



Metropolitan
Branch Trail
Fort Totten to Takoma
30% Design Update



December 5, 2017 – ANC 4B
Public Works and Infrastructure Committee

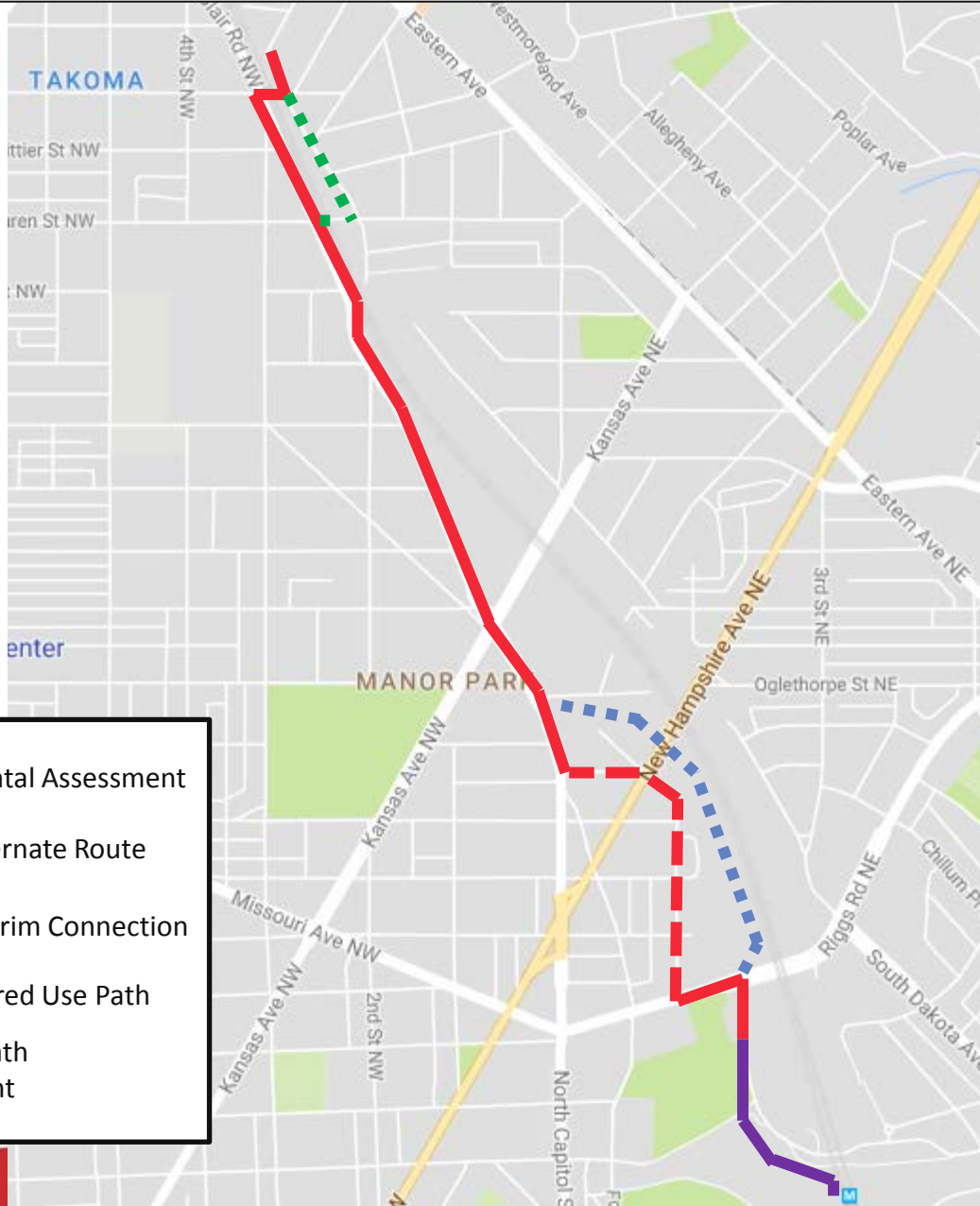
MoveDC – Multimodal Long-Range Transportation Plan



Metropolitan Branch Trail Development

- 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



- Future Environmental Assessment
- ANC Proposed Alternate Route
- MBT Proposed Interim Connection
- MBT Proposed Shared Use Path
- MBT Shared Use Path Fort Totten Segment

Metropolitan Branch Trail

Design Elements



Metropolitan Branch Trail

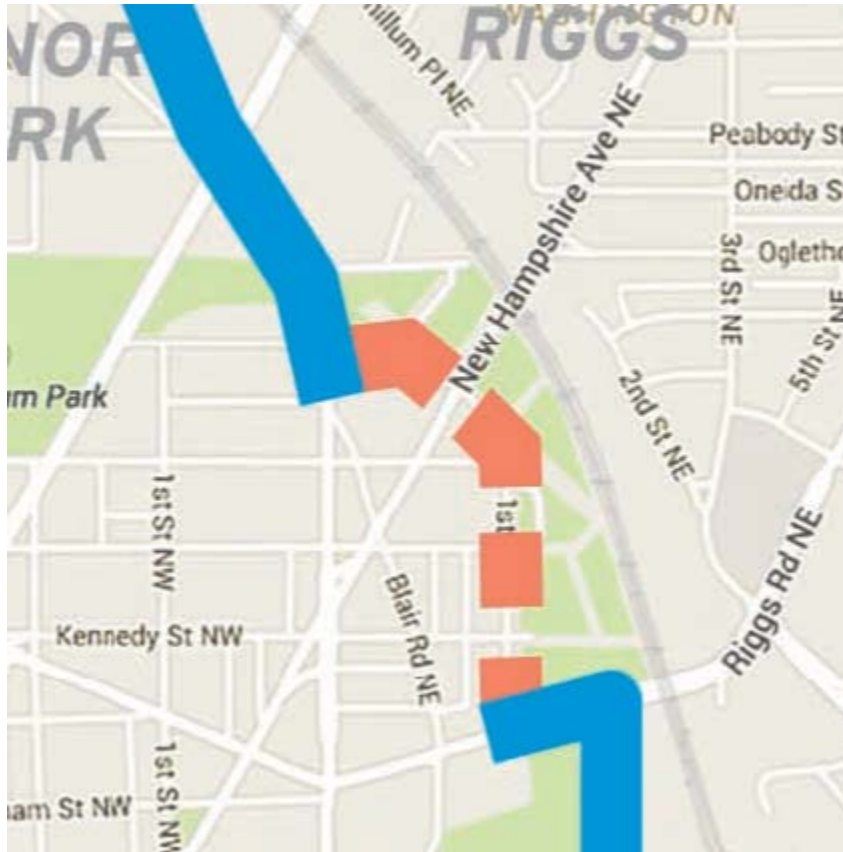
Brookland to Takoma - Public Involvement

- 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
 - September ANC 4B Meetings
 - October ANC 4B Resolution
 - November ANC 4B Walk Through and Meetings



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

Environmental Assessment



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
Rock Creek Park
3545 Williamsburg Lane, N.W.
Washington, DC 20068-1207

JAN 25 2017

4.B.1. (NCR-ROCR)

Leif Doernsjo
Director, District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

Dear Director Doernsjo:

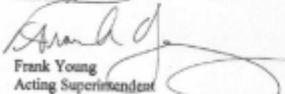
We are writing in response to your January 15, 2016 letter requesting reconsideration of the alignment of the Metropolitan Branch trail (MetBranch) north of Fort Totten, as well as use of design/build for construction of the already approved section of the trail through National Park Service (NPS) administered land.

We appreciate the recent opportunity to meet with your staff at Fort Totten, discuss the concerns of the community regarding the current on-street MetBranch trail alignment north of Riggs Road, and consider potential trail alignments that would pass through NPS land. We agree that a re-examination of the MetBranch trail route – specifically, from the current planned terminus on NPS land south of Riggs Road north to the Blair Road Community Garden at Oglethorpe Street and Blair Road, NE – would be appropriate. I have directed park staff – including Landscape Architect Mike McMahon, Civil War Defenses of Washington Program Manager Kym Elder, and Chief of Resource Management Nick Bartolomeo – to work with your staff in determining a path forward, including compliance with the National Environmental Policy Act and the National Historic Preservation Act, among other laws.

Regarding your proposal for a design/build approach for the already approved section of the MetBranch Trail through Fort Totten, historically we have not taken this approach with our projects, as we found it did not provide for sufficient review times for design and construction plans. However, we understand the desire to shorten the project schedule, save funding and complete the trail up to a year sooner than currently planned. Given your assurances that NPS staff will have adequate review time for all plans and designs, as well as the park's commitment to maintain a dedicated project manager for the MetBranch trail project, we agree to use a design/build approach from this point forward. Mr. McMahon will work closely with Mr. Sebastian and others on your staff to ensure that the process respects our review requirements and implements construction as described in the 2012 NPS Metropolitan Branch Trail Finding of No Significant Impact.

We appreciate the efforts of your staff to work with park and regional staff on this important project. If you have any questions, please do not hesitate to contact me at 202-895-6004, or by email at frank_young@nps.gov.

Sincerely,


Frank Young
Acting Superintendent

Alternatives

MAP 3: ALTERNATIVES A1 THROUGH A4 –SOUTH TO NORTH ALIGNMENTS



Example of Shared-Lane



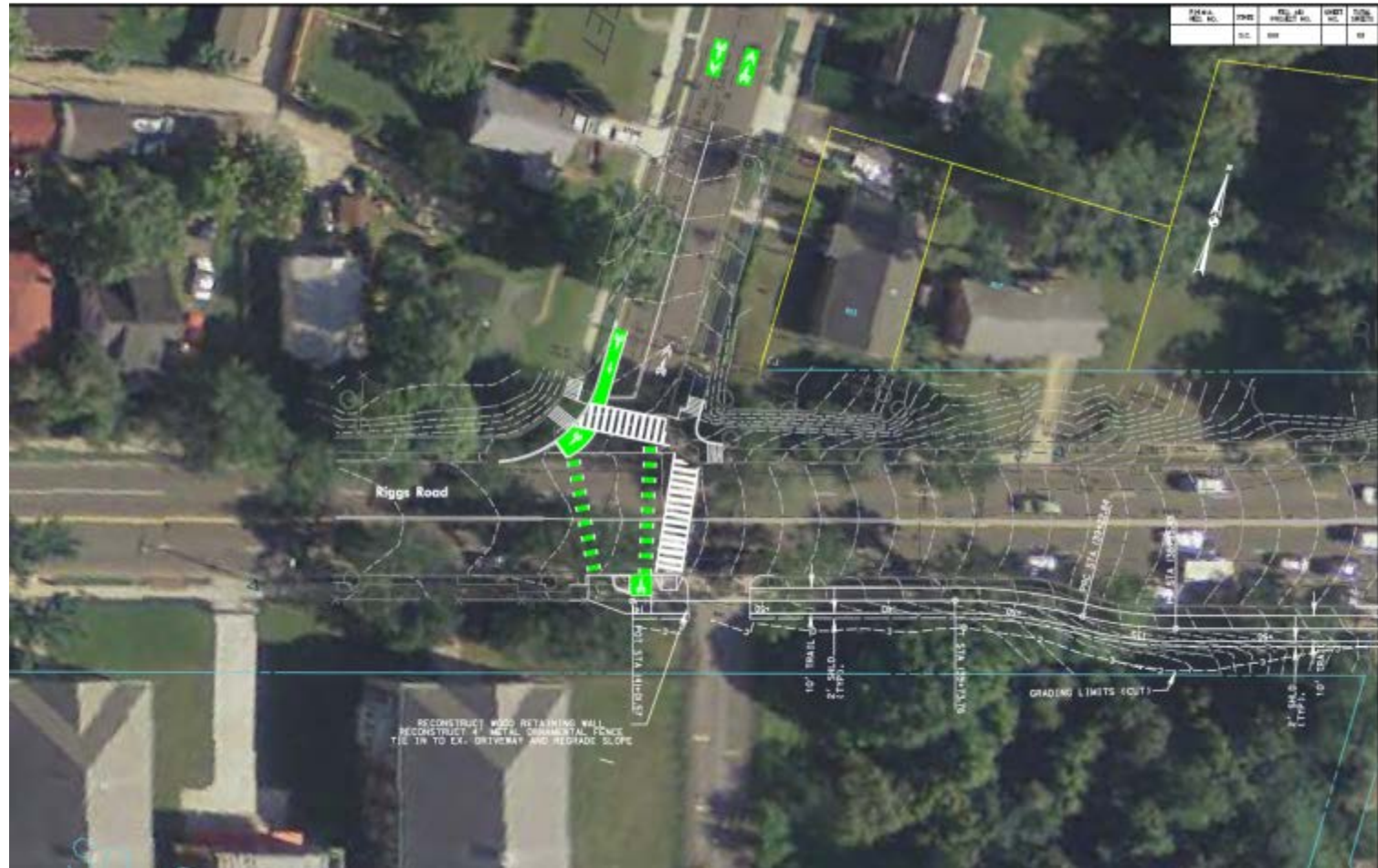
Example of a shared-lane or “sharrow” on 42nd St NW. A shared-lane is proposed on 1st St NE.

Example of Contra Flow Lane



Example of a contra-flow bike lane on G St NE. A contra-flow bike lane is proposed on McDonald Place NE

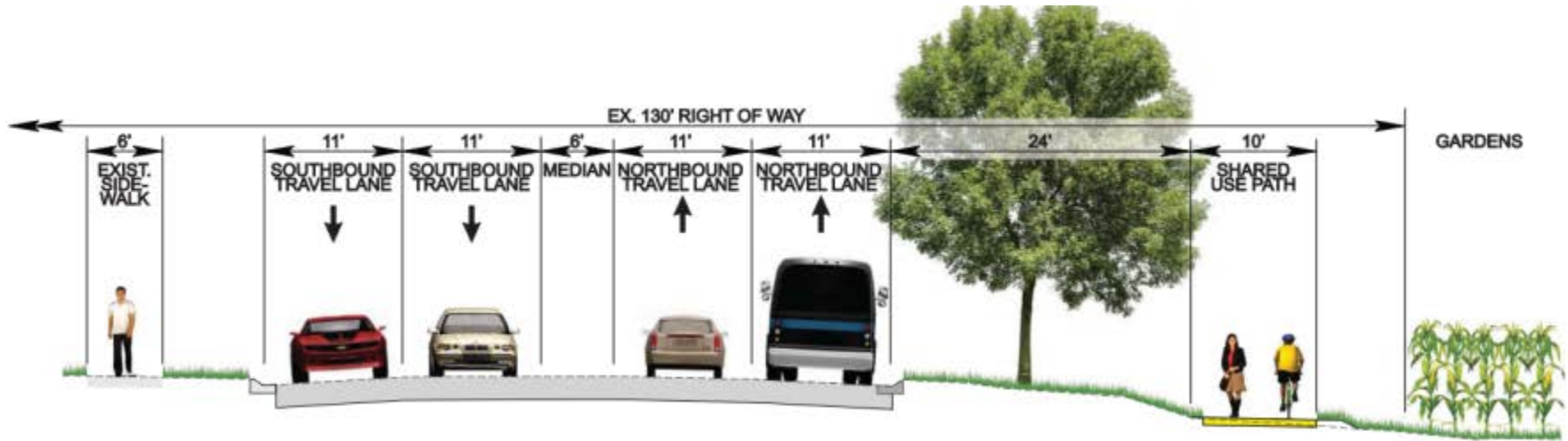
New Traffic Signal – First and Riggs



New Traffic Signal – New Hampshire Ave at McDonald Pl



Blair Road – Oglethorpe Community Garden

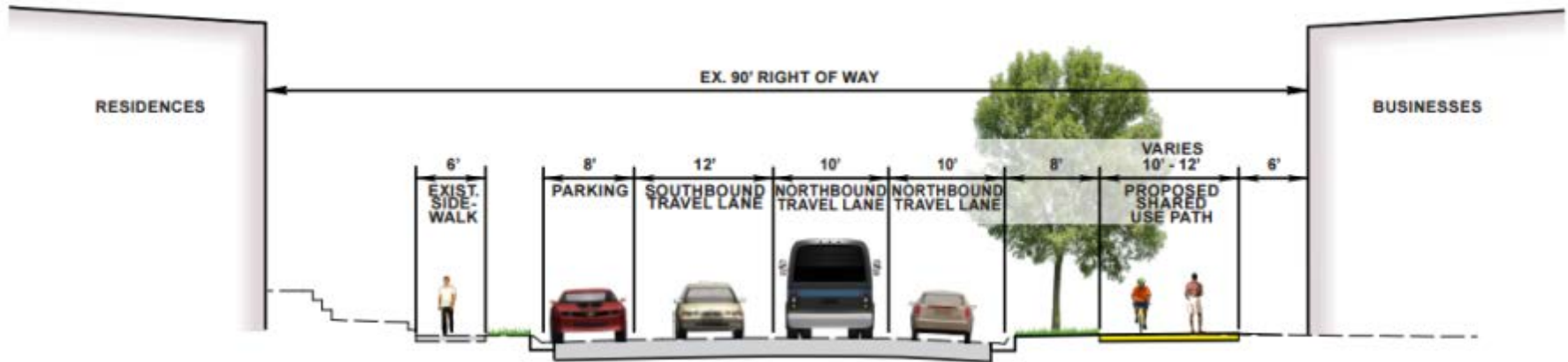


EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Blair Road McDonald to Rittenhouse



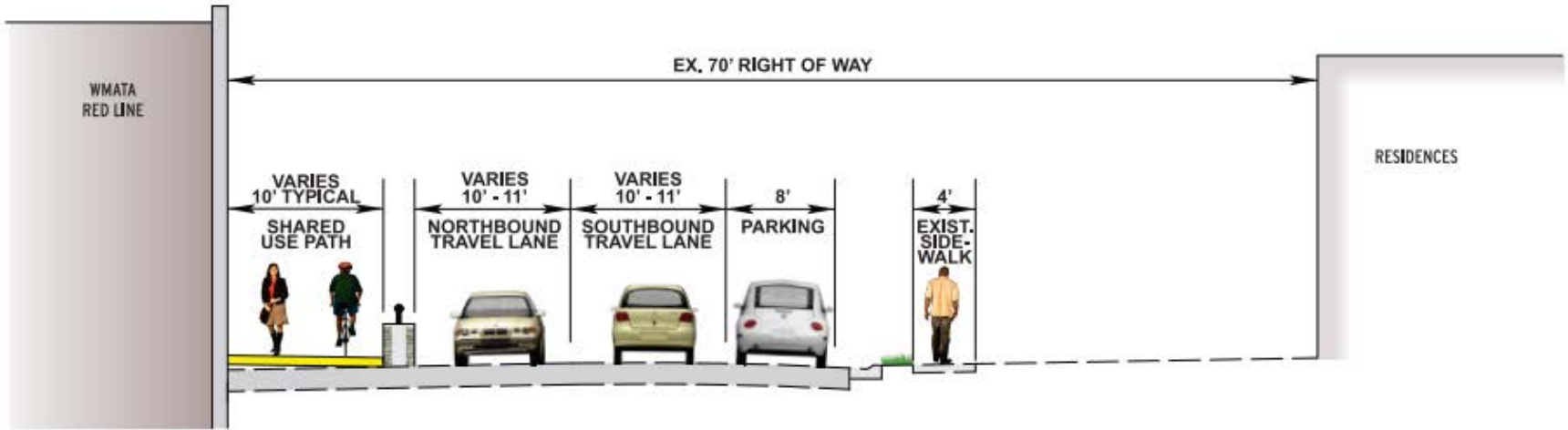
EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Blair Road

Kansas to Van Buren or Aspen



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

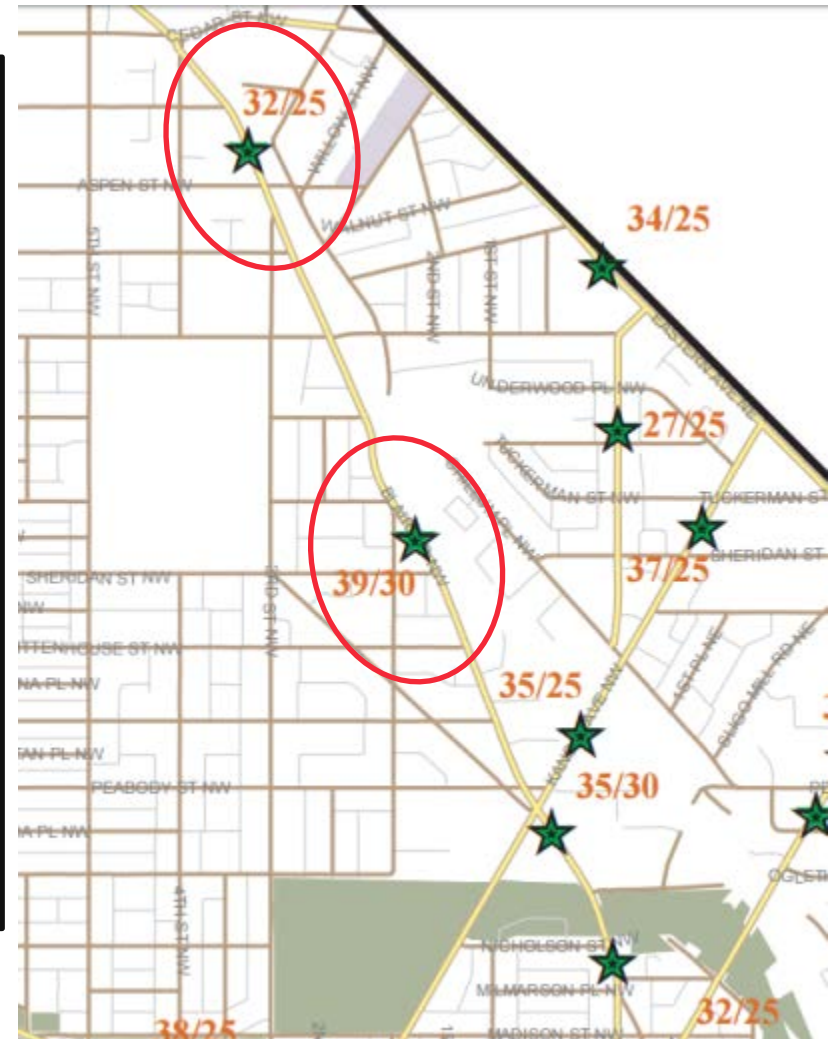
Blair Road At Whittier



Blair Road Safety

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

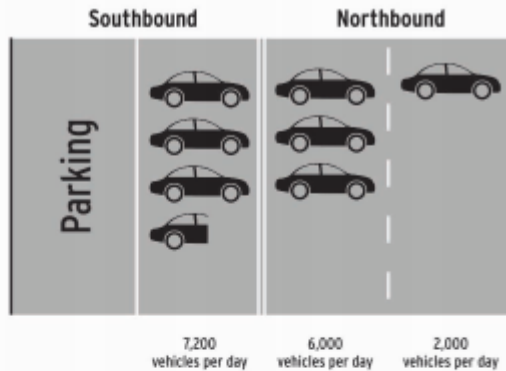
Total Number of Accident:	81
Total Number of Fatalities:	0
Total Number of Injuries:	56
Total Number of Disabling Injuries:	2
Total Number of NonDisabling Injuries:	13
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0



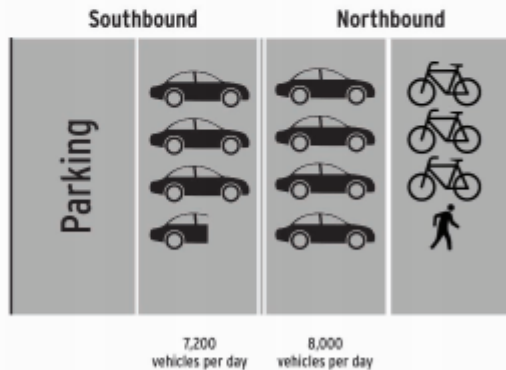
85th Percentile Speed/ Speed Limit

Blair Road Lane Reduction

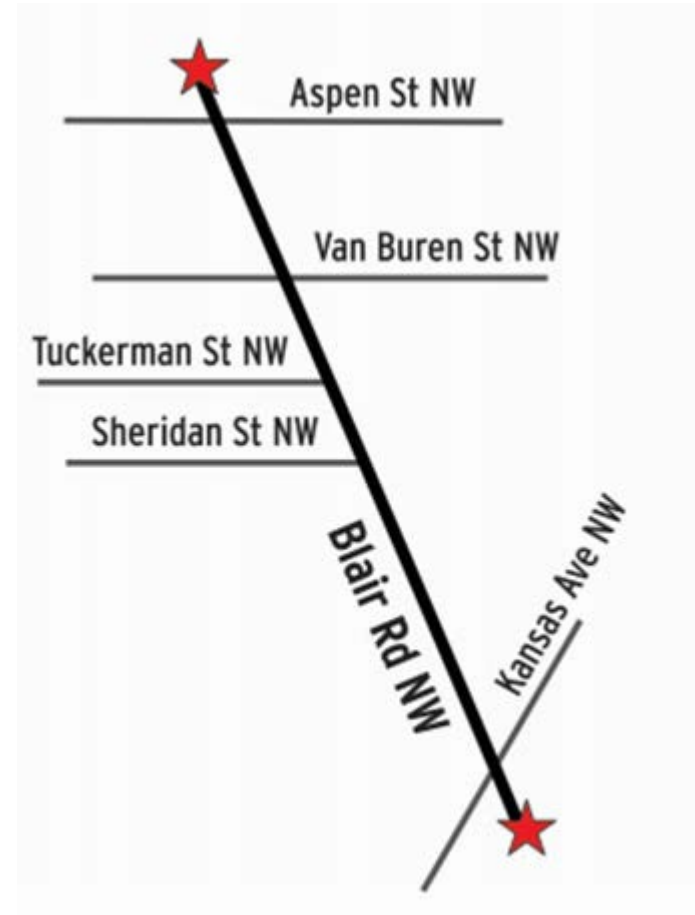
**Current
(No-Build)**



**With Trail
(Lane Drop)**

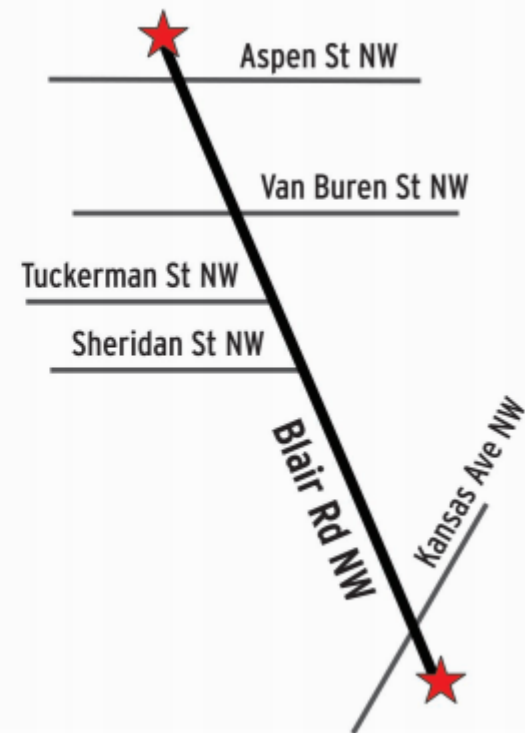


= 2,000 Vehicles



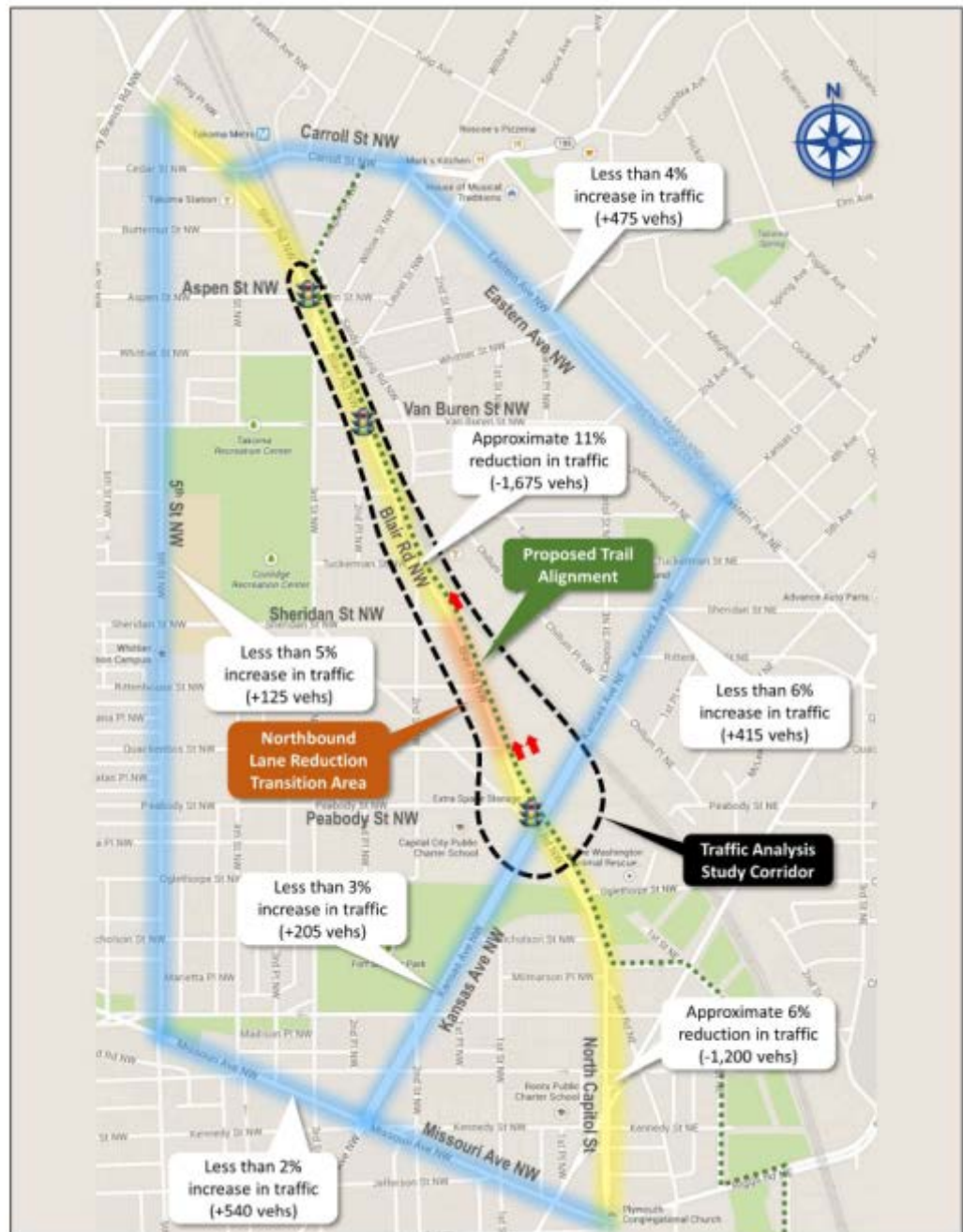
Blair Road Lane Reduction

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



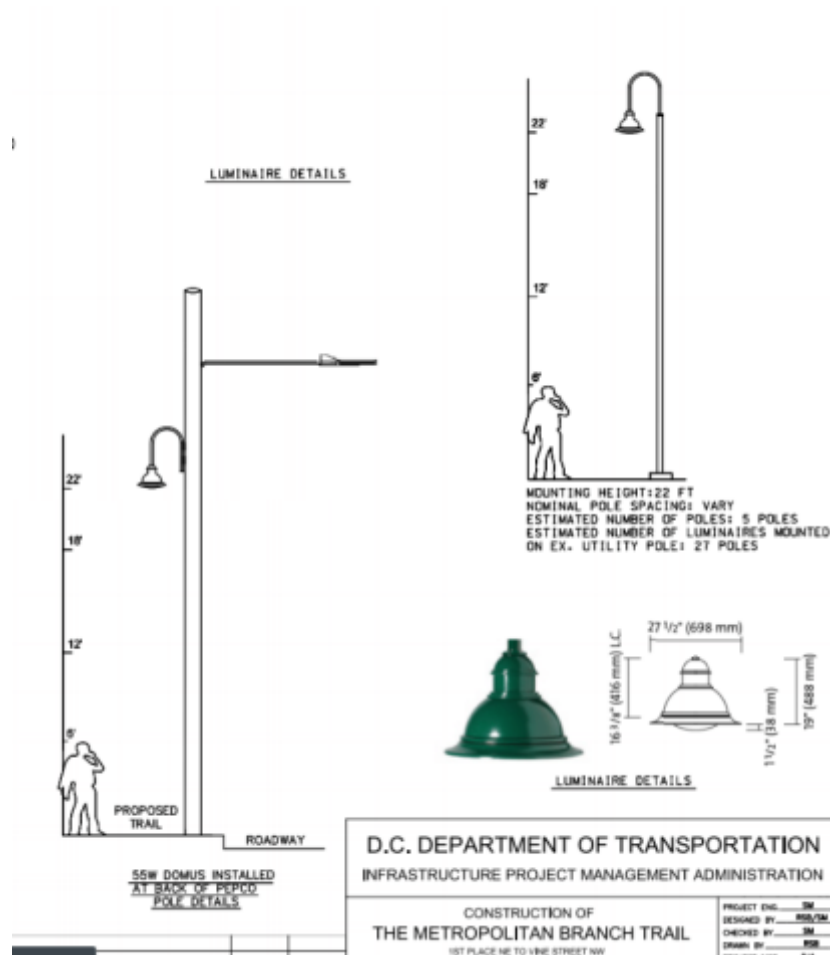
Traffic Diversion:

- 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 5th St
- 4% Increase in Vehicles on Eastern Ave
- 6% Increase in Vehicles on Kansas Ave

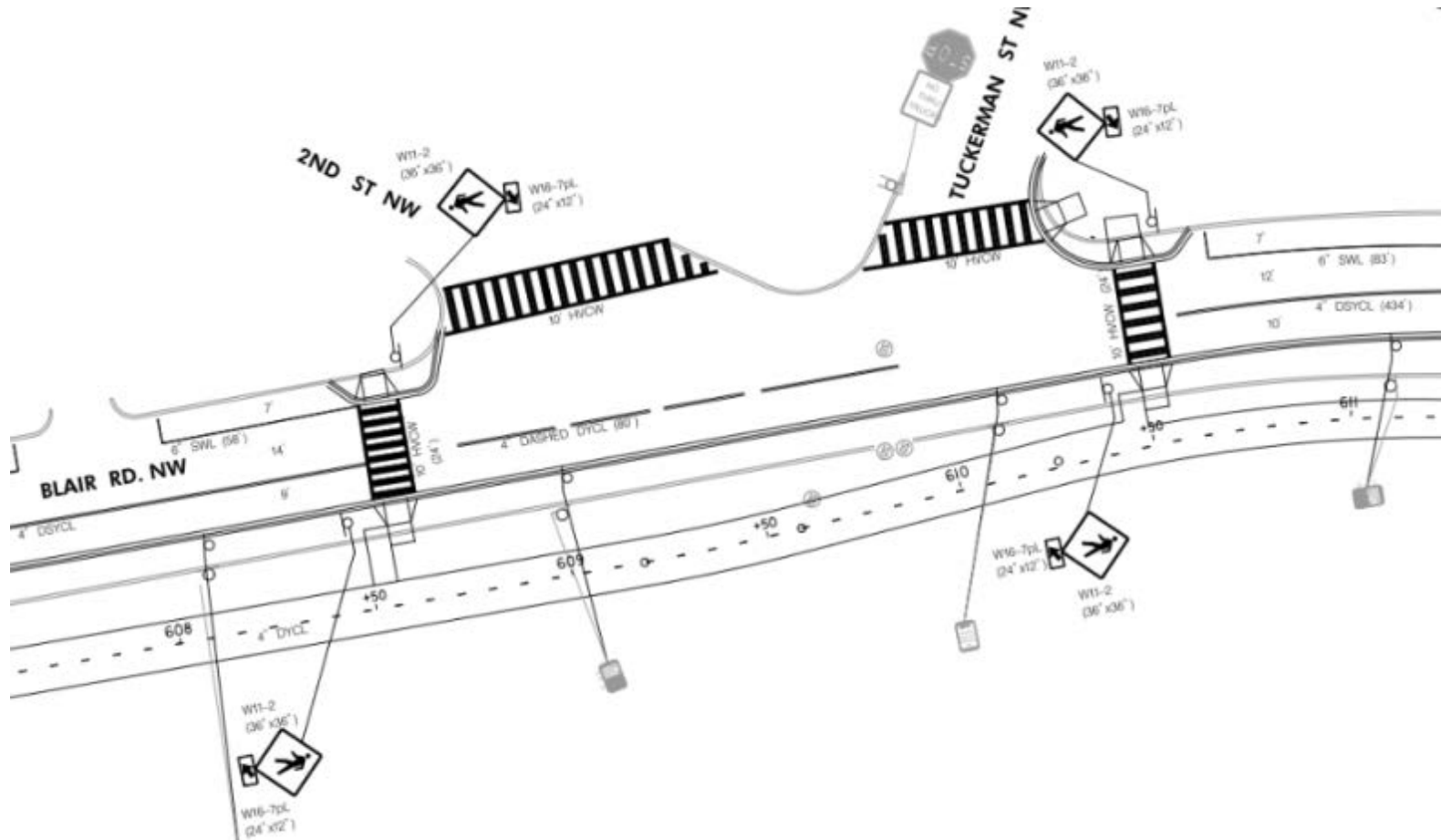


Lighting Proposed

- Adding new Philips Domus 55w LED to illuminate trail
- Upgrading existing street lighting to 215w LED
- Adding 100w LED Washington Globe



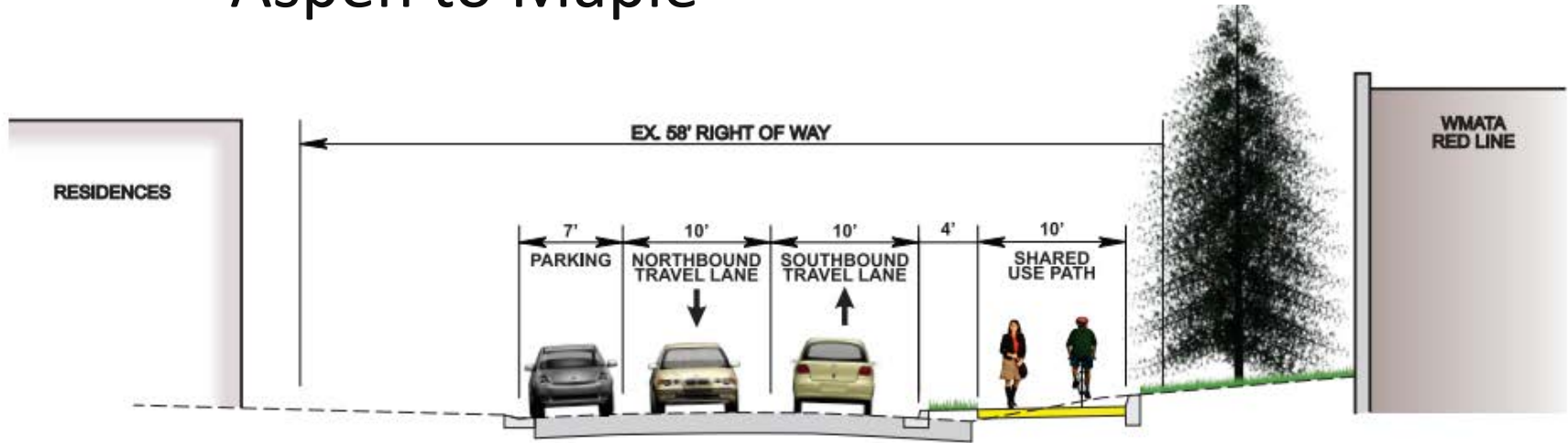
Crosswalk Treatments



Adding new ladder-style crosswalks; curb extensions, and signage to improve pedestrian crossings

Sandy Spring

Aspen to Maple

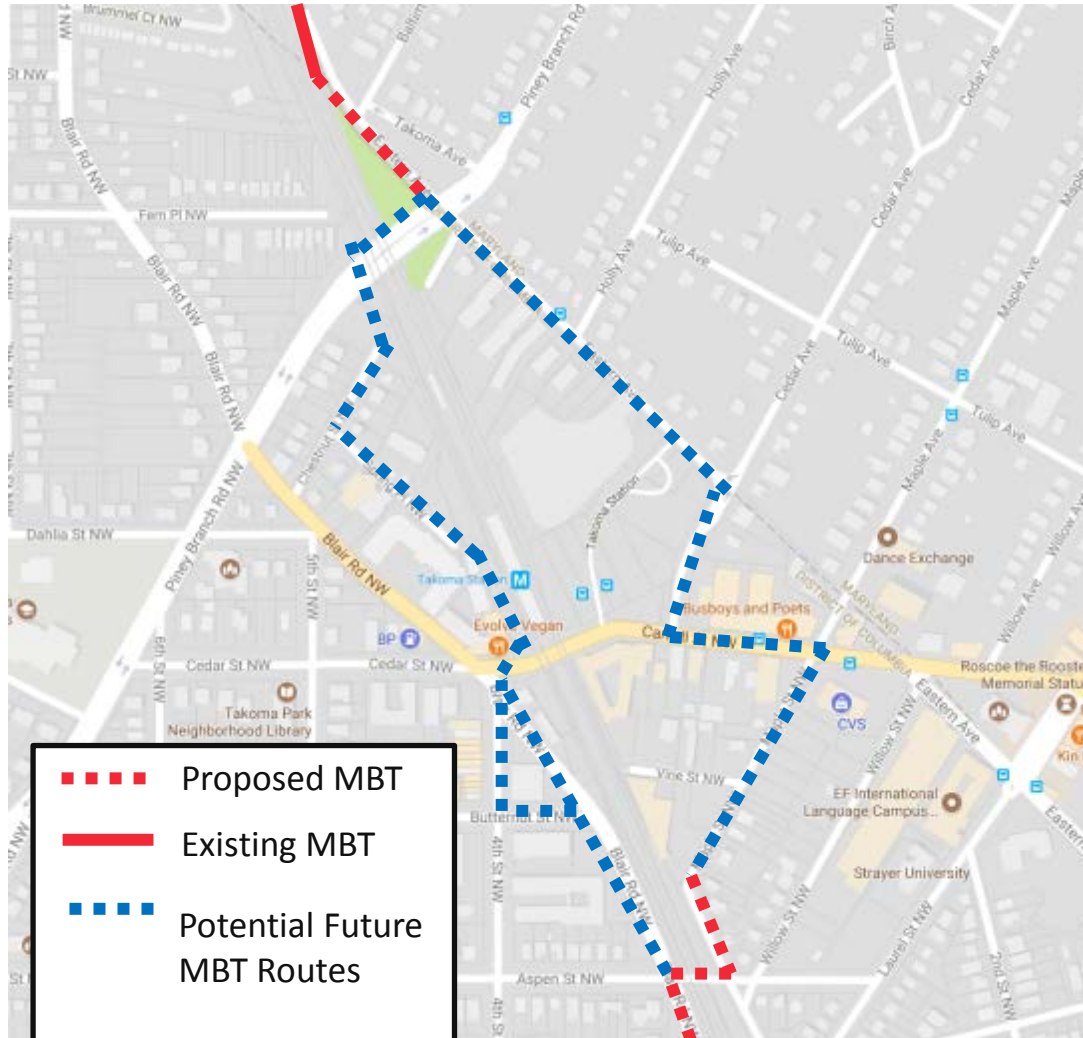


EXISTING CONDITIONS

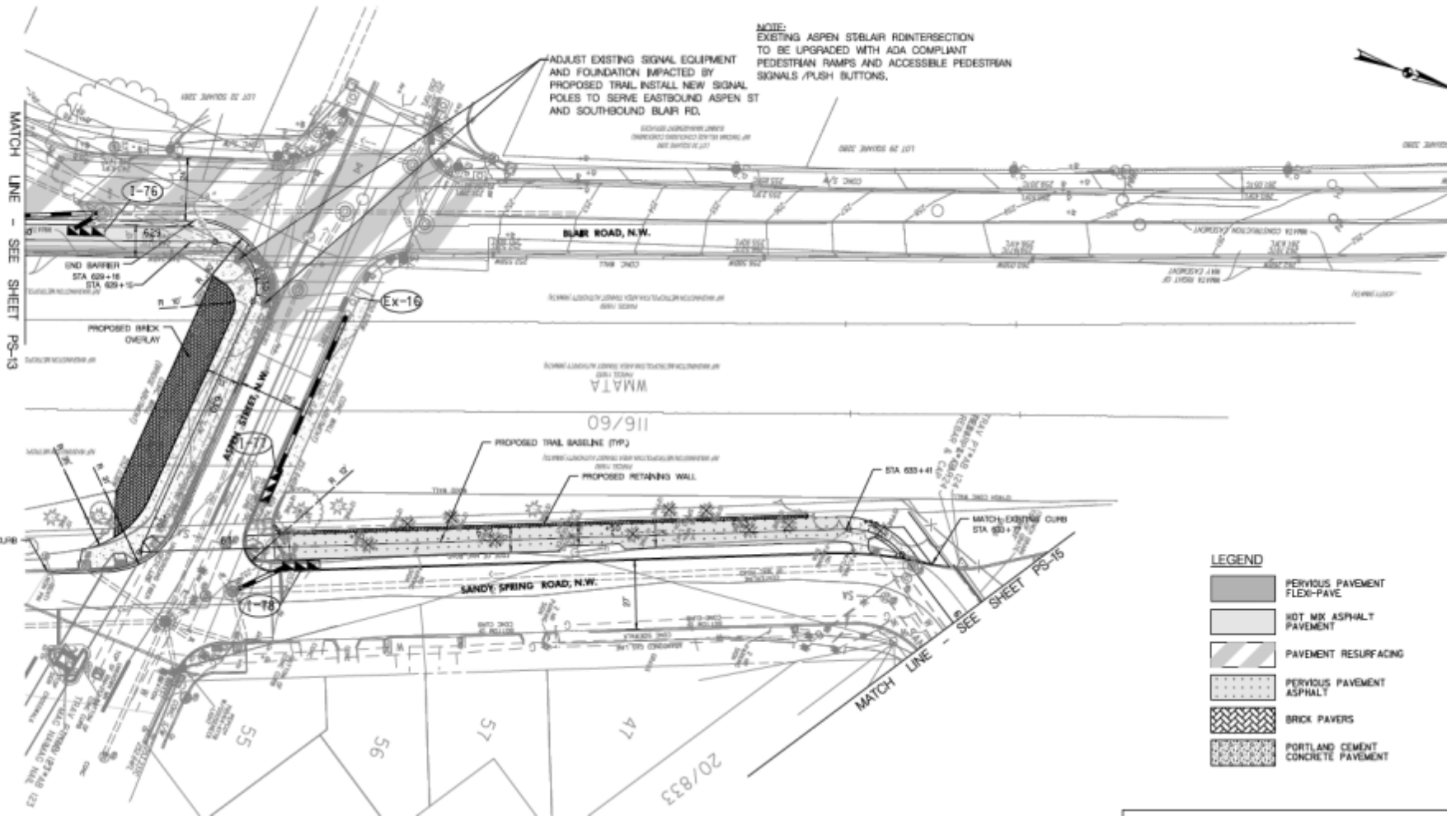


PROPOSED IMPROVEMENTS

Potential Future MBT Alignments



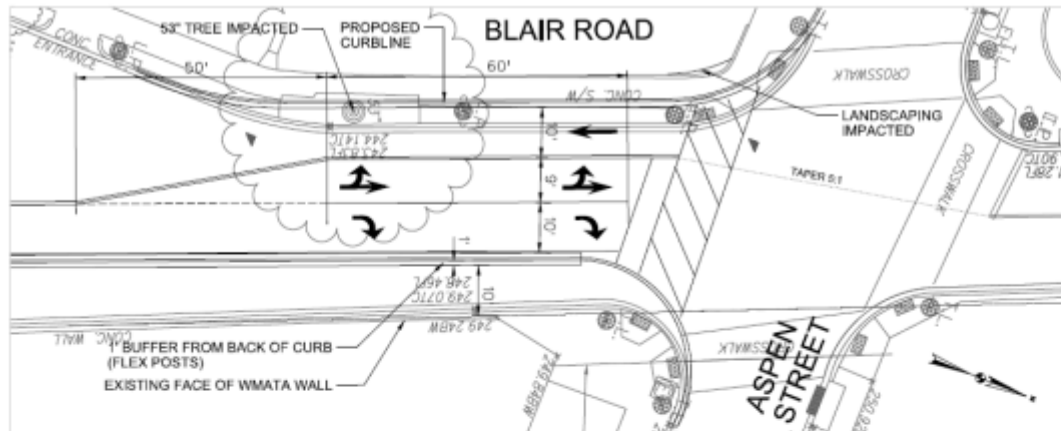
Blair and Aspen



Proposed Trail Design

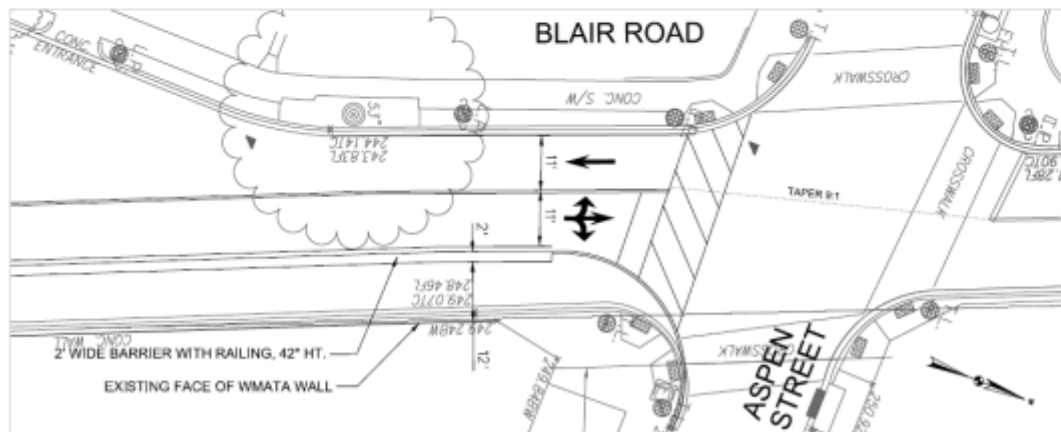
Blair and Aspen

NO.	DATE	BY	CHKD.



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	
DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE	
SCALE	

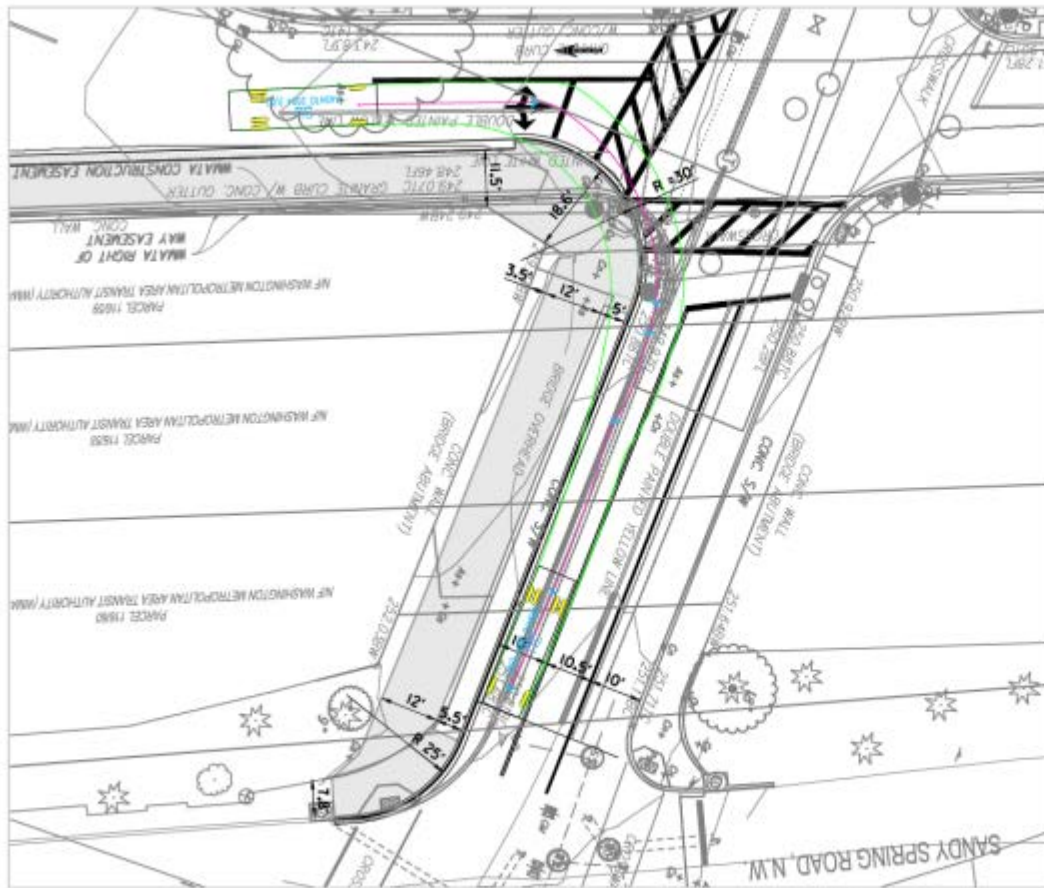
NO.	DESCRIPTION	DATE

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', 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>APPROXIMATELY 1.5 MILES TO THE METRO STATION</small>	PROJECT NO. ISSUED BY DATE OF PROJECT NO.
BLAIR ROAD & ASPEN STREET INTERSECTION OPTIONS	DRAWN BY DATE REV CHECK BY

NO.	DESCRIPTION	DATE	BY

NOT FOR CONSTRUCTION



Potential Westbound Aspen Left Turn Lane Option

More information available:
www.metbranchtrail.com

Questions?

Michael Alvino

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

michael.alvino@dc.gov

202-671-1321