



Metropolitan
Branch Trail
Fort Totten to Takoma
30% Design Update

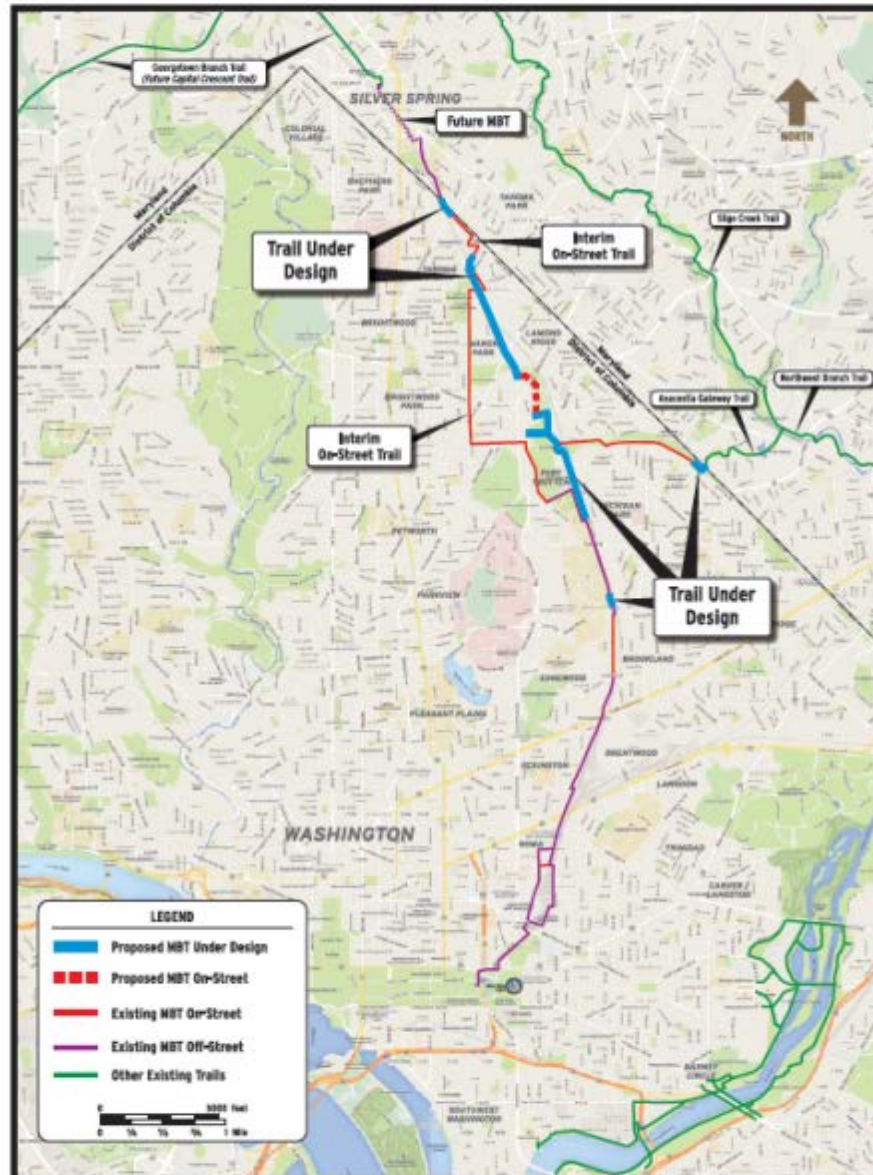


February 21, 2018
Greater St. Paul Baptist Church

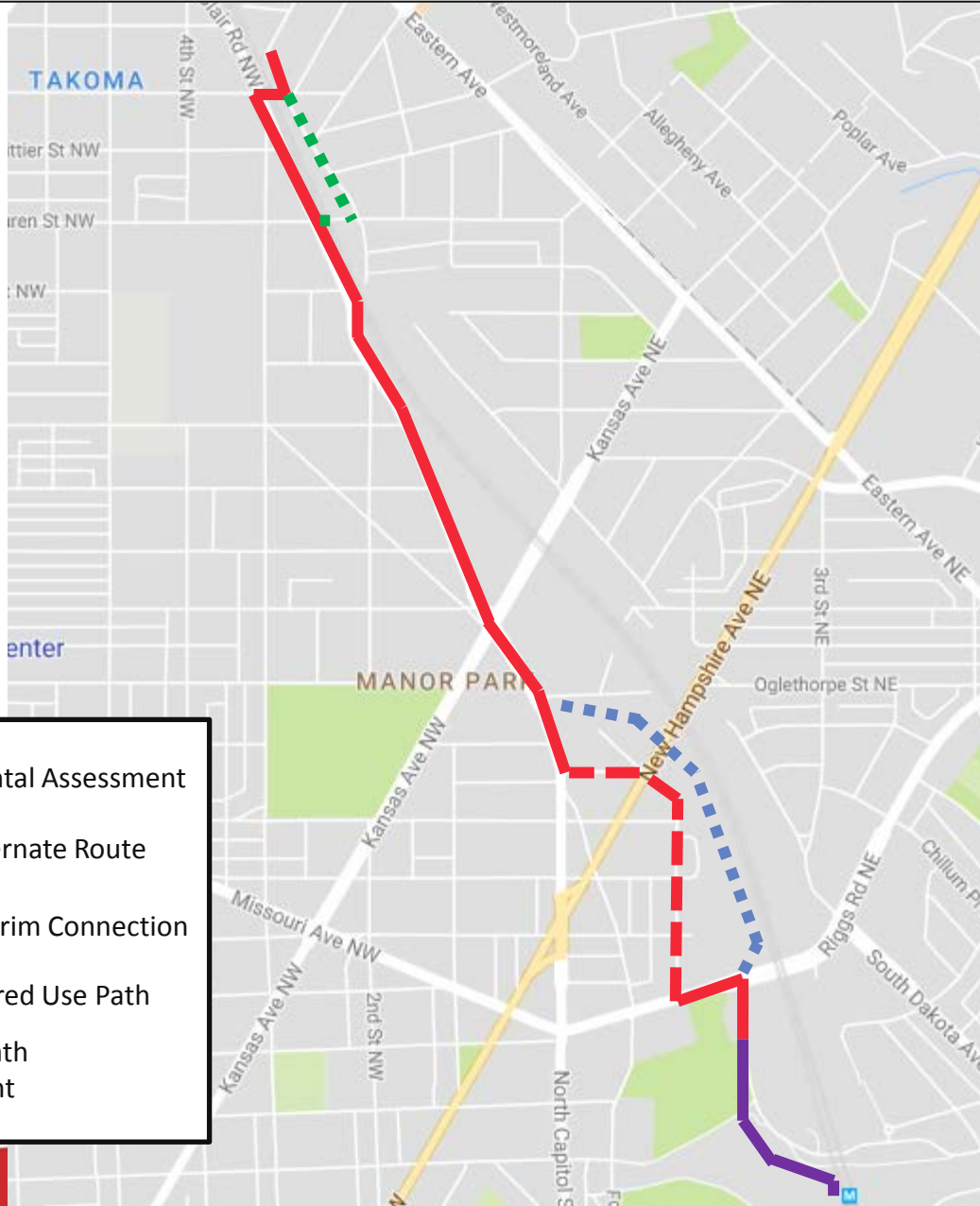
Agenda



1. Overview of Metropolitan Branch Trail Project
2. Review of Previous Metropolitan Branch Trail Studies
3. Update on Metropolitan Branch Trail 30% Design
4. Project Costs
5. Project Schedule
6. Other



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 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
- 2018 – ANC 4B resolution in support of the trail project (January)

Previous MBT Studies

- Environmental Assessment (EA) for the Metropolitan Branch Trail from Brookland to Takoma (NPS Property) was conducted in 2010 – 2011
- EA evaluated the environmental impacts of routes
- NPS issued “Finding of No Significant Impact” in 2012
- **Selected alternative which routes trail on First St NE and McDonald Place**
- Did not select alternative on NPS property north of Riggs Rd
- DDOT completed preliminary design 2015-2016



Previous MBT Studies

- Did not study a potential bridge over New Hampshire Ave
- Did not study a potential tunnel under New Hampshire Ave
- Did not study a potential bridge over Riggs Rd
- Did not study connection through the Oglethorpe Community Garden



Status of Environmental Assessment

- 2016: DDOT requested NPS revisit the decision made in the 2012 FONSI
- 2017: NPS agreed to re-examine potential trail alignments
- 2018: DDOT plans to begin new Environmental Assessment
 - Will consider routes proposed by the community
 - Will consider new routes not considered in previous EA
 - Estimated to take 12-24 months



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
Rock Creek Park
3545 Williamsburg Lane, N.W.
Washington, DC 20008-1207

4.B.1. (NCR-ROCR)

JAN 25 2017

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

Dear Director Dormsjo:

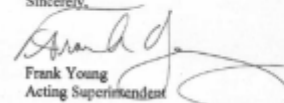
We are writing in response to your January 15, 2016 letter requesting reconsideration of the alignment of the Metropolitan Branch trail (MetBranch) north of Fort Totten, as well as use of design/build for construction of the already approved section of the trail through National Park Service (NPS) administered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

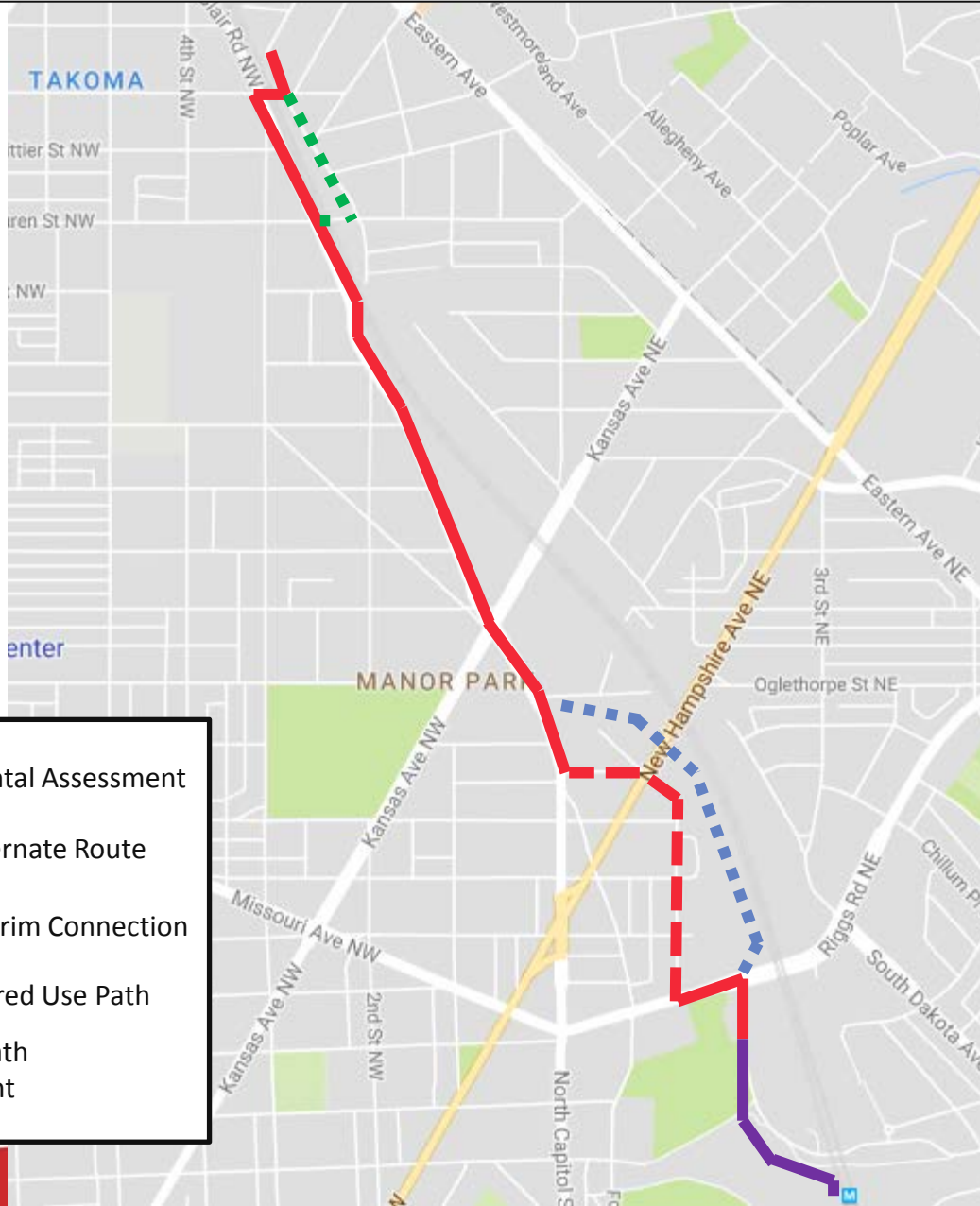
Regarding your proposal for a design/build approach for the already approved section of the MetBranch Trail through Fort Totten, historically we have not taken this approach with our projects, as we found it did not provide for sufficient review times for design and construction plans. However, we understand 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

Metropolitan Branch Trail – Fort Totten to Takoma Proposed Route



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- MBT Proposed Interim Connection
- MBT Proposed Shared Use Path
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Metropolitan Branch Trail

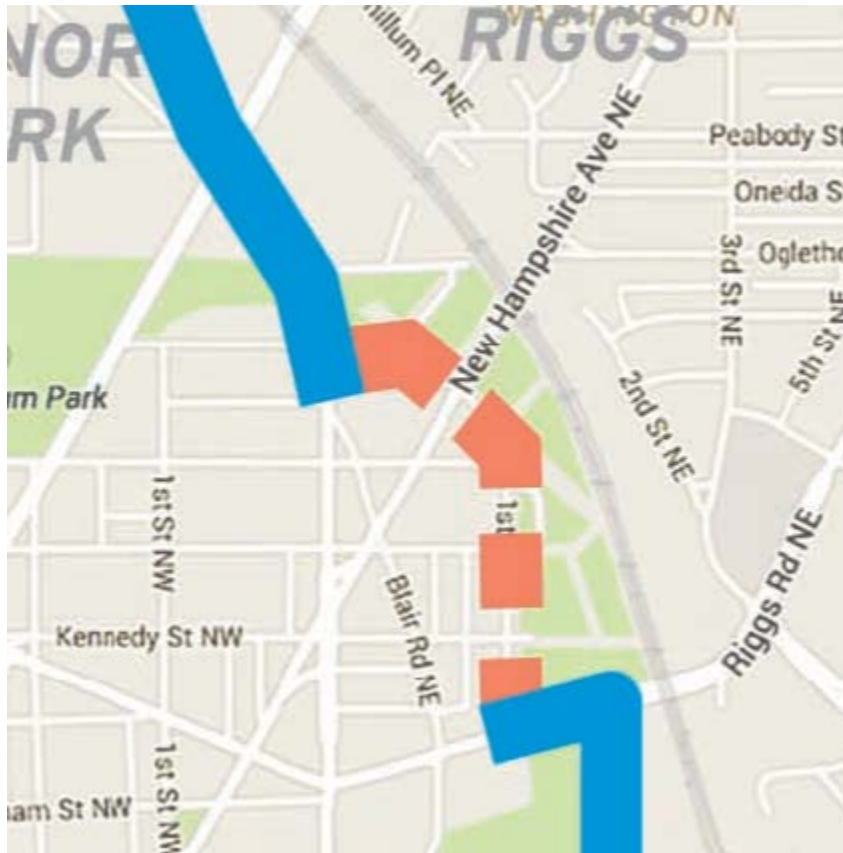
Brookland to Takoma - Public Involvement

- 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
 - December ANC 4B PWI Meetings
- 2018
 - January ANC 4B PWI Meeting
 - January ANC 4B Meeting and vote



2015 Public Meeting co-hosted with ANC 4B

Elements of the Preliminary Design: Riggs Rd to Blair Rd



- 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

Example of Shared-Lane



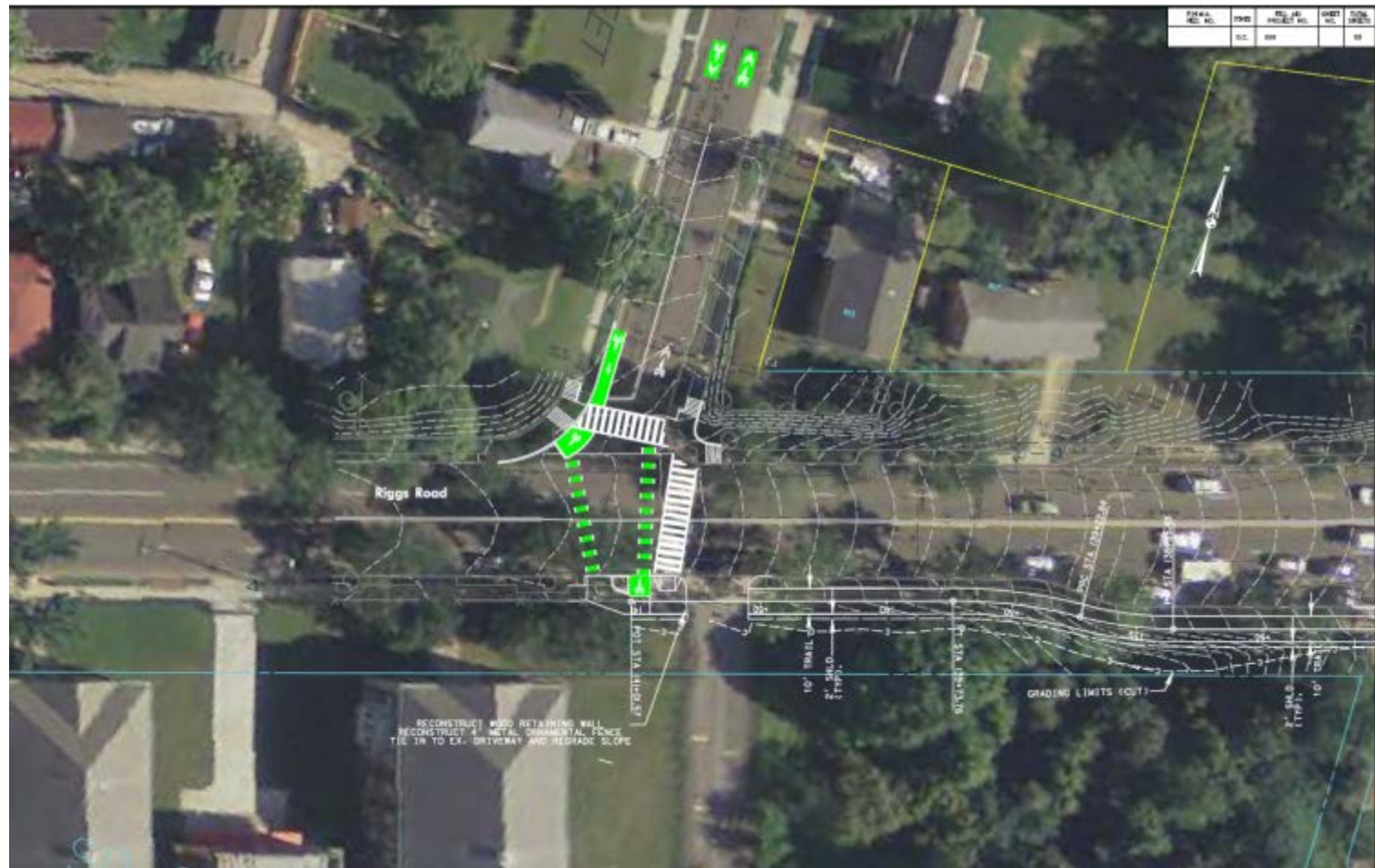
Example of a shared-lane or “sharrow” on 42nd St NW. A shared-lane is proposed on 1st St NE.

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

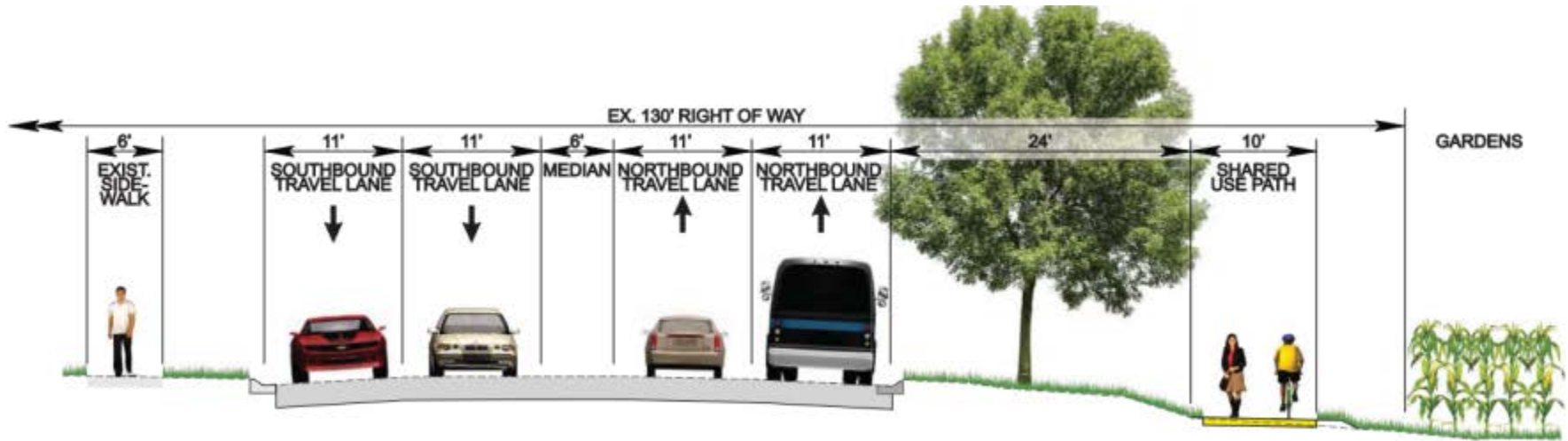
New Traffic Signal – First and Riggs



New Traffic Signal – New Hampshire Ave at McDonald Pl



Blair Road – Oglethorpe Community Garden

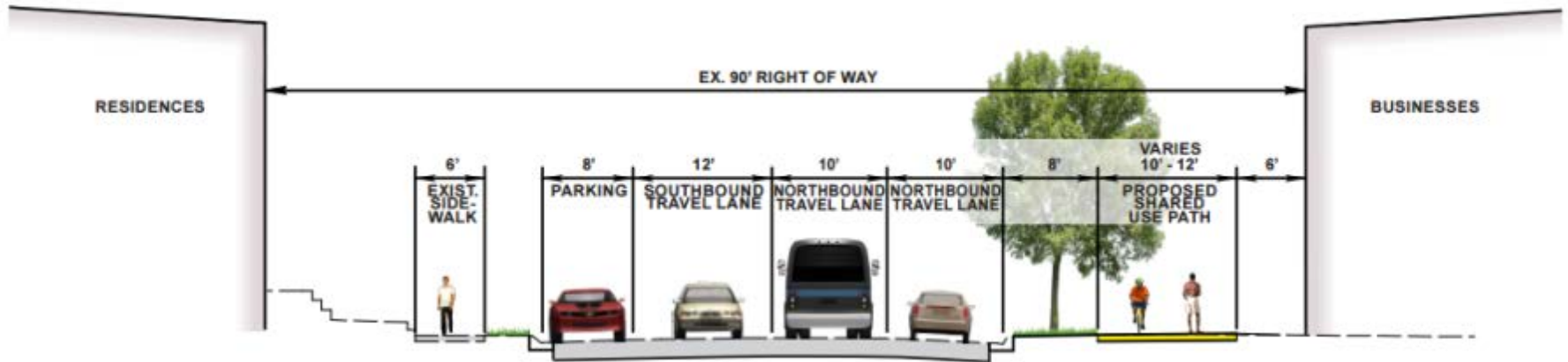


EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Blair Road McDonald to Rittenhouse



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

Estimated Construction Costs (between Riggs and Oglethorpe)

| Trail as Proposed | Possible New EA Alignment |
|--|--|
| New Traffic Signal at New Hampshire Ave/McDonald Pl +/- \$250,000 | New Pedestrian/Bike Bridge or Tunnel at New Hampshire Ave +/- \$10mil |
| New Traffic Signal at Riggs +/- \$200,000 | New Trail along railroad tracks +/- \$250,000 |
| New pavement markings and speed humps +/- \$30,000 | New Pedestrian/Bike Bridge over Riggs Road +/- \$10mil |
| New sidewalk along South Dakota between New Hampshire/First St +/- \$50,000 | |
| Total: +/- \$530,000 | Total: +/- \$20.25million |

Very rough estimates!

Project Schedule

Metropolitan Branch Trail Fort Totten to Takoma Schedule - Feb 2018*

| Year | 2018 | | | | 2019 | | | | 2020 | | | | 2021 | | | |
|-----------------------------------|--------|--------|--------|------|--------|--------|--------|------|--------|--------|--------|------|--------|--------|--------|------|
| Season | winter | spring | summer | fall | winter | spring | summer | fall | winter | spring | summer | fall | winter | spring | summer | fall |
| MBT Fort Totten to Takoma | | | | | | | | | | | | | | | | |
| Procure 100% design | █ | █ | | | | | | | | | | | | | | |
| Complete 100% design | | █ | █ | █ | | | | | | | | | | | | |
| Procure construction contract | | | | | █ | █ | | | | | | | | | | |
| Construction | | | | | | | █ | █ | █ | | | | | | | |
| New Alignment (Manor Park) | | | | | | | | | | | | | | | | |
| Procure NEPA Consultant | █ | █ | | | | | | | | | | | | | | |
| Conduct NEPA work | | | █ | █ | █ | █ | | | | | | | | | | |
| Procure Design (if applicable) | | | | | | | █ | █ | | | | | | | | |
| Complete 30% design | | | | | | | | | █ | █ | █ | | | | | |
| Complete 100% design | | | | | | | | | | | █ | █ | █ | | | |
| Procure construction | | | | | | | | | | | | | █ | █ | █ | |
| Construction | | | | | | | | | | | | | | | █ | █ |

*Schedule subject to change

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