



Metropolitan Branch Trail – Blair Road to Piney Branch Road **Design**

December 7, 2021 Public Meeting

Meeting Agenda

- Introductions
- Project Background & Purpose
- Design Alternatives Introduction
- Questions & Answers
- Breakout Sessions
- Wrap-up

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)
- Cynthia Turcios (DDOT – Community Engagement Specialist)
- Charlie Alexander (Consultant Project Manager)
- Anjuli Tapia (Consultant Design Engineer)
- Mike Gifford (Consultant Design Engineer)

Welcome to our virtual public meeting!

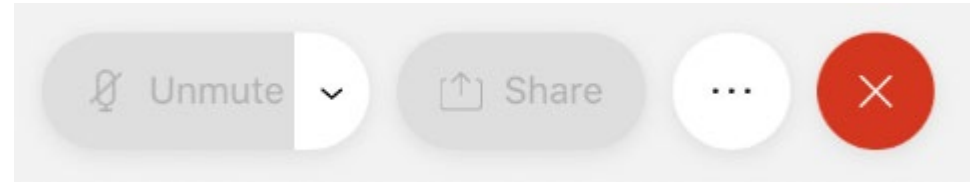
To begin, we will review some basic controls to help you participate on this platform.

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 livestreamed 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 in the next few slides.

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

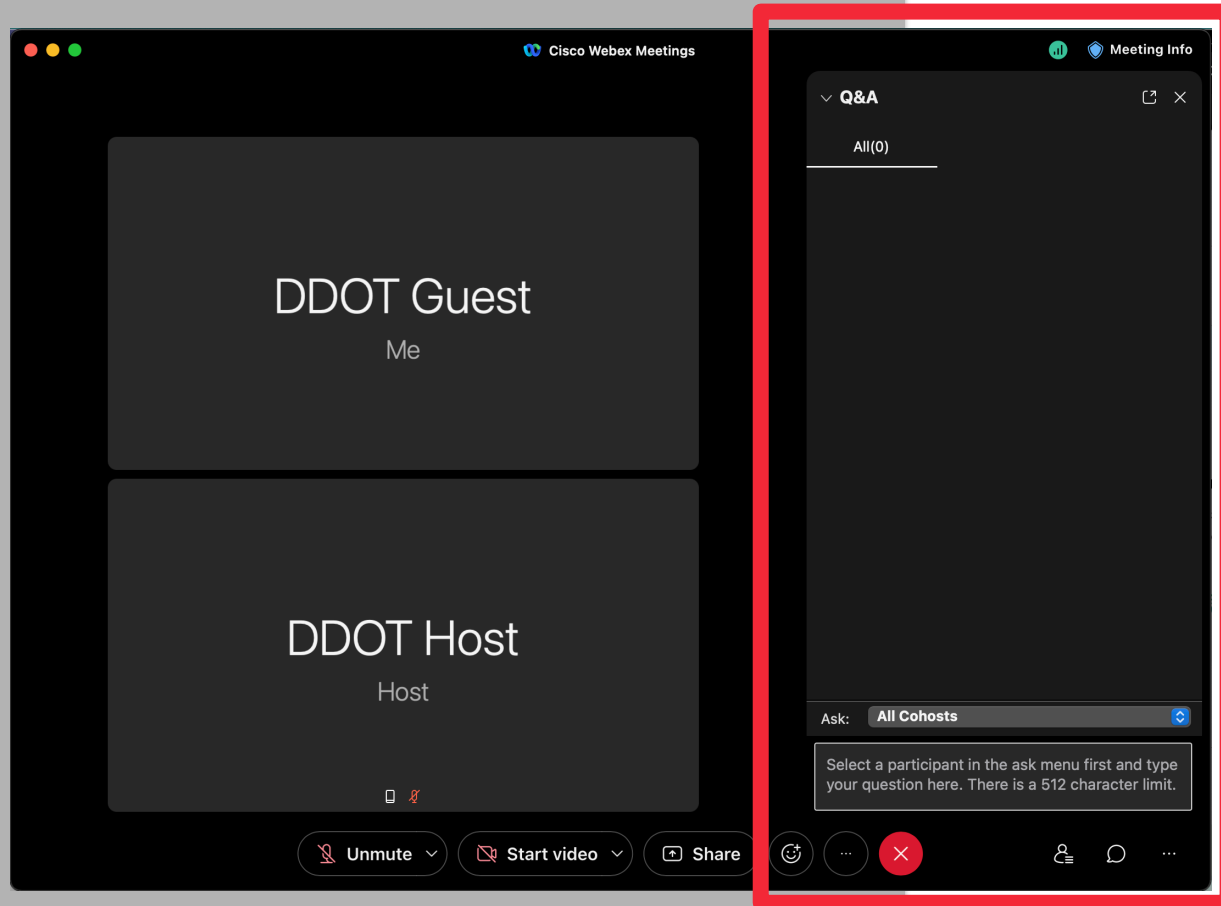
Using Webex – Audio & Video



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, which we will cover shortly.

Using Webex – Q&A



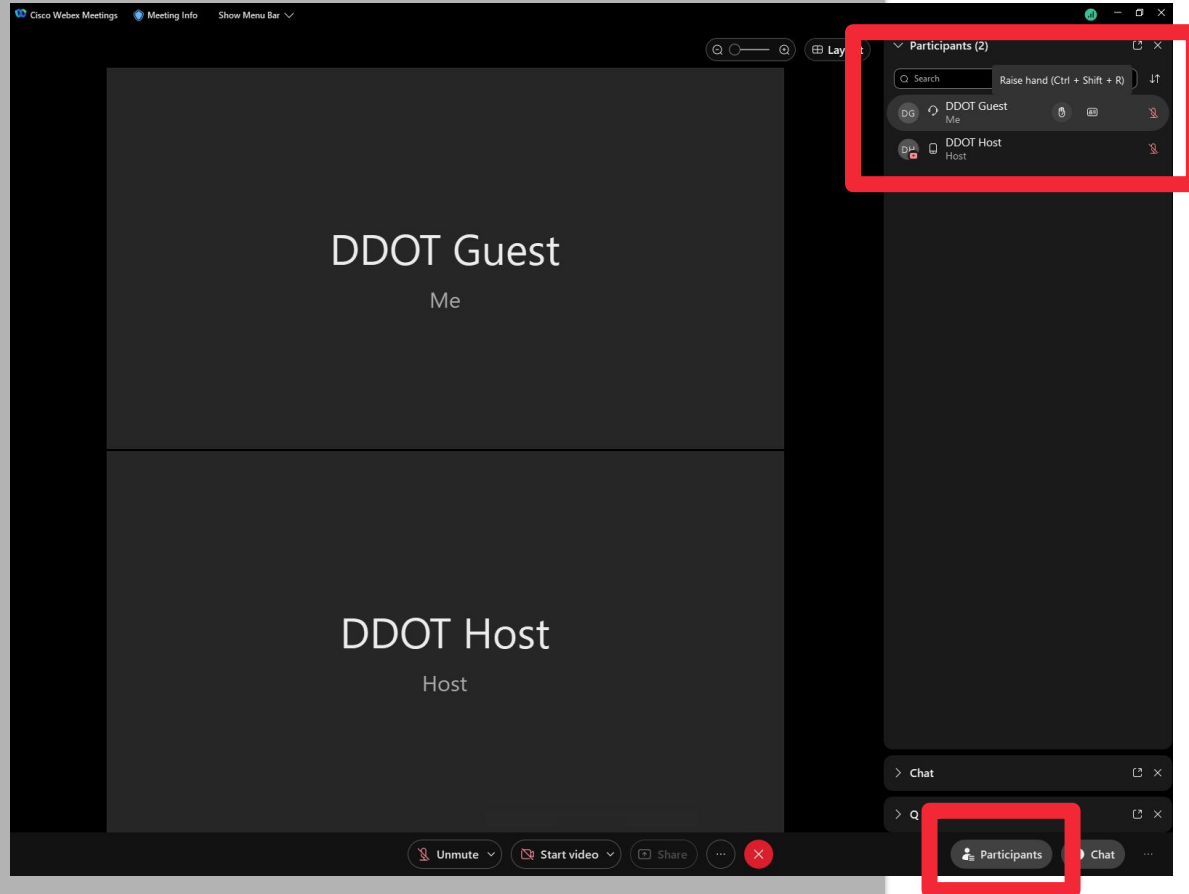
If you have a question during the presentation, send it via the Q&A feature.

To Send a Question:

- Click the “**three dot icon**” in the bottom right of the Webex window and select **Q&A**.
- A new panel or window will appear. In the “**Ask**” field, make sure **All CoHosts** is selected.
- 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 3 dot (...) icon and select the Question mark icon to access the Q&A to ask a question.

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.

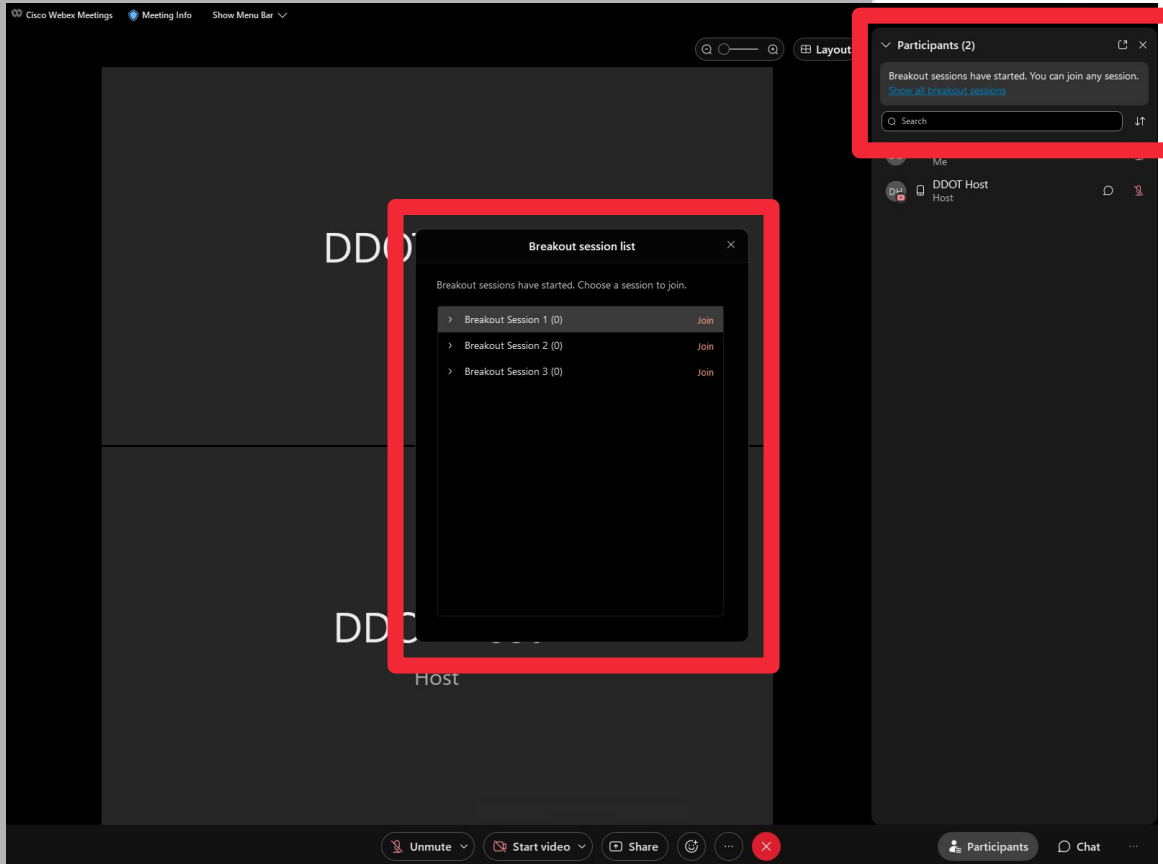
To virtually raise your hand:

- Click the **Participants icon** on the bottom right of the Webex window.
- Hover your cursor next to your name and click the **Raise hand icon**
 - Alternatively, you may press the following keys on your keyboard: **Ctrl + Shift + R**

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 – Breakout Sessions



When the Breakout Sessions begin, you will see a link to the available Sessions in the Participants panel on the right side of the Webex window.

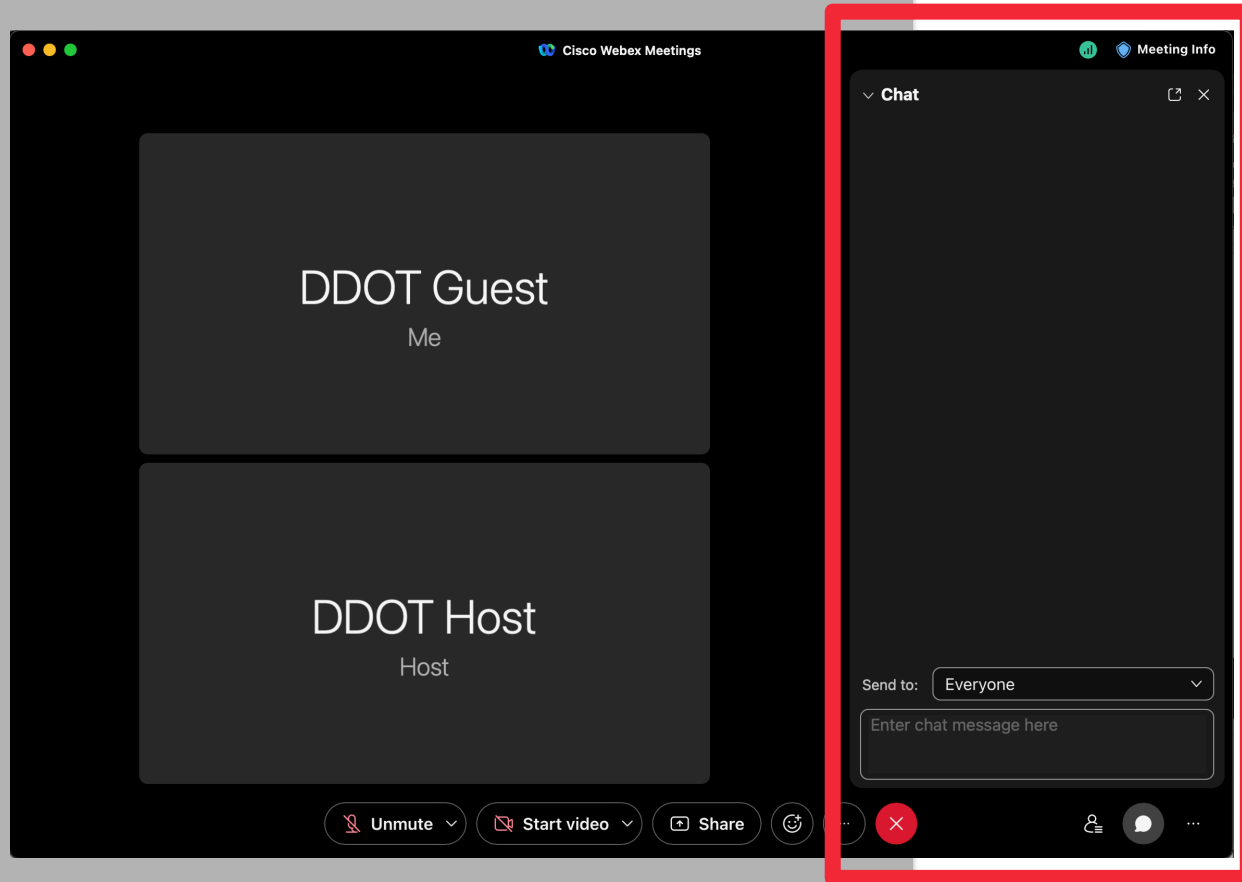
To Join a Breakout Session:

- Click "**Participants**", then click "**Show all breakout sessions**" at the top of the panel.
 - A pop-up window appears, allowing you to view a list of all available Breakout Sessions.
- Click "**Join**" next to the name of the Session you would like to join.

Tips:

- You may freely join and leave any Breakout Session.
- The Chat within a Breakout Session will only be available within that Session.

Using Webex – Chat

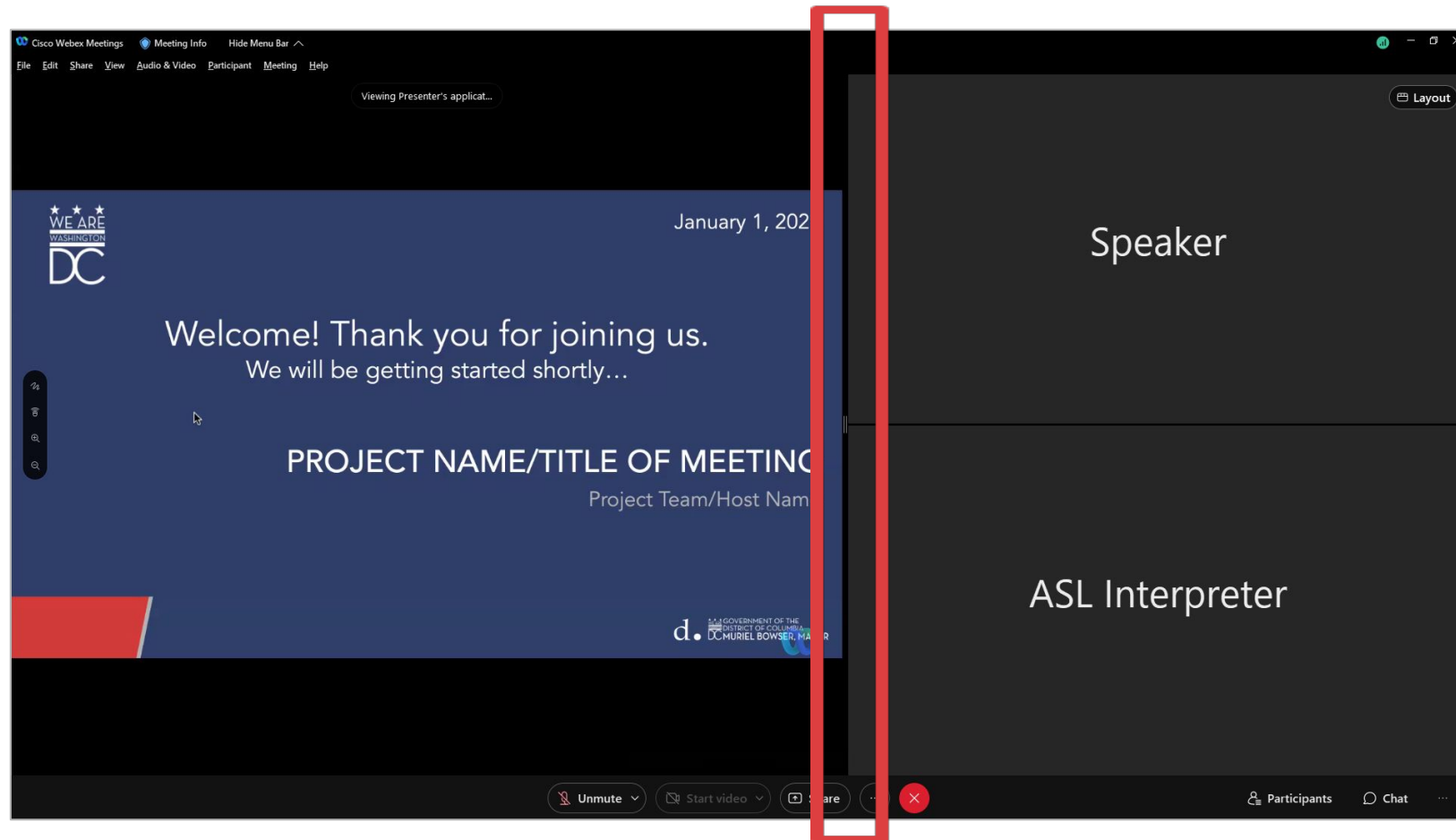


If you have a comment during the presentation, send it via the Chat feature.

To Send a Chat:

- Click “**Chat**” in the bottom right 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 comment and press the Enter key to send it.

Using Webex – Adjust your Layout



- Hover your cursor between the video feed and presentation
- Click and drag the slider bar to adjust the size of the Stage window
- Close any open Panels (Participants, Chat, Q&A) to maximize space

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



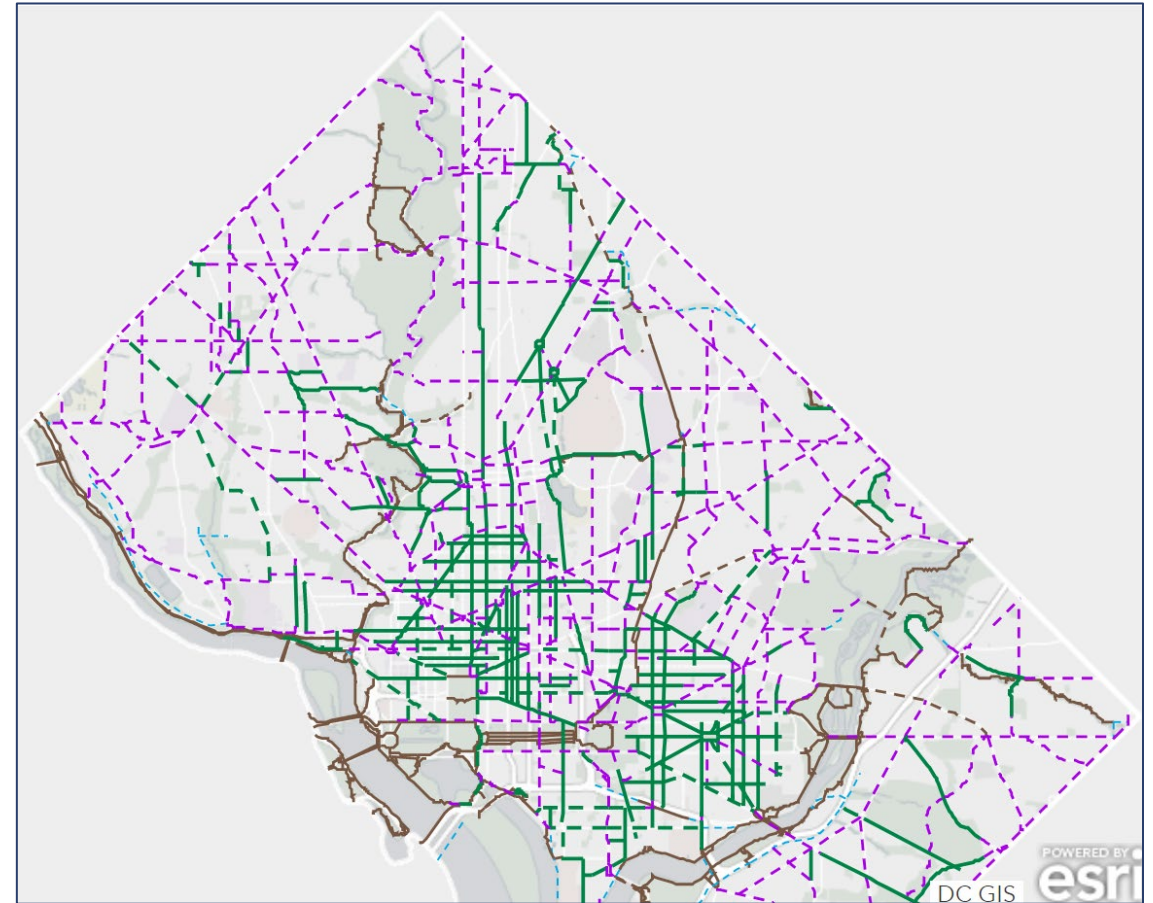
Mobility



Sustainability



Enjoyable Spaces



- Existing Bikeway
- - - Future Planned Bikeway

Project Context

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 Context-

Updates on other MBT Segments

Brookland to Fort Totten:

- Currently in construction, planned completion by December 2021
- Updates available at metbranchtrail-forttotten.com

Fort Totten to Takoma:

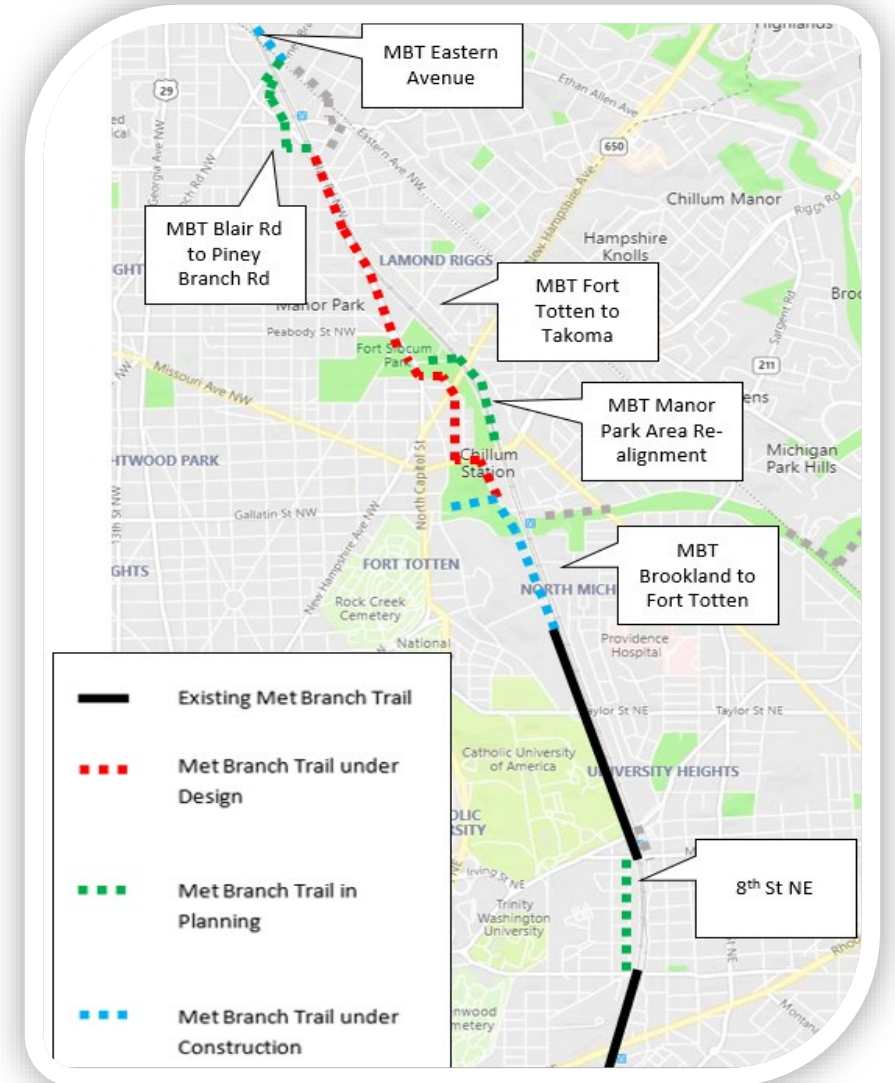
- Currently nearing 100% Design
- Planned construction start Summer/Fall 2022

Manor Park Area Off-street alignment:

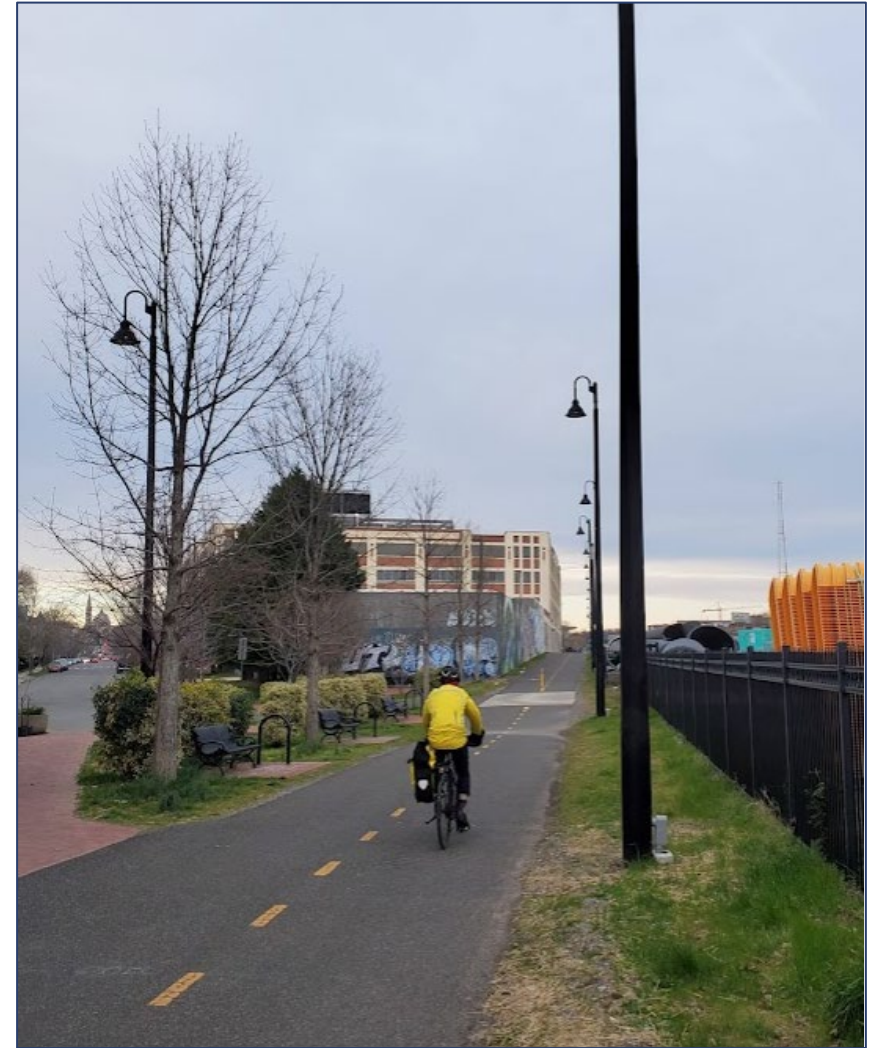
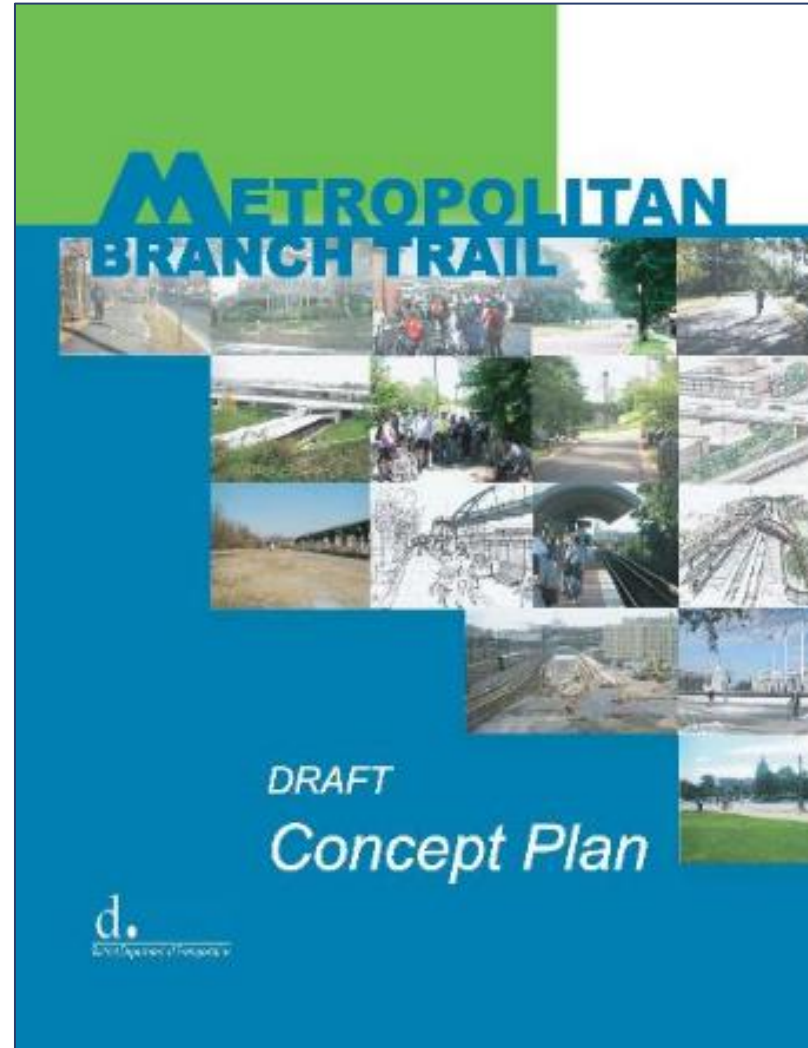
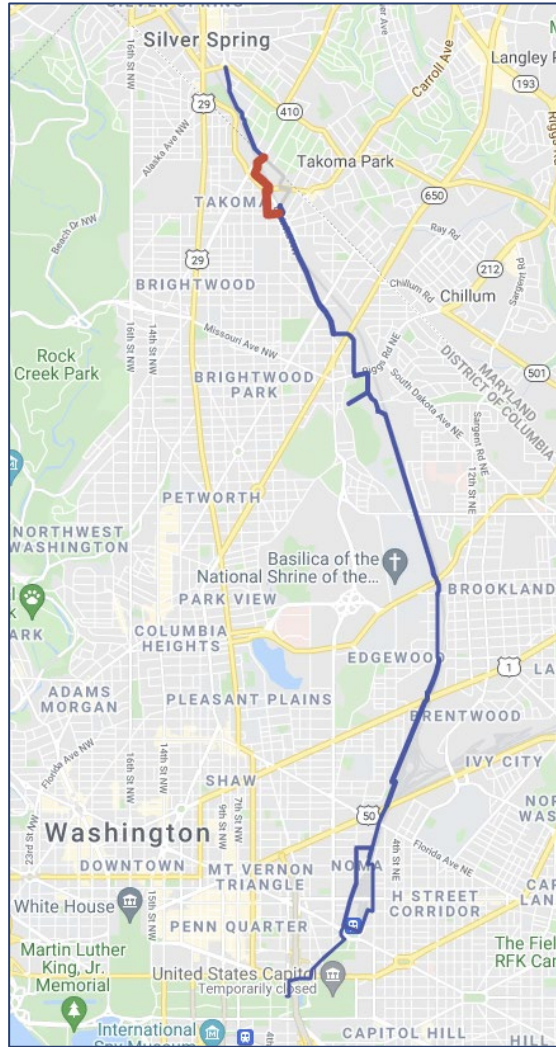
- Future environmental assessment between Riggs Rd and Oglethorpe St NE

Eastern Ave between Piney Branch Rd and Baltimore Ave:

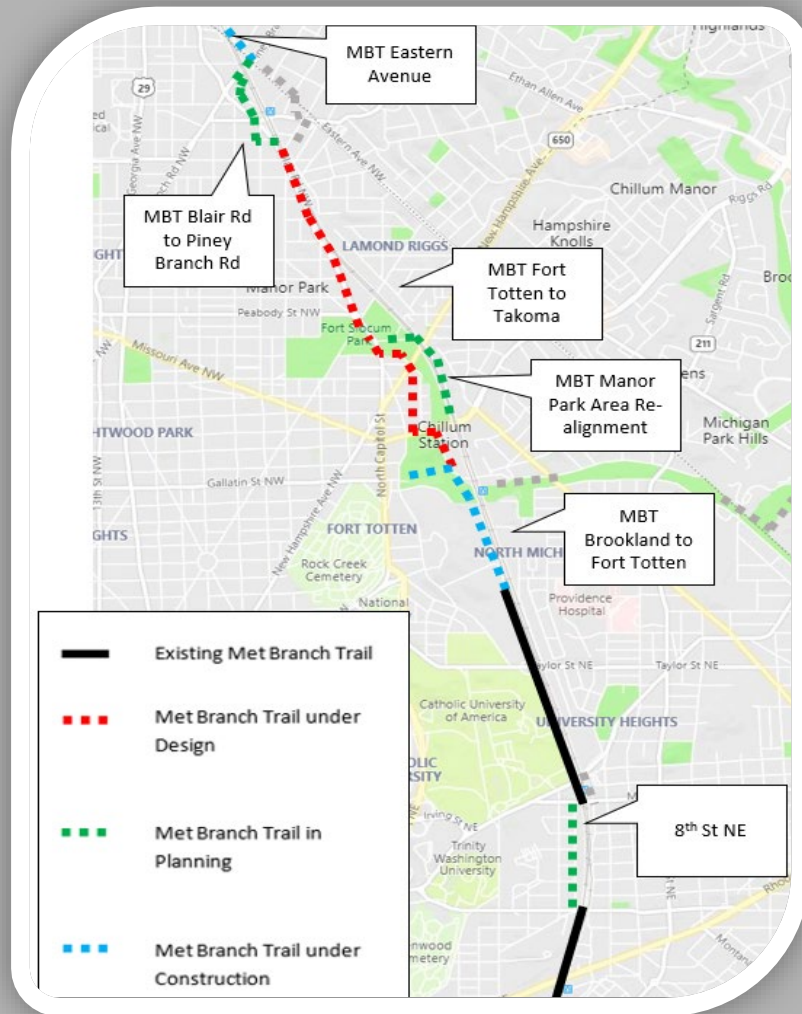
- Construction completed in June 2021 Will connect to the Capital Crescent Trail and Anacostia River Trail



Project Background

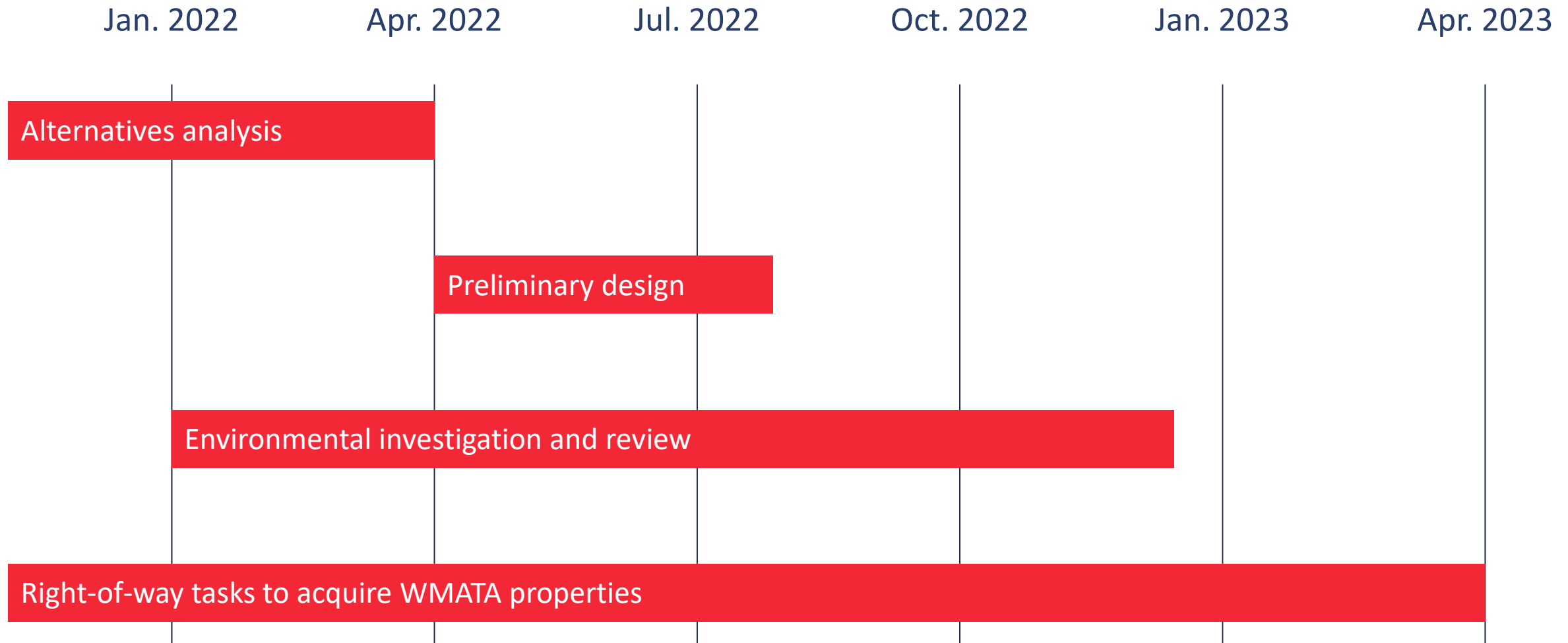


Blair Road to Piney Branch Road Section



- Construction of Brookland to Fort Totten section is currently underway
- DDOT is currently designing the Fort Totten to Takoma section
- The Blair Road to Piney Branch Road section will fill this gap, completing the Metropolitan Branch Trail
- Anticipated timeline:
 - Preliminary design: 2021/22
 - Final design: 2022/23
 - Construction: 2024/25

Process & Schedule for Preliminary Design



Project Purpose

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



Segment 1: Piney Branch Road



**Piney Branch Road
looking northeast**

Segment 2: Piney Branch Road to Chestnut Street



Looking down to
Piney Branch Road
from Chestnut Street

Segment 3: Chestnut Street



Chestnut Street

Segment 4: Spring Place



Spring Place
looking south

Segment 5: 343 Cedar Street



East of 343 Cedar
Street looking north

Segment 6: 4th Street, Aspen Street, Whittier Street, or Van Buren Street



**4th Street at Butternut Street
looking north**



**Whittier Street
looking west**

Design Alternative – Facility Types

Multi-use Path

Supports multiple recreation and transportation opportunities such as walking, biking, skating, and wheelchair use.



Atlanta BeltLine Eastside Trail

Protected Bike Lane

Exclusive bikeway located within or next to a roadway but is distinct from the sidewalk and has vertical barriers or elevation differences.



Washington, D.C.

Design Alternative – Facility Types

Bike Boulevard / Neighborhood Bikeways

A bikeway composed of a low-speed street which has been optimized for bicycle traffic in a neighborhood.



39th Ave Sunnyside, NY

Woonerfs

Woonerf means “Living Street” in Dutch and refers to a communal space with that is designed to accommodate ease of bicycle and pedestrian trips and creates a sense of place. The streets have slower speeds, less signage, and no street markings.



Naarden, Netherlands

Design Alternative – Facility Types

Bike Lanes

Exclusive bikeway located within or next to a roadway but is distinct from the sidewalk.



Del Mar, CA

Advisory Bike Lanes

Advisory bicycle lanes are characterized by a dashed bike lane and a single shared vehicular lane (11'-16') for two-way travel with on-street parking on both sides.



Minneapolis, MN

Measures of Effectiveness

- User comfort and safety
- Route directness, number of stops for trail users
- Conflicts with driveways, bus stops
- Vehicle operations (delay, queuing)
- On-street parking impact
- Right-of-way impacts
- Cost
- Constructability
- Maintainability
- Utility impacts

Breakout Sessions

- **Breakout Room #1 : Piney Branch Rd to Chestnut St**
 - Segment 1: Piney Branch Road
 - Segment 2: Piney Branch Road to Chestnut Street
 - Segment 3: Chestnut Street

- **Breakout Room #2 : Spring Pl to Cedar St**
 - Segment 4: Spring Place
 - Segment 5: 343 Cedar Street

- **Breakout Room #3 : 4th St to Blair Rd**
 - Segment 6: 4th Street, Aspen Street, Whittier Street, or Van Buren Street

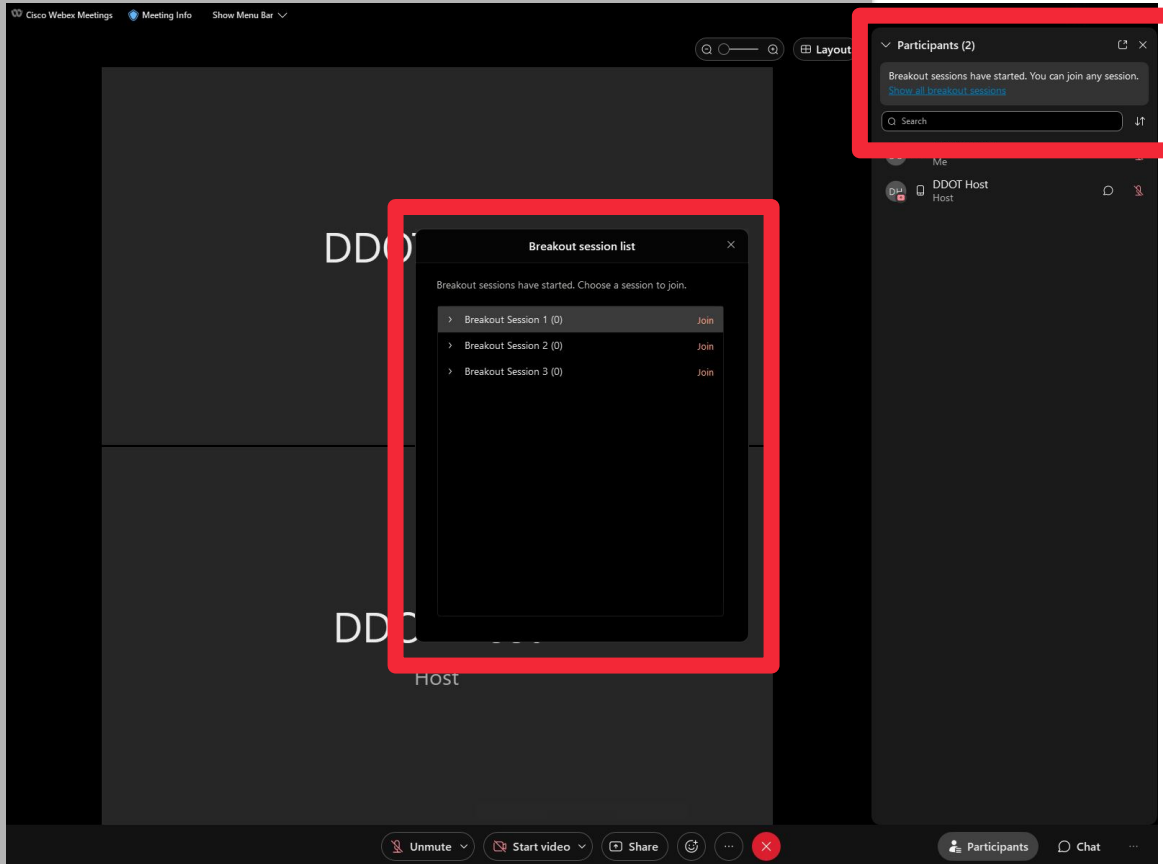


Questions & Answers

Breakout Sessions

- Choose a breakout group for your preferred segment
- You will learn more about the segment's alternatives and pros/cons
- Provide other feedback to improve alternatives
- After the meeting, take our survey for other alternatives: bit.ly/MBTTakoma also available at metbranchtrail.com

Using Webex – Breakout Sessions



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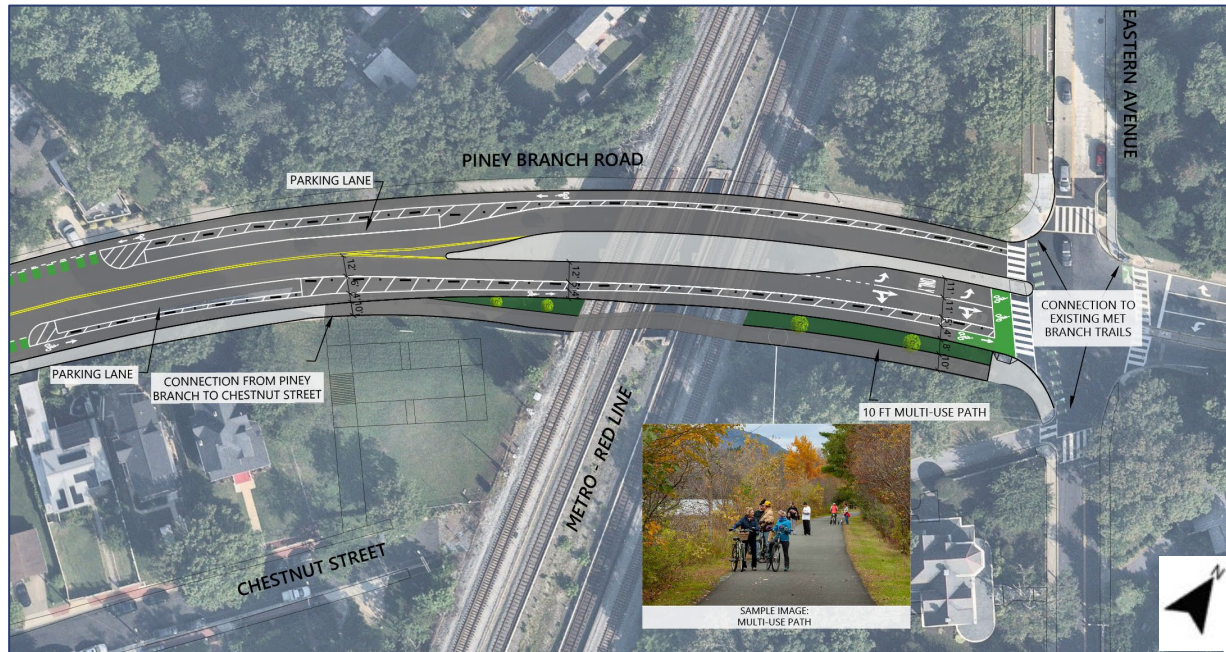


Segment 1 – Piney Branch Road – Breakout Room

Segment 1 – Piney Branch Road Multi-Use Path Alt 1



Segment 1 – Piney Branch Road Multi-Use Path Alt 1



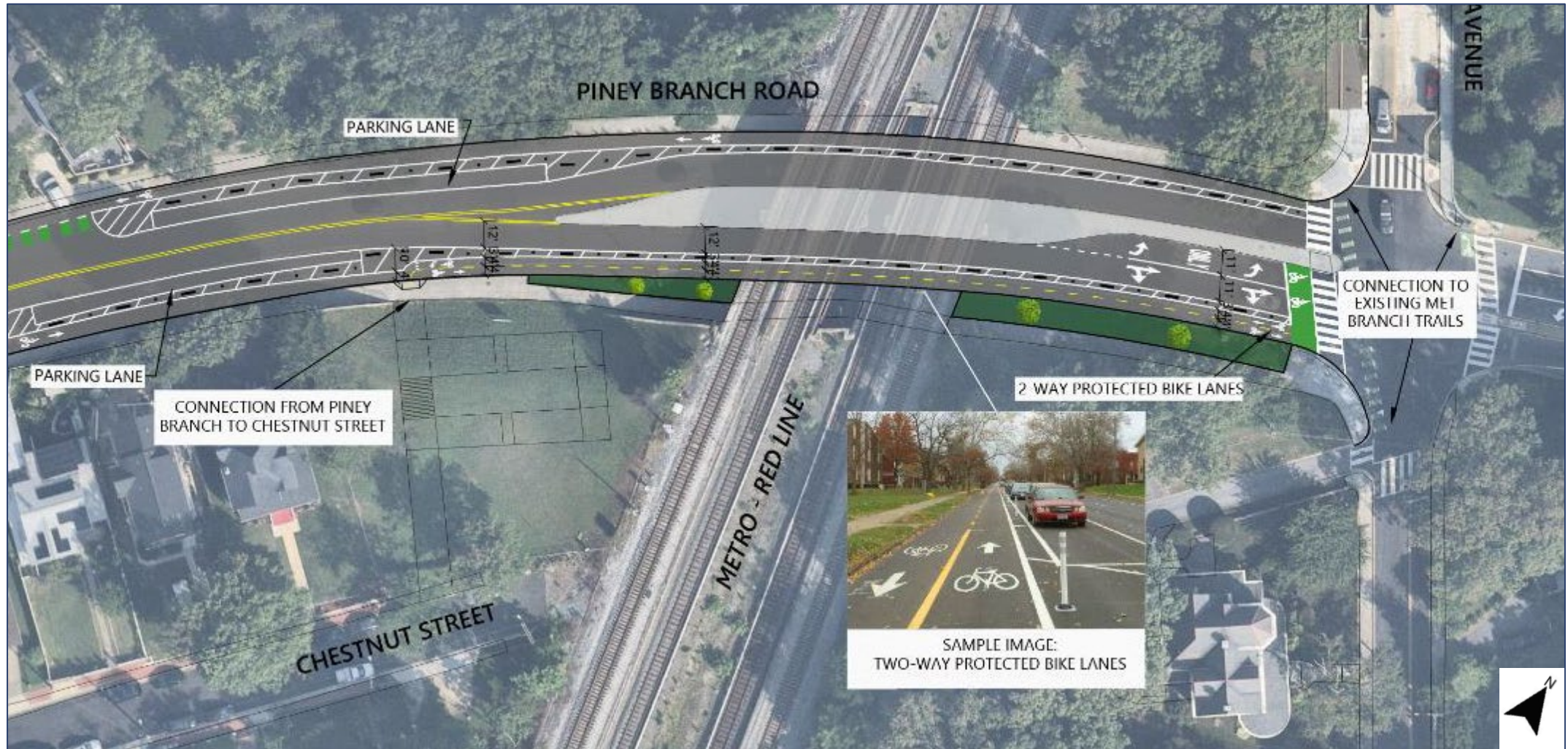
Pros

- No changes to on-street parking.
- Multi-use path is most consistent facility type with other sections of the Metropolitan Branch Trail.
- Bicyclists further separated from vehicle traffic.
- Intuitive connection to existing Metropolitan Branch Trail section at Eastern Avenue traffic light.

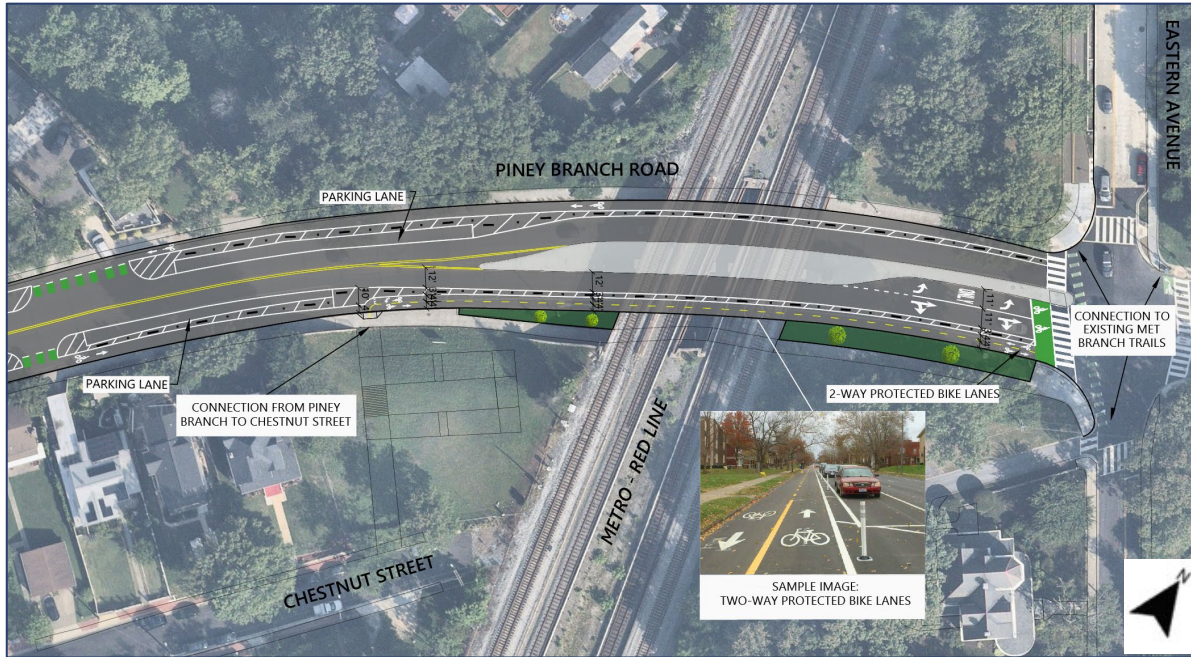
Cons

- Requires bicyclists and pedestrians to share space on the trail.
- Redundancy with existing protected bike lanes on Piney Branch Road may cause confusion for users.

Segment 1 – Piney Branch Road Two-Way Protected Bike Lane Alt 2



Segment 1 – Piney Branch Road Two-Way Protected Bike Lane Alt 2



Pros

- Minimal changes to on-street parking on the south side of Piney Branch Road.
- Bicyclists and pedestrians would each have their own dedicated and protected travel space.
- Intuitive connection to existing Metropolitan Branch Trail section at Eastern Avenue traffic light.

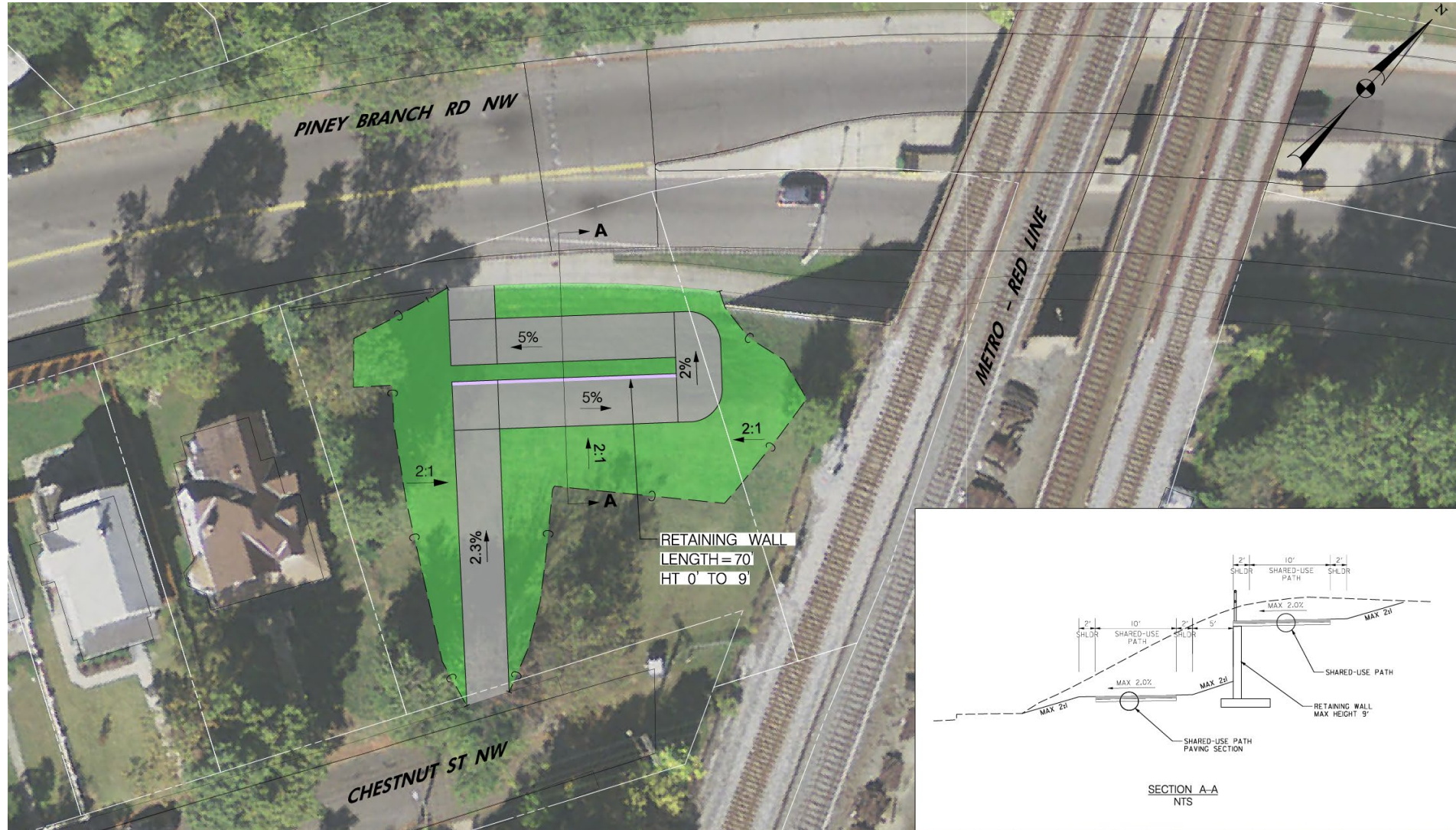
Cons

- 4-foot bike lanes on the south side of Piney Branch Road are narrow and may not be comfortable if user volumes are high.
- Bicyclists are closer to vehicle traffic.



Segment 2 – Piney Branch Road to Chestnut Street – Breakout Room

Segment 2 – Piney Branch Road to Chestnut Street Alt 1



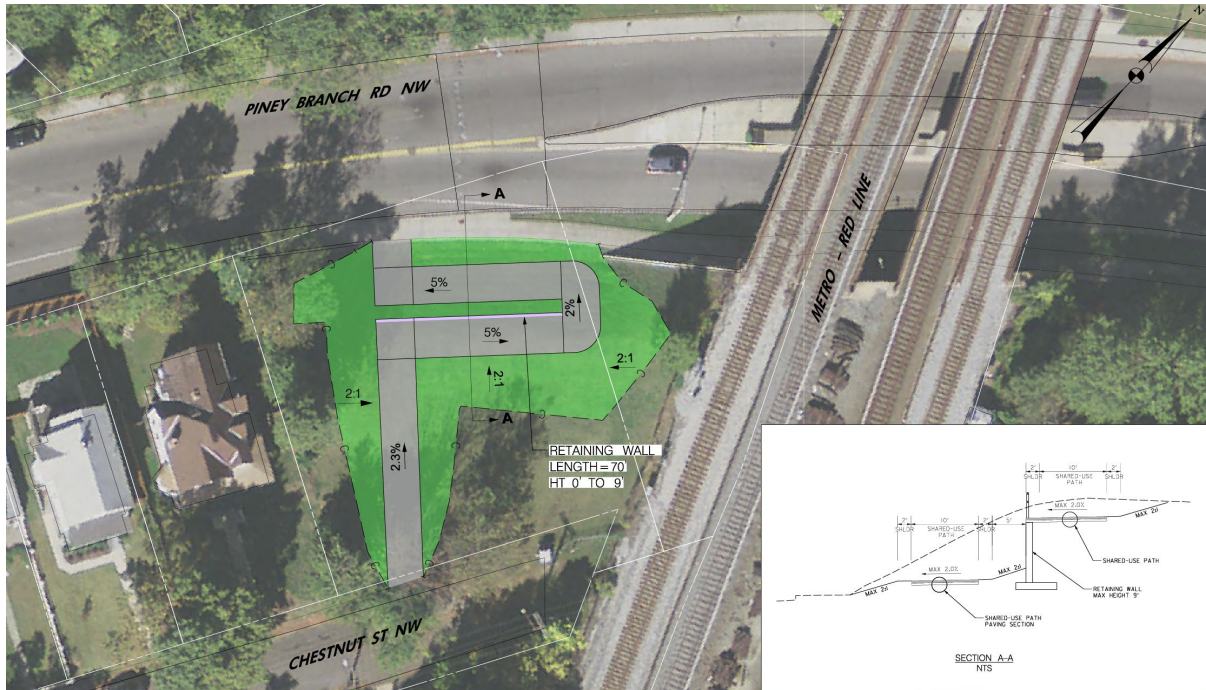
Segment 2 – Piney Branch Road to Chestnut Street Alt 1

Pros

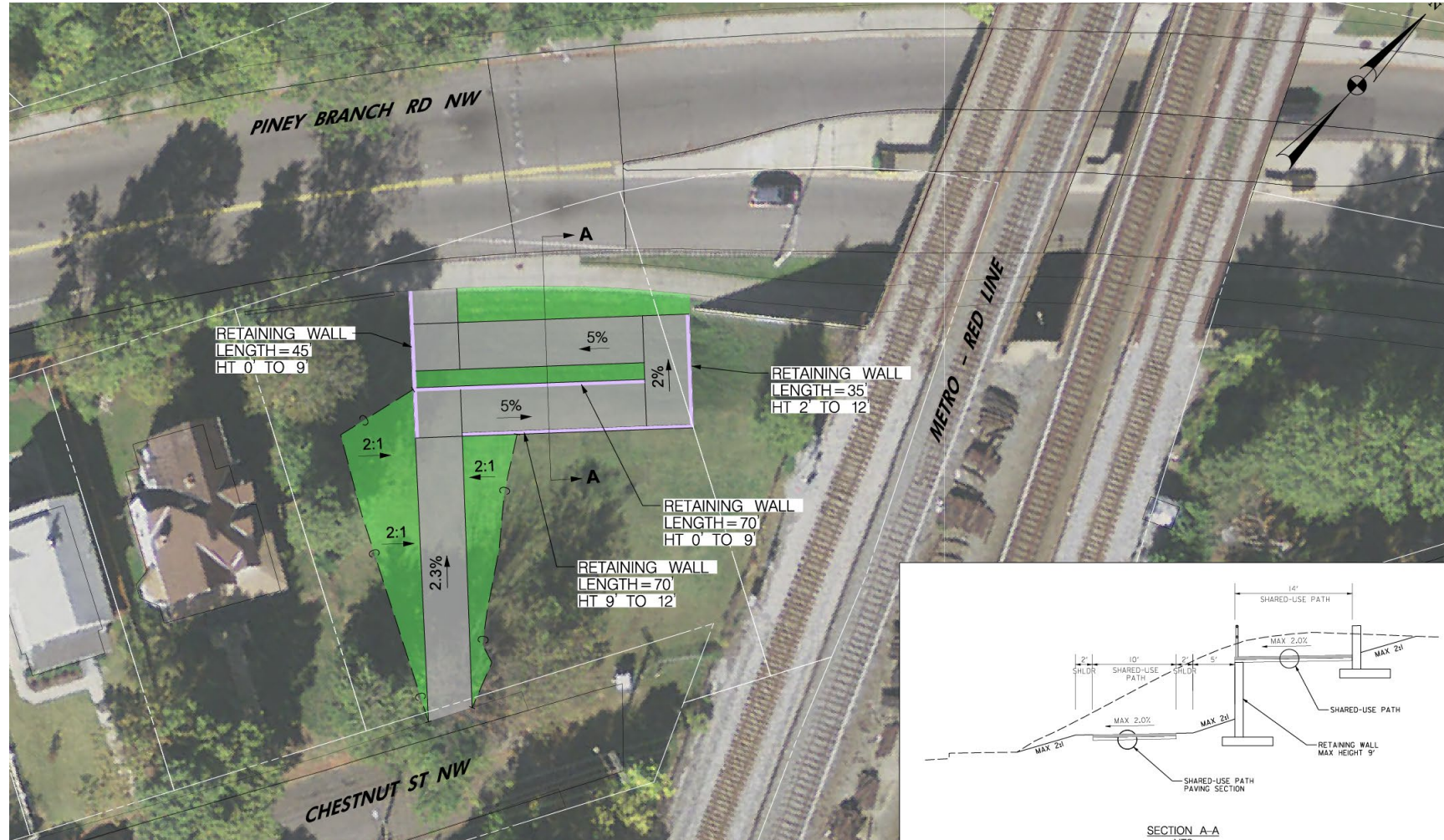
- Gentle slopes (5% max)
- Large amount of usable green space

Cons

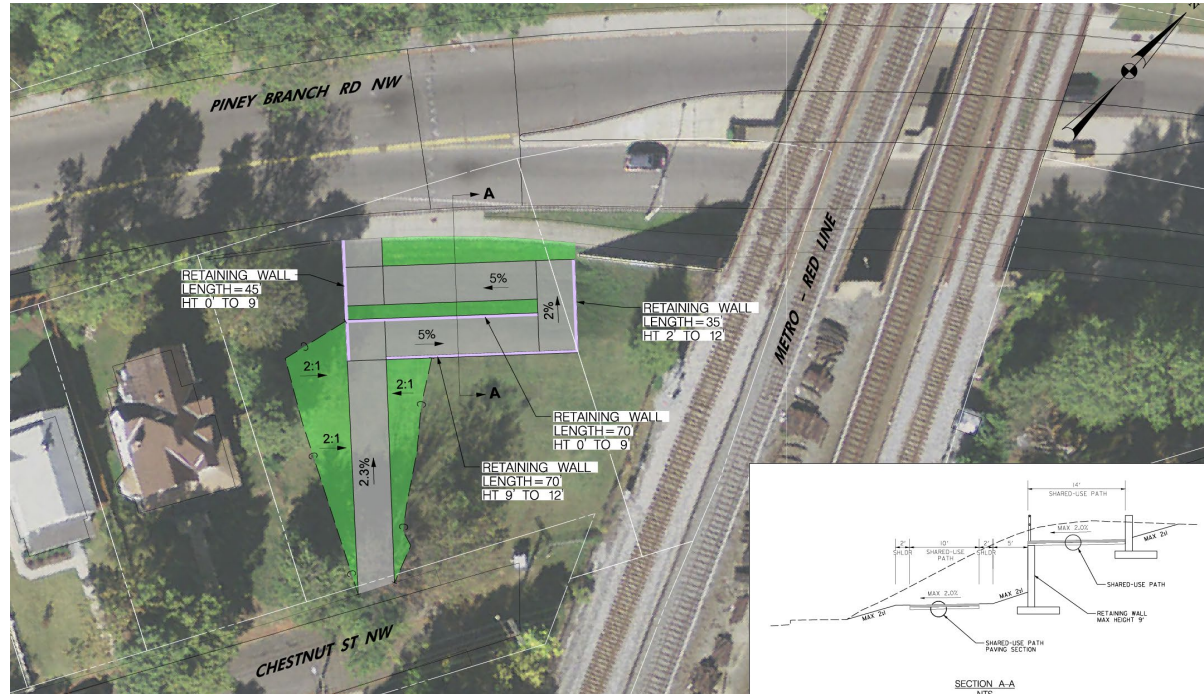
- No direct walkway included in design
- Requires retaining wall which is less aesthetically pleasing
- Higher costs associated with construction and maintenance of retaining wall



Segment 2 – Piney Branch Road to Chestnut Street Alt 2



Segment 2 – Piney Branch Road to Chestnut Street Alt 2



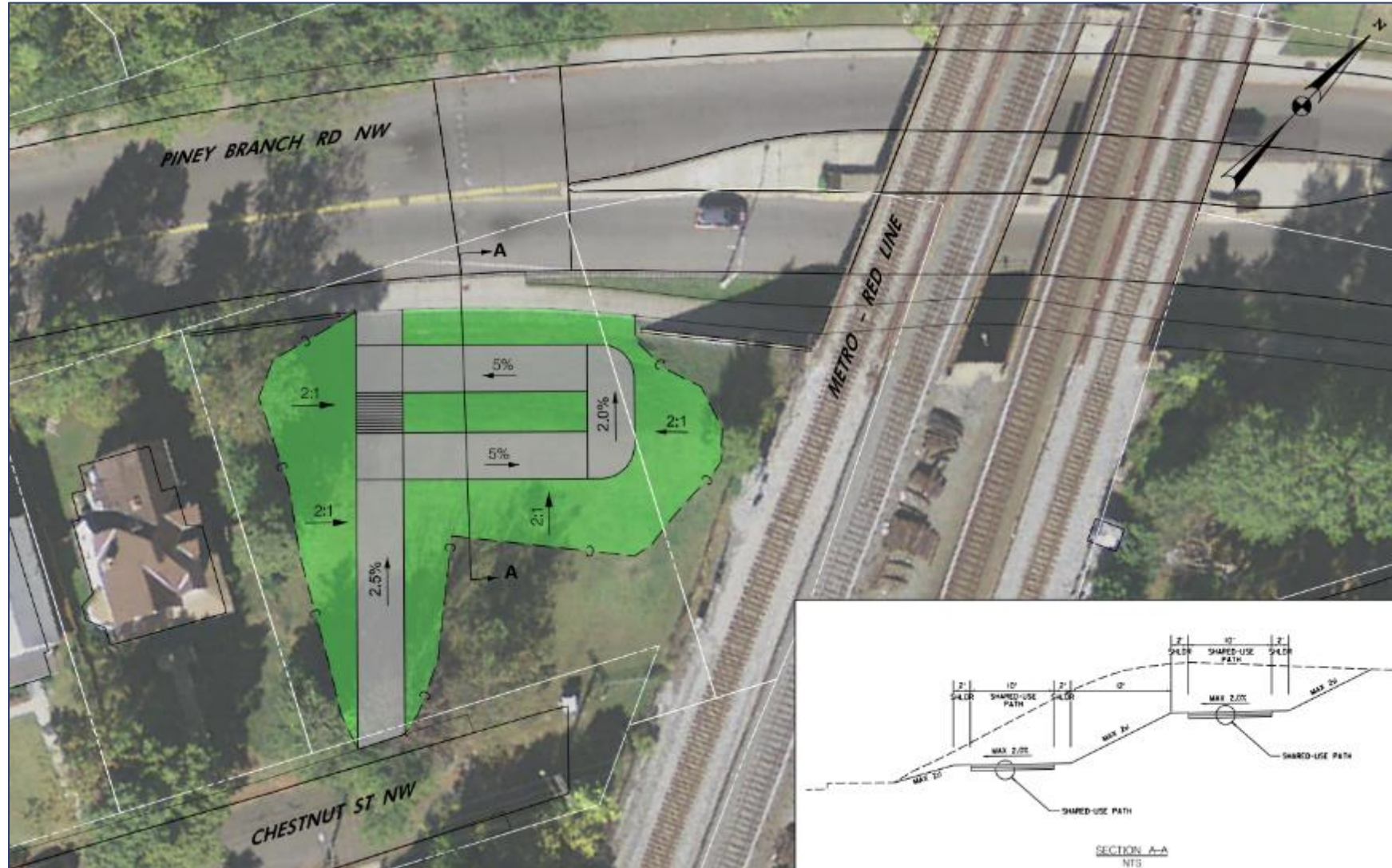
Pros

- Gentle slopes (5% max)
- Large amount of usable green space

Cons

- No direct walkway included in design
- Requires retaining wall which is less aesthetically pleasing
- Higher costs associated with construction and maintenance of retaining wall

Segment 2 – Piney Branch Road to Chestnut Street Alt 3



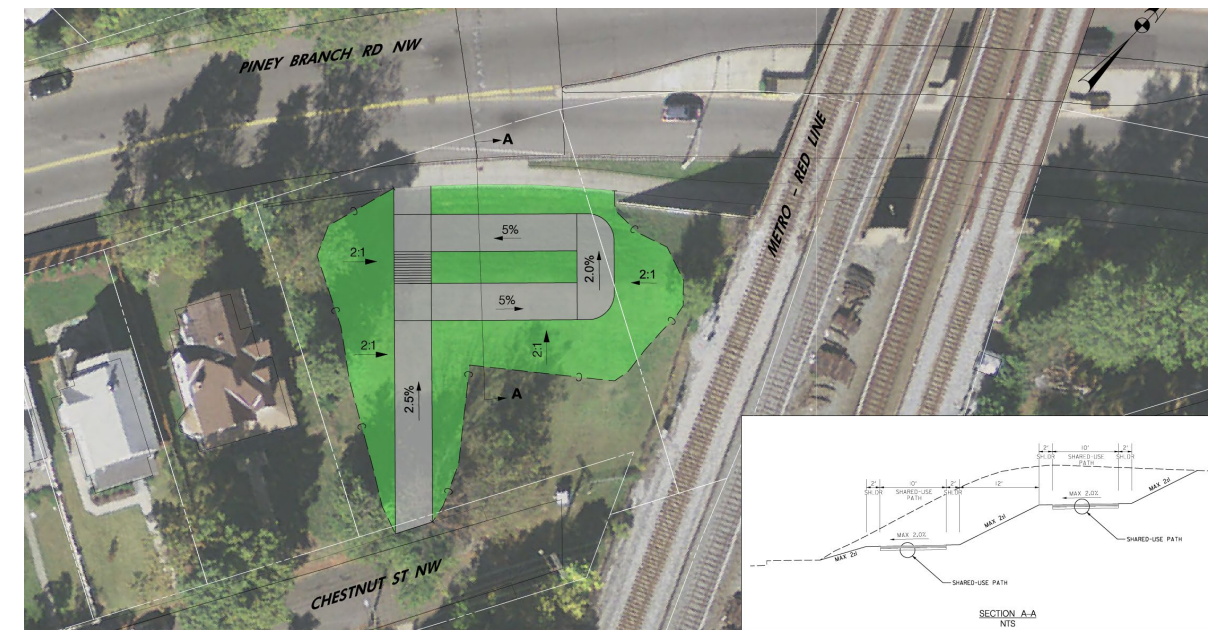
Segment 2 – Piney Branch Road to Chestnut Street Alt 3

Pros

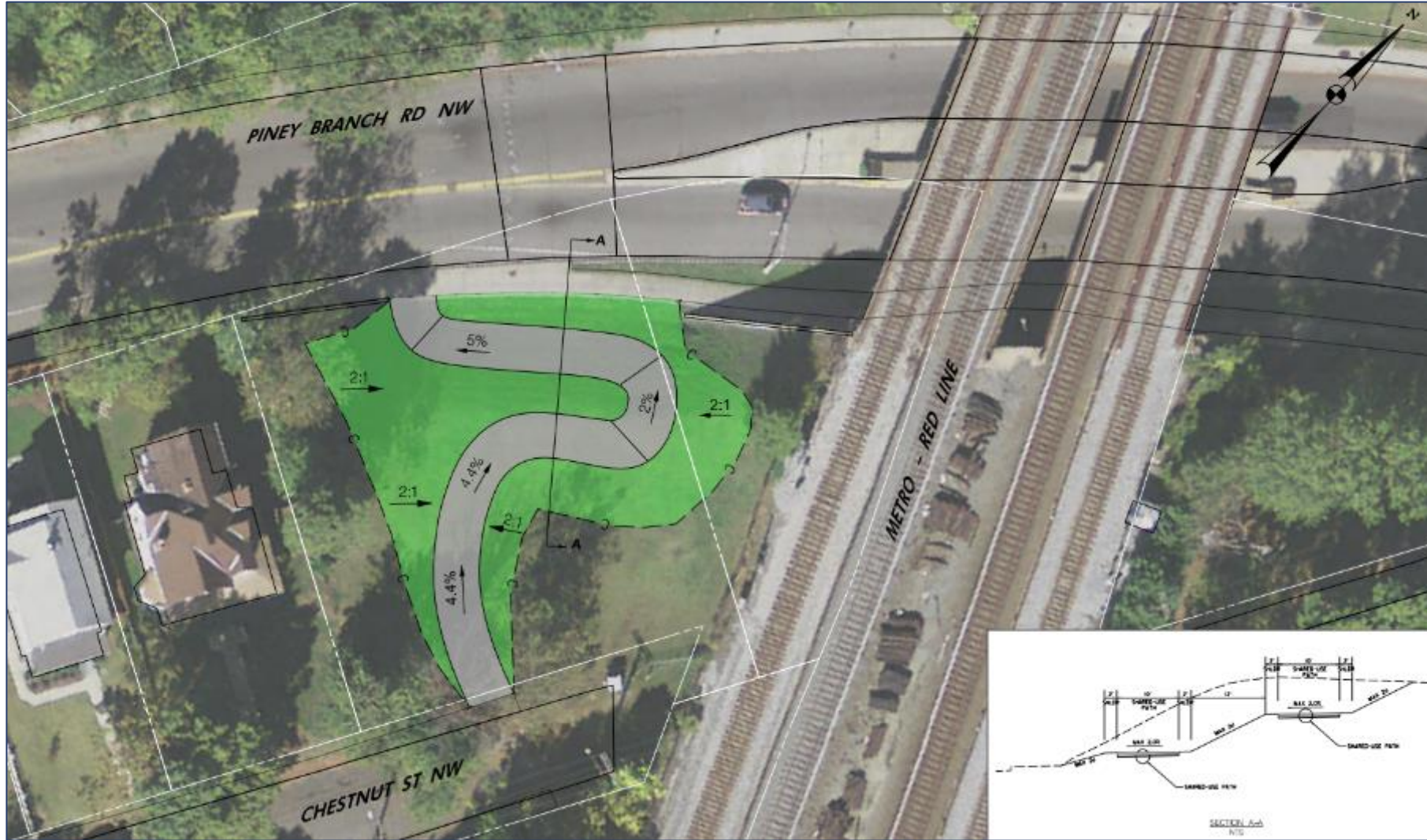
- Gentle slopes (5% max)
- Direct walkway provided via staircase

Cons

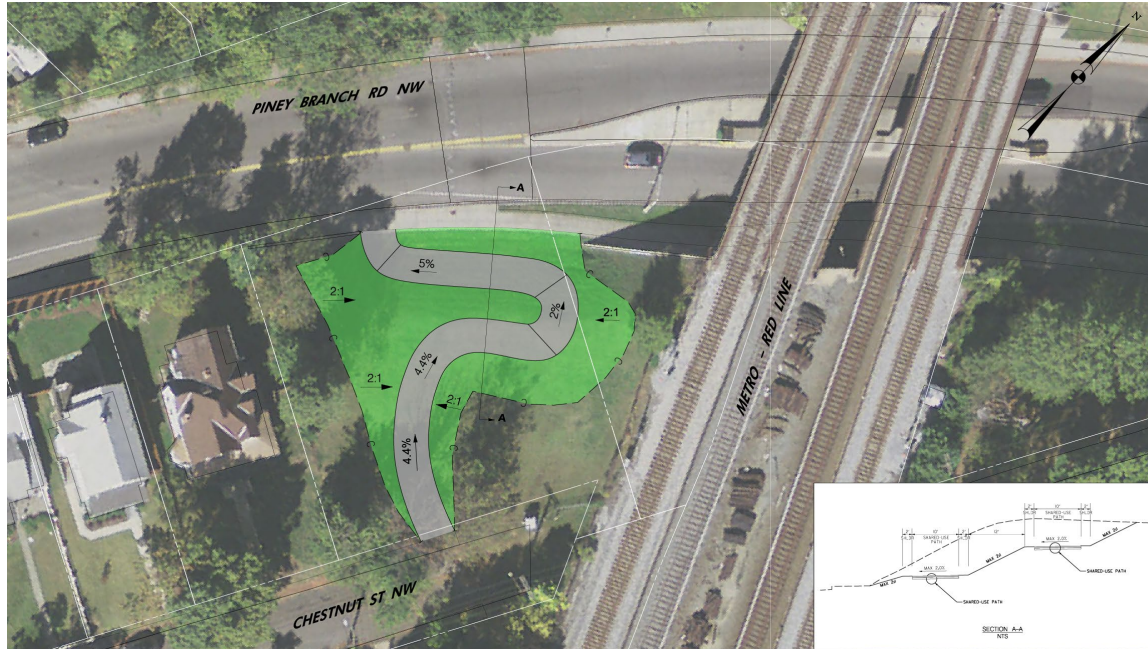
- Minimal usable green space
- Requires retaining wall which is less aesthetically pleasing
- Higher costs associated with construction and maintenance of retaining wall



Segment 2 – Piney Branch Road to Chestnut Street Alt 4



Segment 2 – Piney Branch Road to Chestnut Street Alt 4



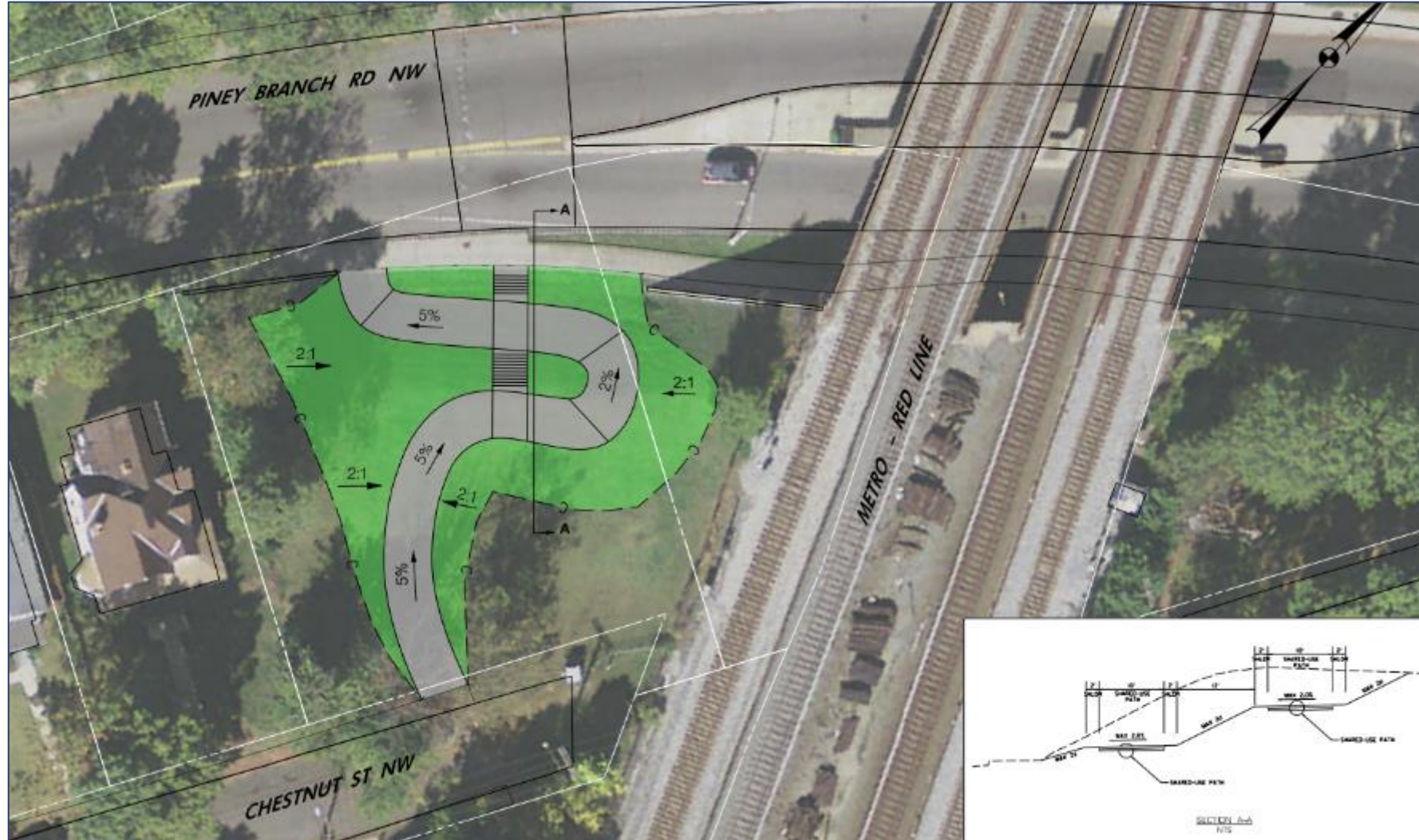
Pros

- Curved alignment feels more natural
- Does not require the construction of retaining walls which lowers the costs.

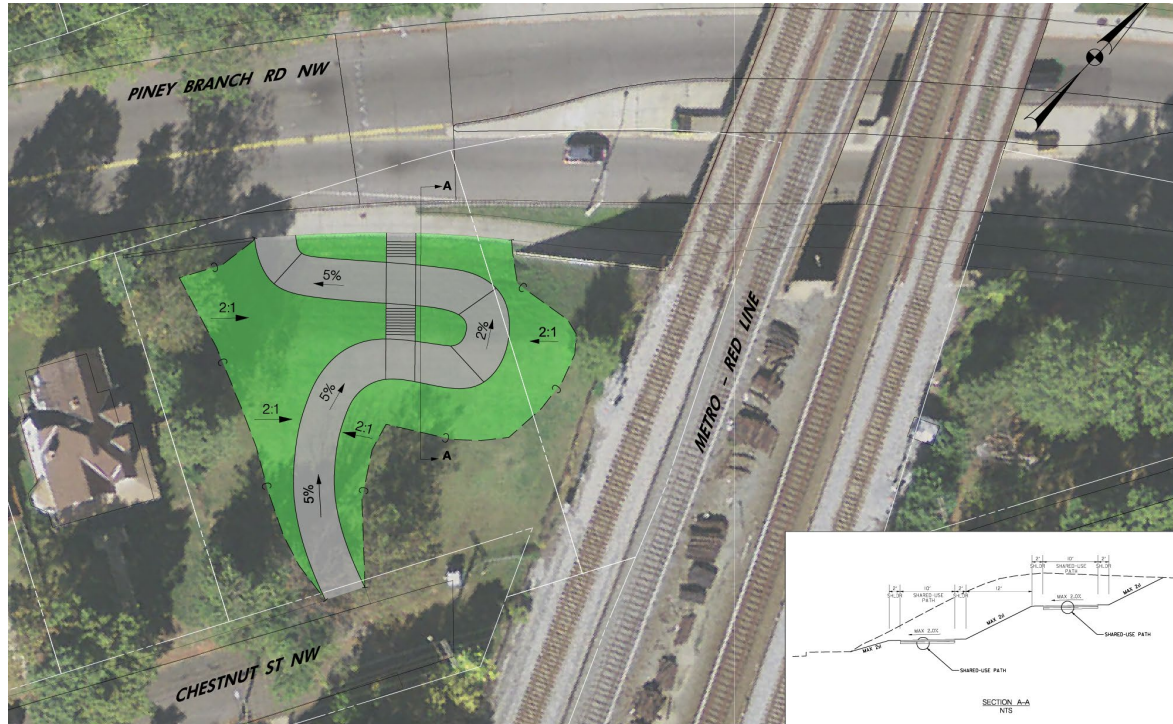
Cons

- Minimal usable green space
- No direct walkway included in design

Segment 2 – Piney Branch Road to Chestnut Street Alt 5



Segment 2 – Piney Branch Road to Chestnut Street Alt 5



Pros

- Curved alignment feels more natural
- Does not require construction of retaining walls which lowers costs
- Direct walkway provided via staircase

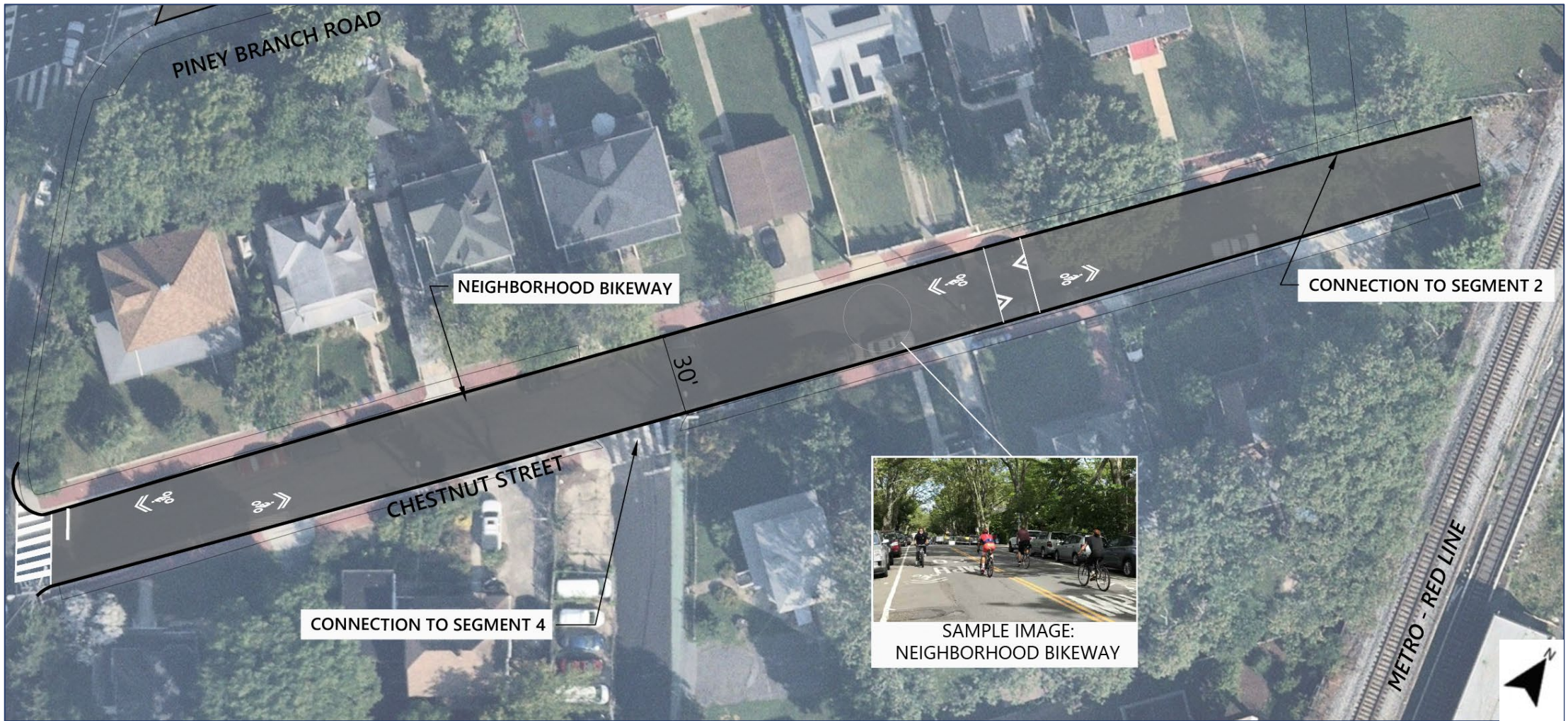
Cons

- Minimal usable green space

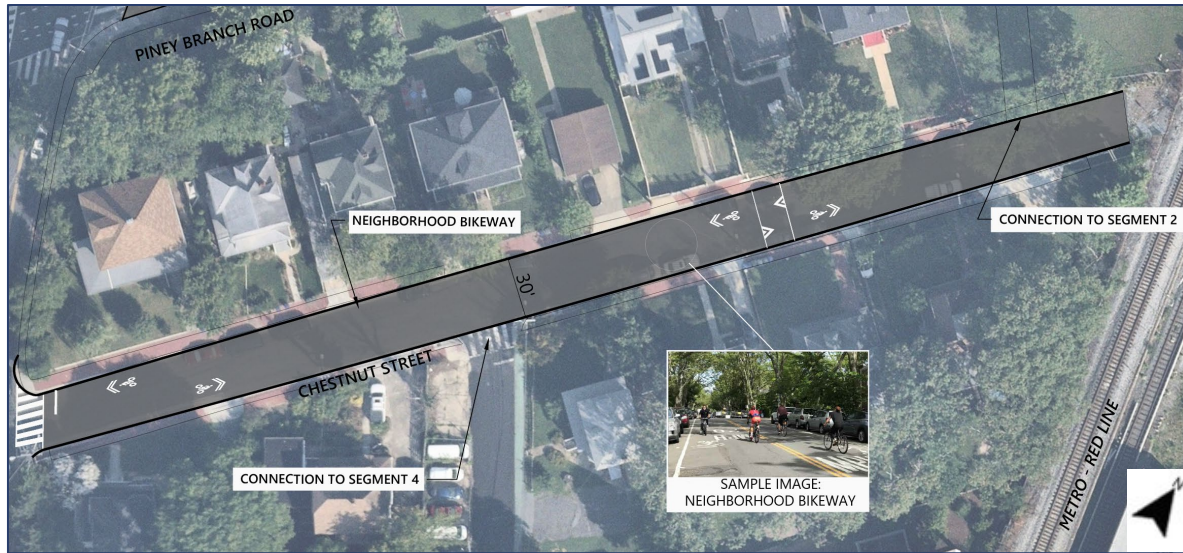


Segment 3 – Chestnut Street – Breakout Room

Segment 3 – Chestnut Street Neighborhood Bikeway Alt 1



Segment 3 – Chestnut Street Neighborhood Bikeway Alt 1



Pros

- Existing vehicle speeds and volumes are low
- No changes to on-street parking or street configuration

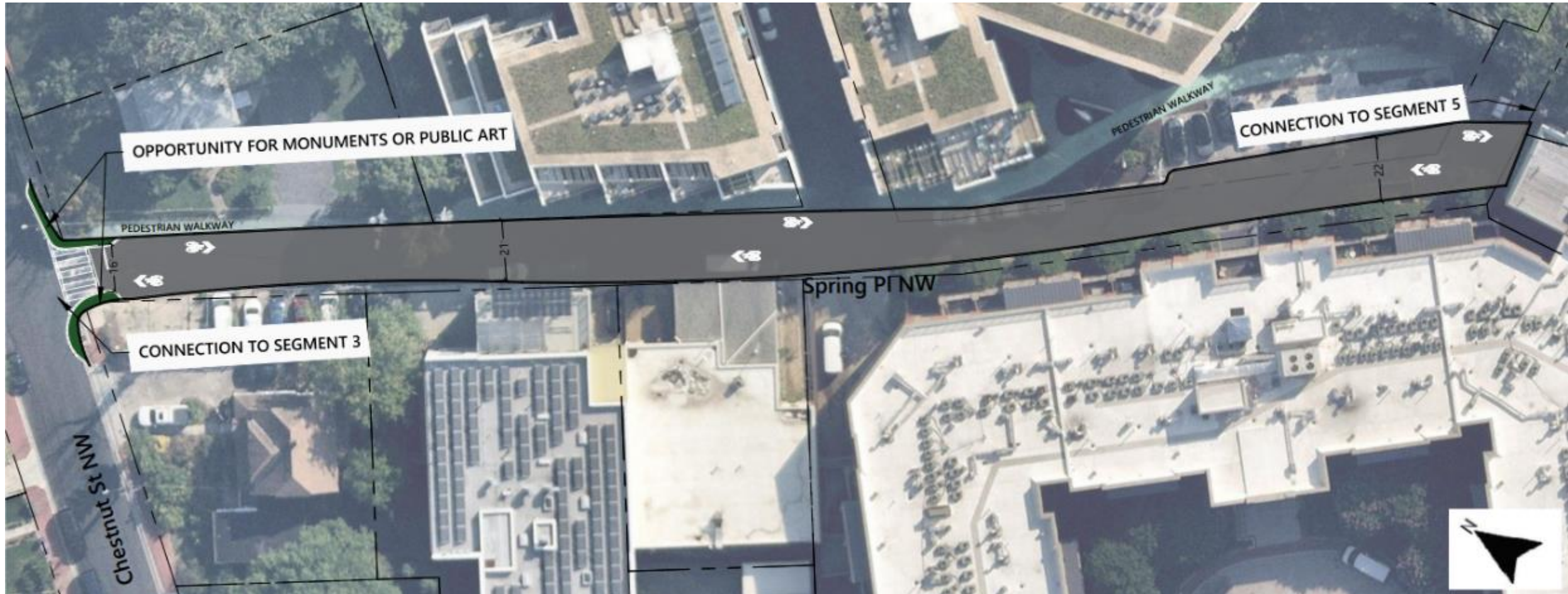
Cons

- People biking and driving share the same space



Segment 4 – Spring Place – Breakout Room

Segment 4 – Spring Place Gateway Alt 1



Segment 4 – Spring Place Gateway Alt 1

Pros

- Existing vehicle speeds and volumes are low
- Creates gateway feature for public art and wayfinding at Spring Place/Chestnut Street intersection



Cons

- People biking and driving share the same space
- No mid-block treatments to reduce vehicle speeds
- Changes to existing on-street parking may be necessary

Segment 4 – Spring Place Chokers Alt 2



Segment 4 – Spring Place Chokers Alt 2



Pros

- Existing vehicle speeds and volumes are low
- Uses regular street narrowings to reduce vehicle speeds
- Street narrowings create space for plantings

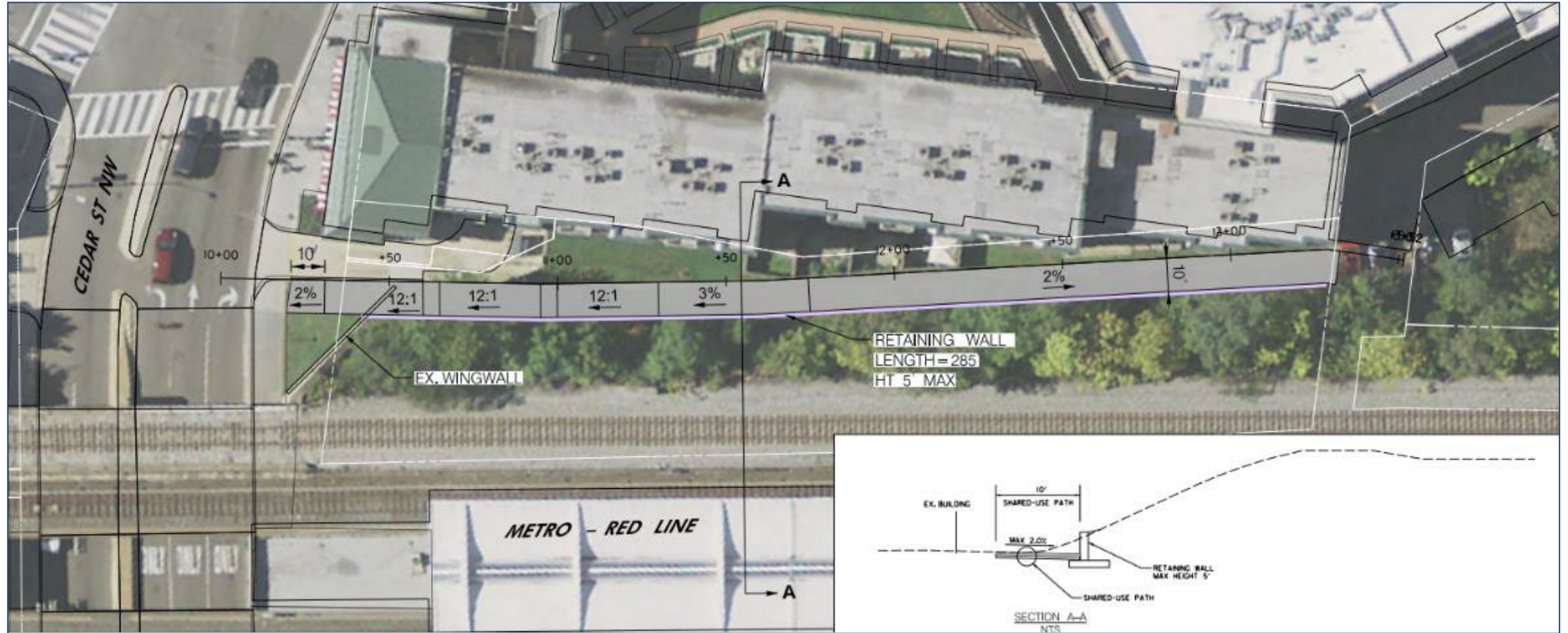
Cons

- People biking and driving share the same space
- Changes to on-street parking may be necessary

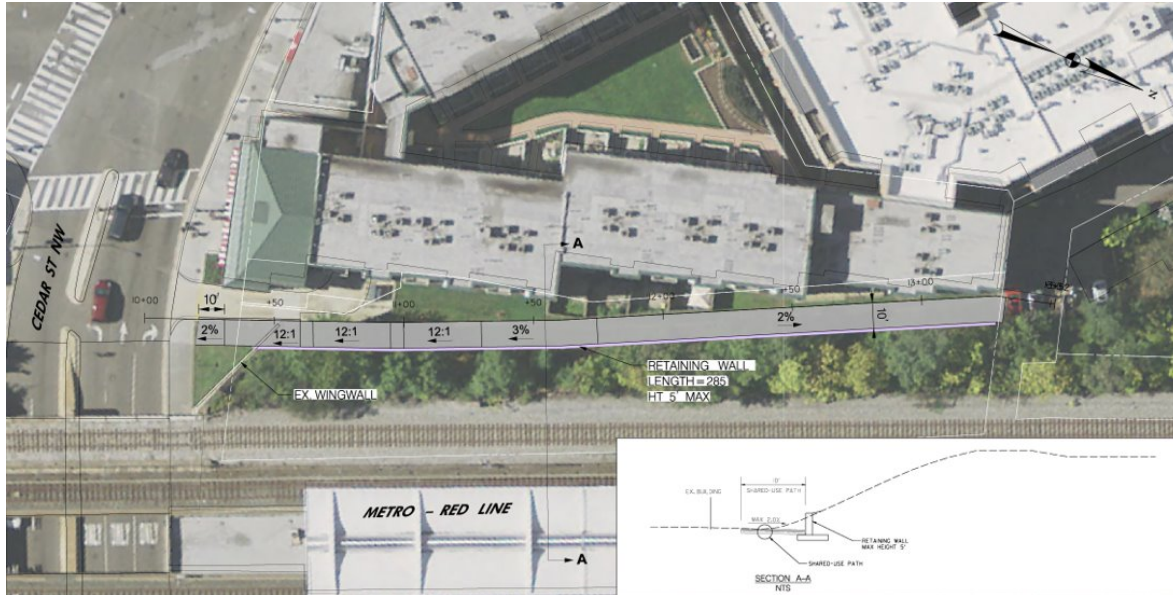


Segment 5 – 343 Cedar Street – Breakout Room

Segment 5 – 343 Cedar Alt 1



Segment 5 – 343 Cedar Alt 1



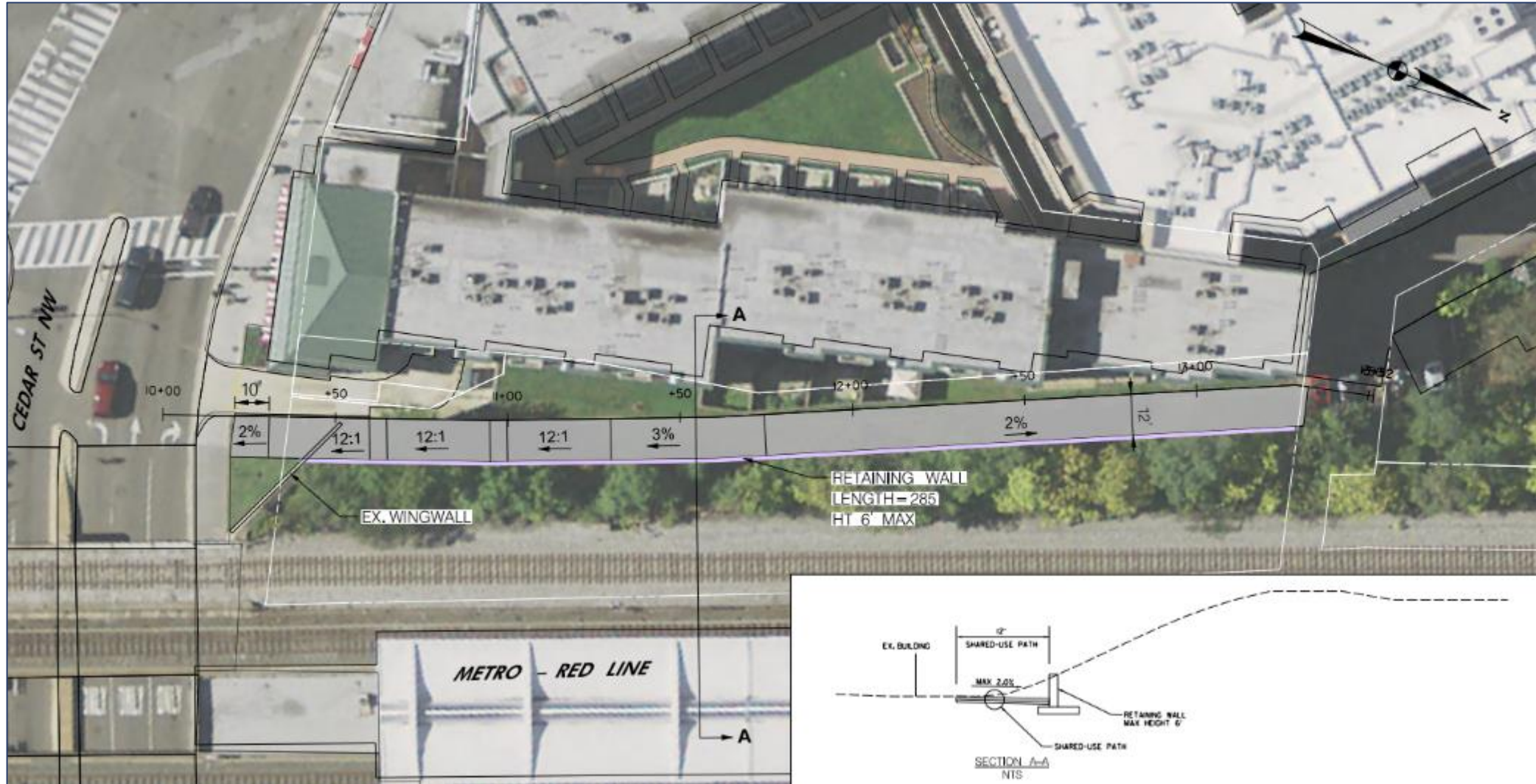
Pros

- Retaining wall required only on east side of trail
- Fewer impacts to adjacent slope
- Lower costs compared to constructing retaining wall on both sides of the trail

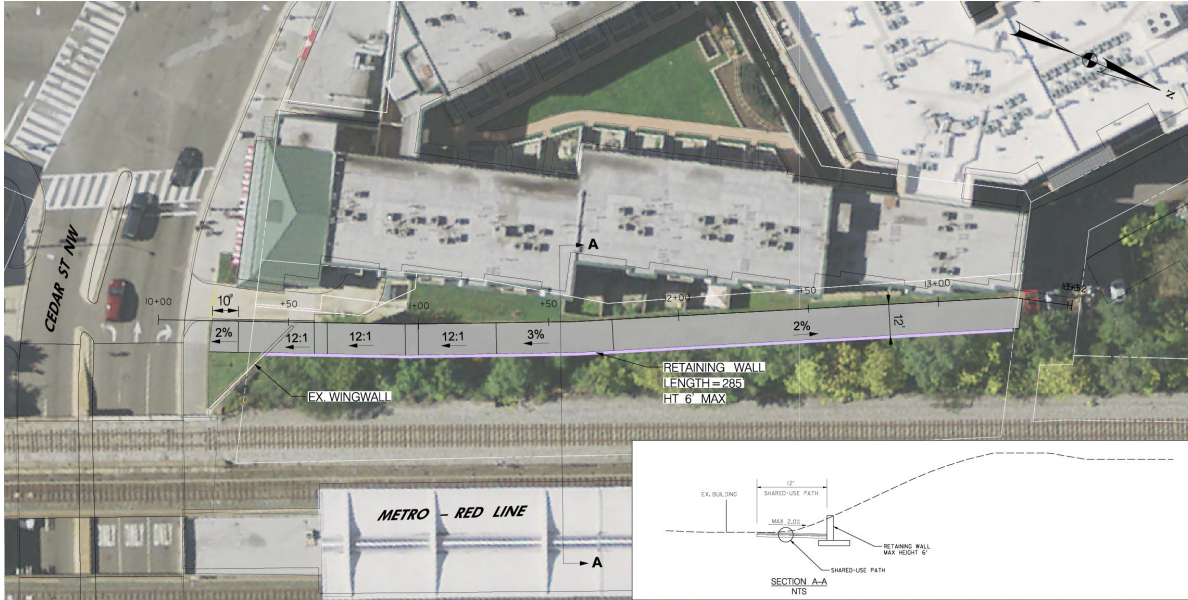
Cons

- Steeper slopes (8.3% max)
- Narrower multi-use path (10-feet)
- Requires retaining wall which is less aesthetically pleasing

Segment 5 – 343 Cedar Alt 2



Segment 5 – 343 Cedar Alt 2



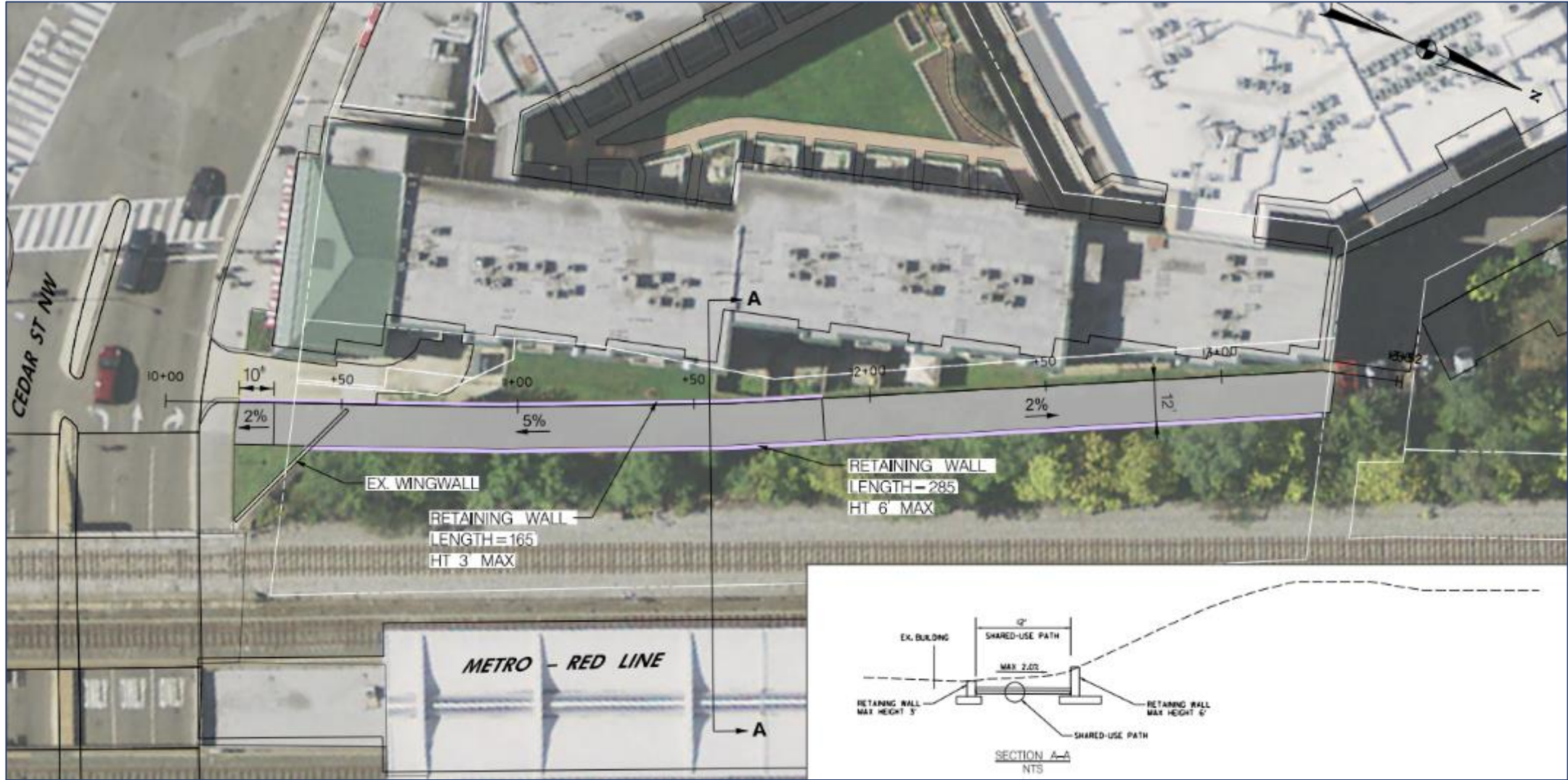
Pros

- Wide multi-use path (12-ft)
- Retaining wall required only on east side of trail
- Lower cost compared to constructing retaining wall on both sides of the trail.

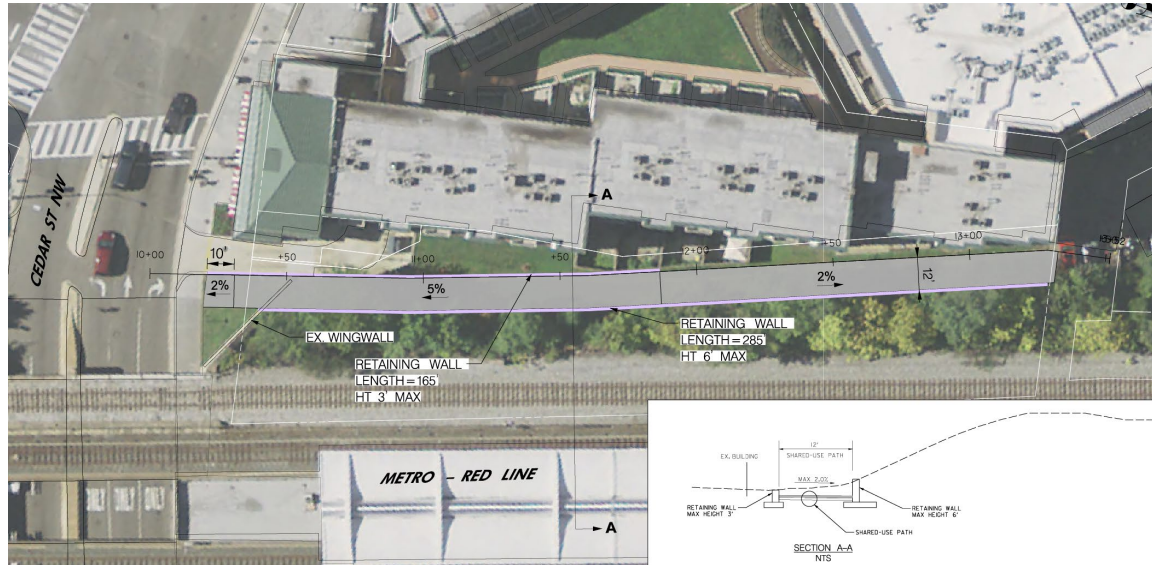
Cons

- Steeper slopes (8.3% max)
- Requires retaining wall which is less aesthetically pleasing

Segment 5 – 343 Cedar Alt 3



Segment 5 – 343 Cedar Alt 3



Pros

- Gentle slopes (5% max)
- Wide multi-use path (12-ft)

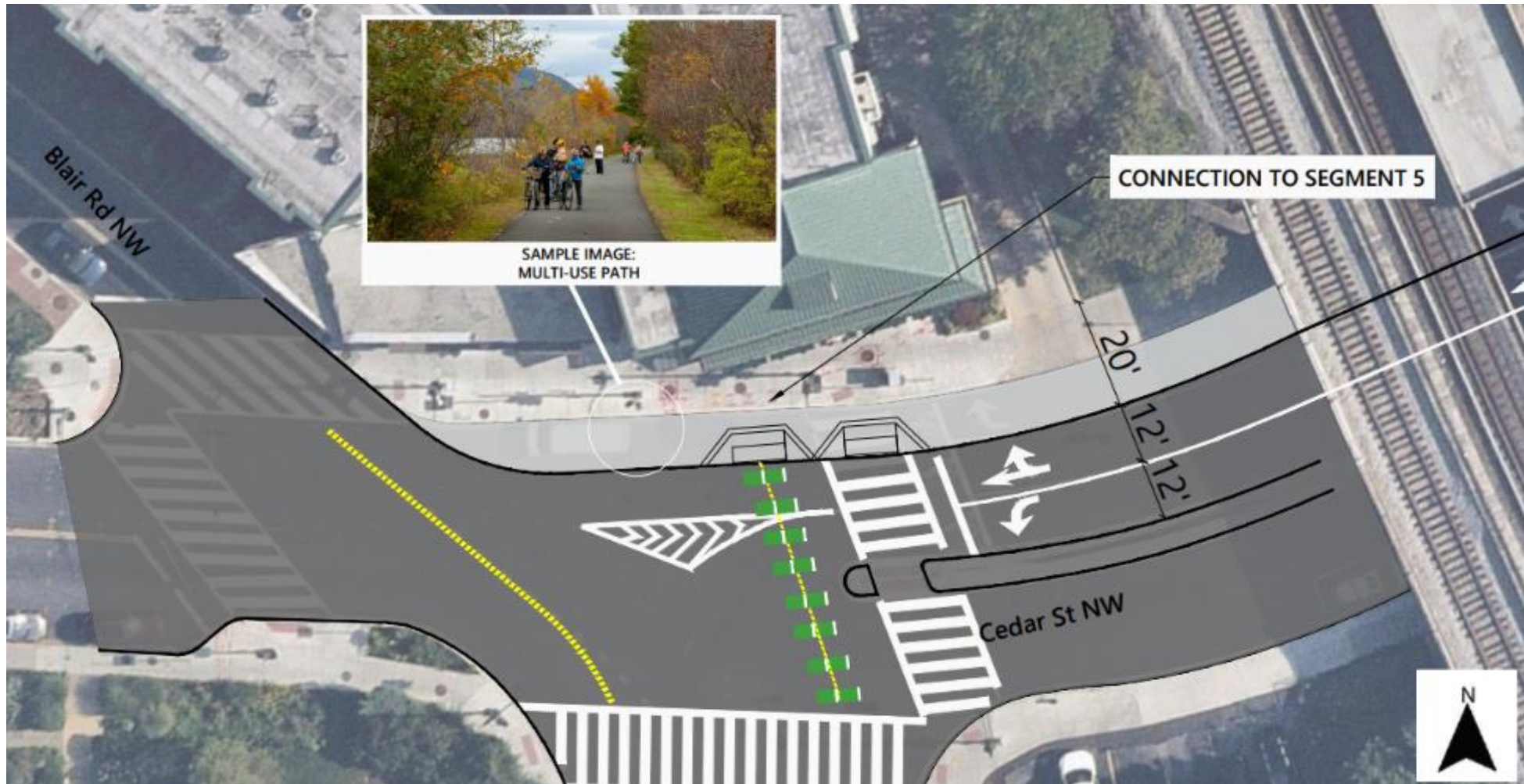
Cons

- Retaining walls required on both sides of trail
- Higher construction and maintenance costs

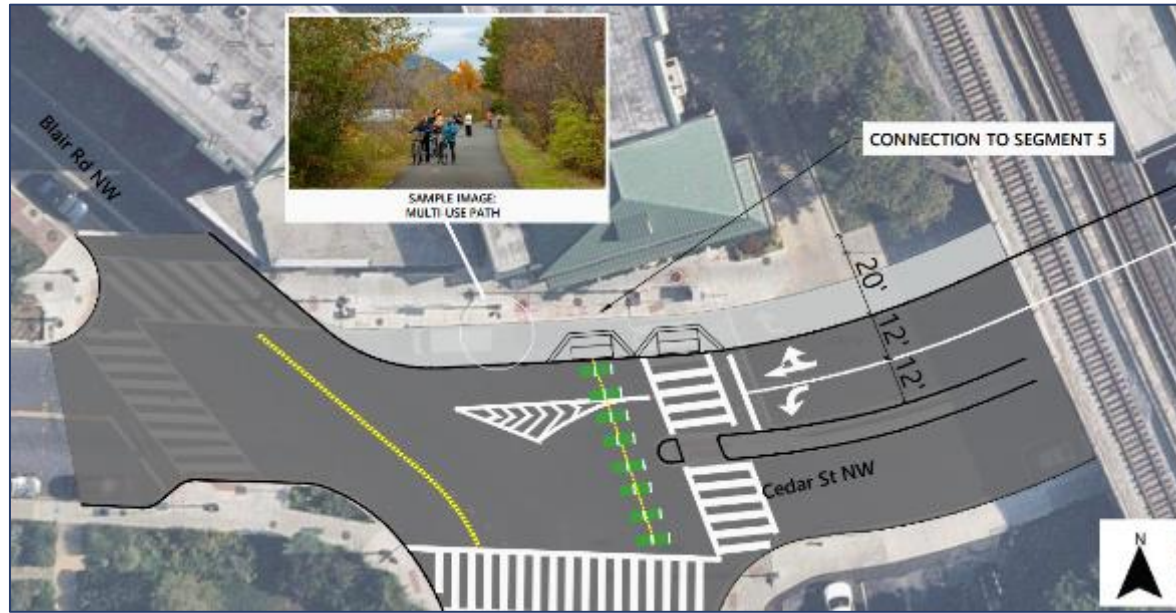


Segment 6 – Cedar Street to Blair Road – Breakout Room

Segment 6 – Cedar Street Alt 1



Segment 6 – Cedar Street Alt 1



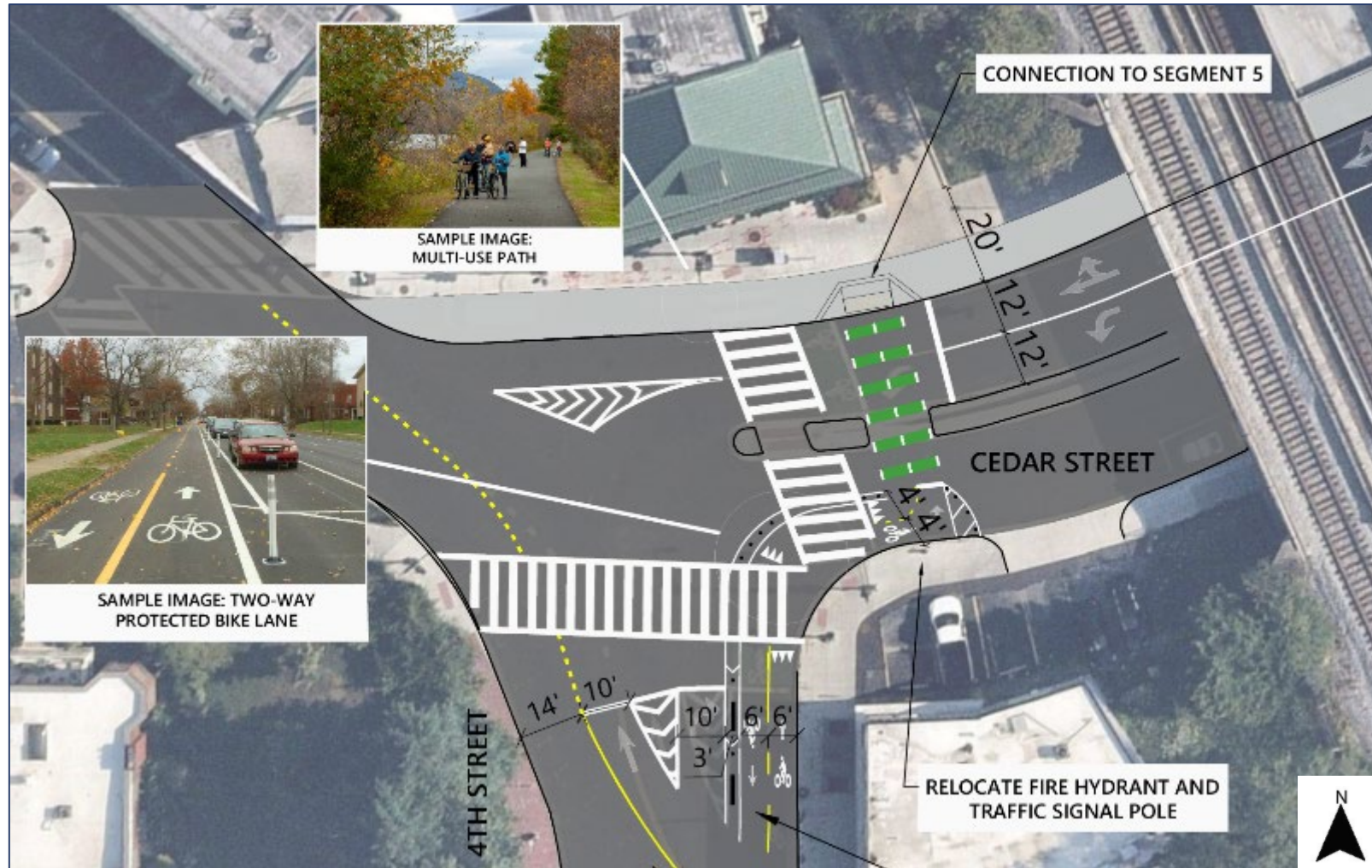
Pros

- Multi-use path is most consistent facility type with other sections of the Metropolitan Branch Trail
- Bicyclists further separated from vehicle traffic
- Bikeway path across Cedar Street is straight and intuitive
- Maintains existing on-street parking

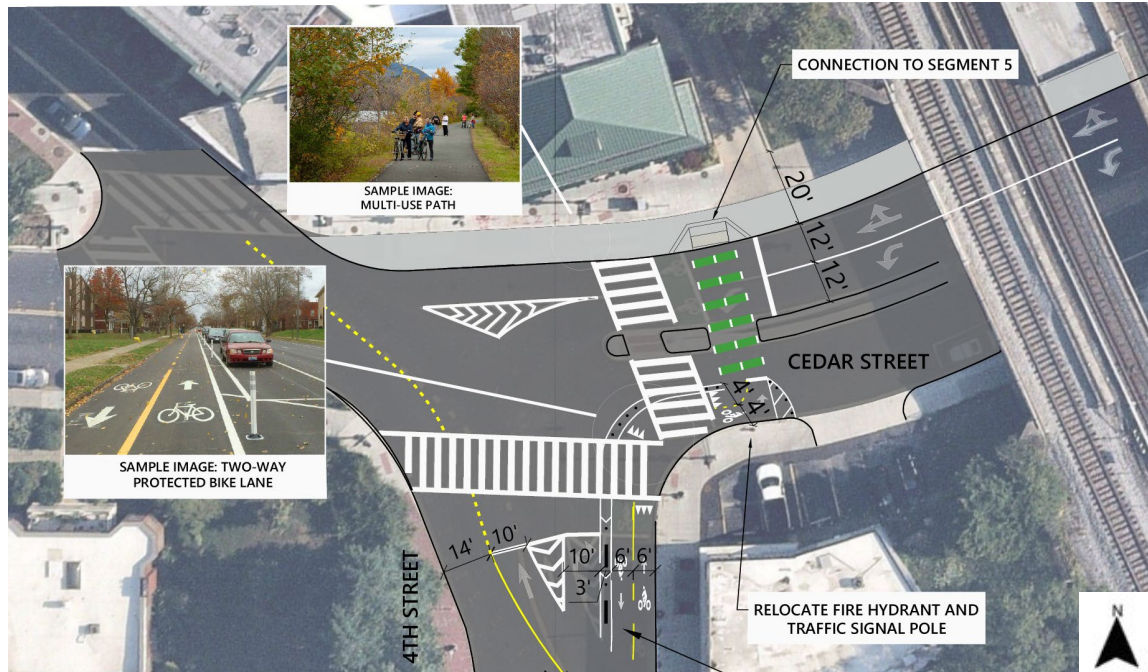
Cons

- Conversion of the westbound "right turn only" lane into shared-use path reduces capacity for vehicles
- Requires bicyclists and pedestrians to share the same space

Segment 6 – Cedar Street Alt 2



Segment 6 – Cedar Street Alt 2



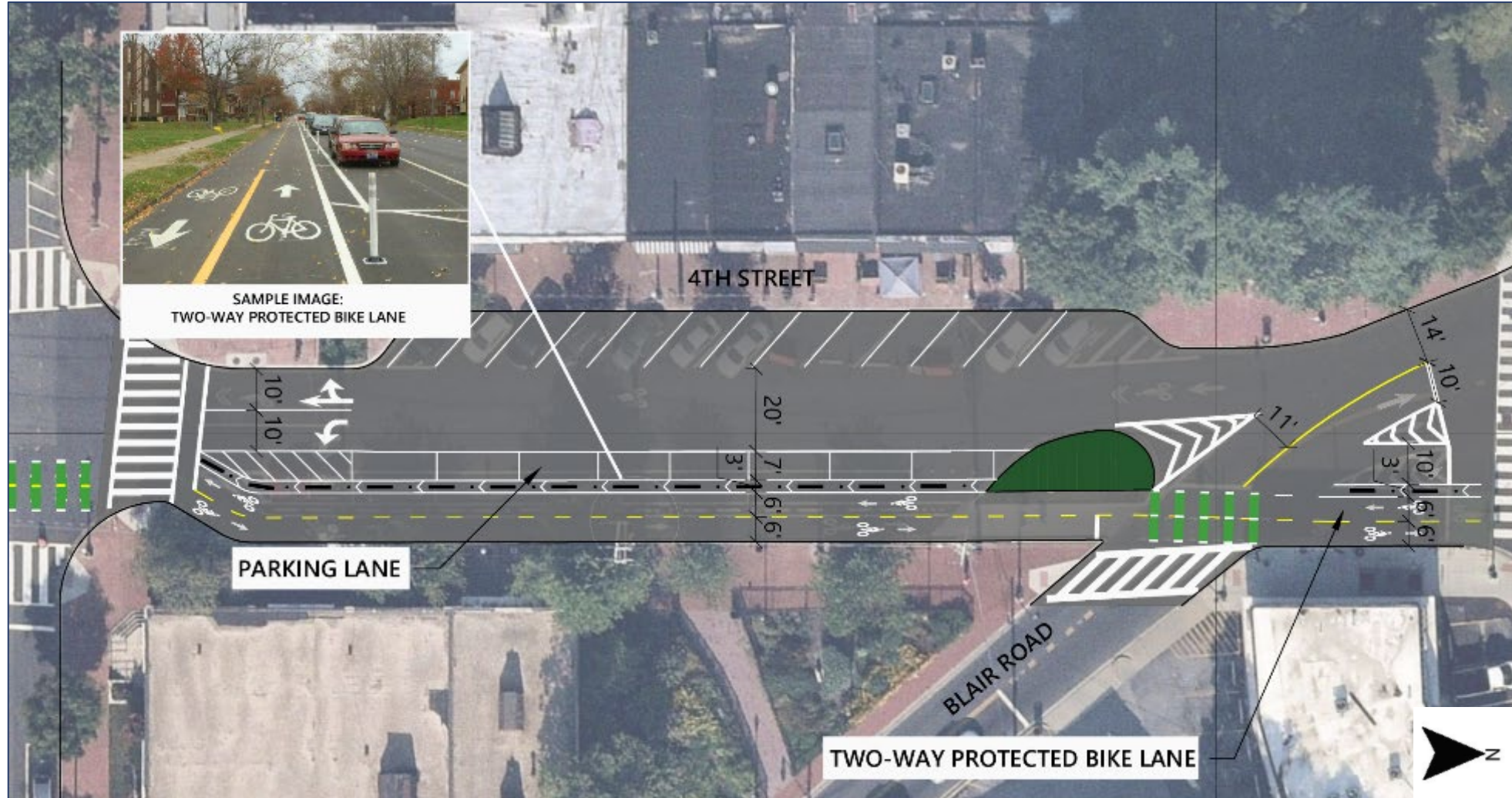
Pros

- Multi-use path is most consistent facility type with other sections of the Metropolitan Branch Trail.
- Provides dedicated, protected travel space for bicyclists and pedestrians
- Maintains existing on-street parking

Cons

- Bicyclists closer to vehicle traffic
- Conversion of the westbound "right turn only" lane into multi-use path reduces capacity for vehicles
- Bikeway path across Cedar Street is meandering and may be confusing to users
- Cedar Street crossing is near driveways on both sides of Cedar Street

Segment 6 – 4th Street from Cedar Street to Butternut Street Alt 1



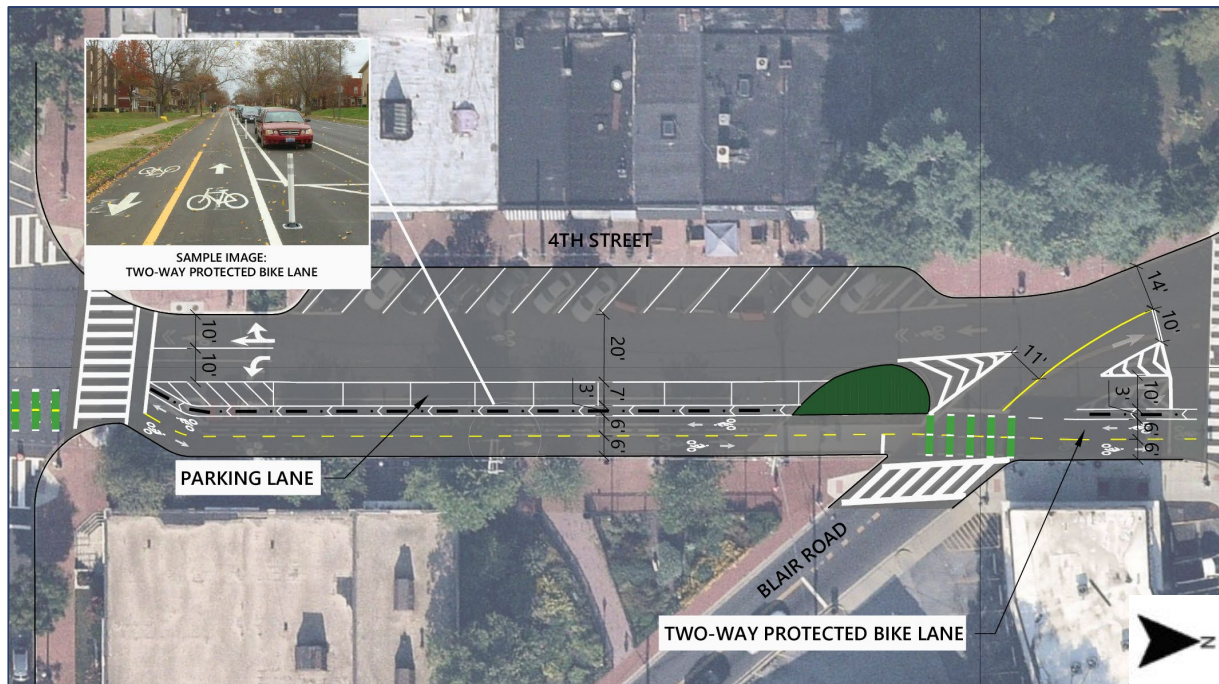
Segment 6 – 4th Street from Cedar Street to Butternut Street Alt 1

Pros

- Provides dedicated, protected space for bicyclists to connect from Cedar/Blair Road intersection to Butternut Street.
- No changes to on-street parking or street configuration

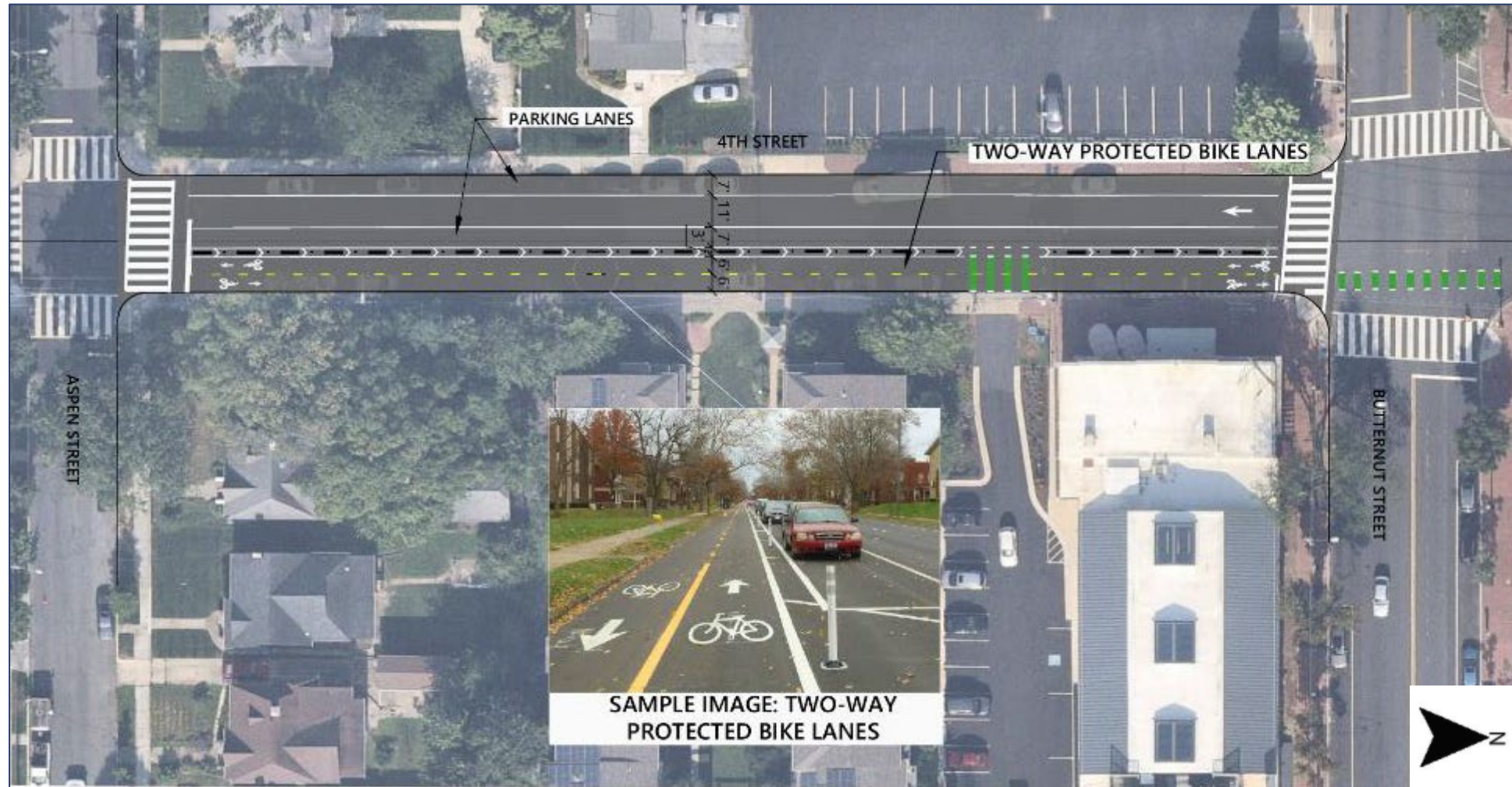
Cons

- Requires transitioning bicyclists from two-way facility to one-way facilities somewhere south of Aspen Street



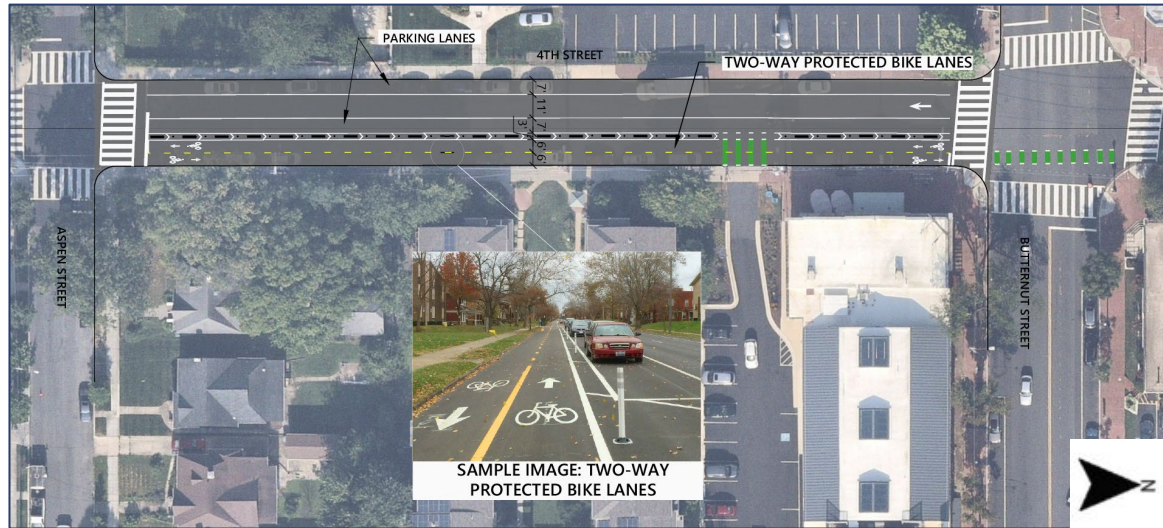
Segment 6 – 4th Street from Butternut Street to Aspen Street

Two-way Protected Bike Lanes Alt 2



Segment 6 – 4th Street from Butternut Street to Aspen Street

Two-way Protected Bike Lanes Alt 2



Pros

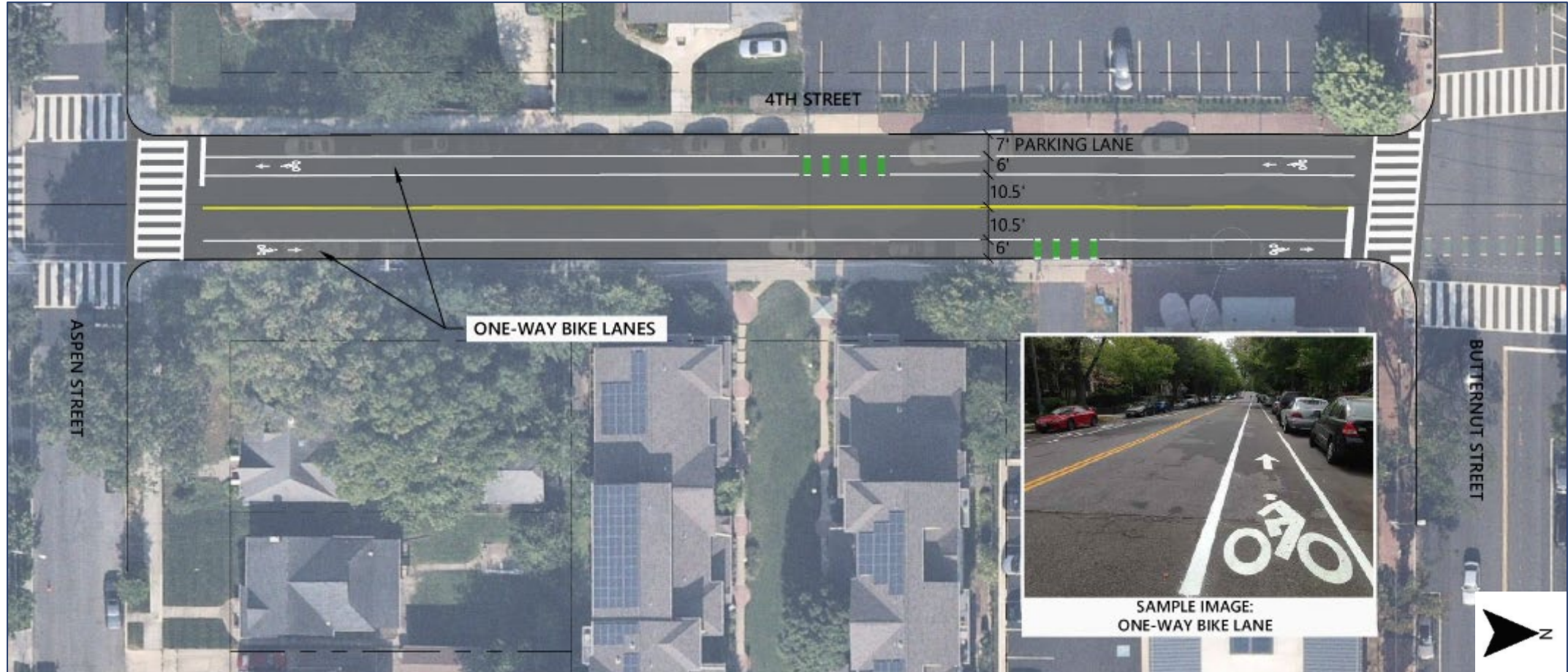
- Provides dedicated, protected space for bicyclists to Aspen Street
- No changes to on-street parking supply

Cons

- Requires converting this segment of 4th Street from two-way operation to one-way (southbound) operation

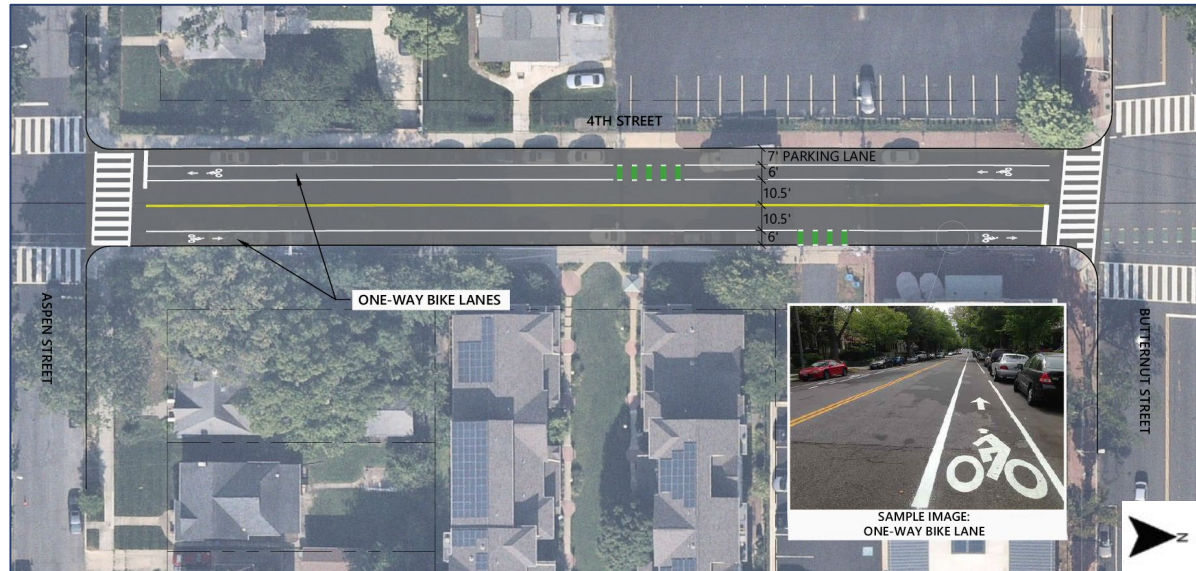
Segment 6 – 4th Street from Butternut Street to Aspen Street

Bike Lanes Alt 3



Segment 6 – 4th Street from Butternut Street to Aspen Street

Bike Lanes Alt 3



Pros

- Provides dedicated space for bicyclists, separate from vehicle traffic
- No vehicle lane reduction or re-configurations are necessary

Cons

- Requires removing on-street parking on the east side of 4th Street

Segment 6 – 4th Street Neighborhood Bikeway Butternut Street to Van Buren Street Alt 4



Segment 6 – 4th Street Neighborhood Bikeway

Butternut Street to Van Buren Street Alt 4



Pros

- Existing vehicle speeds and volumes are low
- No changes to on-street parking or street configuration

Cons

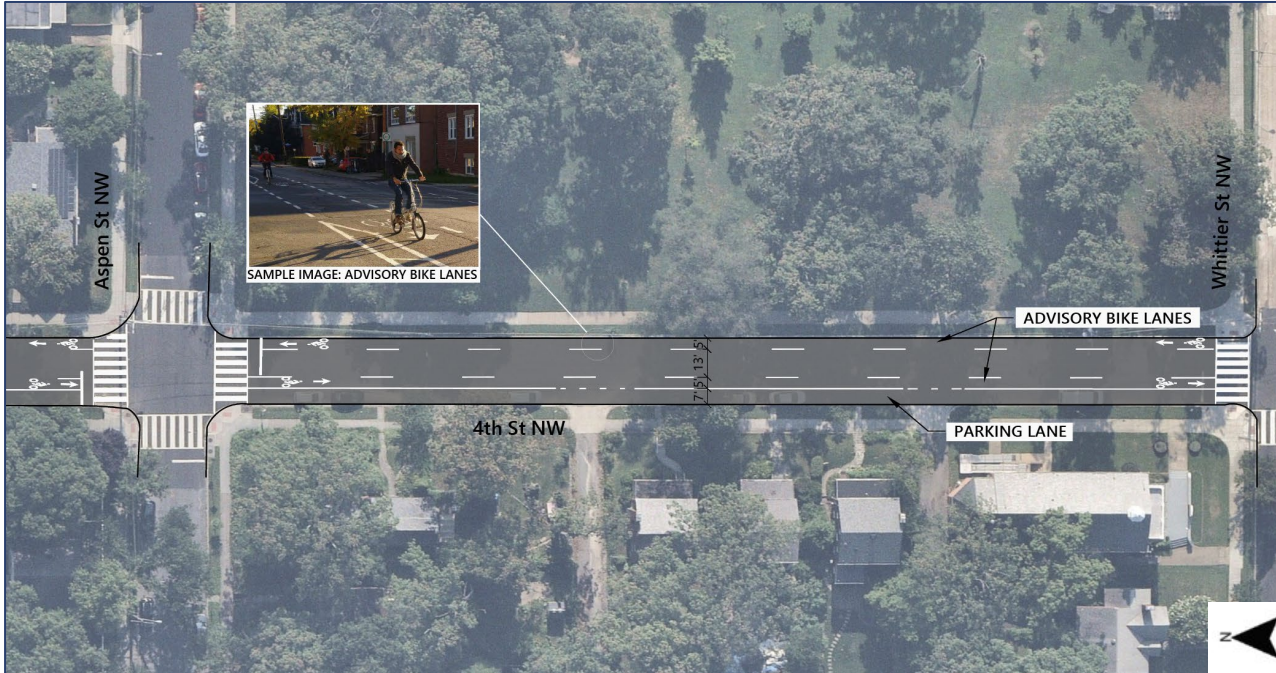
- People biking and driving share the same space

Segment 6 – 4th Street Advisory Bike Lanes South of Aspen Street Alt 5



Segment 6 – 4th Street Advisory Bike Lanes

South of Aspen Street Alt 5



Pros

- Provides space for bicyclists, generally separated from vehicle traffic

Cons

- Requires removing parking along east side of 4th Street from Aspen Street to Van Buren Street
- Vehicle traffic may merge into bike lane when oncoming traffic is present

Segment 6 – Connecting 4th Street to Blair Road – Neighborhood Bikeway on Aspen Street Alt 1



Segment 6 – Connecting 4th Street to Blair Road – Neighborhood Bikeway on Aspen, Whittier, or Van Buren Streets Alt 1



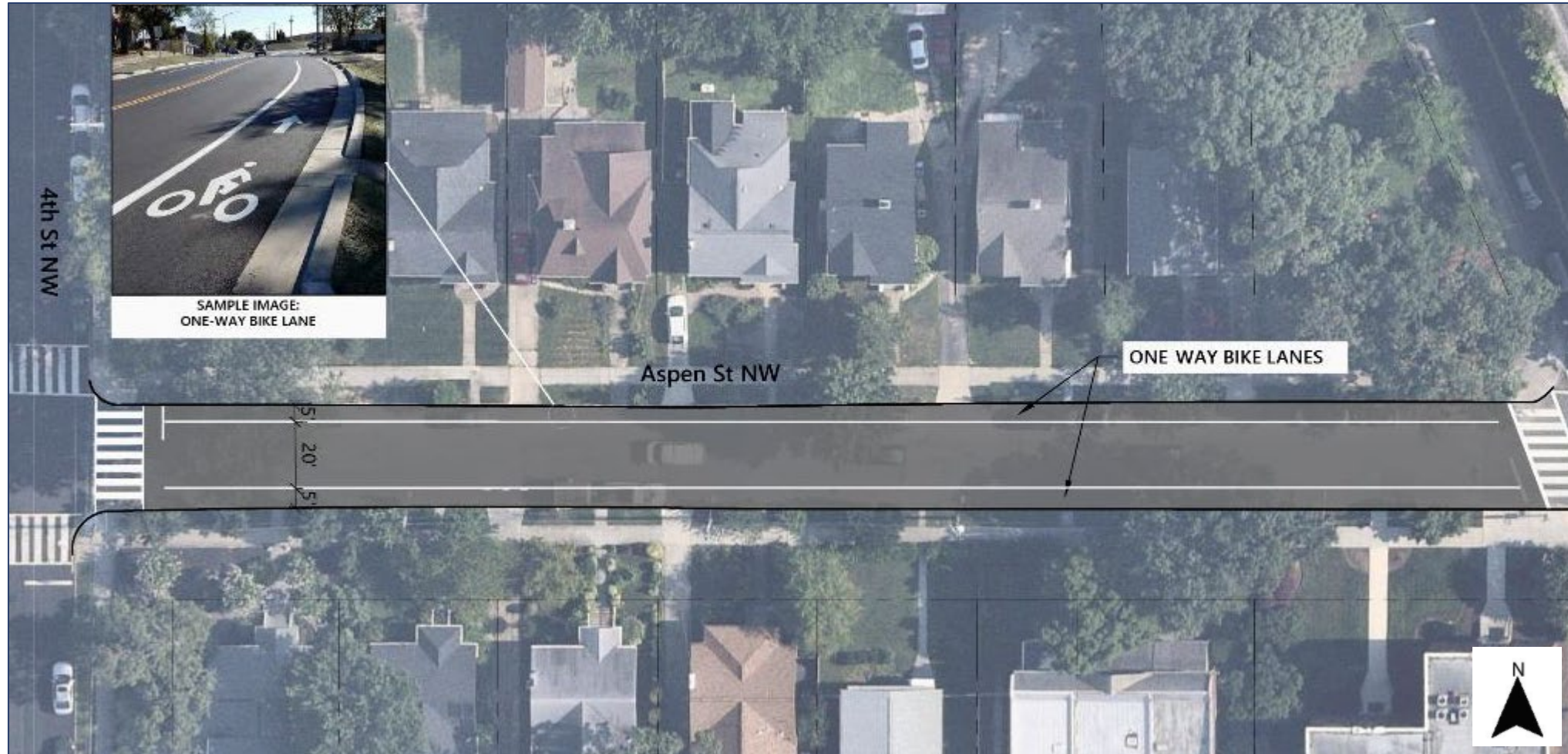
Pros

- Existing vehicle speeds and volumes are low
- No changes to on-street parking or street configuration

Cons

- People biking and driving share the same space

Segment 6 – Connecting 4th Street to Blair Road – Bike Lanes On Aspen Street Alt 2



Segment 6 – Connecting 4th Street to Blair Road – Bike Lanes On Aspen Street Alt 2



Pros

- Provides dedicated space for bicyclists, separated from vehicle traffic
- Fort Totten segment connects to Aspen Street

Cons

- Requires removing parking on the north side of Aspen Street

Segment 6 – Connecting 4th Street to Blair Road – Advisory Bike Lanes Using Whittier or Van Buren Streets Alt 3



Segment 6 – Connecting 4th Street to Blair Road – Advisory Bike Lanes Using Whittier or Van Buren Streets Alt 3



Pros

- Provides space for bicyclists, generally separated from vehicle traffic

Cons

- Requires removing parking on either the south side of Whittier Street or the north side of Van Buren Street
- Vehicle traffic may merge into bike lane when oncoming traffic is present

Wrap-Up

- Take our survey for other alternatives: bit.ly/MBTTakoma also available at metbranchtrail.com
- Next public meeting: May 2022 (preferred design)
- Questions/contact: metbranchtrail@dc.gov

Title VI – rebrand.ly/MBTTakoma-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.

For more information about this project, please visit: <https://www.southernavesedc.com/>

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

Project/Meeting Name & Date

- Metropolitan Branch Trail: Blair Rd to Piney Branch Rd NW Public Meeting #1, November 30, 2021, 6:30-8:30pm

Was this meeting held at a convenient time?

- Yes
 No

Next

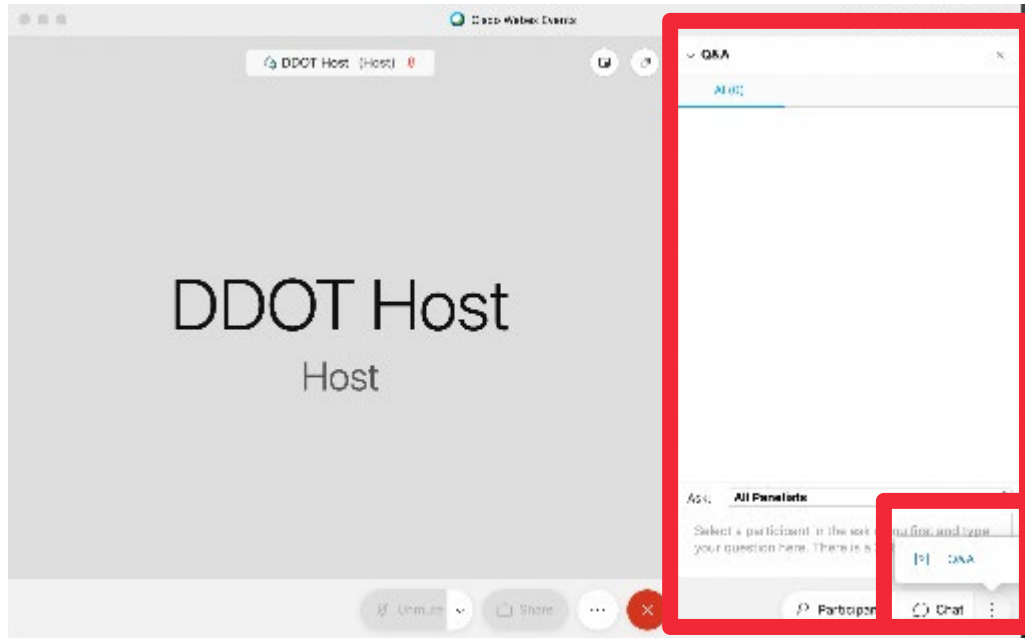
Clear form

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.

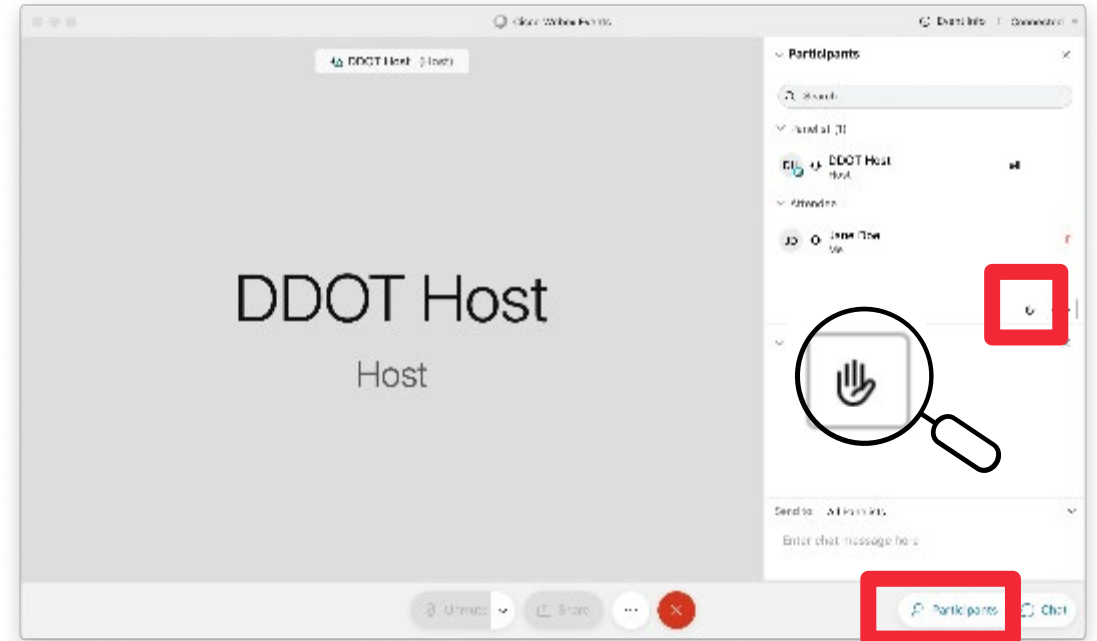
Thank you for your participation.

Questions?



To ask questions, via Q&A:

- Click the **“three dot icon”** in the bottom right 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.



To ask questions, raise your hand:

- Click **“Participants”** on the bottom right of the Webex window.
- A new panel or window will appear. Near the bottom of the panel/window, there will be a small hand icon. **Click the hand icon** to Raise your Hand.

d.

District Department of Transportation