

Metropolitan Branch Trail in Brookland Alignment Options Public Meeting

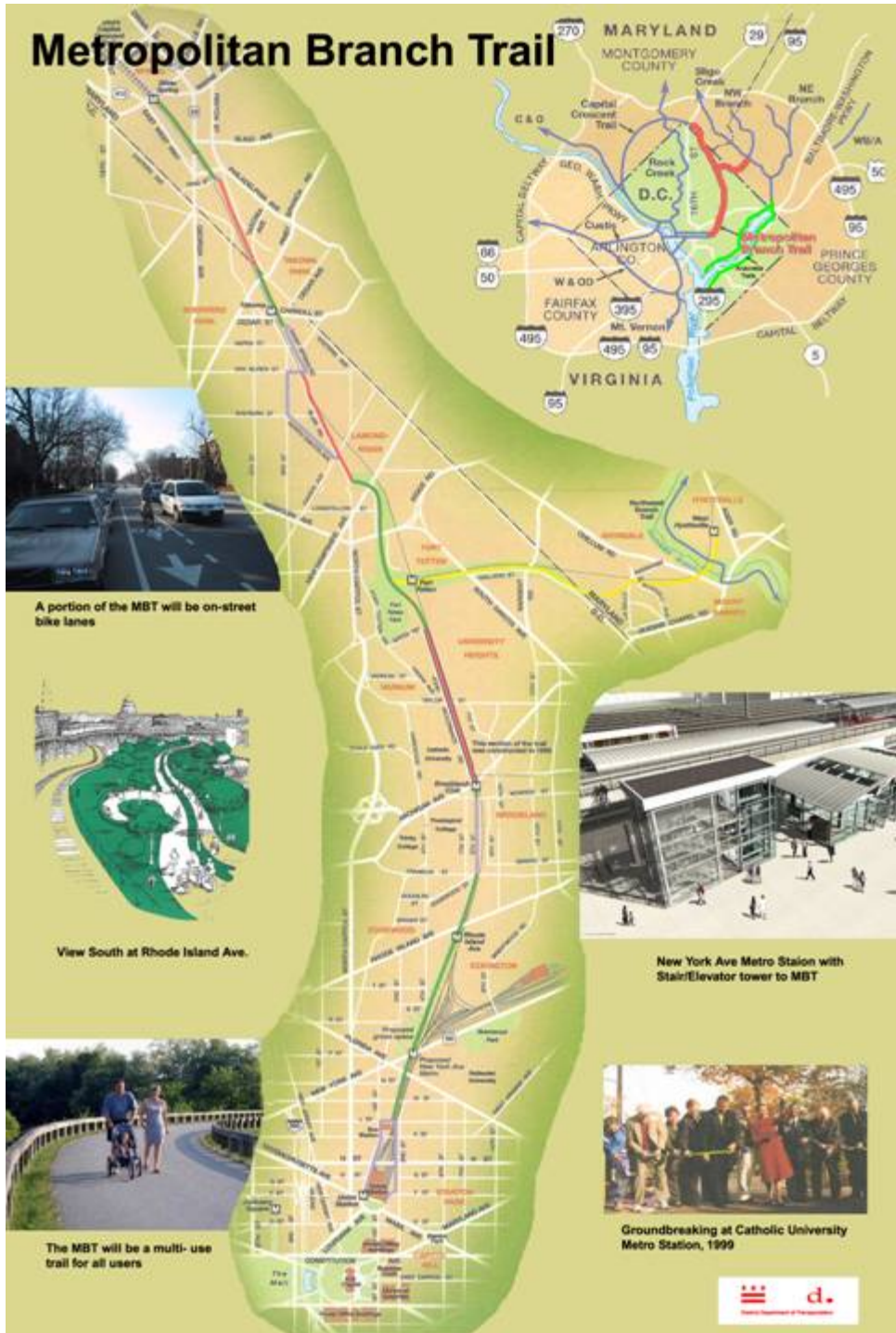


June 15, 2004

Prepared by:



Metropolitan Branch Trail



Introduction to the MBT

- 7 miles in District of Columbia
- 8.25 miles total (DC & MD)
- Silver Spring to National Mall
- Ft. Totten to Prince George's County (1.25 mi.)
- Provides Recreation and Transportation
- Missing Link in Regional Trail System
- Part of the East Coast Greenway

Status Report

- McCormack Rd. – Off-Road Path, Built
- 1st St., NE – On-Road Bike Lanes, Built

- NY Ave. Metro – Off-Road Path, Under Construction
- 8th St., NE – On-Road Section, Under Construction
- 2nd St., NE – Off-Road Path, In-Design
- Union Station/Columbus Circle – In-Design

- CSX properties – Being Acquired & Design Concepts
- Ft. Totten Area – Environmental Review and Concept Planning
- Brookland and Other Areas – Design and Alignment Concepts

Presentation Outline

- Trail Overview
- Tour of Brookland Alignment Options

Trail Planning Overview

- Common Terms
- Expected Users
- Trip Types Served
- Design Objectives

Common Terms

- Shared Use Path
 - Trail, Sidepath, Path, Pathway, Off-street path,
Off-road path
 - In Brookland, 10-12 feet of hard surface.
- Bike Lanes (5 feet wide)
- Shared Use Street

Shared Use Path



Shared Use Path in a Sidepath setting



Bike Lanes



Shared Use Street



Expected Users of the MBT

Bicyclists

- A—Advanced
- B—Basic
- C—Children

Pedestrians

- Runners and Joggers
- Children
- People Pushing Strollers
- Elderly People
- Disabled people with various assistive devices
- Walkers

In-Line Skaters

Trails Users are Diverse



Trip Types Served

- Utilitarian transportation
- Recreation and exercise
- Access to Metro Stations
- Commuting to work and school
- Access to historic sites and regional trail system
- Regional Tourism, East Coast Greenway visitors

Design Objectives

- Provide off-street path wherever possible.
- Provide on-street accommodations where off-street path does not meet needs of Class A bicyclists.
- Where possible, provide grade separations at major arterial roads (bridges or tunnels); as well as at-grade crossings.
- Use special striping for shared use streets.

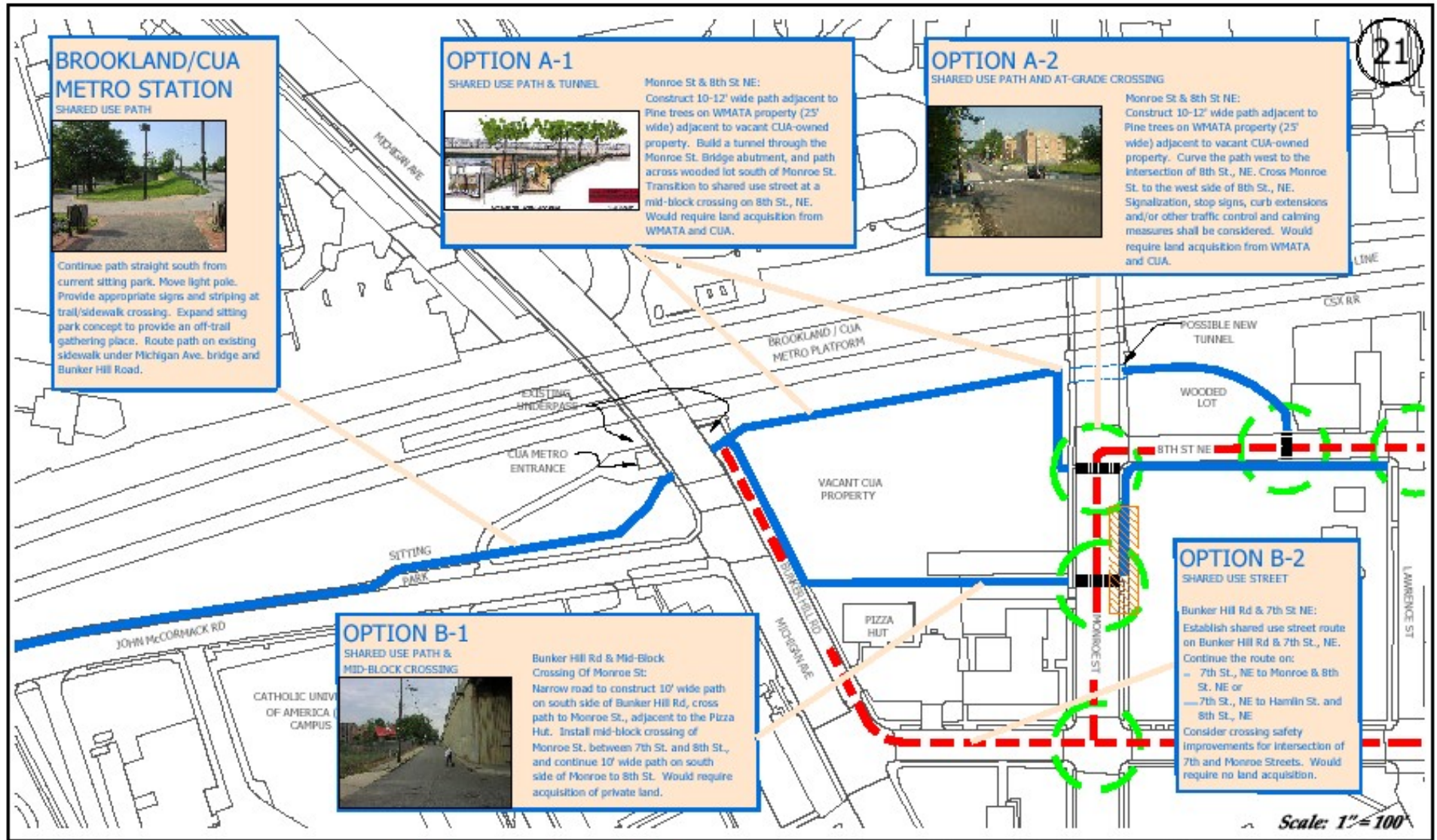
Design Objectives (cont.)

- Keep the trail in visible public settings to increase security and safety.
- Include traffic calming measures when possible.
- Interpret neighborhood history and culture along the trail.
- Integrate art into the trail infrastructure and materials, and into public spaces that the trail passes through.
- Create a trail “signature” for continuity and character.

Possible Signature Elements



Potential Metropolitan Branch Trail Alignments in Brookland



LEGEND

SIDE LANE
 SHARED USE PATH
 PARKING TO BE REMOVED
 SHARED USE STREET
 FOCUS AREA

Metropolitan Branch Trail
Washington, D.C.

Draft Trail Layout
Brookland Section
May, 2004



MBT is already constructed as a sidepath along John McCormack Road, adjacent to Catholic University.



The path ends in a sitting park near the Brookland/CUA Metro Station.



It can be continued south, across the Metro access sidewalk, through existing green space.



It can pass under the Michigan Ave. Bridge, avoiding conflicts with the highest volume of pedestrians entering and exiting the CUA Metro Station.



There is good visibility and a sense of openness under Michigan Ave.



Green space and walls present an opportunity to extend the “sitting park” and create a vibrant and more attractive trail node using landscaping, benches and artwork.

Option A-1 Shared Use Path & Tunnel



A 10-12 foot wide path can be located on a 25-foot strip of land owned by Metro, adjacent to the vacant lot owned by CUA. This land is currently planted with Pine trees, which may be able to be retained.

Option A-1 Shared Use Path & Tunnel



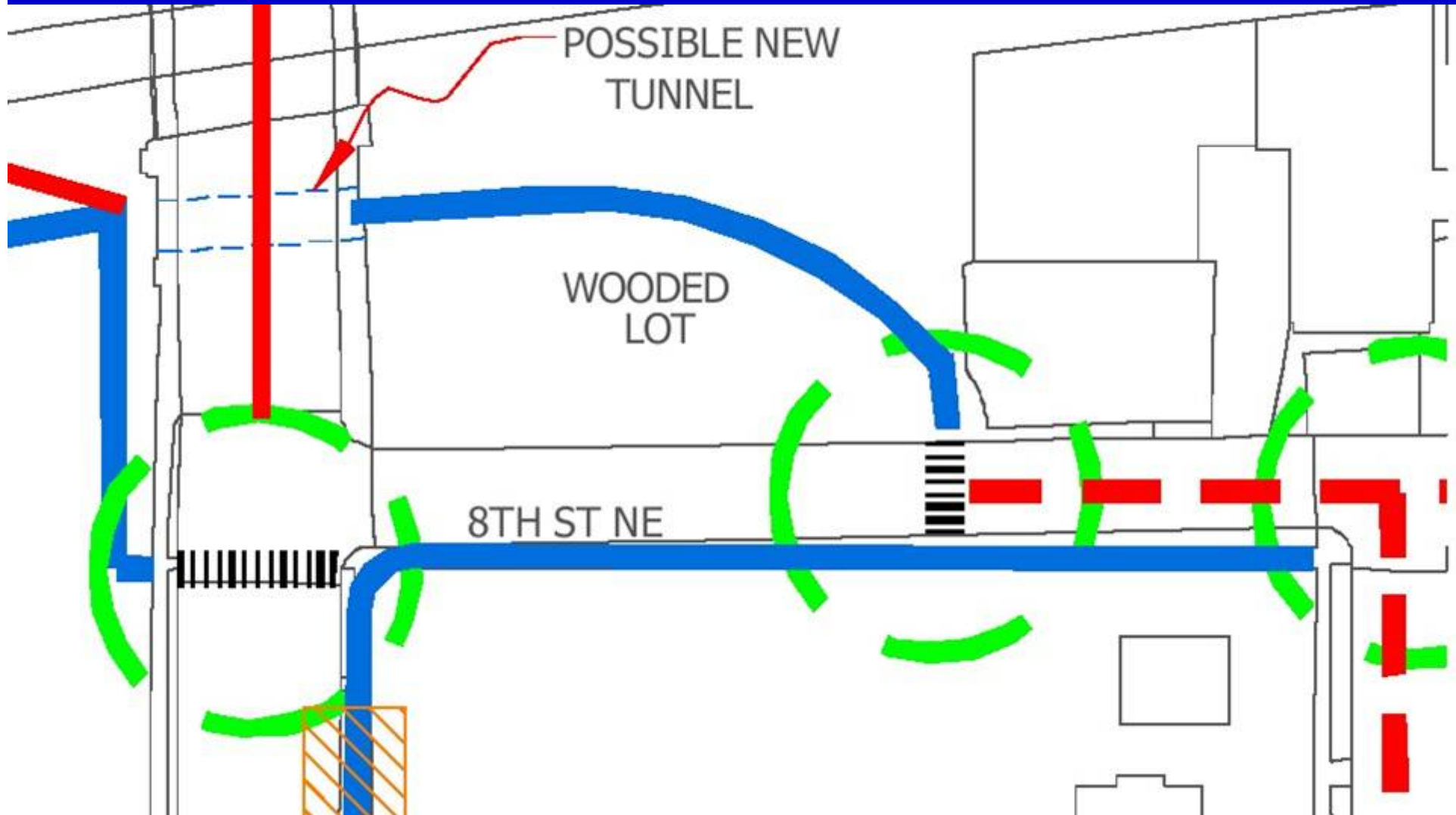
At Monroe St., it is possible to create an opening in the bridge abutment and allow the trail to pass under Monroe, in a tunnel.

Option A-1 Shared Use Path & Tunnel



Potential Tunnel under Monroe Street

Option A-1 Shared Use Path & Tunnel



Path would connect to 8th St. mid-block between Monroe and Lawrence.

Option A-2 Shared Use Path & At-Grade Crossing of Monroe St. at 8th St.



A 10-foot wide path would curve west at Monroe and meet the sidewalk opposite the end of 8th St., NE.

Option A-2 Shared Use Path & At-Grade Crossing of Monroe St. at 8th St.



This crossing could include curb extensions, a median refuge, and various other improvements focused on calming the traffic on Monroe St.

Monroe St. Crossing Challenges



When waiting to cross Monroe at 8th St., it is difficult to see cars coming over the Monroe St. bridge.

Monroe St. Crossing Challenges



It is difficult to see pedestrians crossing at 8th St. when driving over the Monroe St. bridge. Vehicles tend to make two lanes westbound; making a left turn onto 8th is difficult.

Monroe St. Bike Lanes

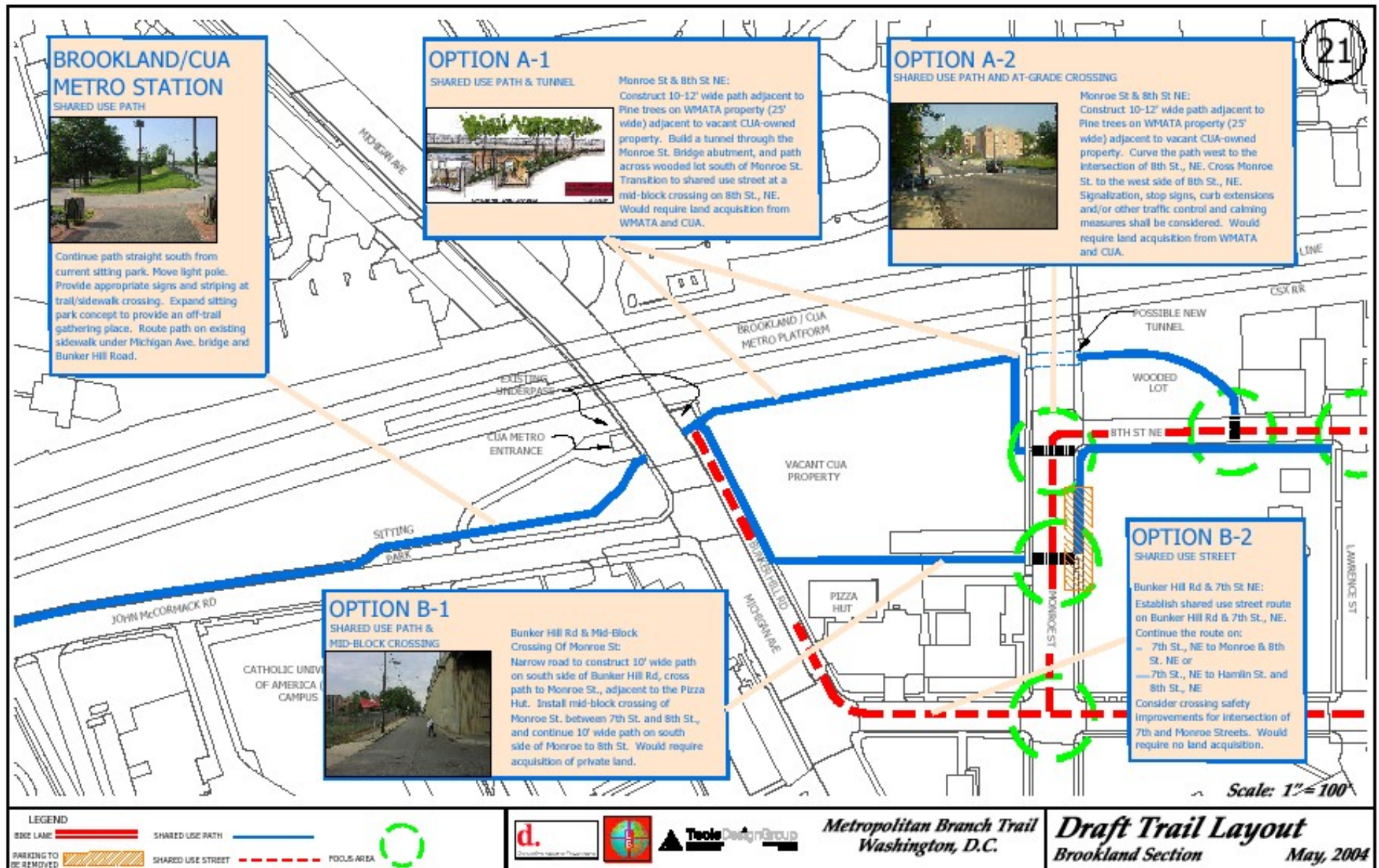


Bike lanes can be added to Monroe St. from 12th to Michigan to improve connectivity to the trail, improve accommodations for area bicyclists, and help calm traffic.

Views of the intersection today



Options B-1 and B-2

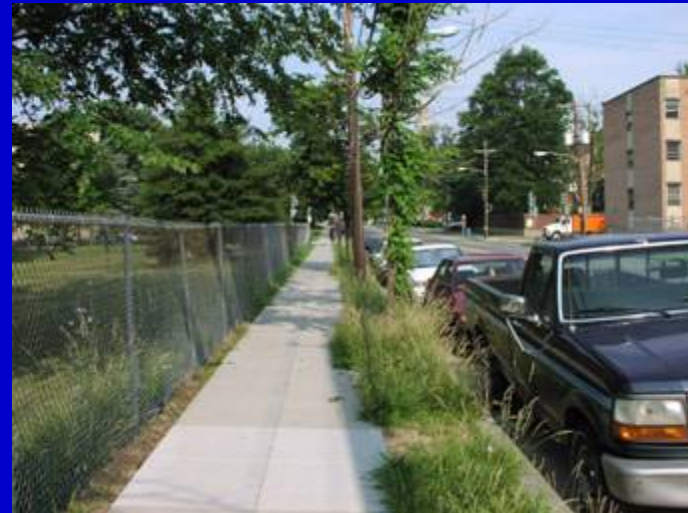


Options B-1 and B-2



Use Bunker Hill Road next to Michigan Ave.

Option B-1



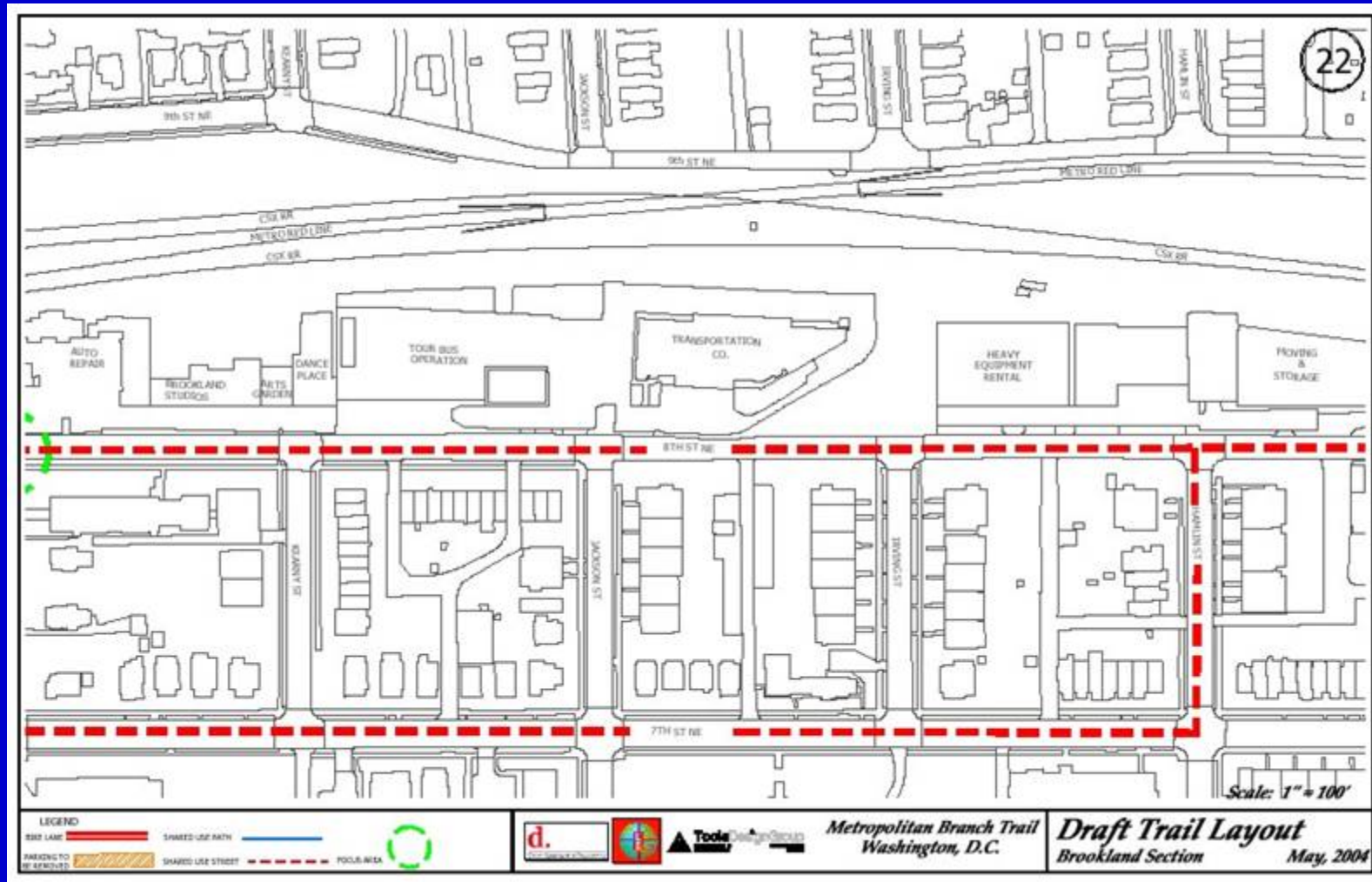
**Shared Use Path or Shared use Street to Pizza Hut;
path to Monroe St., mid-block crossing of Monroe St.; path to 8th St.**

Option B-2



**Shared Use Path or Shared use Street to Pizza Hut;
Shared Use Street on 7th NE. Using Monroe St. to 8th NE, or
down 7th to Hamlin, then back to 8th St.**

Option A: 8th St. NE / Option B: 7th St., NE



Shared Use Streets