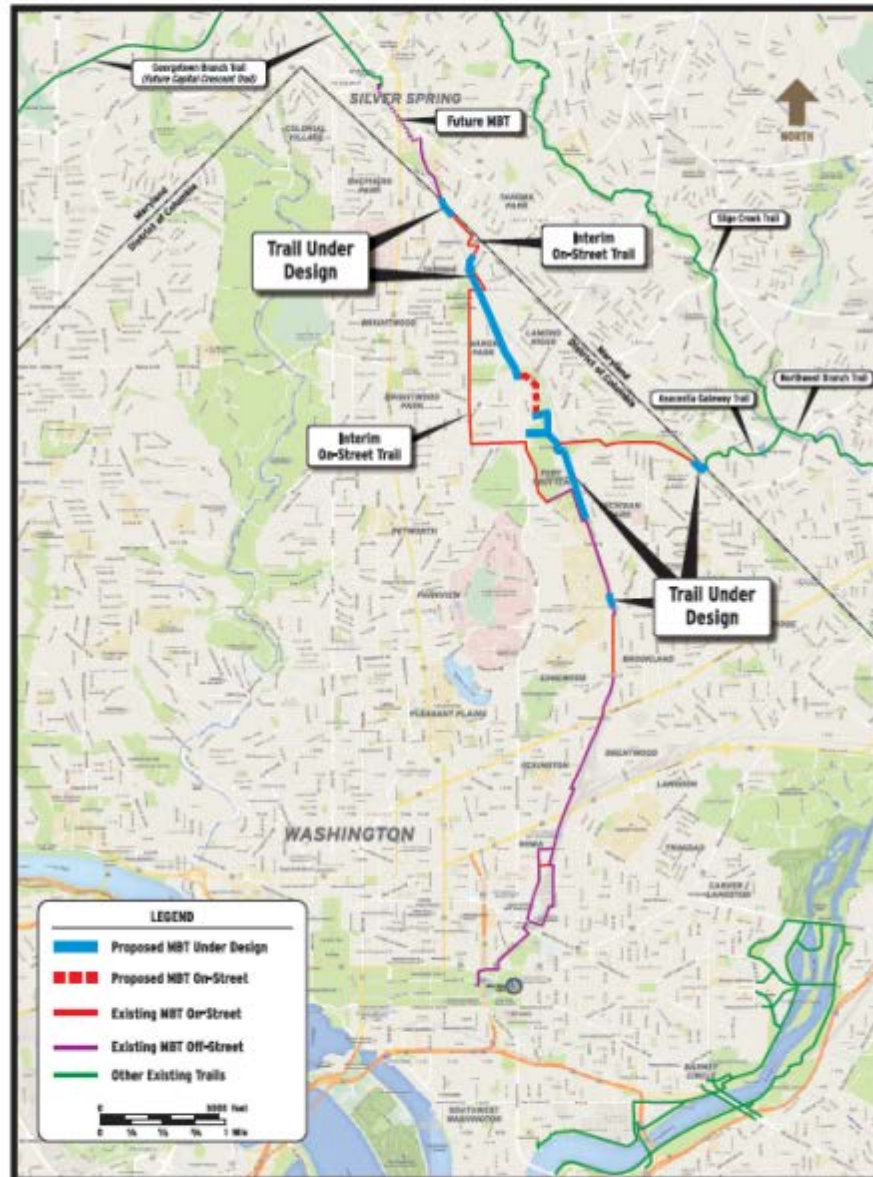


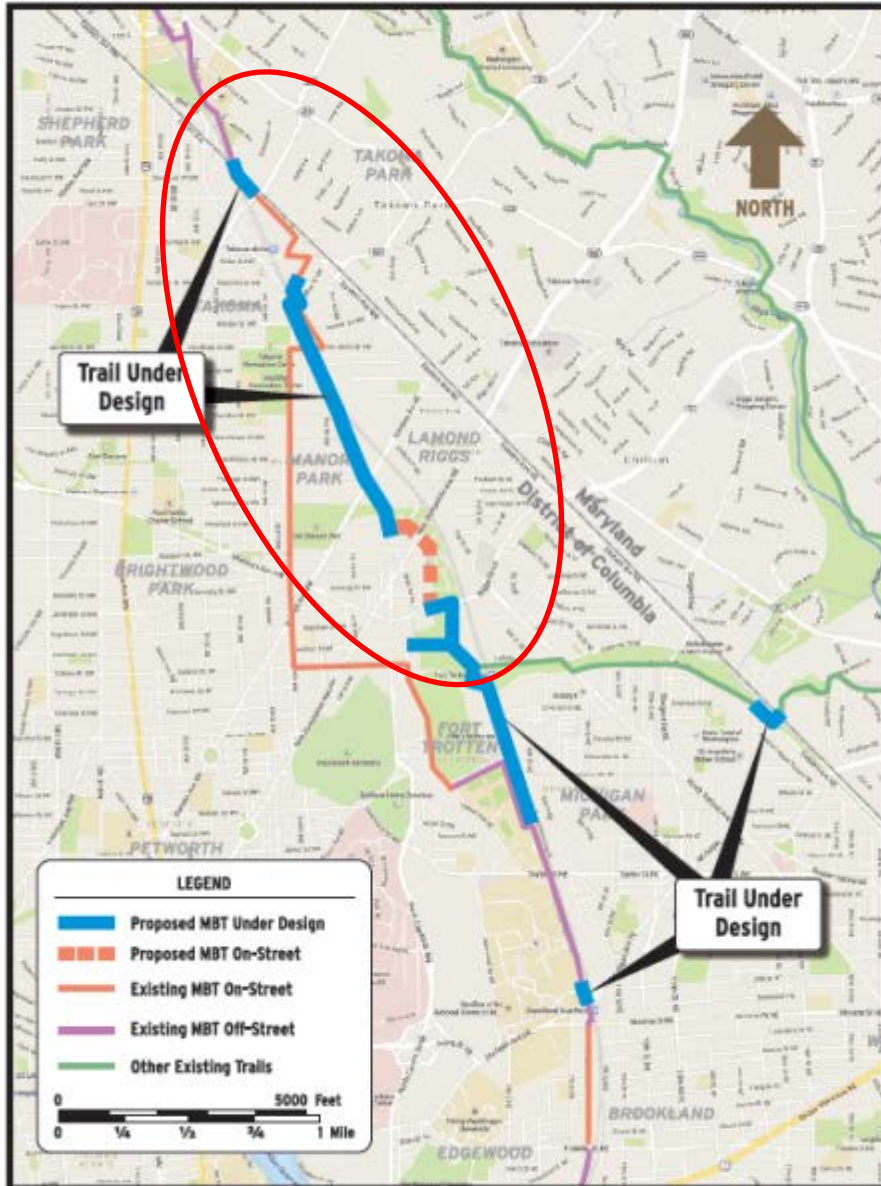


Metropolitan
Branch Trail
Fort Totten to Takoma
30% Design Update




June 1, 2017 – ANC 4B





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

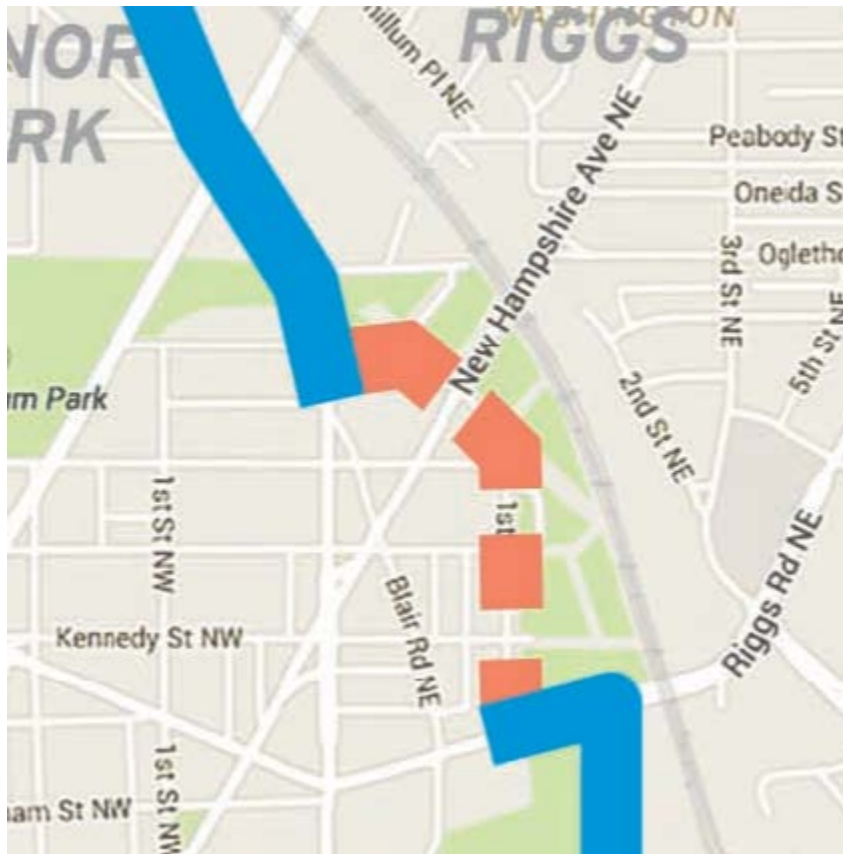
Brookland to Takoma - Public Involvement

- 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



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

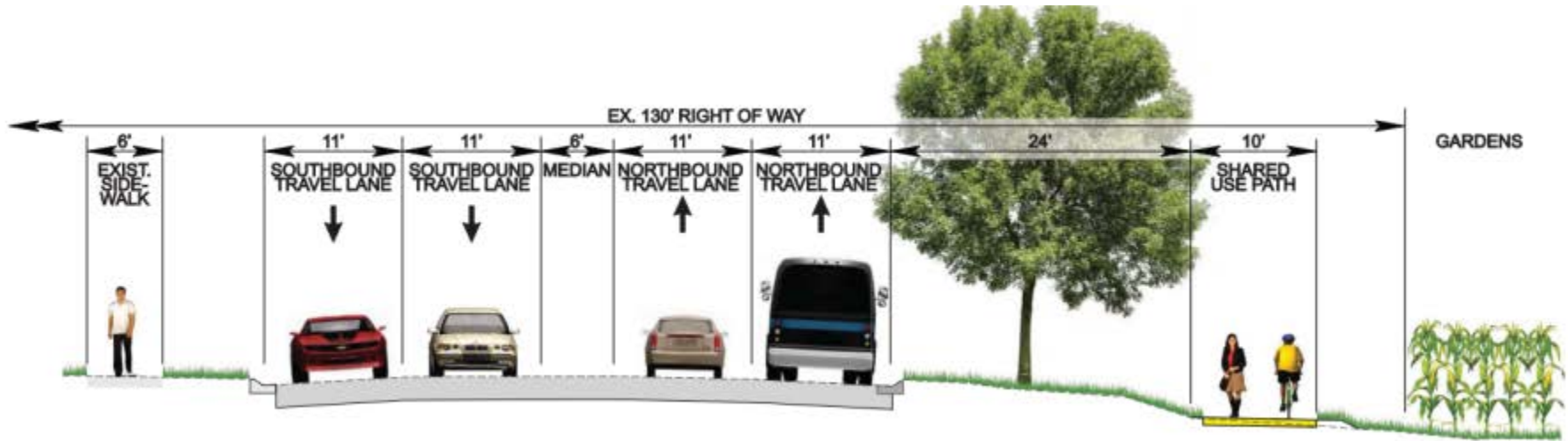
Longer Term / Alternate Routes

- 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

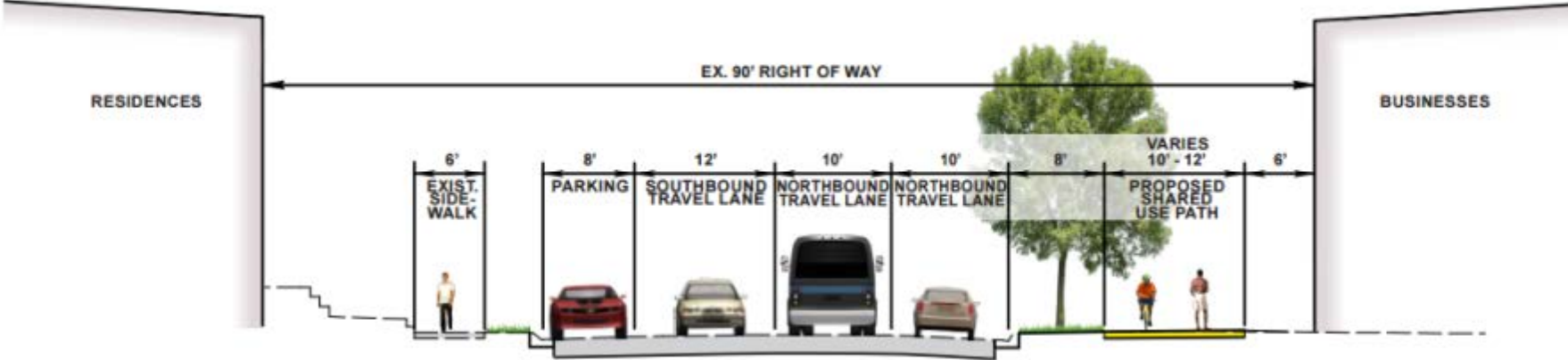


EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Blair Road Oglethorpe to Rittenhouse

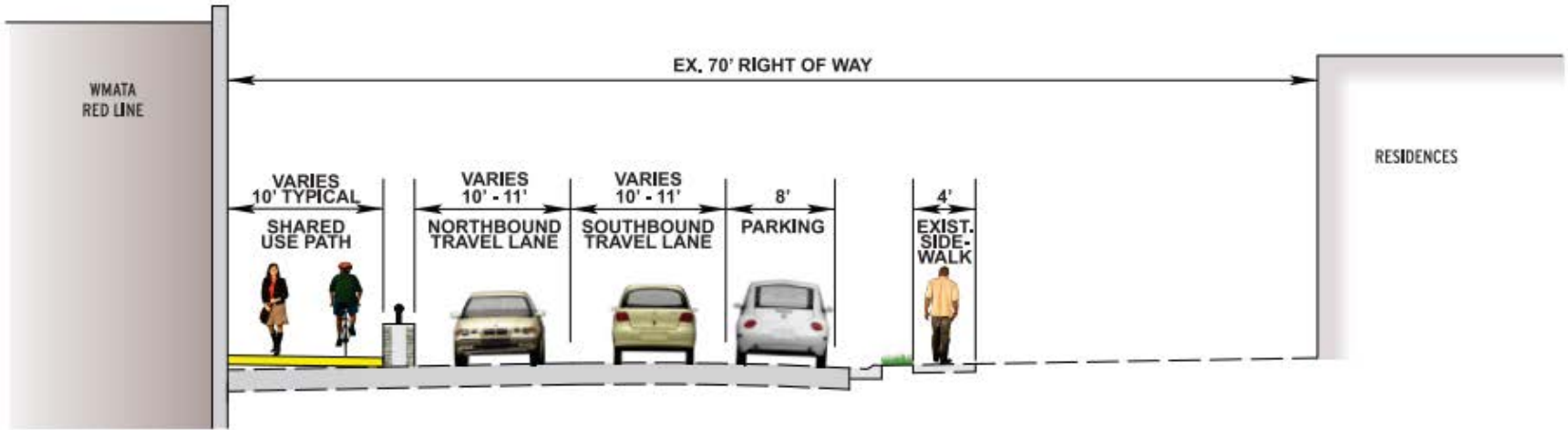


EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Blair Road Rittenhouse to Aspen

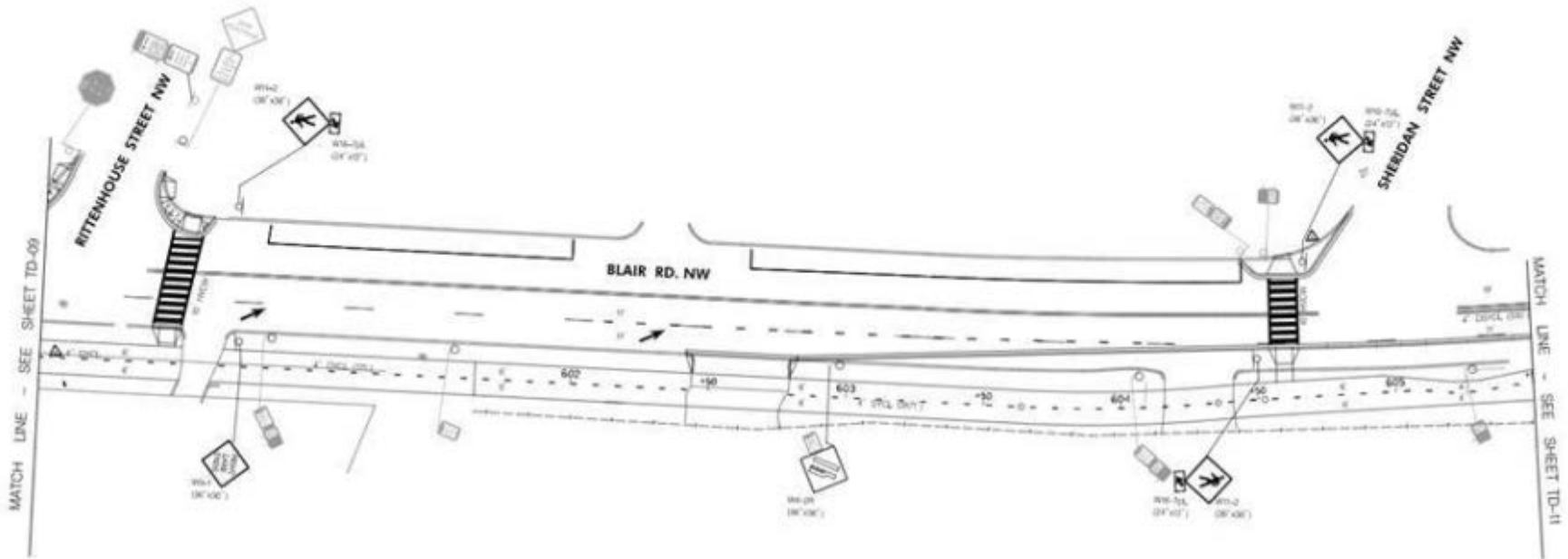


EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Blair Road Rittenhouse to Sheridan



- 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" DASH YELLOW CENTERLINE
- 4" SOLID YELLOW TRAIL CENTERLINE
- 4" SOLID WHITE TRAIL EDGE LINE
- 4" DASH WHITE TRAIL EDGE LINE
- 12" SINGLE WHITE LINE
- 4" DOUBLE SOLID YELLOW CENTERLINE
- CROSSWALK WITH 4" SBL FOR PARALLEL LINES AND 2" SBL W/ 6" G.C. ALIGNED WITH CURB, UNLESS OTHERWISE NOTED



30% Design
November, 2016
Not for Construction

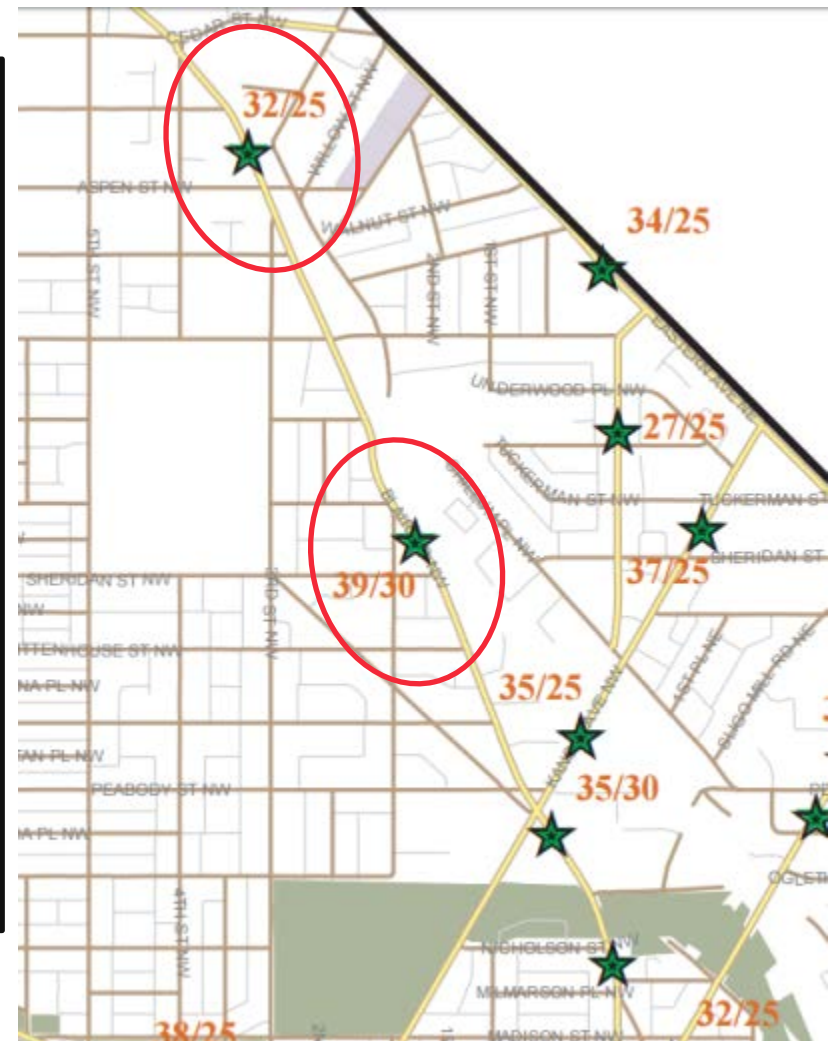


D.C. DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE PROJECT MANAGEMENT ADMINISTRATION	
CONSTRUCTION OF THE METROPOLITAN BRANCH TRAIL BETWEEN RITTENHOUSE STREET NW AND SHERIDAN STREET NW	
DRAWN BY: [Name] CHECKED BY: [Name] APPROVED BY: [Name]	DATE: 11/16/16 SHEET NO: 94
SIGNING AND MARKING PLAN	

Blair Road Safety

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

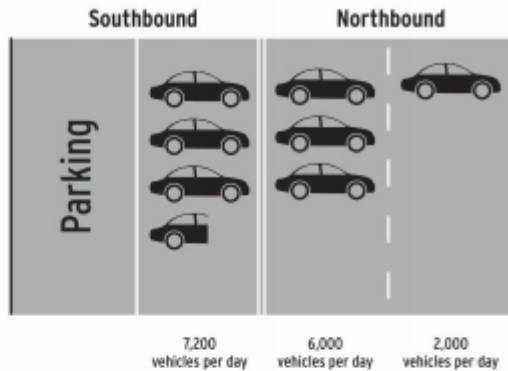
Total Number of Accident:	81
Total Number of Fatalities:	0
Total Number of Injuries:	56
Total Number of Disabling Injuries:	2
Total Number of NonDisabling Injuries:	13
Total Number of Pedestrians Involved:	1
Total Number of Bicycles Involved:	0
Total Number of Motorcycles Involved:	0



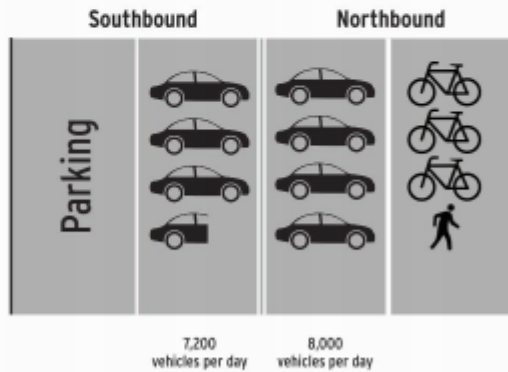
85th Percentile Speed/ Speed Limit


Blair Road Lane Reduction

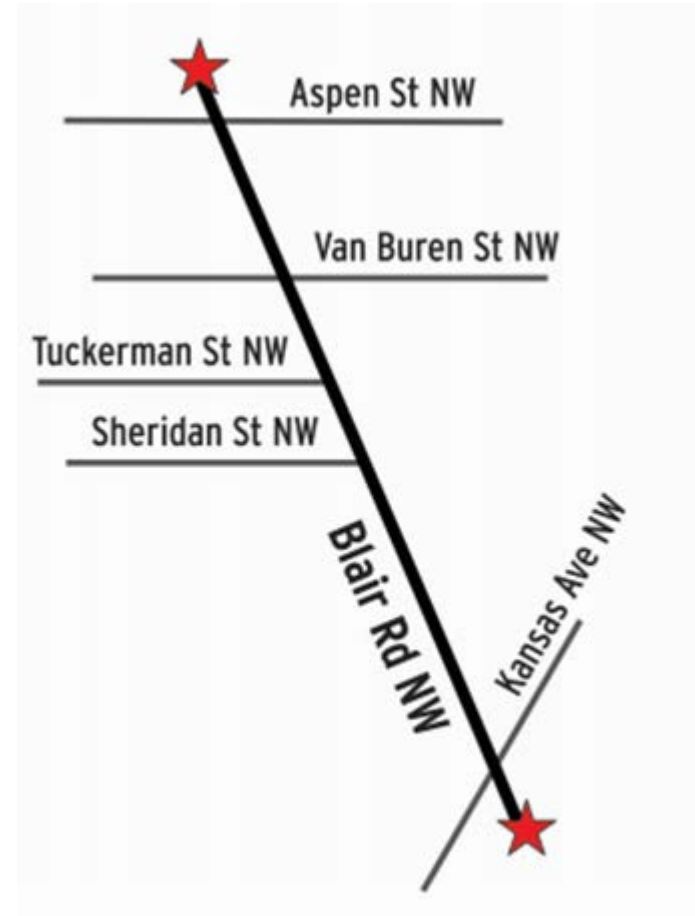
**Current
(No-Build)**



**With Trail
(Lane Drop)**

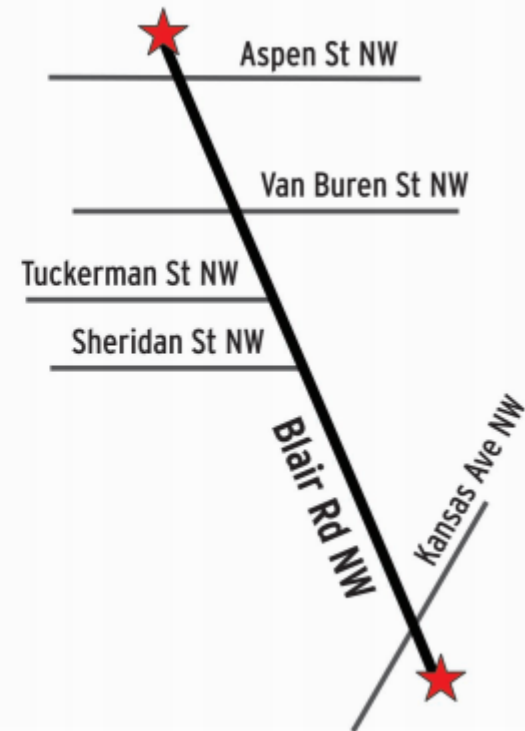


 = 2,000 Vehicles



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



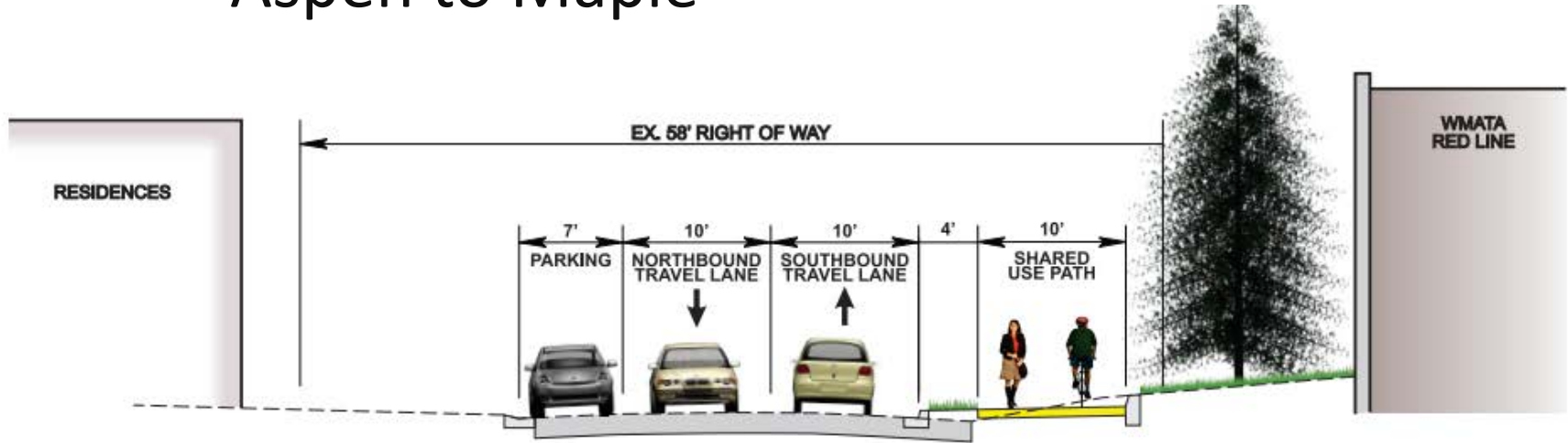
Traffic Diversion:

- 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



Sandy Spring

Aspen to Maple

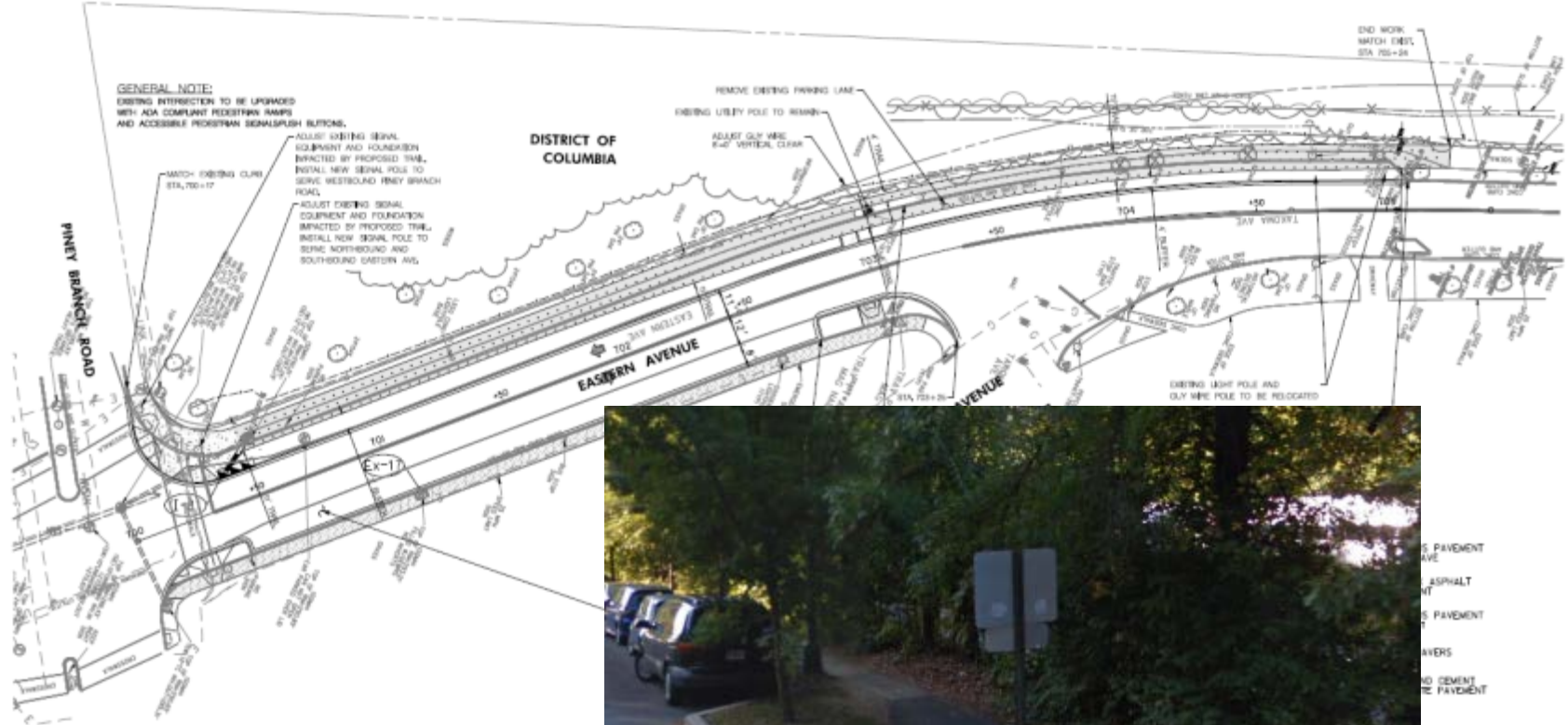


EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Eastern Ave at Piney Branch Rd



30% Design

AS PAVEMENT
AVE
ASPHALT
NT
S PAVEMENT
AVERS
NO CEMENT
TE PAVEMENT

TRANSPORTATION
MANAGEMENT ADMINISTRATION

CH TRAIL

PROJECT ENG.	_____
DESIGNED BY	_____
DRAWN BY	_____
PROJECT MGR.	_____

Next Steps / Schedule

Metropolitan Branch Trail Fort Totten to Takoma Schedule - May 2017

Year	2016	2017				2018				2019			
Season	fall	winter	spring	summer	fall	winter	spring	summer	fall	winter	spring	summer	fall
Project Phase													
Complete 30% design	█	█											
Procure 100% design			█	█									
Complete 100% design					█	█	█						
Procure construction contract								█	█				
Construction										█	█	█	█

More information available:
www.metbranchtrail.com

Questions?

Michael Alvino

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Planning and Sustainability Division
District Department of Transportation

michael.alvino@dc.gov

202-671-1321