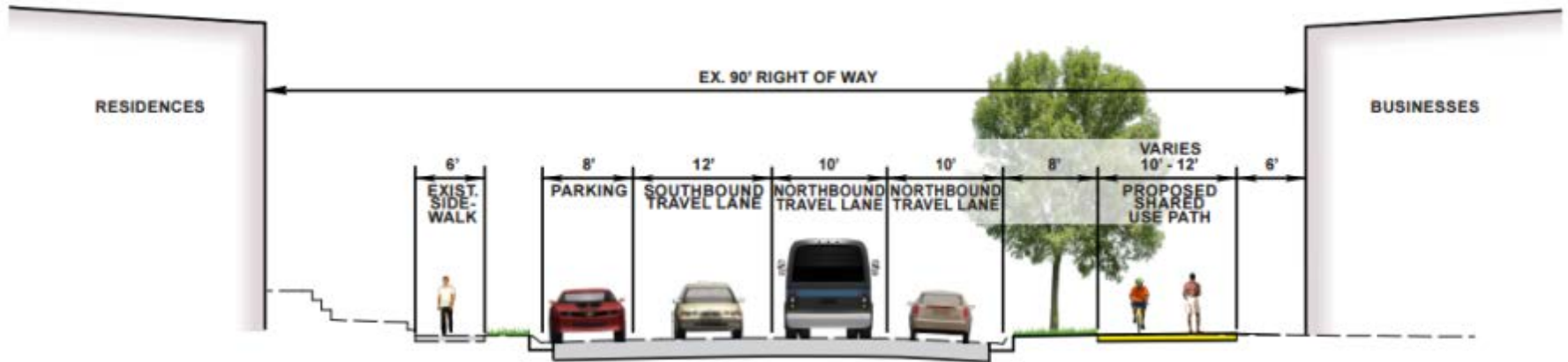


EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

# Blair Road McDonald to Rittenhouse

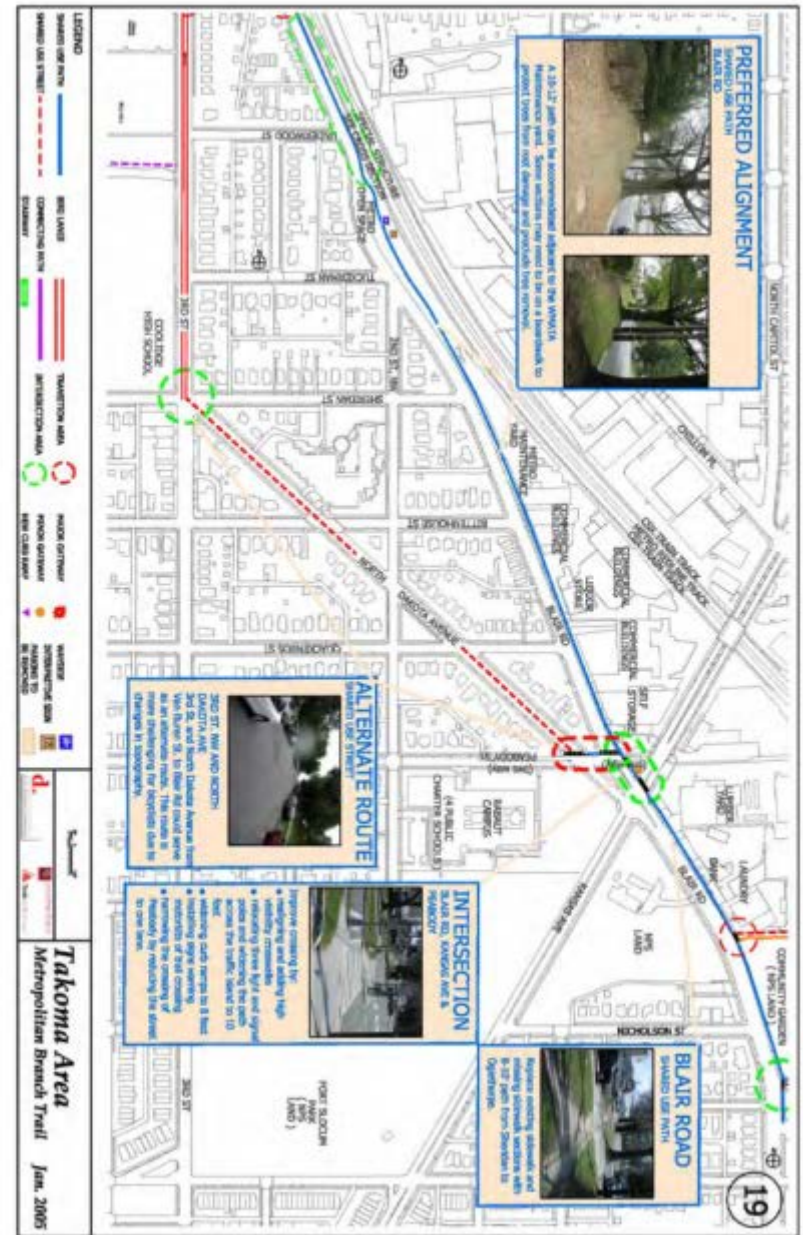
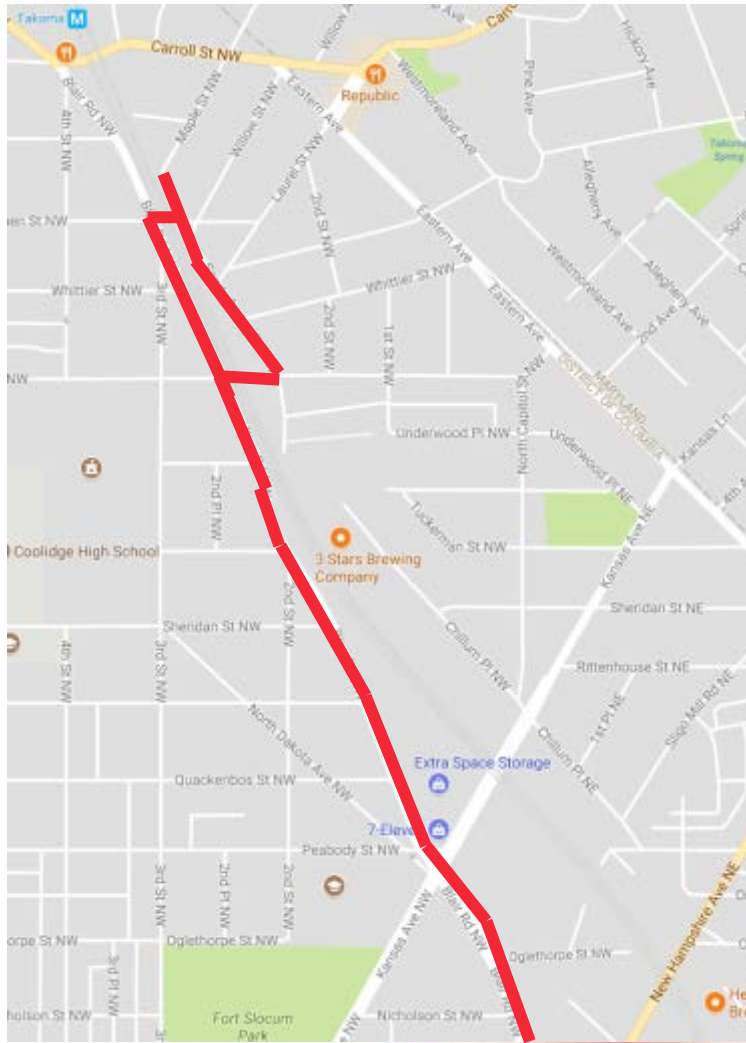


EXISTING CONDITIONS



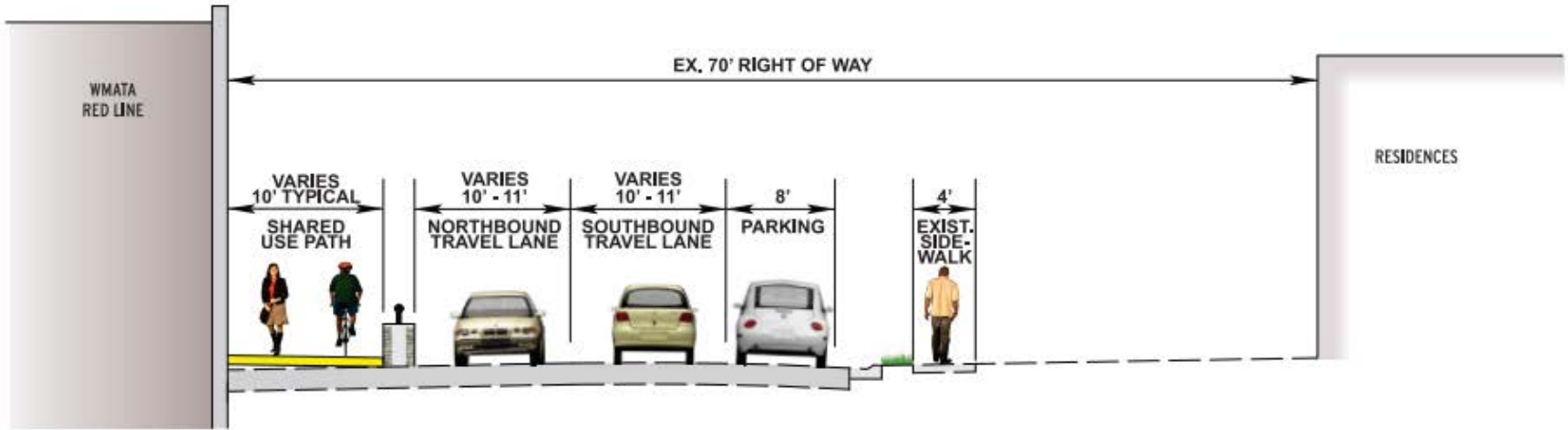
PROPOSED IMPROVEMENTS

# Blair Rd Alignment Kansas to Sandy Spring



# Blair Road

Kansas to Van Buren or Aspen



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

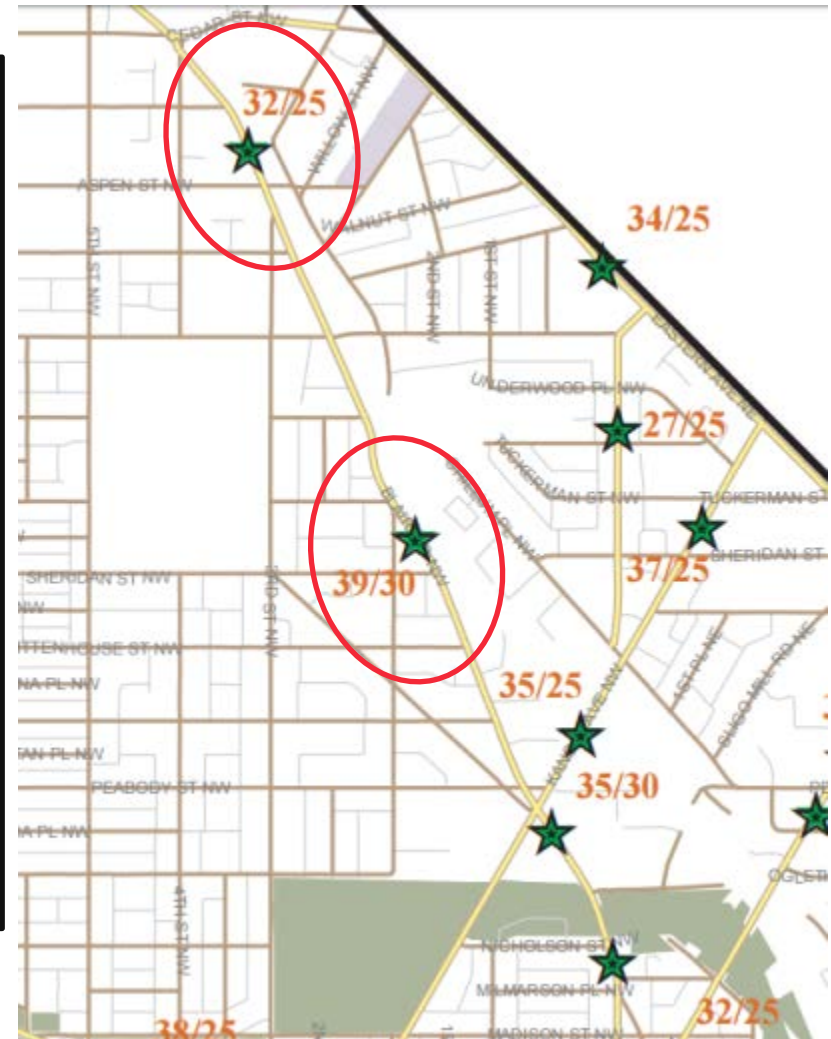
# Blair Road At Whittier



# Blair Road Safety

## Crash Summary Report Blair Rd – Kansas to Aspen 2013-2015

Total Number of Accident:	81
Total Number of Fatalities:	0
Total Number of Injuries:	56
Total Number of Disabling Injuries:	2
Total Number of NonDisabling Injuries:	13
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0

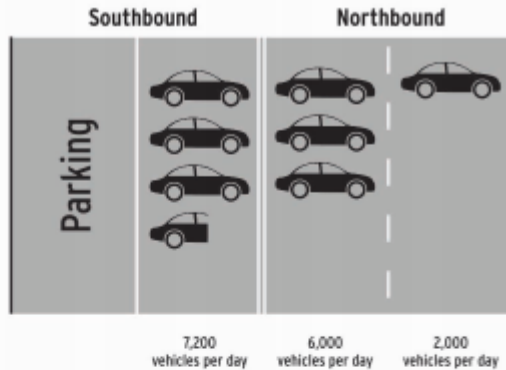


85<sup>th</sup> Percentile Speed/ Speed Limit

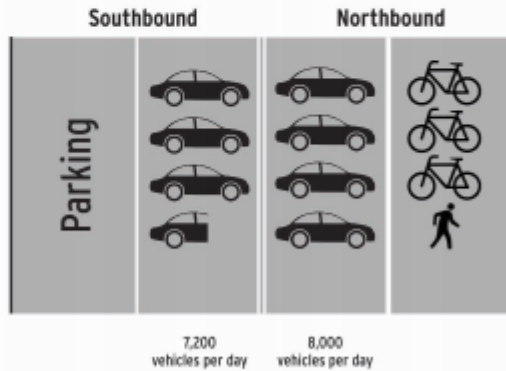


# Blair Road Lane Reduction

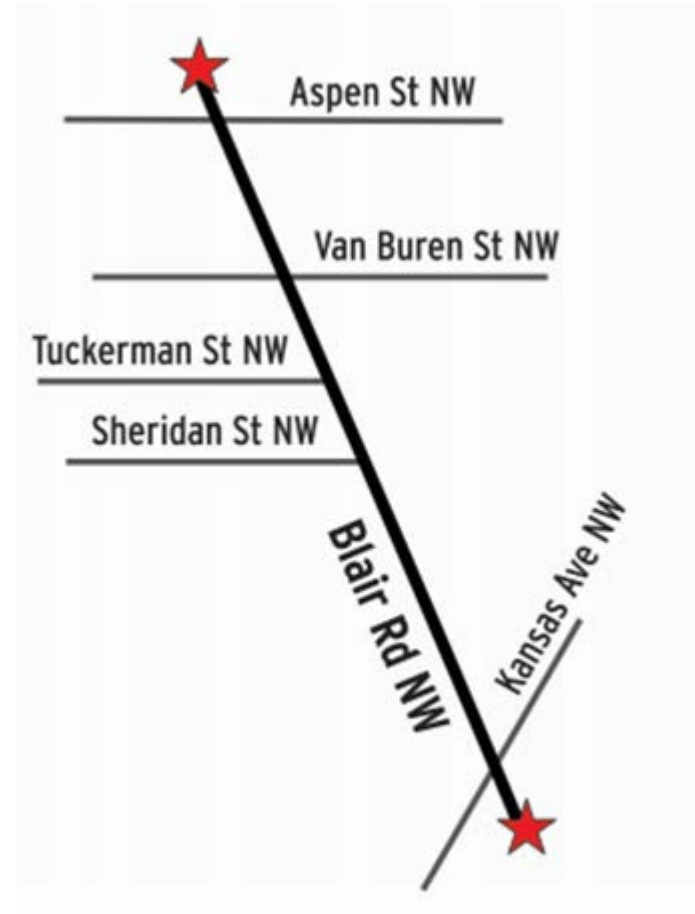
**Current  
(No-Build)**



**With Trail  
(Lane Drop)**

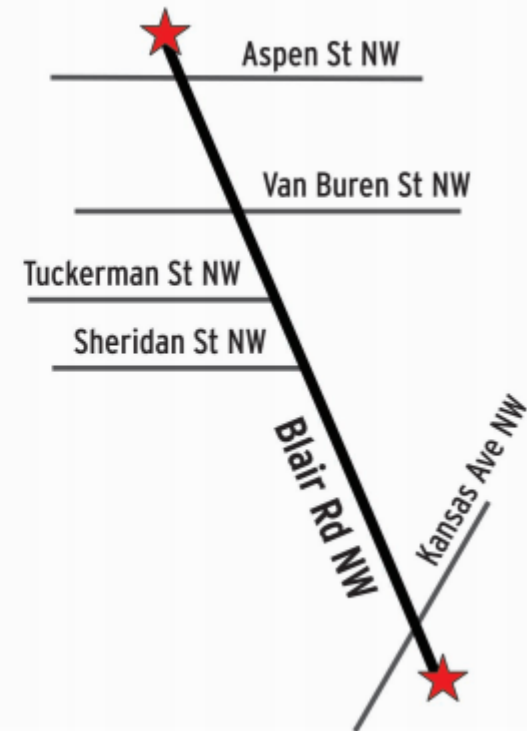


= 2,000 Vehicles



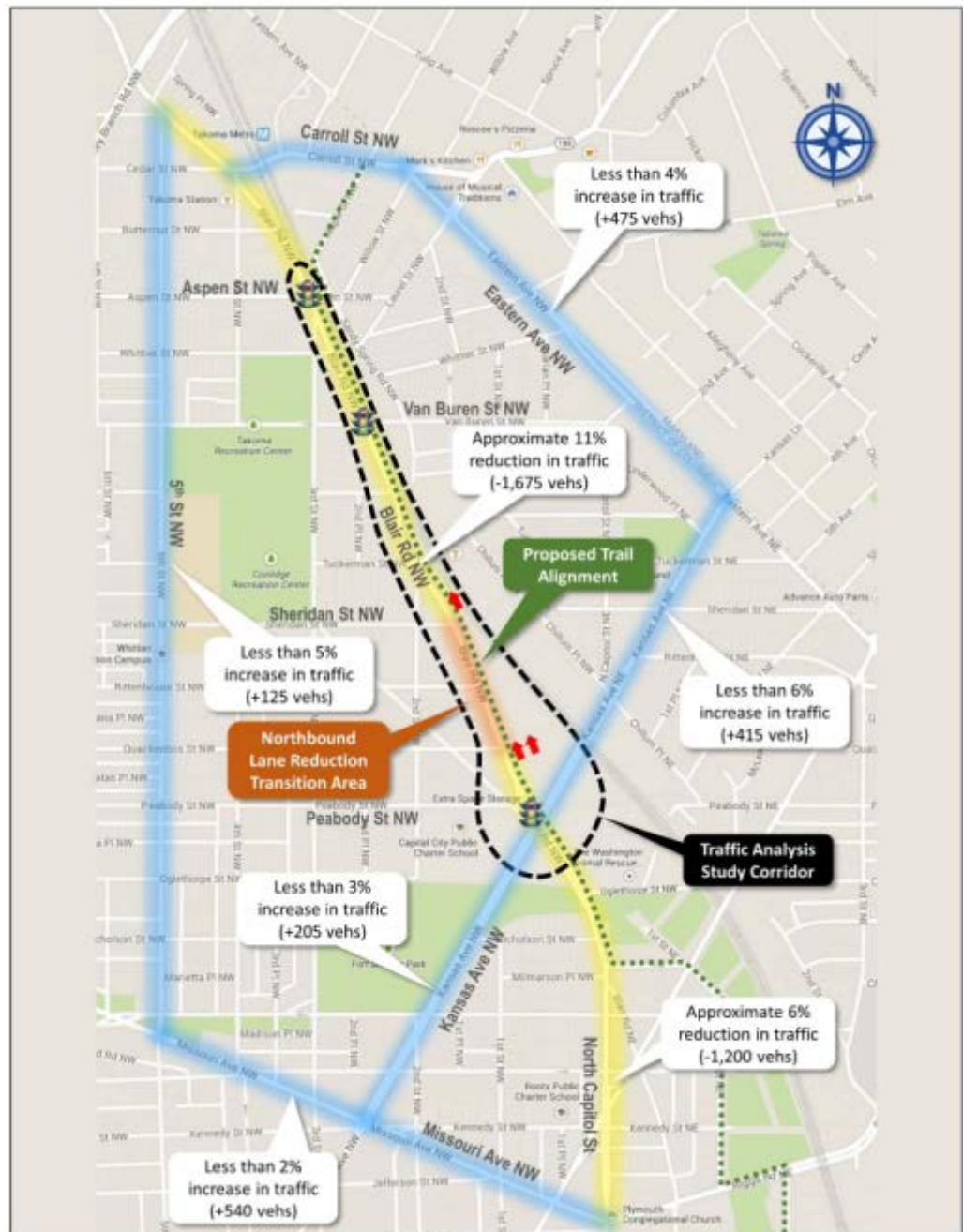
# Blair Road Lane Reduction

Estimated Travel Times - Kansas Avenue to Aspen Street		
Condition	AM Peak Hour	PM Peak Hour
Existing 2014	4.7 Min	3.4 Min
2020 No-Build	4.9 Min	3.5 Min
2020 Lane Drop	5.4 Min	4.4 Min
2040 No-Build	6.1 Min	3.6 Min
2040 Lane Drop	5.9 Min	5.7 Min



# Traffic Diversion:

- 11% Reduction in Vehicles on Blair Rd
- 6% Reduction in Vehicles on North Capitol St
- 2% Increase in Vehicles on Missouri Ave
- 5% Increase in Vehicles on 5<sup>th</sup> St
- 4% Increase in Vehicles on Eastern Ave
- 6% Increase in Vehicles on Kansas Ave





# Sandy Spring At Van Buren

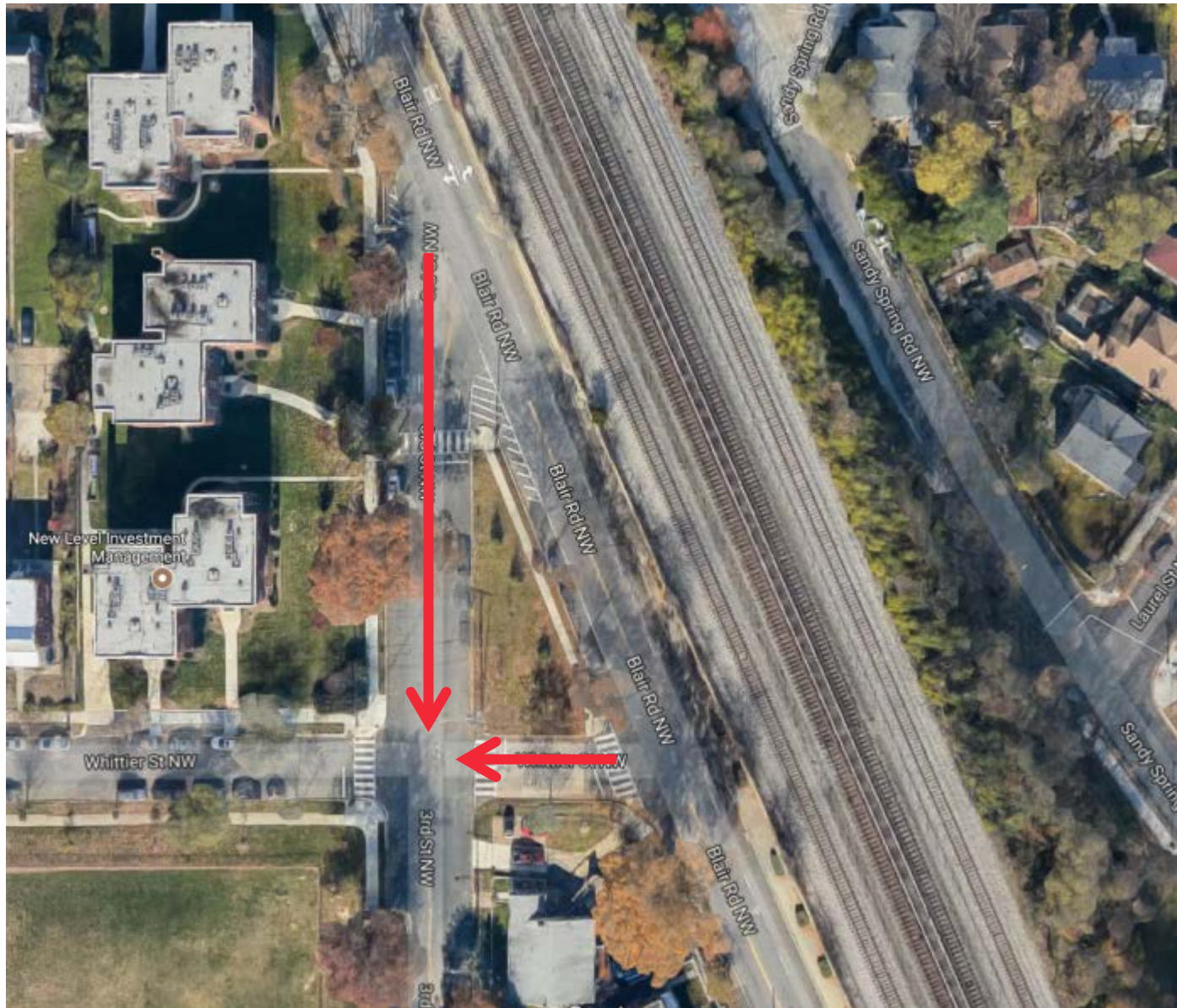




# North Dakota to 3<sup>rd</sup>



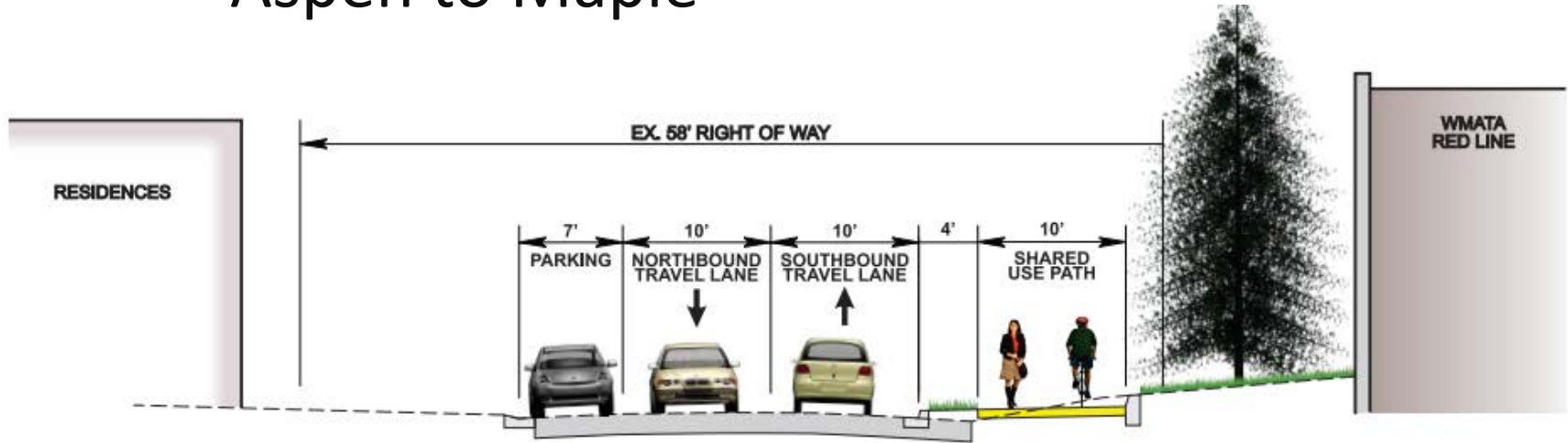
# 3<sup>rd</sup> and Whittier Proposal





# Sandy Spring

## Aspen to Maple



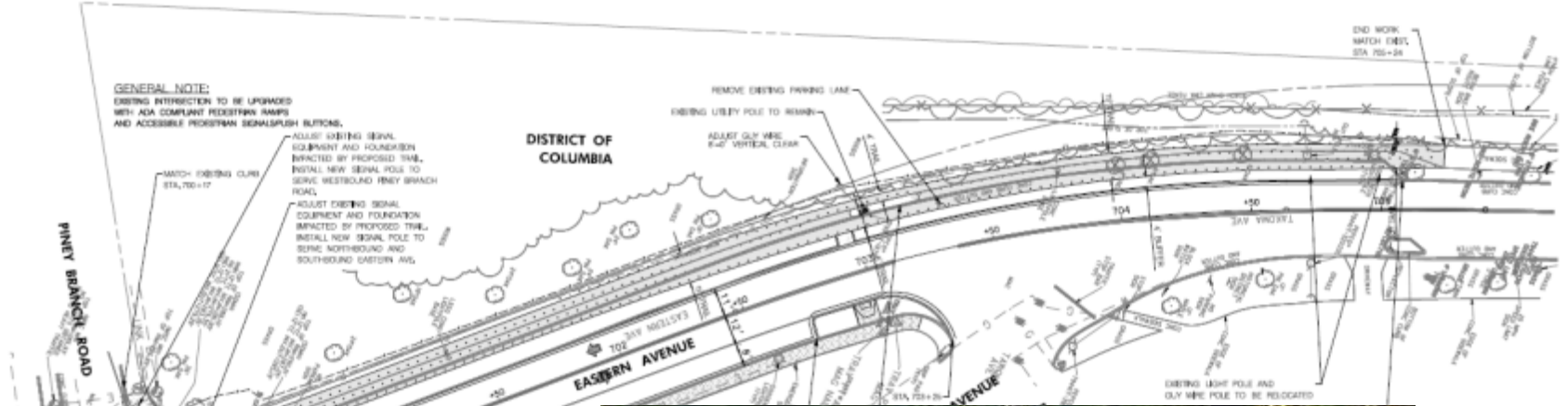
EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

# Eastern Ave at Piney Branch Rd

DATE: 03/08/14



30% Design

AS PAVEMENT  
AS PAVEMENT  
AS PAVEMENT  
AS PAVEMENT  
AS PAVEMENT  
AS PAVEMENT

TRANSPORTATION  
MANAGEMENT ADMINISTRATION

CH TRAIL

PROJECT ENG: \_\_\_\_\_  
DESIGNED BY: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
PROJECT NO: \_\_\_\_\_

**More information available:**  
**[www.metbranchtrail.com](http://www.metbranchtrail.com)**

**Questions?**

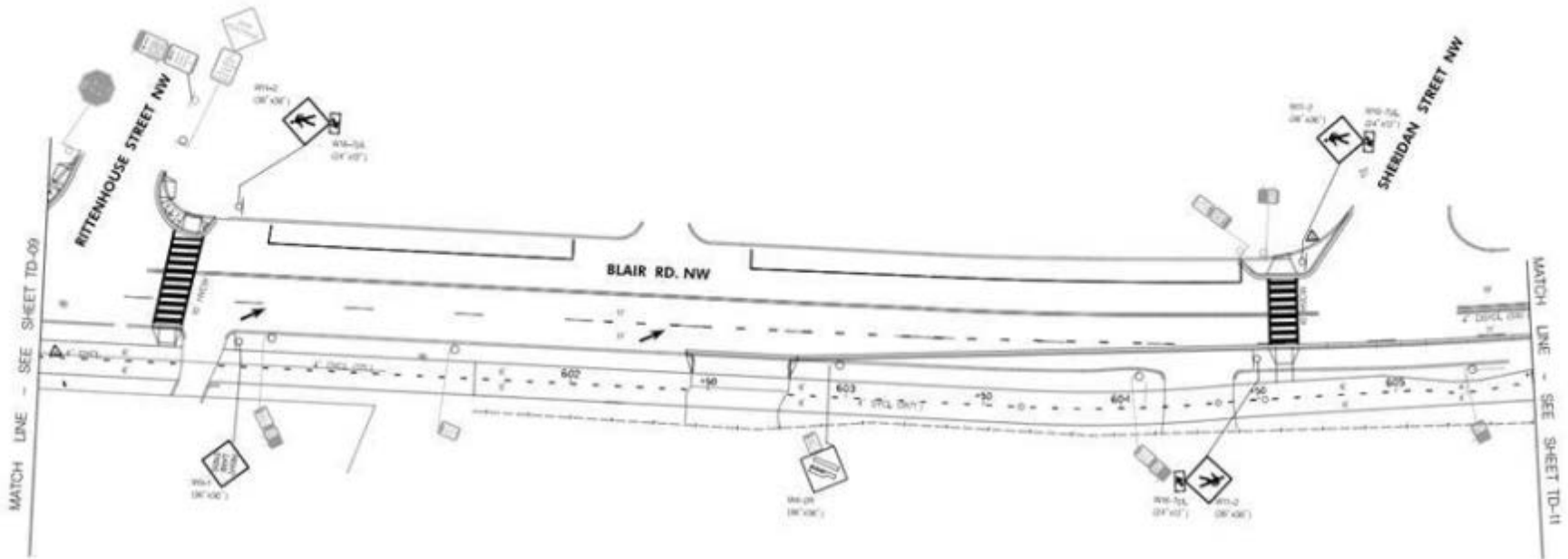
Michael Alvino

Bicycle Program Specialist – Trails  
Planning and Sustainability Division  
District Department of Transportation

**[michael.alvino@dc.gov](mailto:michael.alvino@dc.gov)**

202-671-1321

# Blair Road Rittenhouse to Sheridan



**SIGNING LEGEND**

- PROPOSED SIGN
- EXISTING SIGN AND POST TO REMAIN
- EXISTING SIGN TO BE REMOVED
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN

**PAVEMENT MARKING LEGEND**

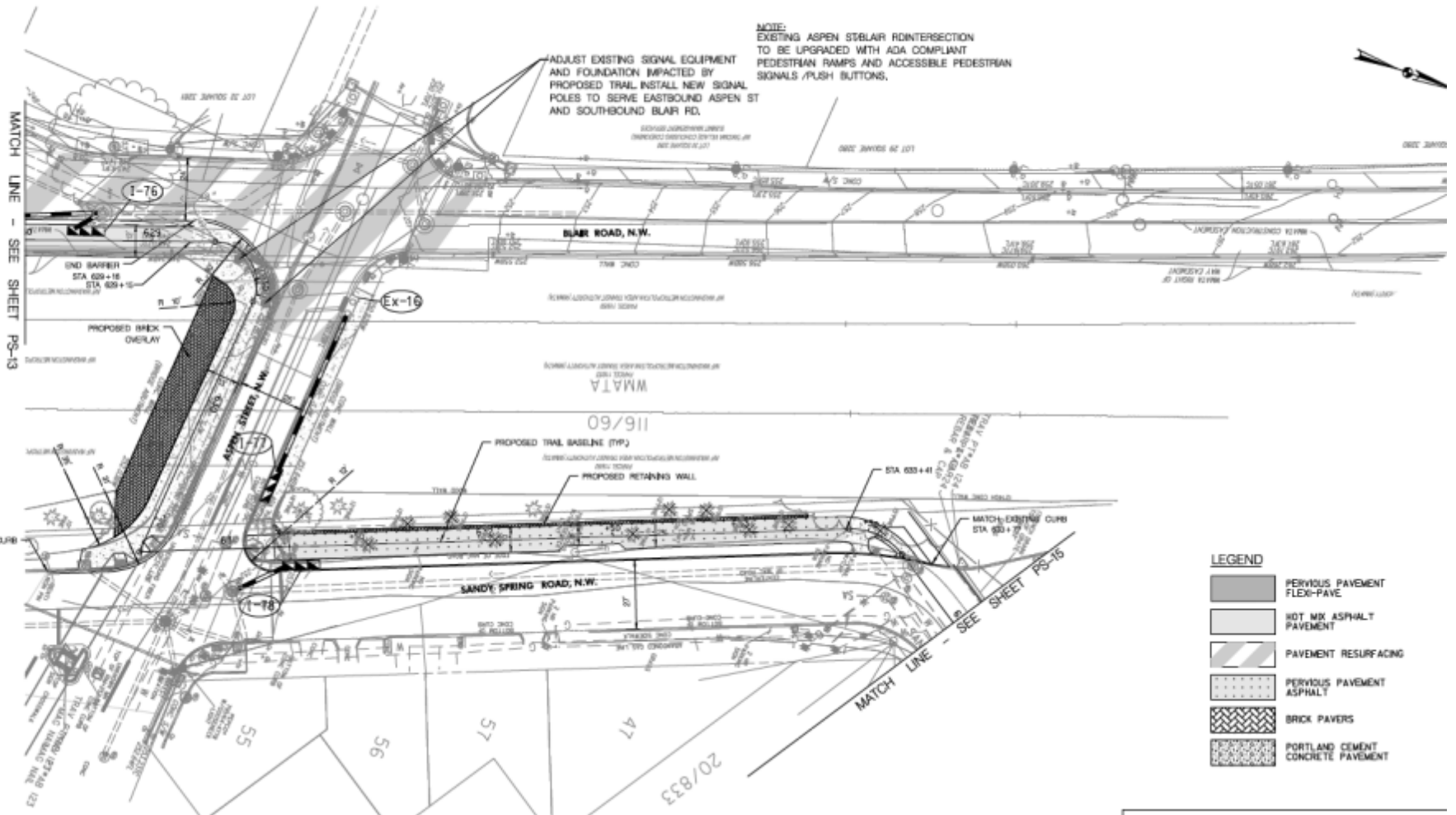
- 4" D/DL 4" DASH YELLOW CENTERLINE
- 4" S/DL 4" SOLID YELLOW TRAIL CENTERLINE
- 4" S/EL 4" SOLID WHITE TRAIL EDGE LINE
- 4" D/EL 4" DASH WHITE TRAIL EDGE LINE
- 12" S/EL 12" SINGLE WHITE LINE
- 4" D/D/L 4" DOUBLE SOLID YELLOW CENTERLINE
- CR CROSSWALK WITH 4" S/EL FOR PARALLEL LINES AND 2" S/EL W/ 0.25' ALIGNED WITH CURB, UNLESS OTHERWISE NOTED

30% Design  
November, 2016  
Not for Construction



<b>D.C. DEPARTMENT OF TRANSPORTATION</b> INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION	
CONSTRUCTION OF <b>THE METROPOLITAN BRANCH TRAIL</b> <small>WEST PLACE NE TO ONE STREET NW</small>	<small>PROJECT NO.</small> <small>DESIGNED BY</small> <small>DRAWN BY</small> <small>CHECKED BY</small>
SIGNING AND MARKING PLAN	<small>DATE</small> <small>BY</small> <small>FILE</small>

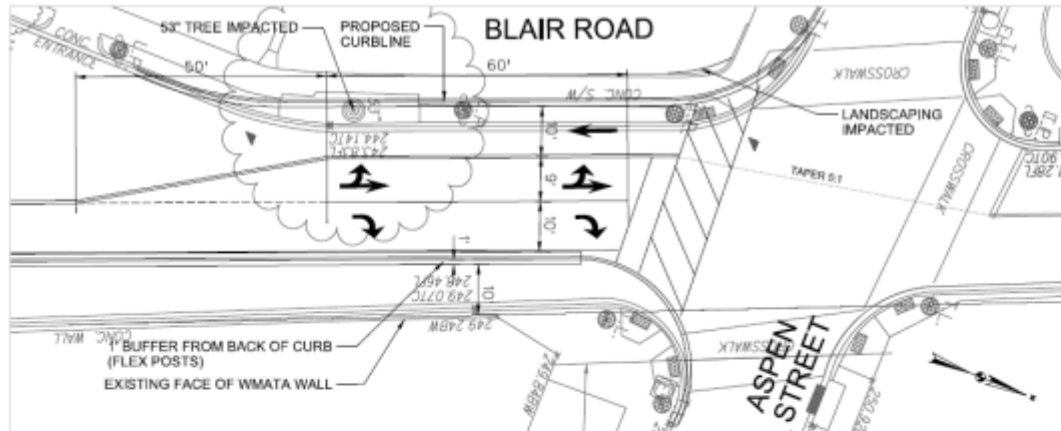
# Blair and Aspen



## Proposed Trail Design

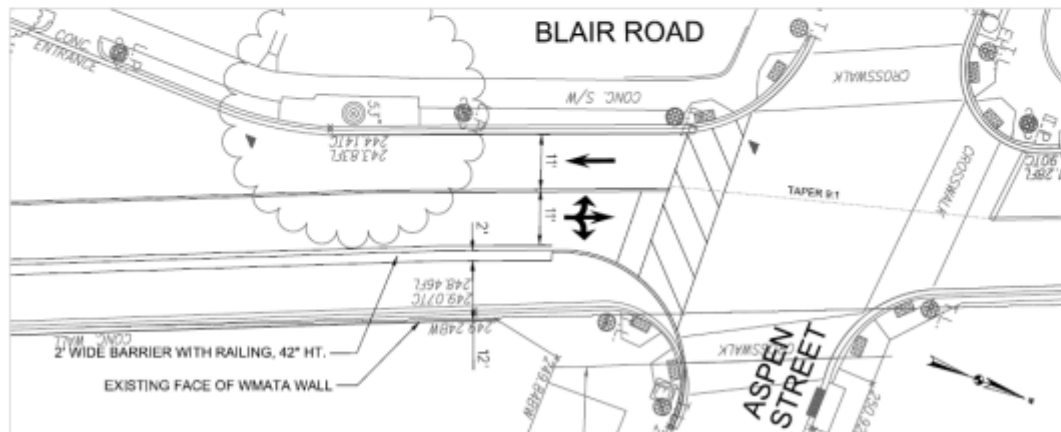
# Blair and Aspen

DATE	BY	APP'D	CHK'D



### OPTION 1 (TWO LANES NORTHBOUND)

- Minimum 10' trail with 1' buffer from existing face of WMATA retaining wall
- Minimum lane widths require moving curb along southbound Blair Road
- New curbline impacts 53" tree, utility pole, signal pole and landscaping



### OPTION 2 (ONE LANE NORTHBOUND)

- 12' trail plus 2' barrier with railing from existing face of WMATA retaining wall
- 11' lane widths on Blair Road
- No impact along southbound Blair Road

D.C. DEPARTMENT OF TRANSPORTATION  
POLICY PLANNING AND SUSTAINABILITY ADMINISTRATION

CONSTRUCTION OF  
THE METROPOLITAN BRANCH TRAIL  
JOHN MCCORMACK DRIVE TO TOWSON AVENUE

BLAIR ROAD & ASPEN STREET  
INTERSECTION OPTIONS

PROJECT NO.	_____
ISSUED BY	_____
DATE	_____
PROJECT NAME	_____
DRAWN BY	_____
DATE	_____
SCALE	_____
DATE	_____

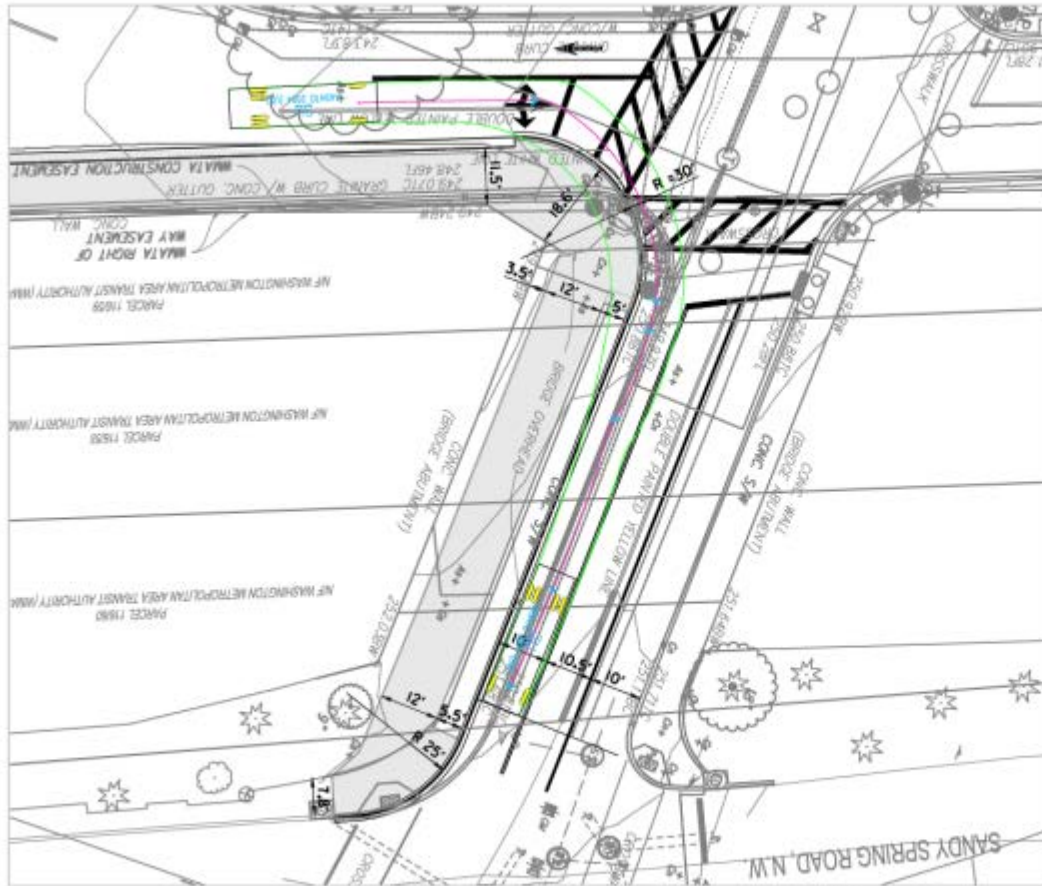
NO.	DESCRIPTION	DATE

IOT FOR CONSTRUCTION



## Trail Options Considered

# Aspen and Blair



- THREE LANE WESTBOUND OPTION**
- 30' radius at face of curb
  - 3.5' buffer from WMATA retaining wall, 12' trail, 5' grass buffer from new curb
  - 11' lane widths on Aspen Street
  - New left turn lane from westbound Aspen Street to southbound Blair Road

D.C. DEPARTMENT OF TRANSPORTATION POLICY PLANNING AND SUSTAINABILITY ADMINISTRATION	
CONSTRUCTION OF THE METROPOLITAN BRANCH TRAIL <small>CONSTRUCTION CONTRACT TO BE AWARD</small>	
PROJECT NO.	PROJECT CHIEF
ISSUED BY	DATE
DESIGNED BY	REVISED BY
CHECKED BY	DATE
APPROVED BY	DATE
PROJECT NO.	DATE
BLAIR ROAD & ASPEN STREET INTERSECTION OPTIONS	
DATE	DATE
BY	BY
CHECKED BY	DATE

NO.	DESCRIPTION	DATE	BY

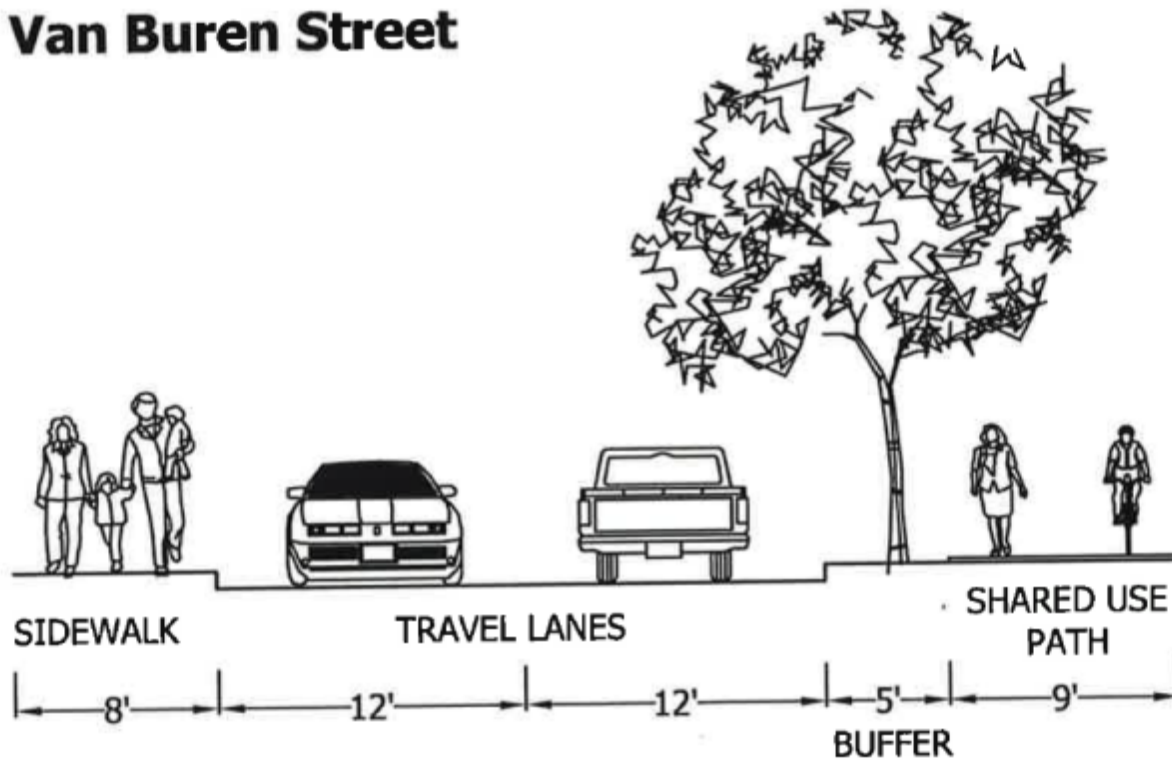
NOT FOR CONSTRUCTION



## Proposed Westbound Aspen Left Turn Lane Option

# Van Buren Street

## Van Buren Street



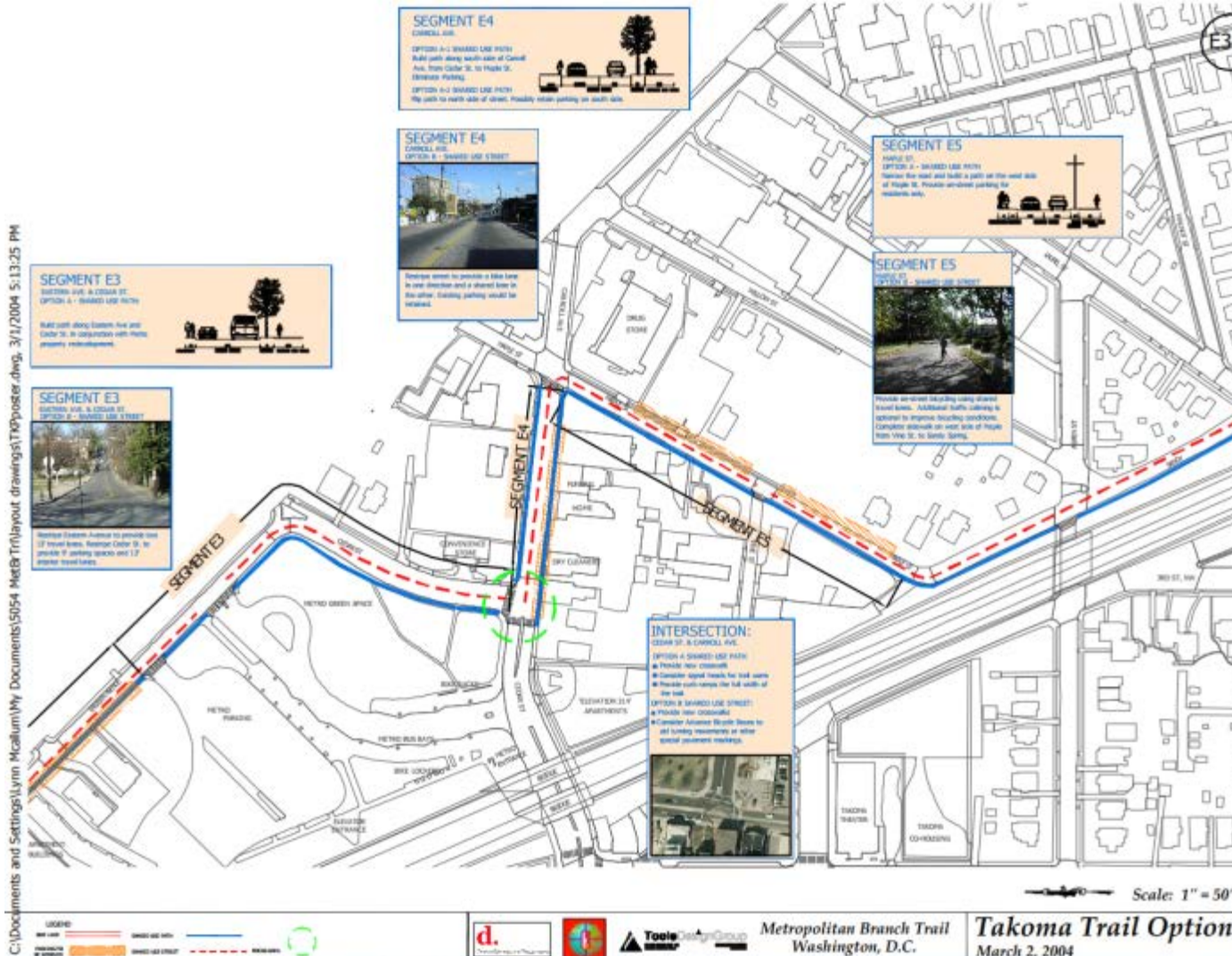
Proposed in 2005 Concept Plan



# Blair, Aspen, Sandy Spring, and Willow



# Sandy Spring Maple to Eastern – Future Options



C:\Documents and Settings\Lynn McAlum\My Documents\5054 MetB Trn\layout drawings\TRPoster.dwg, 3/1/2004 5:13:25 PM