

Metropolitan Branch Trail Manor Park Area December 2016

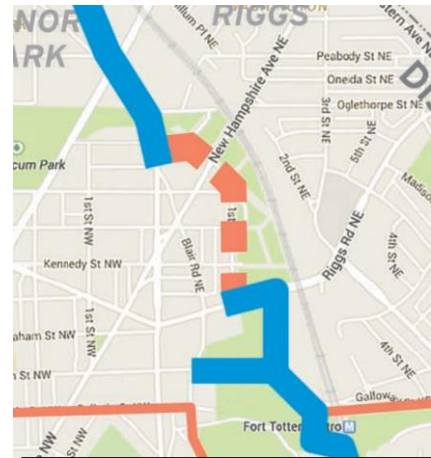


What is the Metropolitan Branch Trail?

When completed, the Metropolitan Branch Trail (MBT) will be an 8-mile pedestrian and bicycle trail that runs from Union Station to Silver Spring, following the Metropolitan Branch of the Baltimore and Ohio (B&O) Railroad.

Why does the trail go on First St and McDonald Place NE?

The route for the Metropolitan Branch Trail in this area was selected through the Environmental Assessment (EA) process. The EA process identified four potential routes in this area, and studied the environmental impacts of each route. Through that process, the preferred alternative was selected.



Area of Trail under Design

Why doesn't the trail follow the train tracks and go over or under New Hampshire Ave?

Portions of a route between McDonald Place and Riggs Road through the wooded area closer to the train tracks were studied in the EA. In working with the National Park Service (NPS), the land owner in this area, that route was not selected as the preferred alternative. At this time, DDOT does not have the legal authority to build the trail in this location. However, DDOT will work with the NPS to study other alignments in this area.

Will parking be removed?

As a part of this project, no changes are proposed for the existing parking supply or regulation on 1st St NE, McDonald PI NE, or South Dakota Ave NE. DDOT does not anticipate any change in parking or access to the Metro Legacy Memorial or Greater St. Paul Baptist Church for the approved alignment.

What is proposed at the intersection of New Hampshire Avenue, McDonald Place and South Dakota?

DDOT is planning to install a traffic signal at this intersection, along with new traffic calming and signage to slow cars and reduce wrong-way driving.

What is proposed at the intersection of Riggs Road and First Street?

DDOT is planning to install a traffic signal at this intersection to allow for pedestrian and bicycle crossing and time for cars exiting the school. This traffic signal would be coordinated with nearby signals on Riggs Road.

What is proposed for First Street?

First Street NE will include pavement markings such as bicycle ‘sharrows,’ and wayfinding signage. Additional speed humps are proposed for traffic calming and to reduce cut through traffic.

What is proposed on McDonald Place?

McDonald Place NE will include a contra-flow bike lane and signage. Contra-flow bike lanes allow bicyclists to travel in the opposite direction of motor vehicle traffic. Signs and markings are used to formalize travel patterns. Essentially, the street remains one-way for motor vehicles, but allows bicyclists to travel in both directions.



G Street, NE Contra-flow Bike Lane

Why contra-flow bike lanes on McDonald Place NE?

This one block segment is the connection between the proposed Metropolitan Branch Trail on Blair Road and, via First St NE, to the Fort Totten Metro Station and the rest of the Metropolitan Branch Trail.

What will the lane look like?

The contra-flow lane would add a double yellow centerline 5 feet to the outside of the east side parking lane. “Except Bicycles” signs would be hung underneath the existing “Do Not Enter” signs, and special warning signs would be placed at New Hampshire Avenue and Blair Road, informing drivers to expect two-way biking.

Is this type of bike lane safe?

Yes. The city has many contra-flow lanes in place – Champlain St NW, 41st St NW, G and I Streets, NE, G PI NE, M St NE, N St NW, and R St NE. They have proven popular with cyclists, and have not increased the crash rate.

When will this section of the trail be constructed?

We plan to complete the final design of this alignment in 2017 and construct in 2018.

What about studying a different trail alignment?

A new alignment will require a new Environmental Assessment. DDOT and NPS are willing to initiate such a study, which would take at least a year or more to complete.

Where can I get more information on this project?

Michael Alvino, Bicycle Program Specialist, 202-671-1321, michael.alvino@dc.gov