

# DISTRICT DEPARTMENT OF TRANSPORTATION

Welcome! Thank you for joining us.  
We will be getting started shortly...

## ***Metropolitan Branch Trail: Blair Road to Piney Branch Road Design***

June 7, 2022

# Meeting Agenda

- Overview of Webex functions
- Project Team, Background, Scope, and Schedule
- Recommended Alignments, Including Environmental Considerations
- Van Buren Street Recommended Alignments
- Questions & Answers
- Wrap-up

# OVERVIEW OF WEBEX FUNCTIONS

# Welcome to our virtual public meeting!

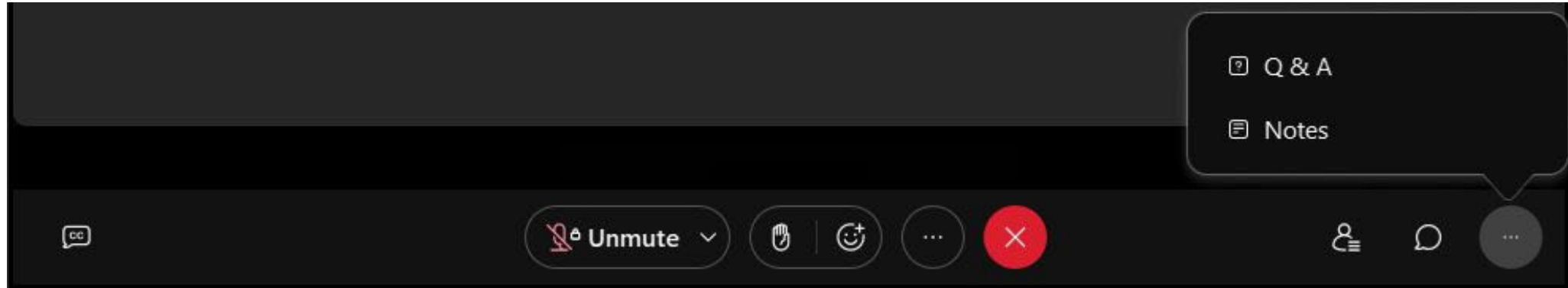
To begin, we will review some basic controls to help you participate on this platform.

**Please Note:** This is an open meeting and as required by DC Code 2-578, this meeting is being recorded, and the recording will be made available to the public.

- The video file (with both audio and video) will be shared on the project team's website and DDOT's YouTube Channel ([YouTube.com/DDOTVideos](https://www.youtube.com/DDOTVideos)) within 7 days after the meeting has ended.
- This meeting is being live-streamed to DDOT's Facebook page: [Facebook.com/DDOTDC](https://www.facebook.com/DDOTDC)
- If you do not wish to have your voice recorded, please do not ask to speak. You may enter any questions or comments in the Q&A which we will review shortly.

If you need technical support during this meeting, please call **202-309-3491**

# Using Webex – Audio & Video



## Audio/Muting

- Everyone is on mute. You cannot unmute yourself. We can unmute you during the Q&A and Comment period. This helps ensure the meeting runs smoothly and there are no auditory disruptions during the presentation.
- To request to speak, you will need to use the Raise Hand feature.

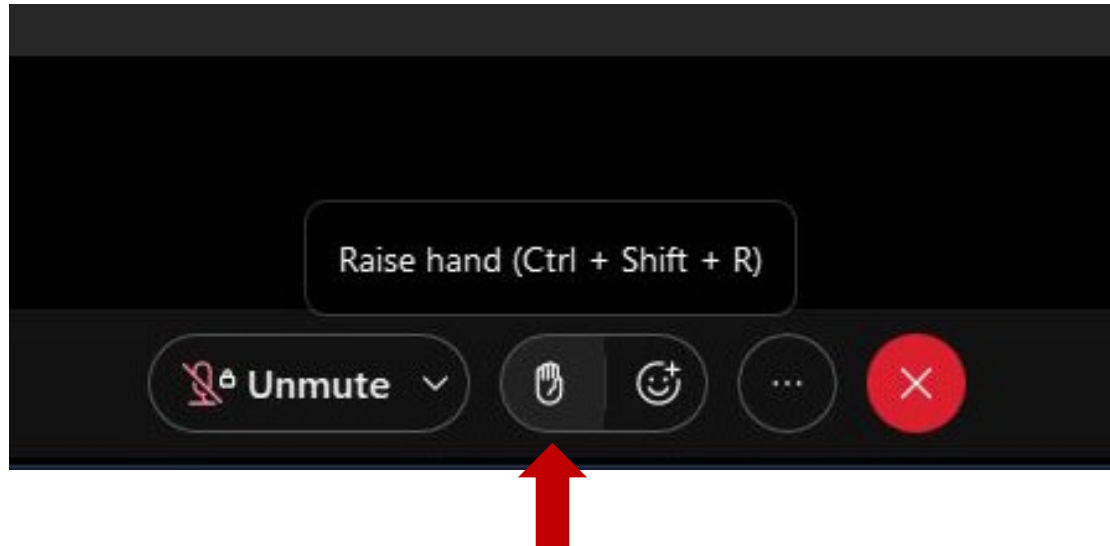
## Closed Captions

- Webex has automatic system-generated Closed Captions available during the meeting. Click the CC icon in the lower left corner of the window to turn on Closed Captions. There are additional settings so you may adjust the appearance of the captions if needed.
- Using the Webex Mobile Application? Click the 3 dot (...) icon, scroll down and select the Closed Captions option. Make sure the toggle switch is blue.

## Video

- Your video camera is off by default, and you will not be able to share video.

# Using Webex – Raise Hand



If you have a question or comment that you would like to speak up about, please raise your hand. This indicates to the Project Team that you would like to speak.

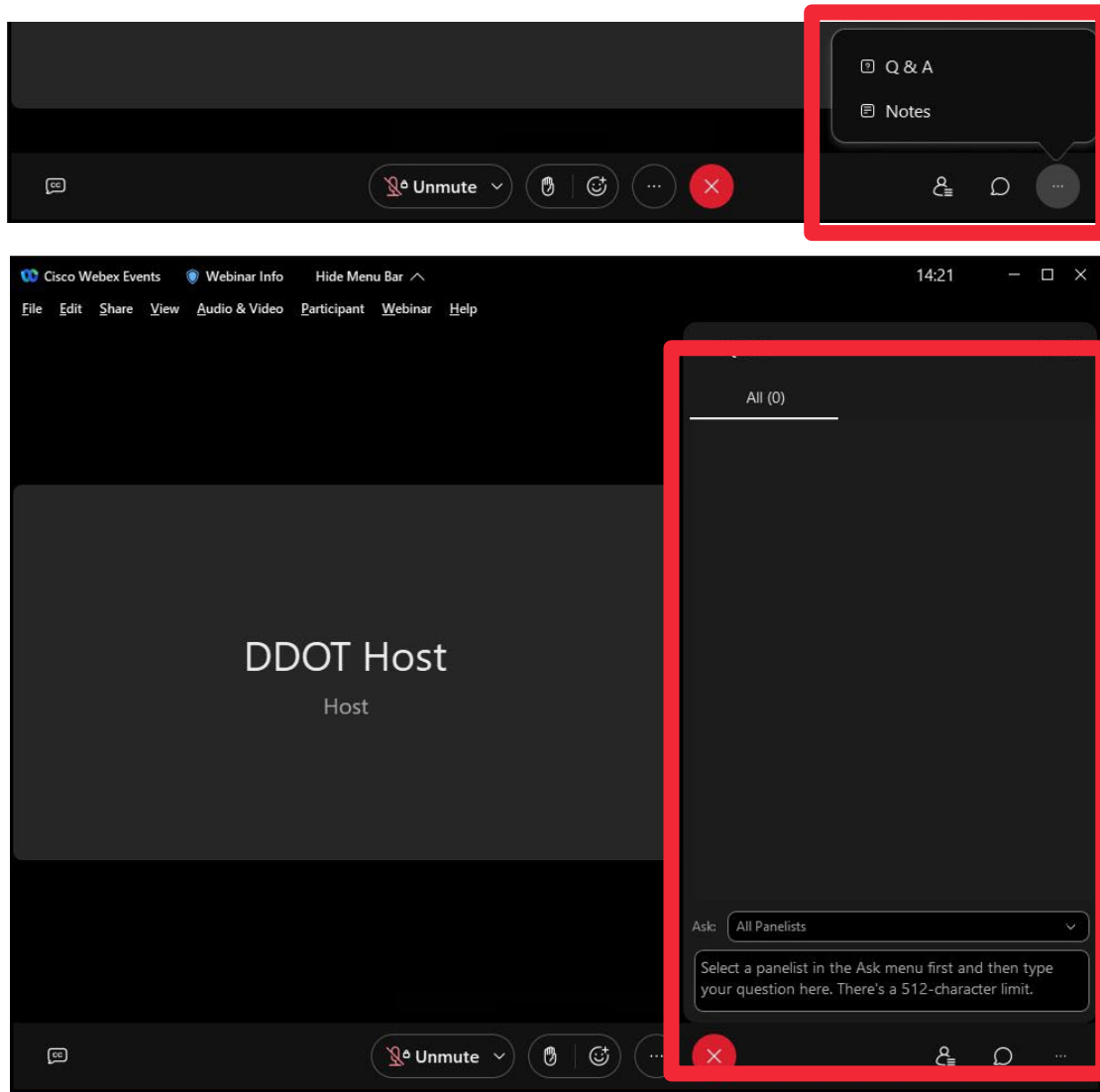
## To virtually raise your hand:

- Click the “Raise Hand” icon on the bottom center of the Webex window.
- Alternatively, you may press the Ctrl + Shift + R keys on your keyboard to raise your hand.

If you joined via browser or mobile app, click the 3 dot (...) icon and select Raise Hand.

If you dialed in by phone, dial \*3 to use the Raise Hand function.

# Using Webex – Q&A



If you have a question during the presentation, send it via the Q&A feature.

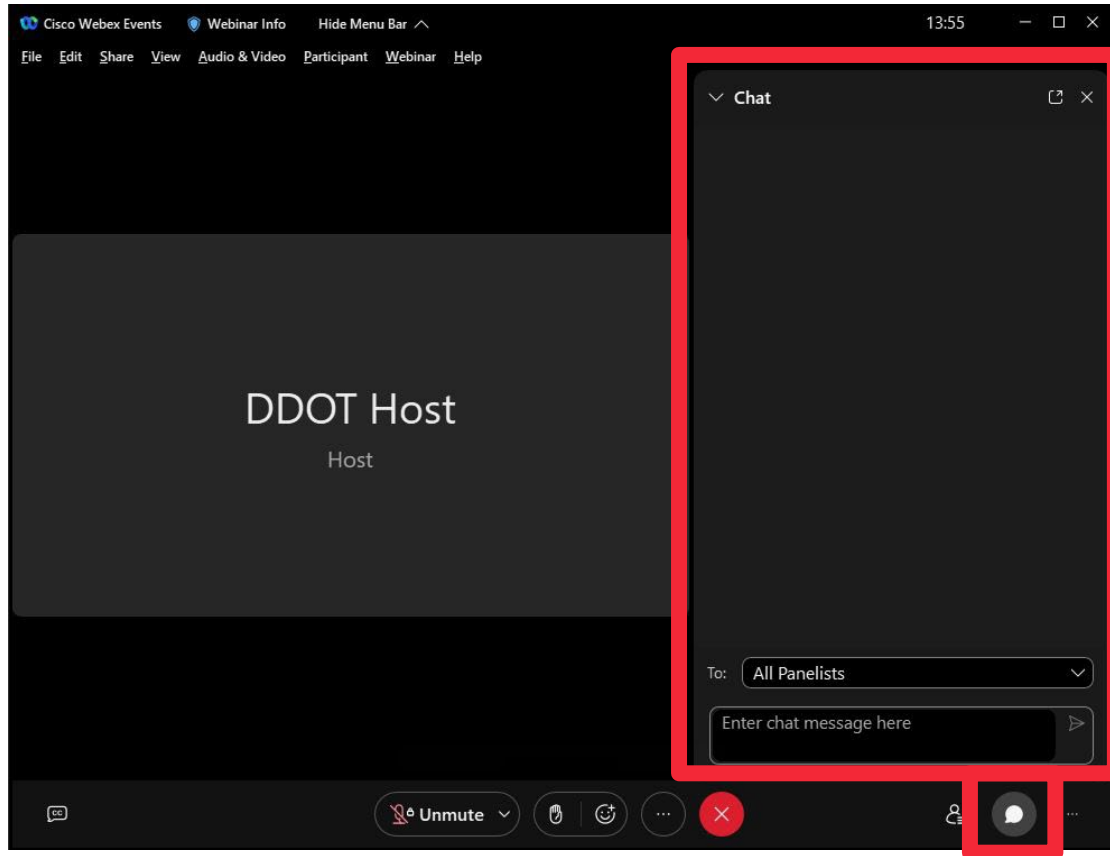
- Note: If Q&A is enabled, the Q&A panel will be open by default when you join the Event.

## To Send a Question:

- Click the “three-dot icon (...)” on the bottom right side of the Webex window and select Q&A.
- A new panel or window will appear. In the “Ask” field, select All Panelists.
- Click the text box to type your question and press the Enter key to send it.
- If you joined via Browser or Mobile App, click the Q&A or Question Mark icon to access the Q&A to ask a question.

If you dialed in by phone, dial \*3 to use the Raise Hand function. This indicates to the Project Team that you would like to speak and ask a question.

# Using Webex – Chat



If you have a comment or question during the presentation, send it via the Chat feature.

Note: If you have called in by telephone, you cannot access the Chat.

## To Send a Chat:

- Click “Chat” in the bottom right side of the Webex window.
- A new panel or window will appear. In the “Send to” field, select All Panelists.
- Click the text box to type your question or comment and press the Enter key to send it.



# **PROJECT TEAM, BACKGROUND, SCOPE, AND SCHEDULE**

# Introductions & Project Team

- Michael Alvino (DDOT Project Manager)
- Samer Alhawamdeh (DDOT Project Engineer)
- Yvonne Thelwell (DDOT Supervisor – IPMD)
- George Branyan (DDOT – Active Transportation Manager)
- Molly Burns (DDOT – Information Technology)
- Christian Pineiro (DDOT – Community Engagement Specialist)
- Charlie Alexander (Consultant Project Manager)
- Anjuli Tapia (Consultant Design Engineer)
- Anthony Formichella (Consultant Design Engineer)

# Vision



## Safety

*"Vision Zero is not just my goal in this city and this region. We are all part of this movement. We all play a role in curing this threat to public health."*

- Mayor Muriel Bowser



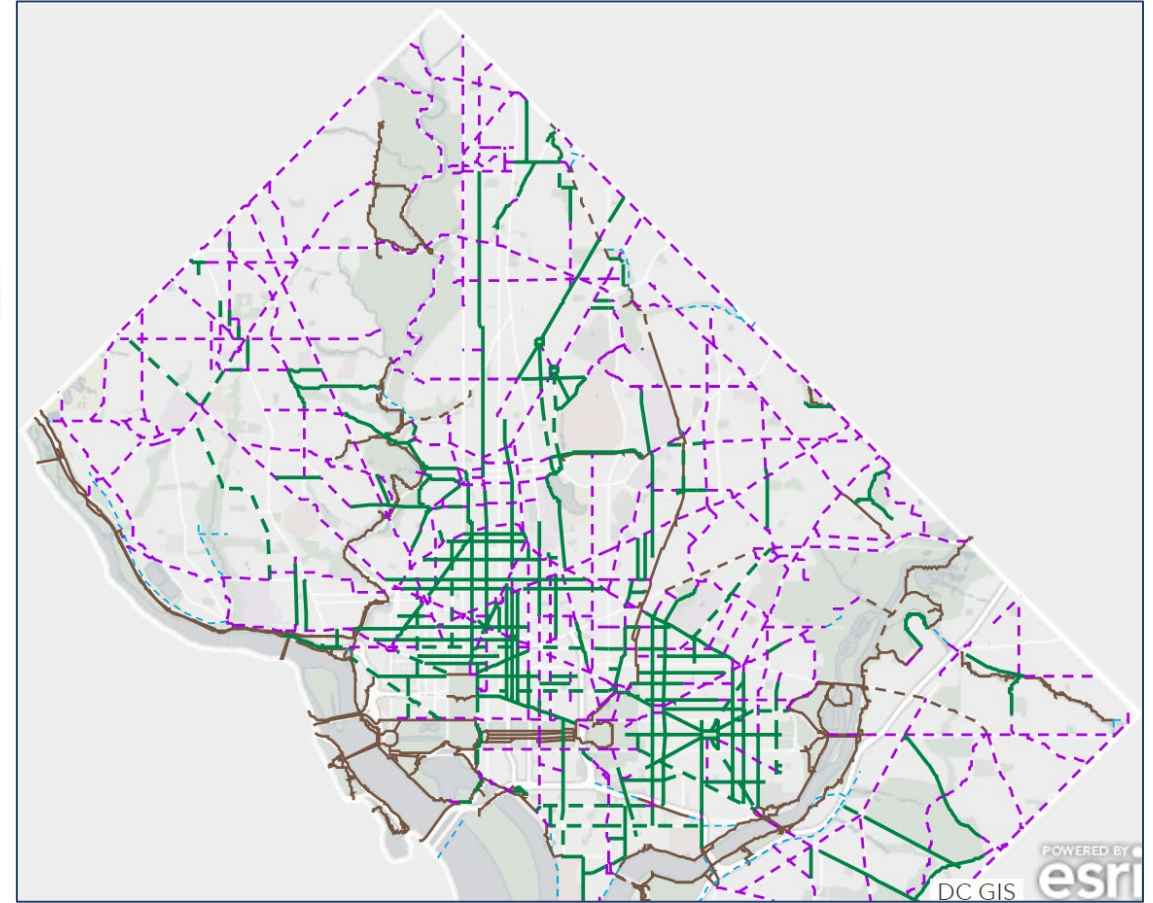
## Mobility



## Sustainability



## Enjoyable Spaces



- Existing Bikeway
- - - Future Planned Bikeway

# Project Background

The MBT is an element of the **Capital Trail Network**:

- A planned network of over 850 miles of trails throughout the region
- Will connect to the Capital Crescent Trail and Anacostia River Trail
- It's an important transportation route, providing connections to homes, work, and play

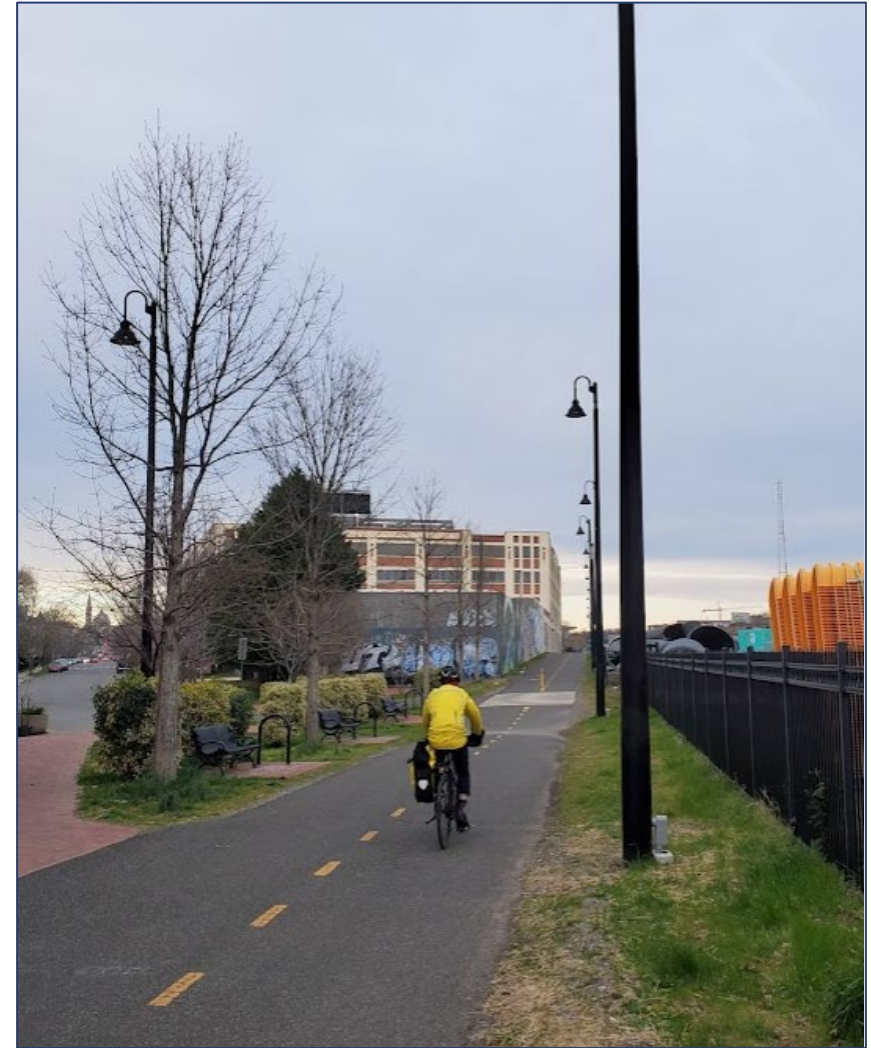
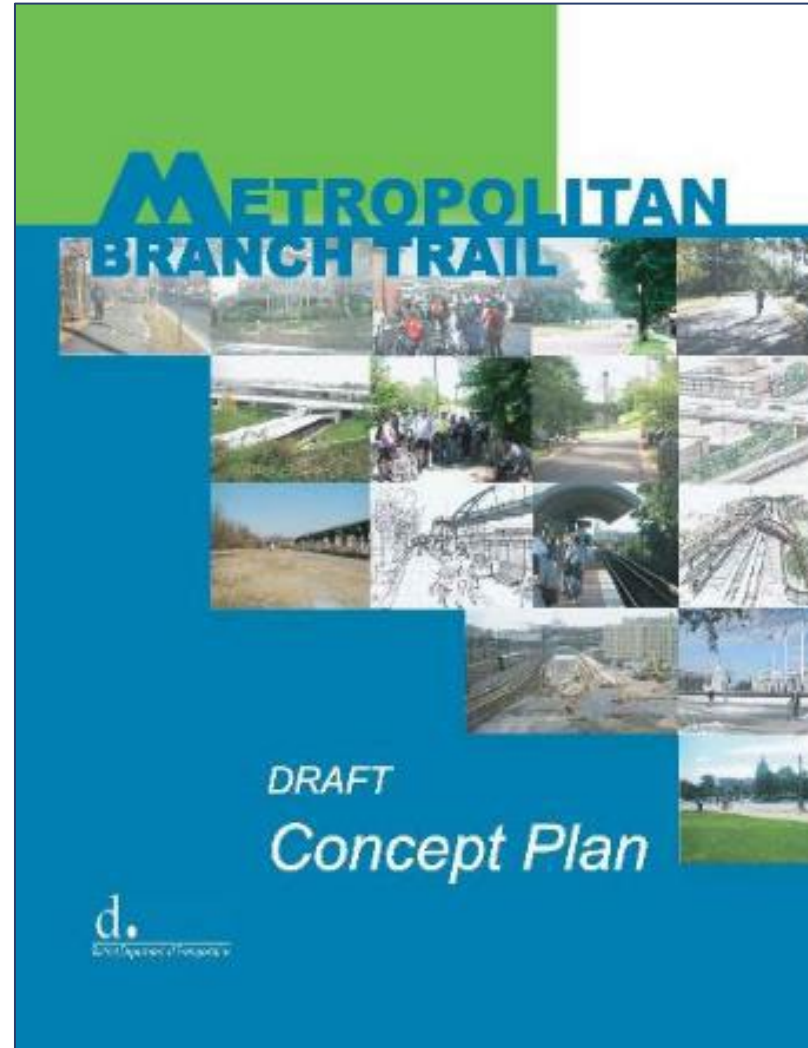
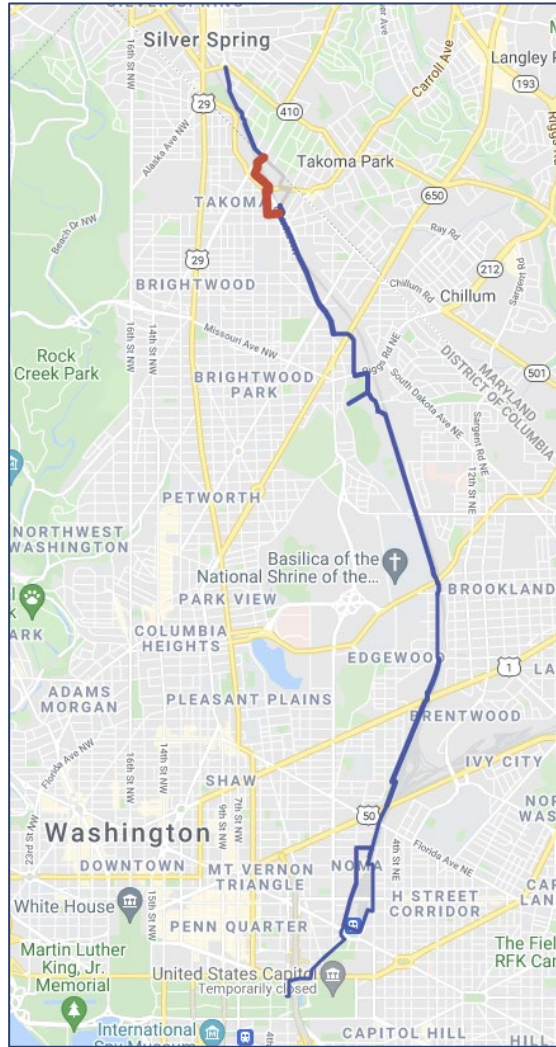
Capital Trails Coalition Vision:

- *The regional trails network will transform public life by providing healthy, low-stress access to open space and reliable transportation for people of all ages and abilities.*





# Project Background



# Project Background

Updates on Proposed/Designed MBT Segments

**Eastern Avenue:** Open to the public

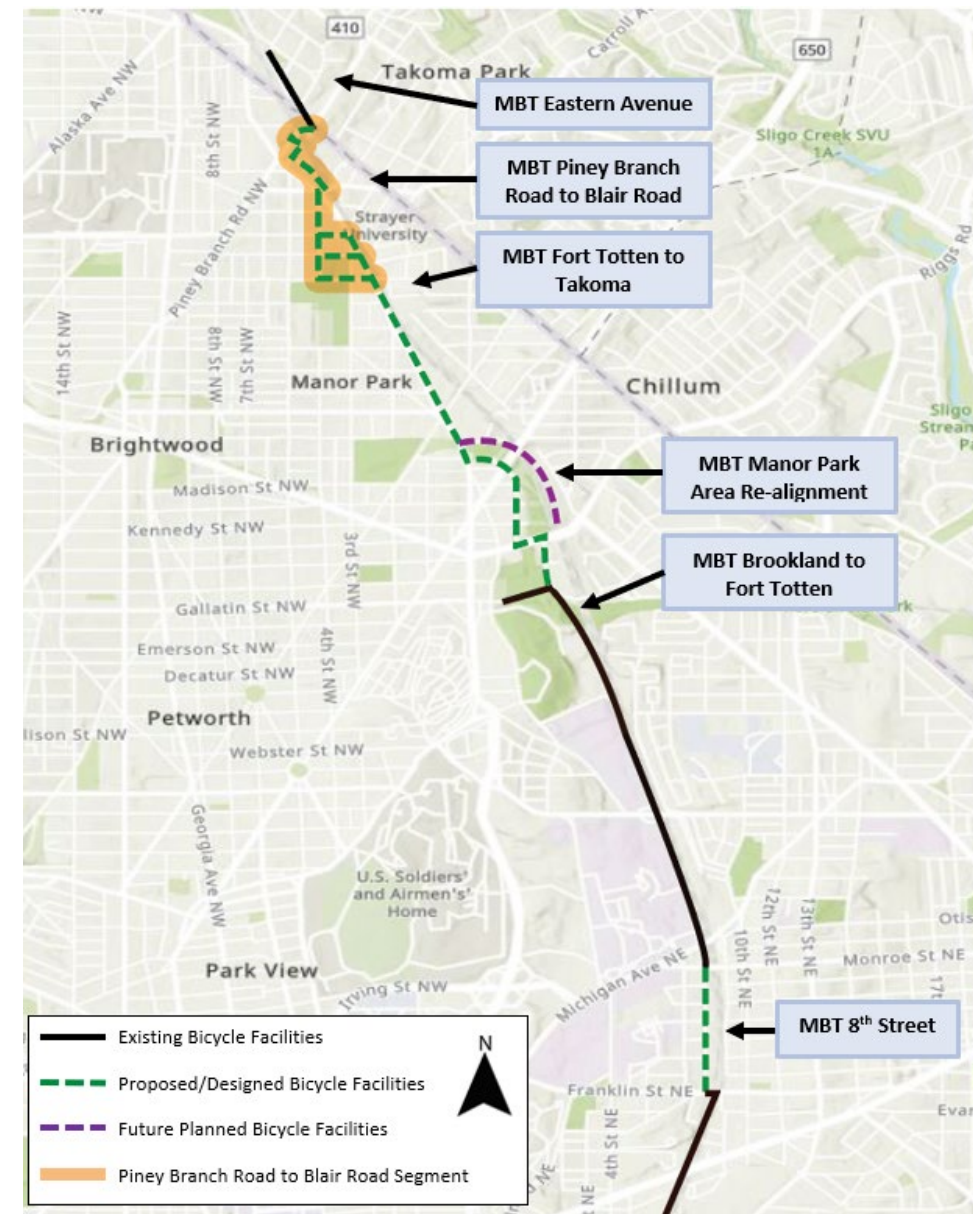
**Piney Branch Road to Blair Road (final link to complete the MBT):** In preliminary design; construction anticipated to begin in 2025

**Fort Totten to Takoma:** Construction to begin in winter 2023

**Manor Park Area Re-alignment:** Future environmental analysis between Riggs Road and Oglethorpe Street NW

**Brookland to Fort Totten:** Open to the public

**8<sup>th</sup> Street:** Construction to begin in fall 2022

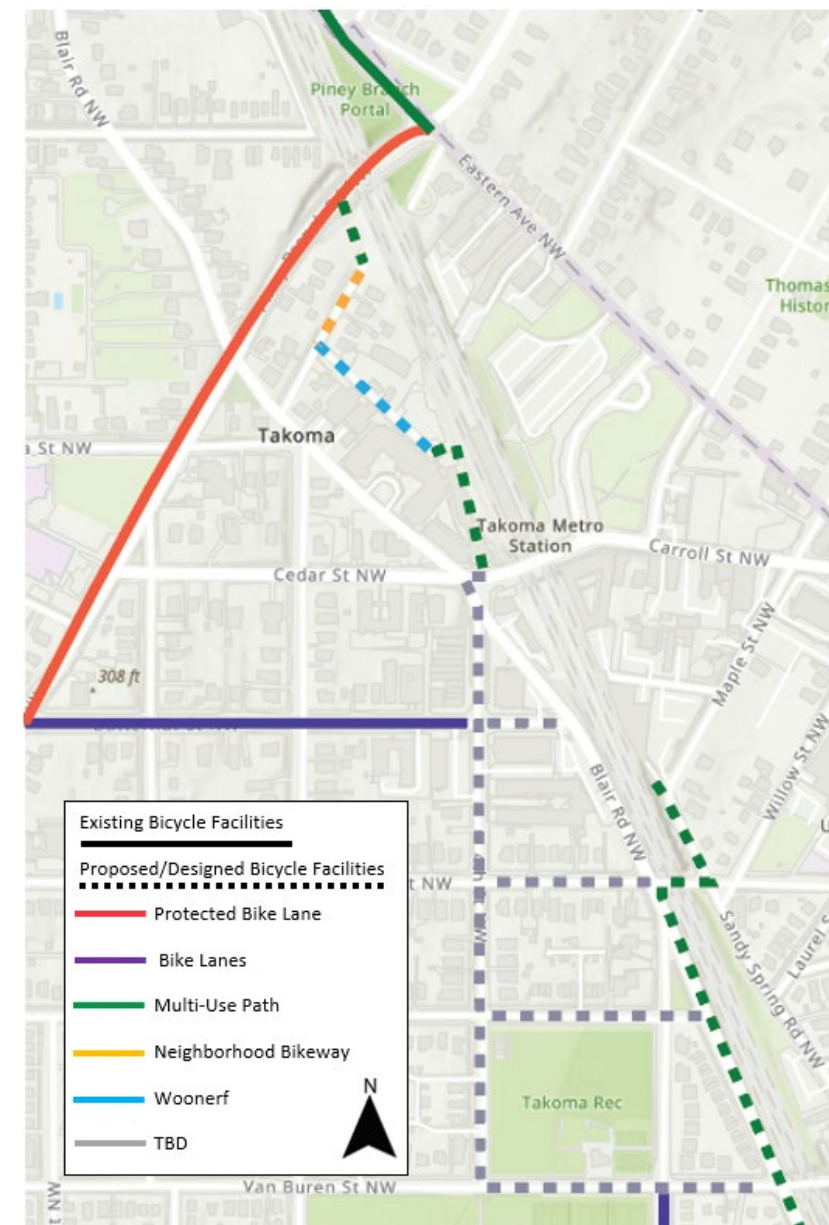




# Project Scope

To develop and analyze alternatives for trail sub-segments:

- Segment 1: Piney Branch Road
- Segment 2: Piney Branch Road to Chestnut Street
- Segment 3: Chestnut Street
- Segment 4: Spring Place
- Segment 5: 343 Cedar Street
- Segment 6: 4th Street, Aspen Street, Whittier Street, or Van Buren Street



# Process & Schedule for Preliminary Design





# Previous Engagement & Analysis

## Public Meeting on December 7, 2021

- Presented design alternatives for each segment
- Gathered segment-by-segment feedback in breakout sessions
- Facilitated online survey (281 responses)

## Preliminary Engineering Report

- Analyzed design alternatives for each segment
- Considered measures of effectiveness, such as
  - User ease, comfort, and safety
  - Effects to traffic and parking
  - Feasibility and cost

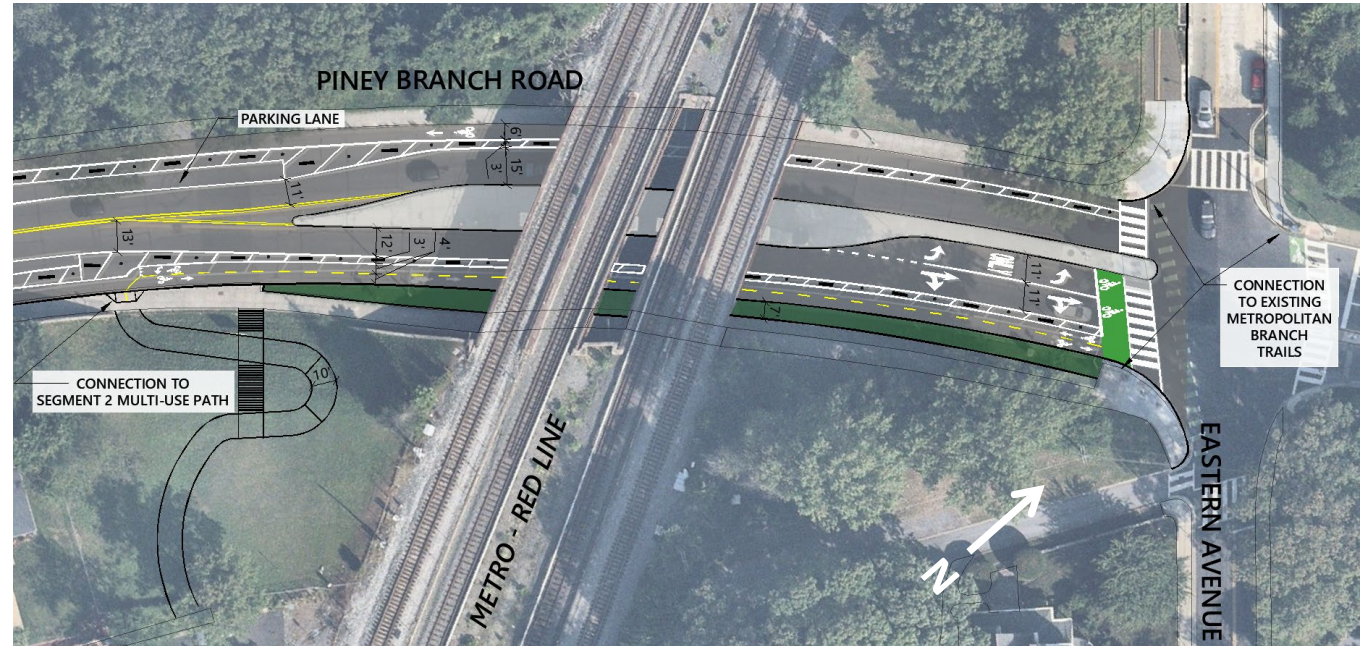
# RECOMMENDED ALIGNMENTS

# Segment 1: Piney Branch Road

## Existing Conditions:



## Recommended Alignment: 4-foot two-way protected bike lanes on the south side

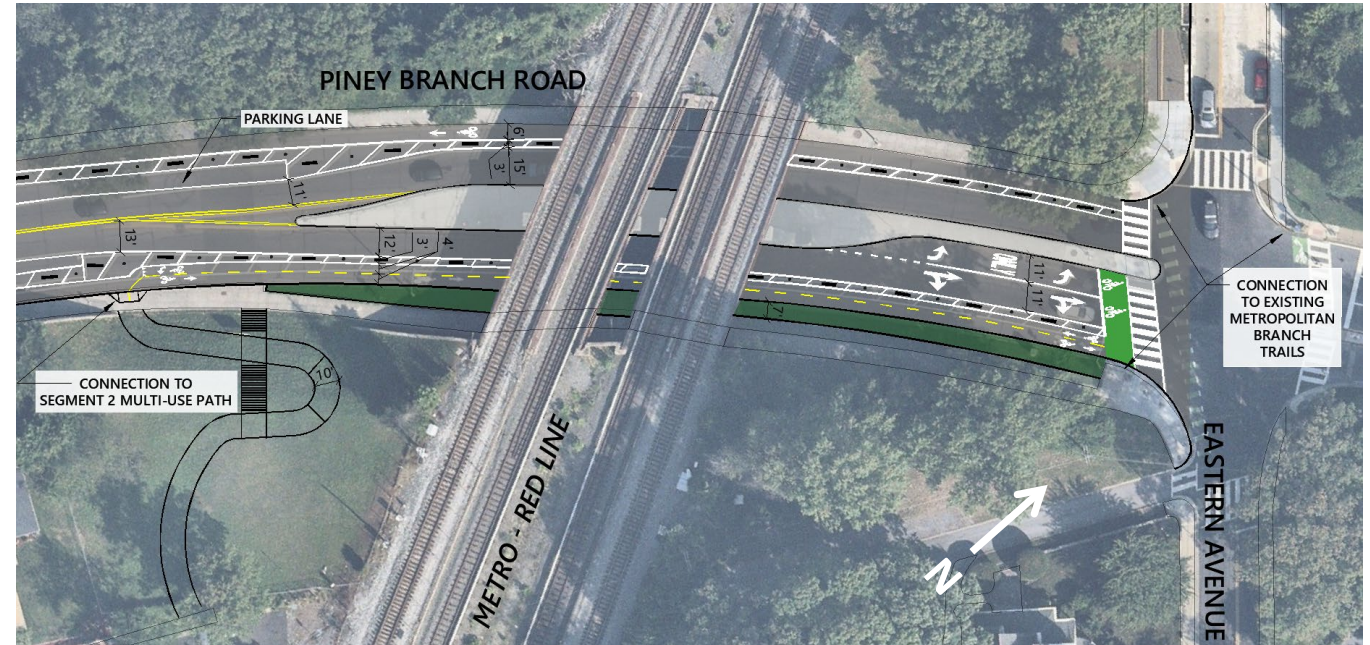




# Segment 1: Piney Branch Road

- Two-way lanes increases travel options for bicyclists to connect with surrounding bike network
- Provides separate space for people walking and biking
- Facilitates all trail crossings at Eastern Avenue traffic signal
- Alternatives that modified curb/gutter or widened sidewalk are less feasible due to additional complications with overhead railroad

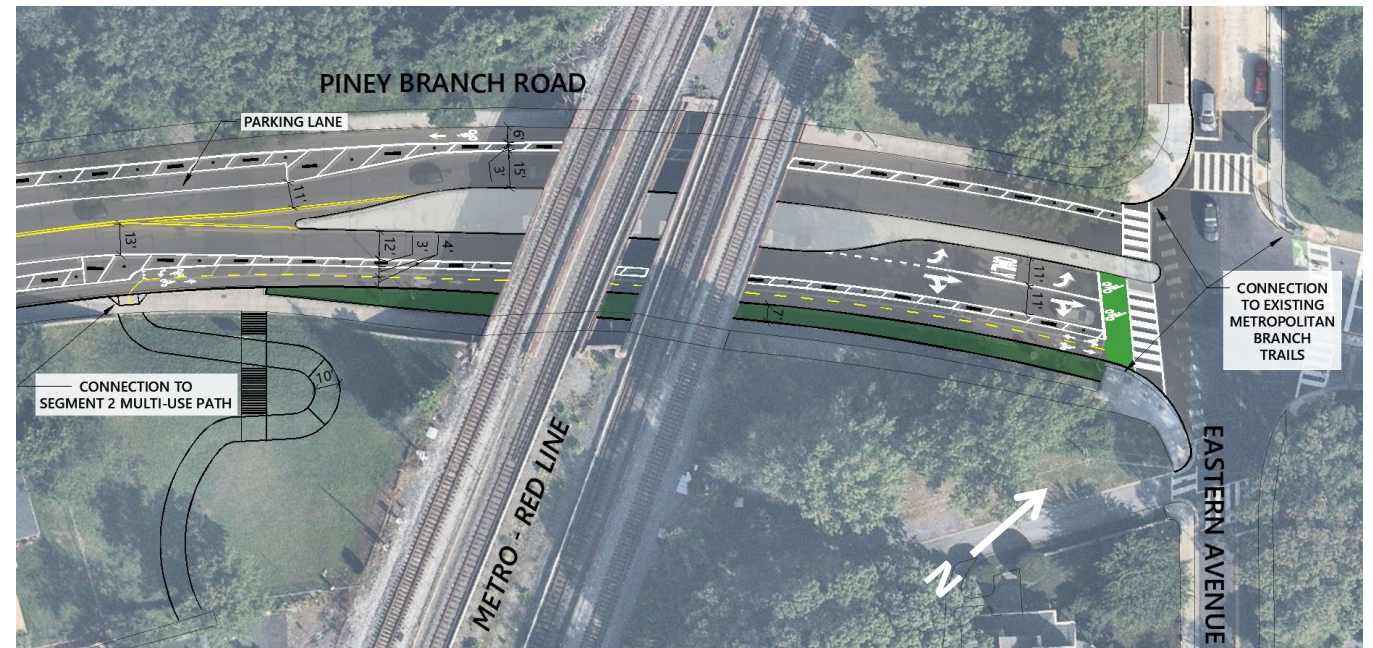
**Recommended Alignment:**  
4-foot two-way protected bike lanes on the south side



# Segment 1: Piney Branch Road

- No property impacts; improvements within existing roadway footprint
- No parking spaces impacted
- Street trees adjacent to existing roadway footprint
- Potential impact to park property
- Segment 1 is entirely within the Takoma Park Historic District

**Recommended Alignment:**  
4-foot two-way protected bike lanes on the south side





# Segment 2: Piney Branch Road to Chestnut Street

## Existing Conditions:



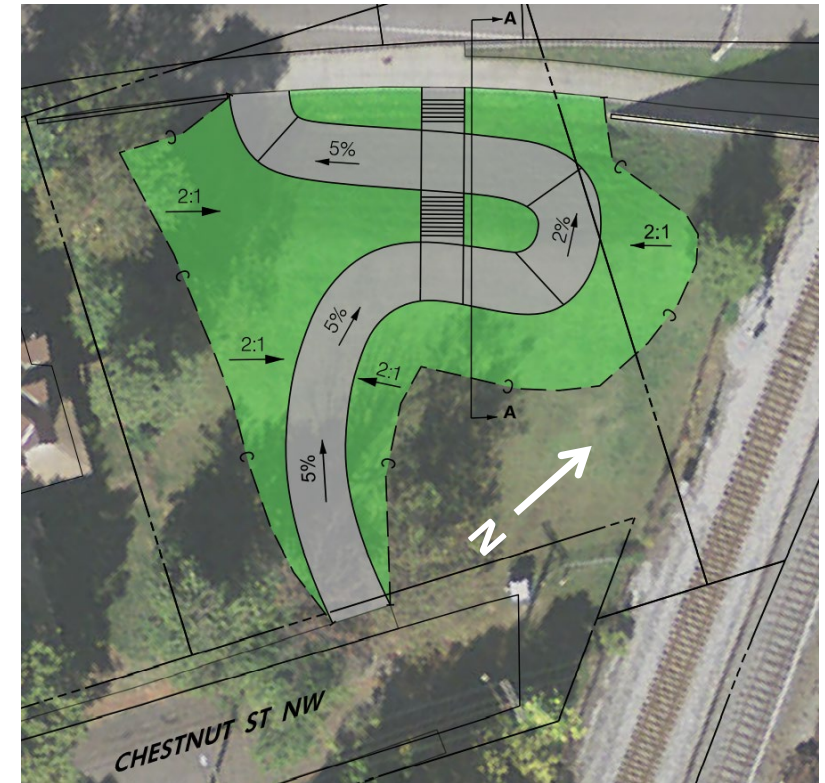
## Recommended Alignment: 10-foot multi-use curvilinear path with staircase (5% slope max)



# Segment 2: Piney Branch Road to Chestnut Street

- Wide trail, large curves, and low grades are easiest to navigate for people biking
- Opportunity for art and landscaping nearby the path

**Recommended Alignment:**  
10-foot multi-use curvilinear path  
with staircase (5% slope max)

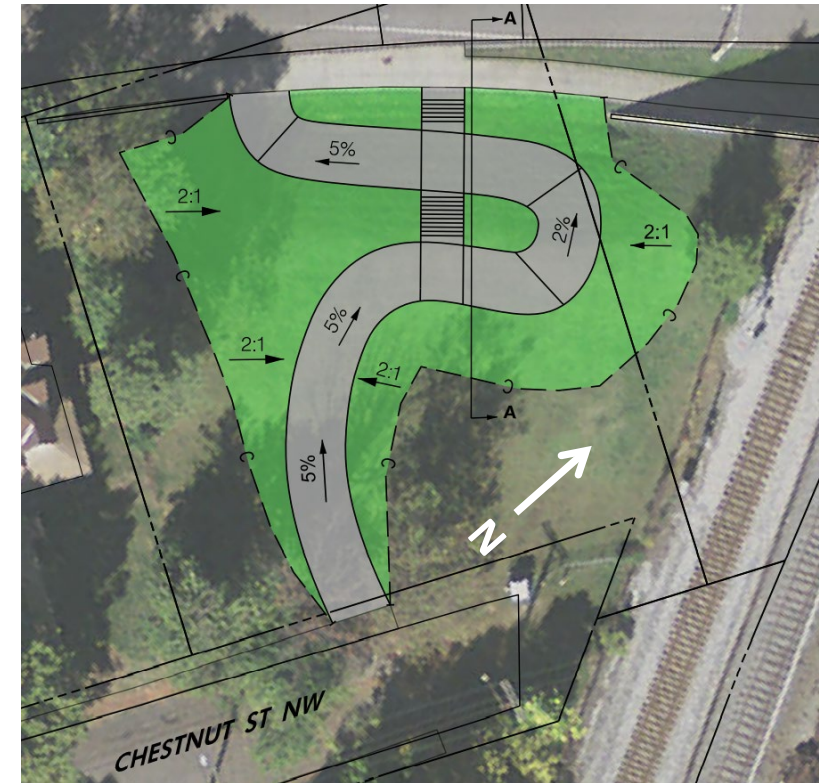




# Segment 2: Piney Branch Road to Chestnut Street

- Requires acquiring two WMATA-owned properties
- No parking spaces impacted
- Potential impact to trees on property (up to 3 trees)
- No impact to park property
- Segment 2 is entirely within the Takoma Park Historic District

**Recommended Alignment:**  
10-foot multi-use curvilinear path with staircase (5% slope max)





# Segment 3: Chestnut Street

## Existing Conditions:



## Recommended Alignment: Neighborhood bikeway



# Segment 3: Chestnut Street

- Low traffic volumes and speeds are compatible with neighborhood bikeway
- Speed humps will further ensure low traffic speeds
- Includes wayfinding signage

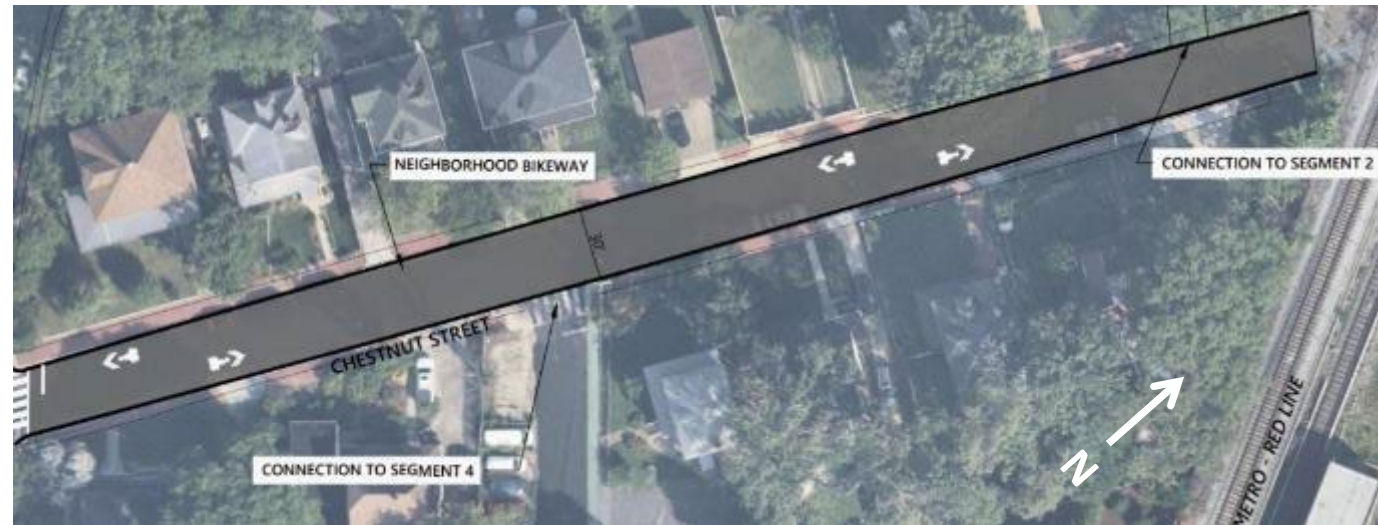
## Recommended Alignment: Neighborhood bikeway



# Segment 3: Chestnut Street

- No property impacts; improvements within existing roadway footprint
- No parking spaces impacted
- Street trees adjacent to existing roadway footprint
- No impact to park property
- Segment 3 is entirely within the Takoma Park Historic District

## Recommended Alignment: Neighborhood bikeway





# Segment 4: Spring Place

## Existing Conditions:



## Recommended Alignment: Woonerf with chokers



# Segment 4: Spring Place

- Chokers will ensure low vehicle speeds for sharing of the street by people walking, biking, and driving
- Chokers will make illegal parking more difficult, preserving access for emergency vehicles and trash trucks
- Will determine scope of drainage, landscaping, and pavement design (including pavers) in preliminary design

**Recommended Alignment:**  
Woonerf with chokers





# Segment 4: Spring Place

- One potential property impact
- No authorized parking spaces impacted
- Trees and vegetation on property
- No impact to park property
- Segment 4 is entirely within the Takoma Park Historic District

**Recommended Alignment:**  
Woonerf with chokers



# Segment 5: 343 Cedar Street

## Existing Conditions:



**Recommended Alignment:**  
12-ft multi-use path, 5% slope max,  
retaining walls on both sides





# Segment 5: 343 Cedar Street

- Most community-supported alternative
- Wide trail and low grades are easiest to navigate for people biking
- Opportunity for art

**Recommended Alignment:**  
12-ft multi-use path, 5% slope max,  
retaining walls on both sides





# Segment 5: 343 Cedar Street

- Requires easement on one WMATA-owned property
- No parking spaces impacted
- Trees and vegetation on property
- No impact to park property
- Segment 5 is entirely within the Takoma Park Historic District

**Recommended Alignment:**  
12-ft multi-use path, 5% slope max,  
retaining walls on both sides



# Segment 6: Cedar Street, 4<sup>th</sup> Street

## Existing Conditions:



**Recommended Alignment:**  
Cedar Street – multi-use path  
on north side, two-way crossing



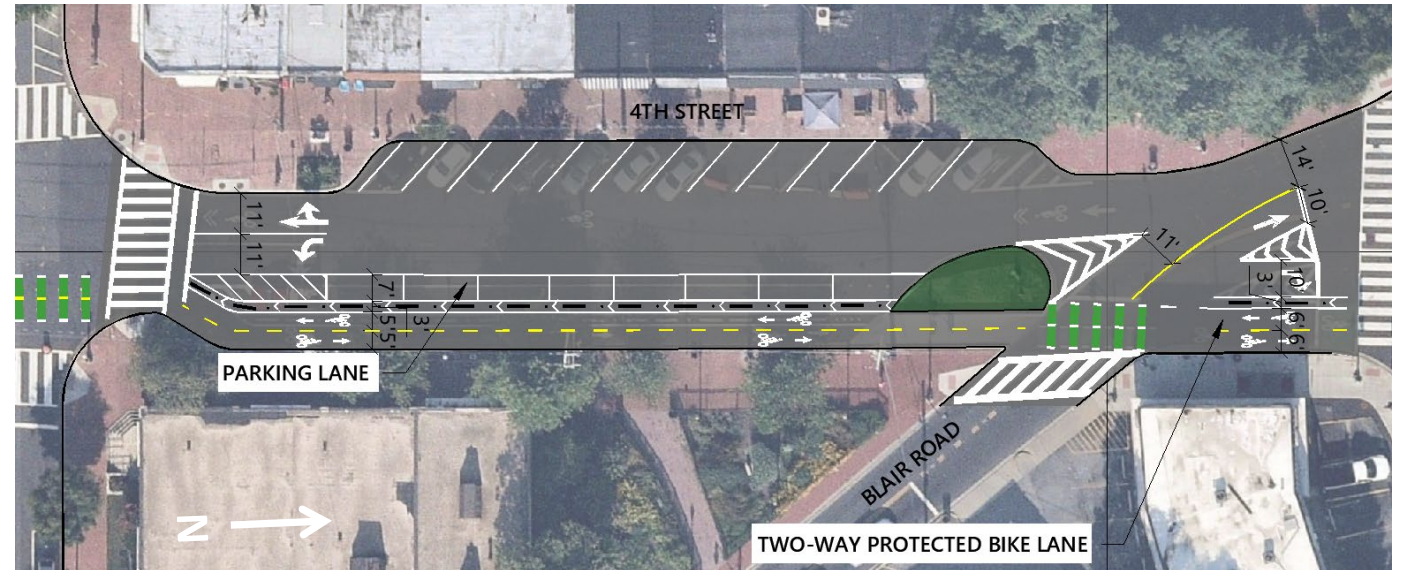


# Segment 6: Cedar Street, 4<sup>th</sup> Street

## Recommended Alignment:

Two-way protected bike lane on the east side of 4<sup>th</sup> Street from Cedar Street to Butternut Street

## Existing Conditions:



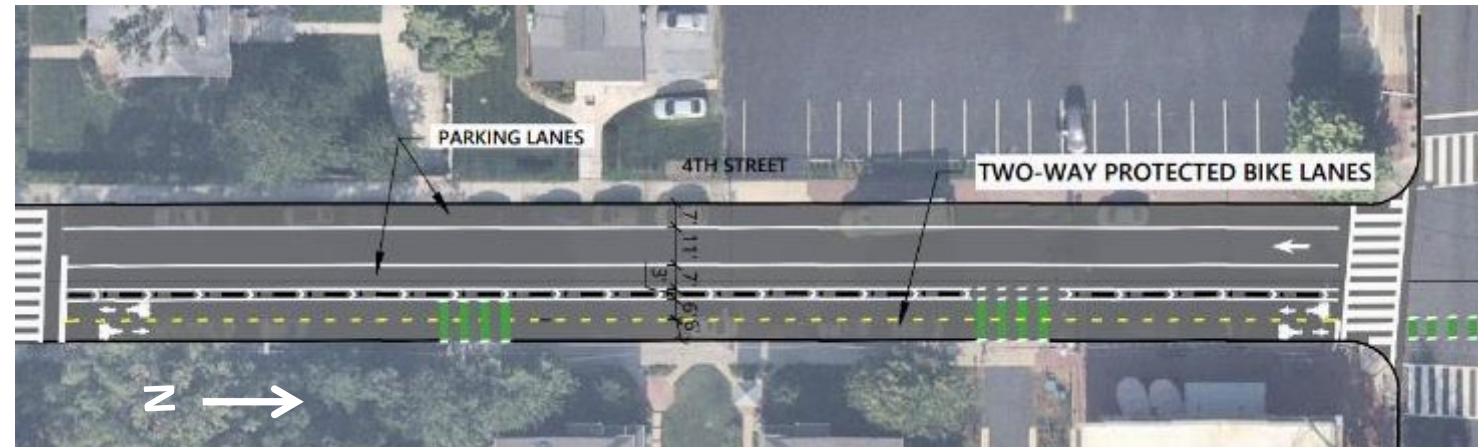
# Segment 6: Cedar Street, 4<sup>th</sup> Street

## Existing Conditions:



## Recommended Alignment:

Two-way protected bike lane on the east side of 4<sup>th</sup> Street from Butternut Street to Aspen Street



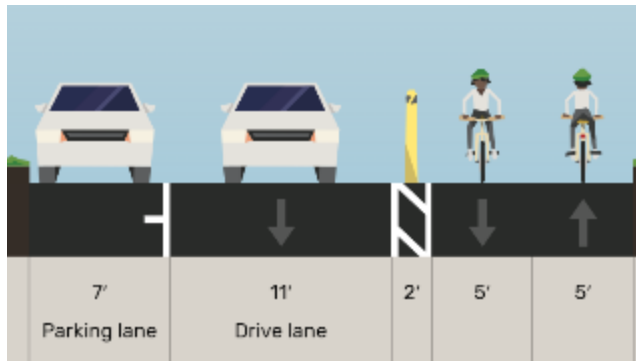


# Segment 6: Cedar Street, 4<sup>th</sup> Street

## Existing Conditions:



## Recommended Alignment:



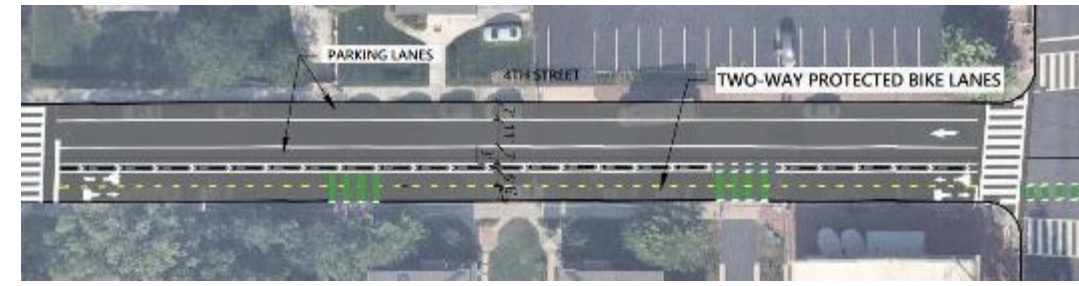
## Recommended Alignment:

Two-way protected bike lane on the east side of 4<sup>th</sup> Street from Aspen Street to Van Buren Street



# Segment 6: Cedar Street, 4<sup>th</sup> Street

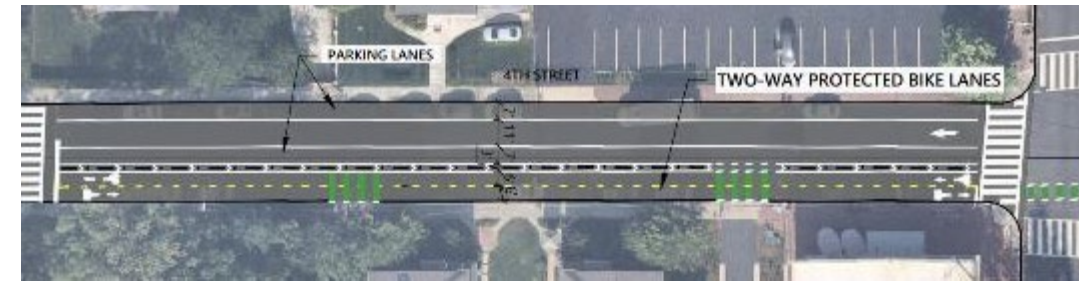
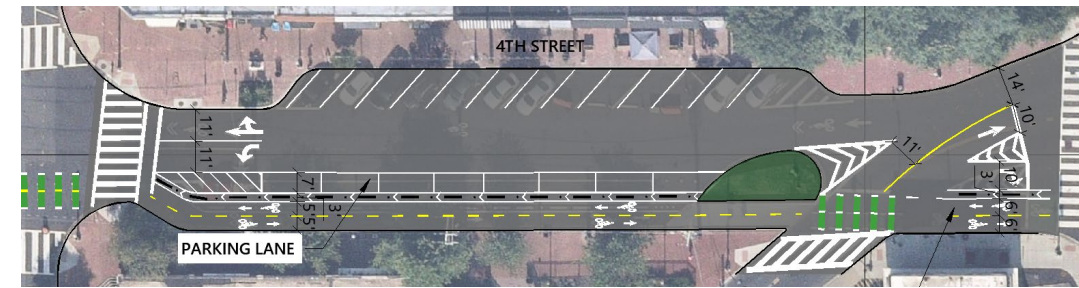
- Consistent bikeway type most intuitive for users
- Protected bike lane is comfortable for people biking along 4<sup>th</sup> Street
- Maintains general configuration of Cedar Street to Butternut Street block
- Requires two-way to one-way conversion of 4<sup>th</sup> Street from Butternut Street to Van Buren Street
- Butternut Street to Aspen Street: parking on both sides; Aspen Street to Van Buren Street: parking on one side





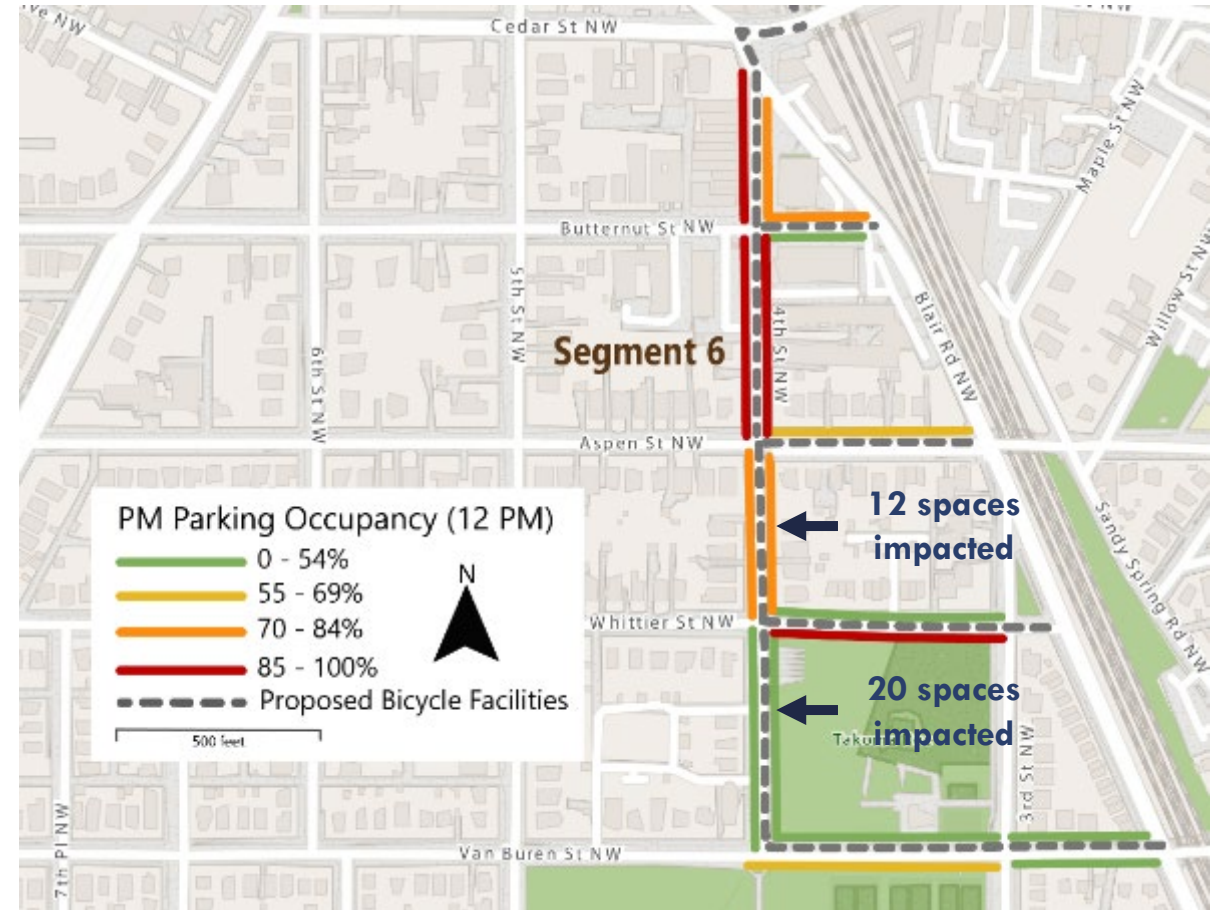
# Segment 6: Cedar Street, 4<sup>th</sup> Street

- No property impacts; improvements within right-of-way (Cedar to Butternut) or within existing roadway footprint (Butternut to Van Buren)
- 30-40 parking spaces impacted
- Street trees adjacent to existing roadway footprint
- Potential impacts to Triangle Park
- Increases to delay for people driving on Blair Road, increases to vehicle queueing on Cedar Street
- Segment 6 is entirely within the Takoma Park Historic District



# Segment 6: Cedar Street, 4<sup>th</sup> Street

## Recommended Alignments - Parking Removal Impacts



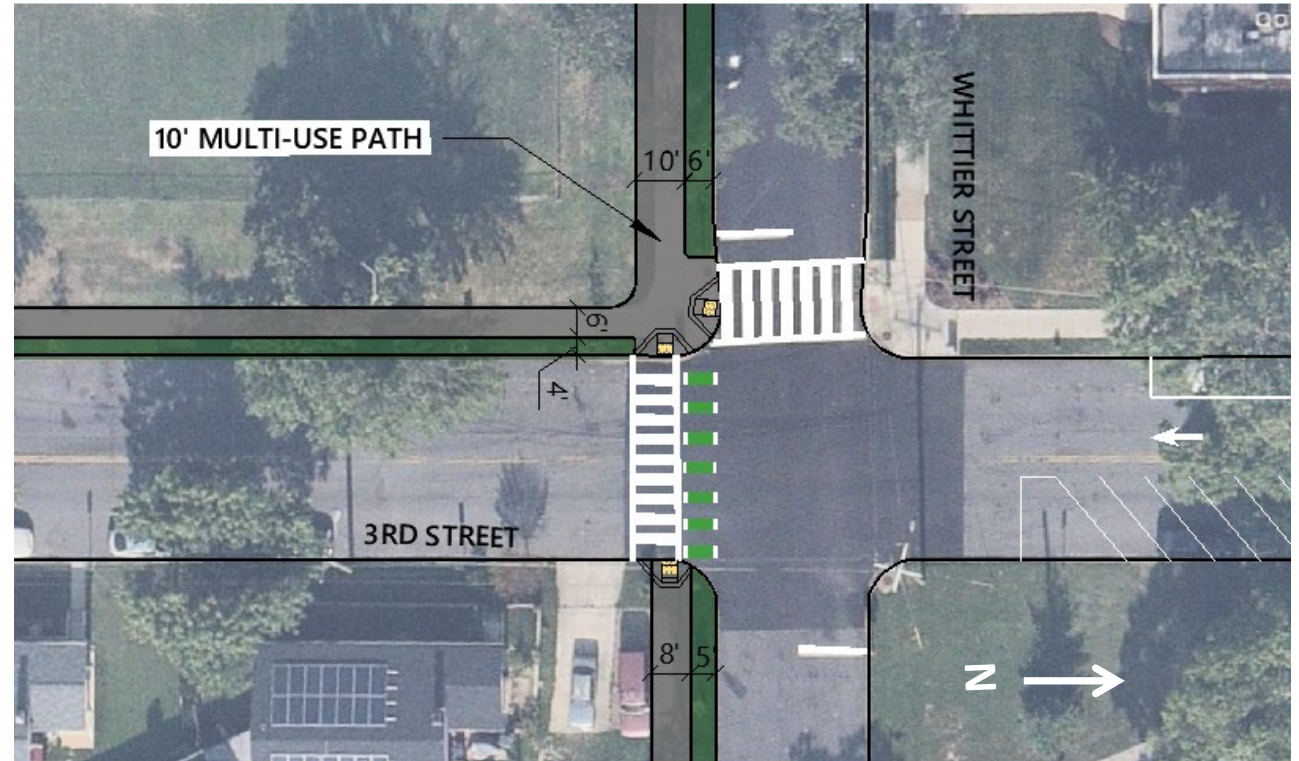


# Segment 6: Whittier Street

## Existing Conditions:



## Recommended Alignment: Neighborhood bikeway and 10-ft multi-use path on south side

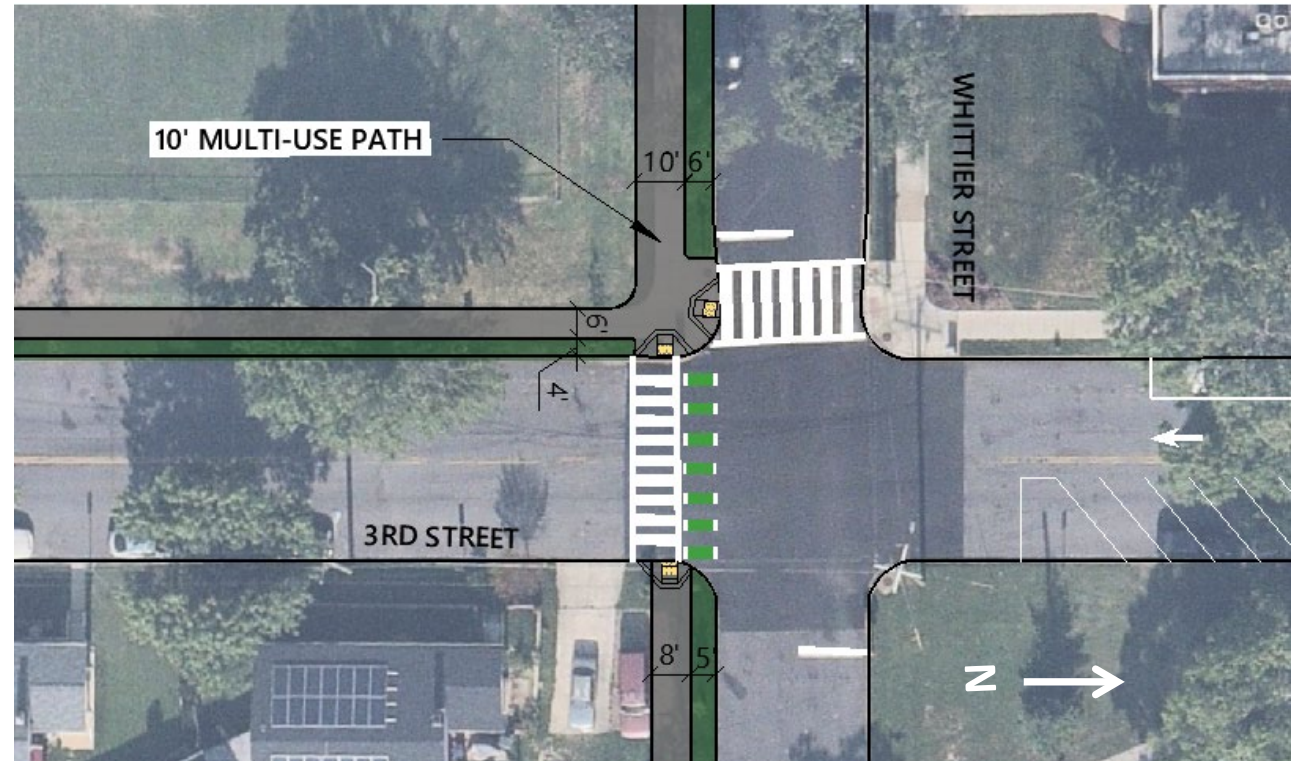




# Segment 6: Whittier Street

- Low traffic volumes and speeds are compatible with neighborhood bikeway
- Speed humps will further ensure low traffic speeds
- Multi-use path creates an off-street facility for people not comfortable biking in the street
- Will include wayfinding signage

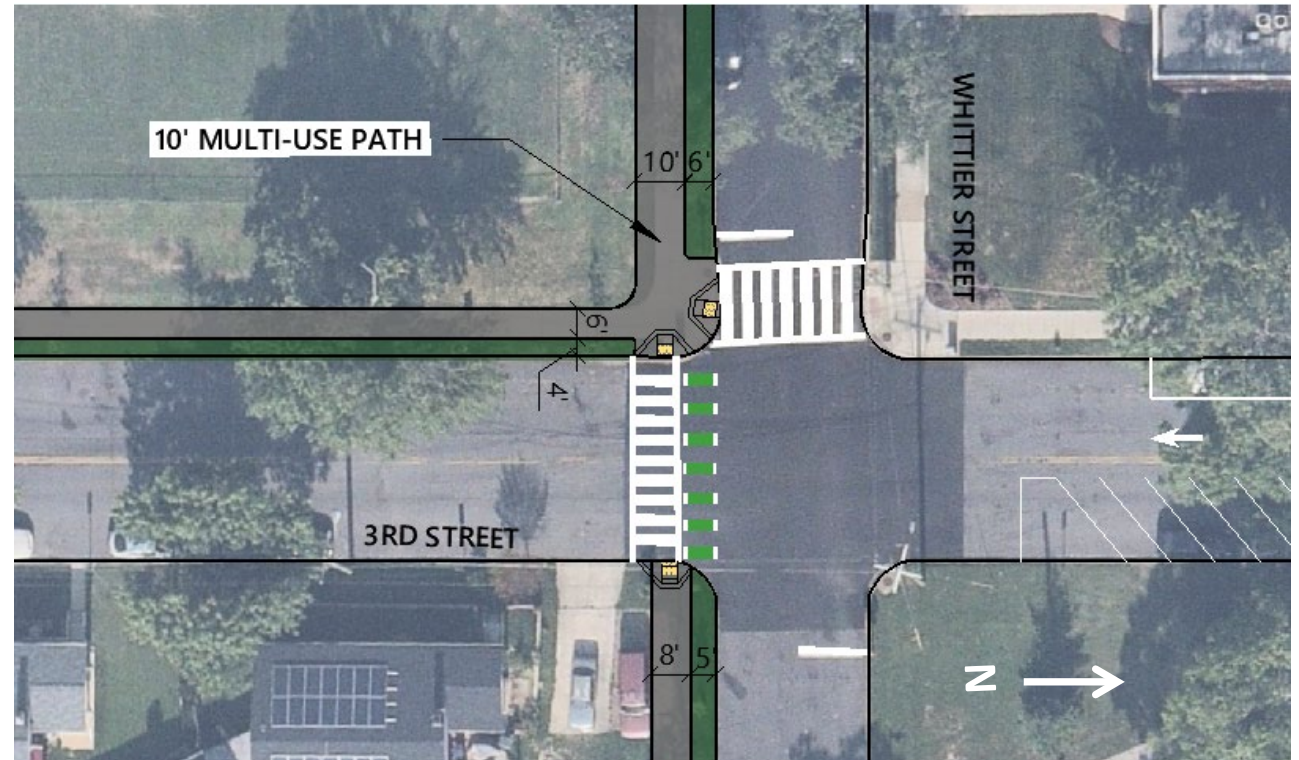
**Recommended Alignment:**  
Neighborhood bikeway and 10-ft multi-use path on south side



# Segment 6: Whittier Street

- No property impacts; improvements within right-of-way
- No parking spaces impacted
- Trees adjacent to project area; impacts to trees will be minimized
- Park property impacts unlikely
- Segment 6 is entirely within the Takoma Park Historic District

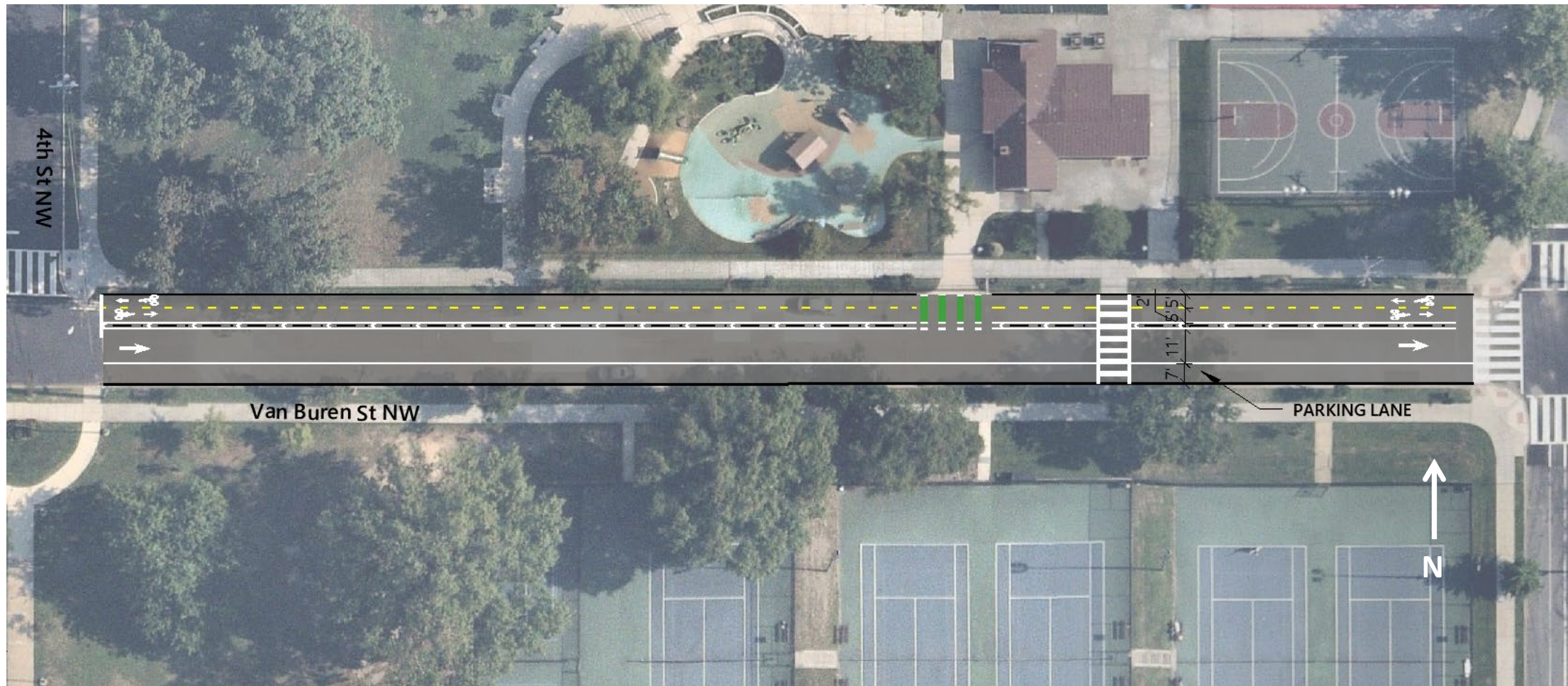
**Recommended Alignment:**  
Neighborhood bikeway and 10-ft multi-use path on south side





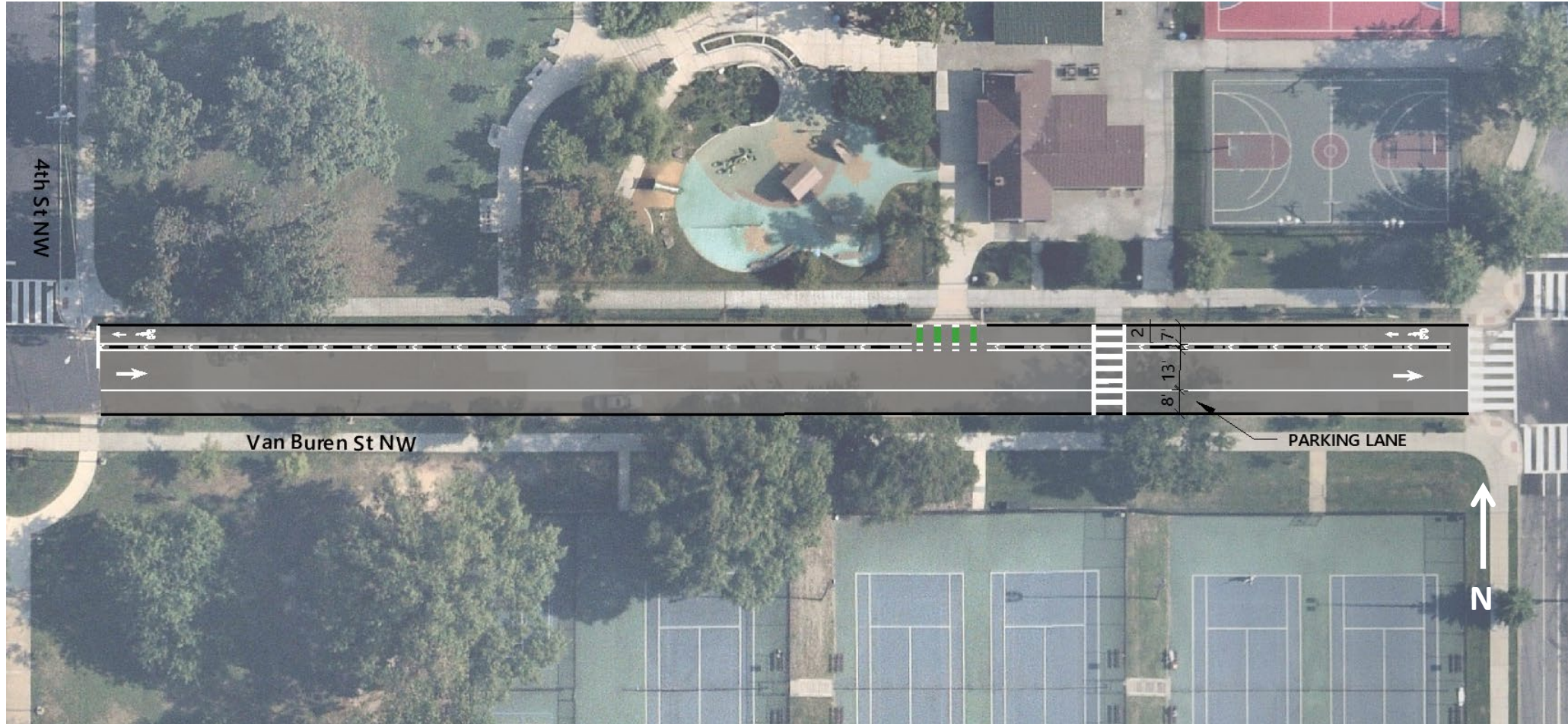
# **VAN BUREN STREET ALIGNMENT ALTERNATIVES**

# Segment 6: Van Buren Street 2-way Protected Bike Lane Alternative



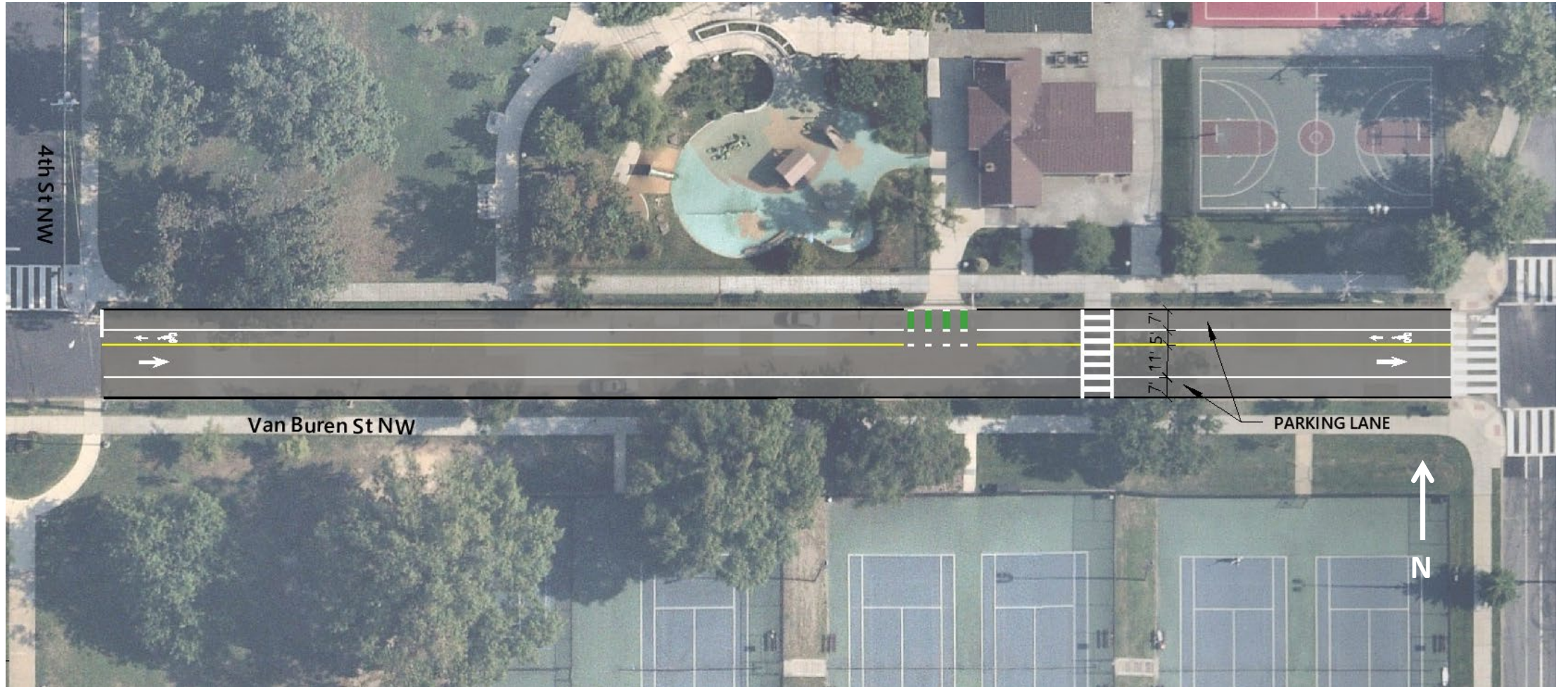


# Segment 6: Van Buren Street Contraflow Protected Bike Lane Alternative





# Segment 6: Van Buren Street Contraflow Bike Lane Alternative





# Segment 6: Van Buren Street Alternative Comparison

## 2-way Protected Bike Lane

- Requires continuing design from 3<sup>rd</sup> Street to Blair Road
- Requires complex design at Van Buren Street and Blair Road intersection
- Retains parking on south side

## Contraflow Protected Bike Lane

- Aligns with community's preferences based on survey data
- Retains parking on south side

## Contraflow Bike Lane

- Retains parking on both sides
- Requires vehicles parking on the north side to cross the contraflow bike lane



# Segment 6: Van Buren Street Alternative Comparison

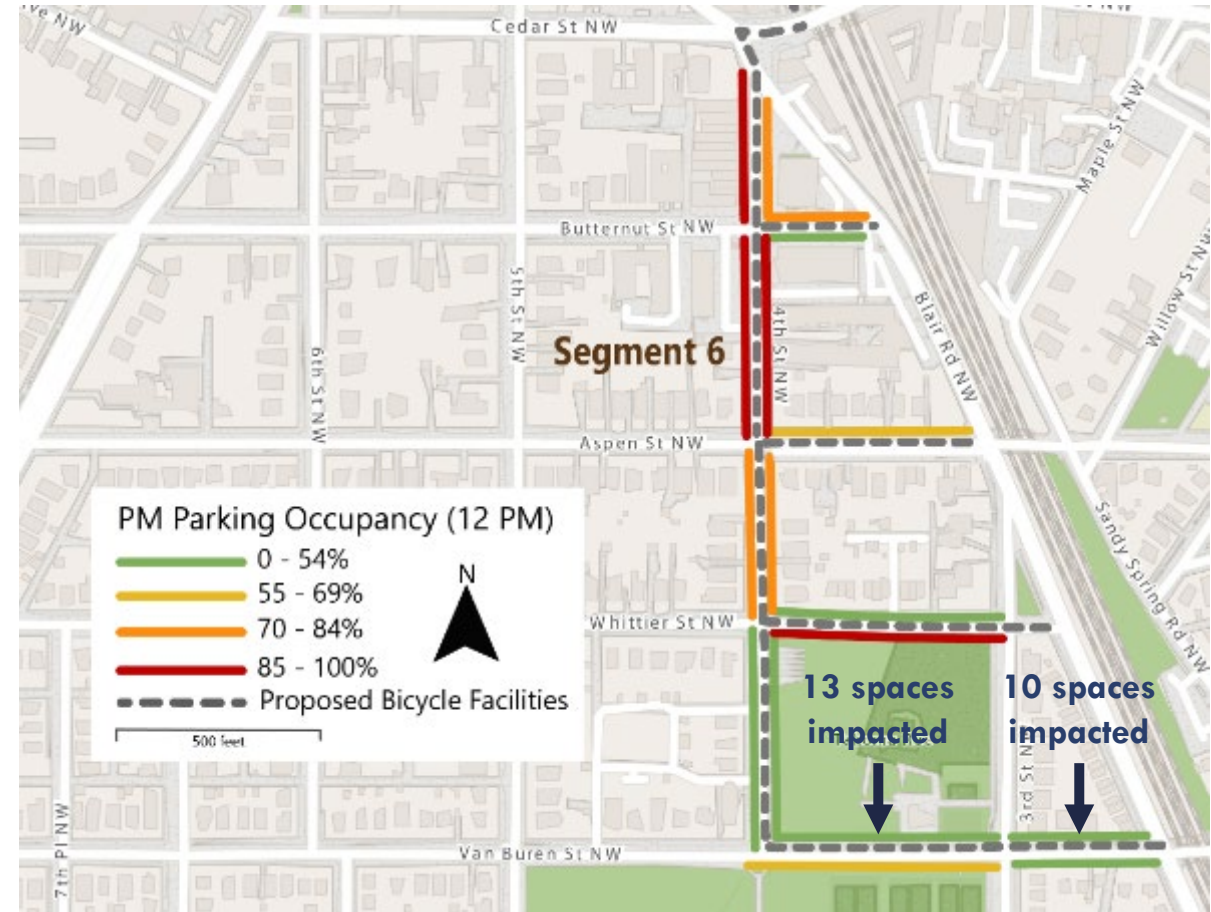
- No property impacts; improvements within existing roadway footprint
- Up to 25 parking spaces impacted in 2-way protected bike lane alternative
- Street trees adjacent to existing roadway footprint
- No impact to park property
- Segment 6 is entirely within the Takoma Park Historic District





# Segment 6: Cedar Street, 4<sup>th</sup> Street

## 2-way Protected Bike Lane and Contraflow Protected Bike Lane - Parking Removal Impacts



# Segment 6: Van Buren Street Live Poll

Which alternative do you prefer for Van Buren

- a. 2-way Protected Bike Lane
- b. Contraflow Protected Bike Lane
- c. Contraflow Bike Lane



# QUESTIONS AND ANSWERS




# WRAP-UP

# Wrap-Up

- Provide us with feedback, ask questions, or contact us at: [metbranchtrail@dc.gov](mailto:metbranchtrail@dc.gov)
- Project updates available at: [metbranchtrail.com](http://metbranchtrail.com)
- Next Steps:
  - Complete preliminary (30%) design – end of 2022
  - Continue environmental review, complete intermediate (65%) design – end of 2023
  - Complete final (100%) design – end of 2024

# Title VI – rebrand.ly/MBTBlair2PineyBranch-Comments

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



## Title VI Public Involvement Questionnaire

The District Department of Transportation is committed to providing all citizens, regardless of race, color, age, gender, or national origin, the opportunity to participate in and respond to transportation plans, programs, and activities that may affect their community. To help us make sure we are reaching our goal and maintaining compliance with Title VI of the Civil Rights Act of 1964 and all relevant federal and local nondiscrimination laws, we ask that you voluntarily complete the following information. DDOT's Title VI Coordinator will handle the information you provide with confidentiality. For more information regarding DDOT's Title VI Program, please contact DDOT's Transportation Equity and Inclusion Division at 202.671.2700 or [ddot@dc.gov](mailto:ddot@dc.gov).

[Sign in to Google](#) to save your progress. [Learn more](#)

Project/Meeting Name & Date

Metropolitan Branch Trail Blair Rd to Piney Branch Project Update, June 7, 2022, 6:30pm-8:00pm

Was this meeting held at a convenient time?

Yes

No

[Next](#) [Clear form](#)

As a recipient of Federal assistance, DDOT must ensure that all of its programs, activities and public meetings are conducted in compliance with Title VI of the Civil Rights Act of 1964. This Act ensures nondiscrimination based on race, color or national origin. The Title VI Public Meeting Participant Questionnaire is used to help DDOT ensure that we are informing the public and conducting our meetings in a nondiscriminatory manner, in compliance with Title VI.

Project comments and/or concerns may also be submitted through this form. We appreciate anyone who is willing to complete the form.

Thank you for your participation.





d.

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District Department of Transportation