Metropolitan Branch Trail in Brookland
Alignment Options Public Meeting

June 15, 2004

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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
**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.
Potential Metropolitan Branch Trail Alignments in Brookland

**BROOKLAND/CUA METRO STATION**

*SHARED USE PATH*

Continue path straight south from current sitting park. Move light pole. Provide appropriate signs and striping at trail/sidewalk crossing. Expand sitting park concept to provide an off-trail gathering place. Route path on existing sidewalk under Michigan Ave., bridge and Bunker Hill Road.

**OPTION A-1**

*SHARED USE PATH & TUNNEL*

Monroe St & 8th St NE:
- Construct 10'-12" wide path adjacent to Pine trees on WMATA property (25' wide) adjacent to vacant CUA-owned property. Build a tunnel through the Monroe St. Bridge abutment, and path across wooded lot south of Monroe St. Transition to shared use street at a mid-block crossing on 8th St., NE. Would require land acquisition from WMATA and CUA.

**OPTION A-2**

*SHARED USE PATH & AT-GRADE CROSSING*

Monroe St & 8th St NE:
- Construct 10'-12" wide path adjacent to Pine trees on WMATA property (25' wide) adjacent to vacant CUA-owned property. Curve the path west to the intersection of 8th St., NE. Cross Monroe St. to the west side of 8th St., NE. Signalization, stop signs, curb extensions and/or other traffic control and calming measures shall be considered. Would require land acquisition from WMATA and CUA.

**OPTION B-1**

*SHARED USE PATH & MID-BLOCK CROSSING*

Bunker Hill Rd & Mid-Block Crossing of Monroe St:
- Narrow road to construct 10' wide path on south side of Bunker Hill Rd, cross path to Monroe St., adjacent to the Pizza Hut. Install mid-block crossing of Monroe St. between 7th St. and 8th St., and continue 10' wide path on south side of Monroe to 8th St. Would require acquisition of private land.

**OPTION B-2**

*SHARED USE STREET*

Bunker Hill Rd & 7th St NE:
- Establish shared use street route on Bunker Hill Rd & 7th St., NE. Continue the route on:
  - 7th St., NE to Monroe & 8th St., NE or
  - 7th St., NE to Hamlin St. and 8th St., NE
- Consider crossing safety improvements for intersection of 7th and Monroe Streets. Would require no land acquisition.

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Metropolitan Branch Trail Layout
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.
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.
This crossing could include curb extensions, a median refuge, and various other improvements focused on calming the traffic on Monroe St.
When waiting to cross Monroe at 8th St., it is difficult to see cars coming over the Monroe St. bridge.
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.
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

**Option B-1**: Shared Use Path & Mid-Block Crossing
- Bunker Hill Rd & Mid-Block Crossing of Monroe St.
- Narrow road to construct 10` wide path on south side of Bunker Hill Rd, cross path to Monroe St., adjacent to the Pizza Hut.
- Install mid-block crossing of Monroe St. between 7th St. and 8th St., and continue 10` wide path on south side of Monroe to 8th St. Would require acquisition of private land.

**Option A-1**: Shared Use Path & Tunnel
- Monroe St & 8th St NE:
  - Construct 10-12` wide path adjacent to Pine trees on WMATA property (23` wide) adjacent to vacant CUA-owned property. Build a tunnel through the Monroe St. Bridge abutment, and path across wooded lot south of Monroe St.
  - Transition to shared use street at a real-block crossing on 8th St., NE. Would require land acquisition from WMATA and CUA.

**Option A-2**: Shared Use Path and At-Grade Crossing
- Monroe St & 8th St NE:
  - Construct 10-12` wide path adjacent to Pine trees on WMATA property (23` wide) adjacent to vacant CUA-owned property. Curve the path west to the intersection of 8th St., NE. Cross Monroe St. to the west side of 8th St., NE.
  - Signalization, stop signs, curb extensions and/or traffic control and calming measures shall be considered. Would require land acquisition from WMATA and CUA.
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