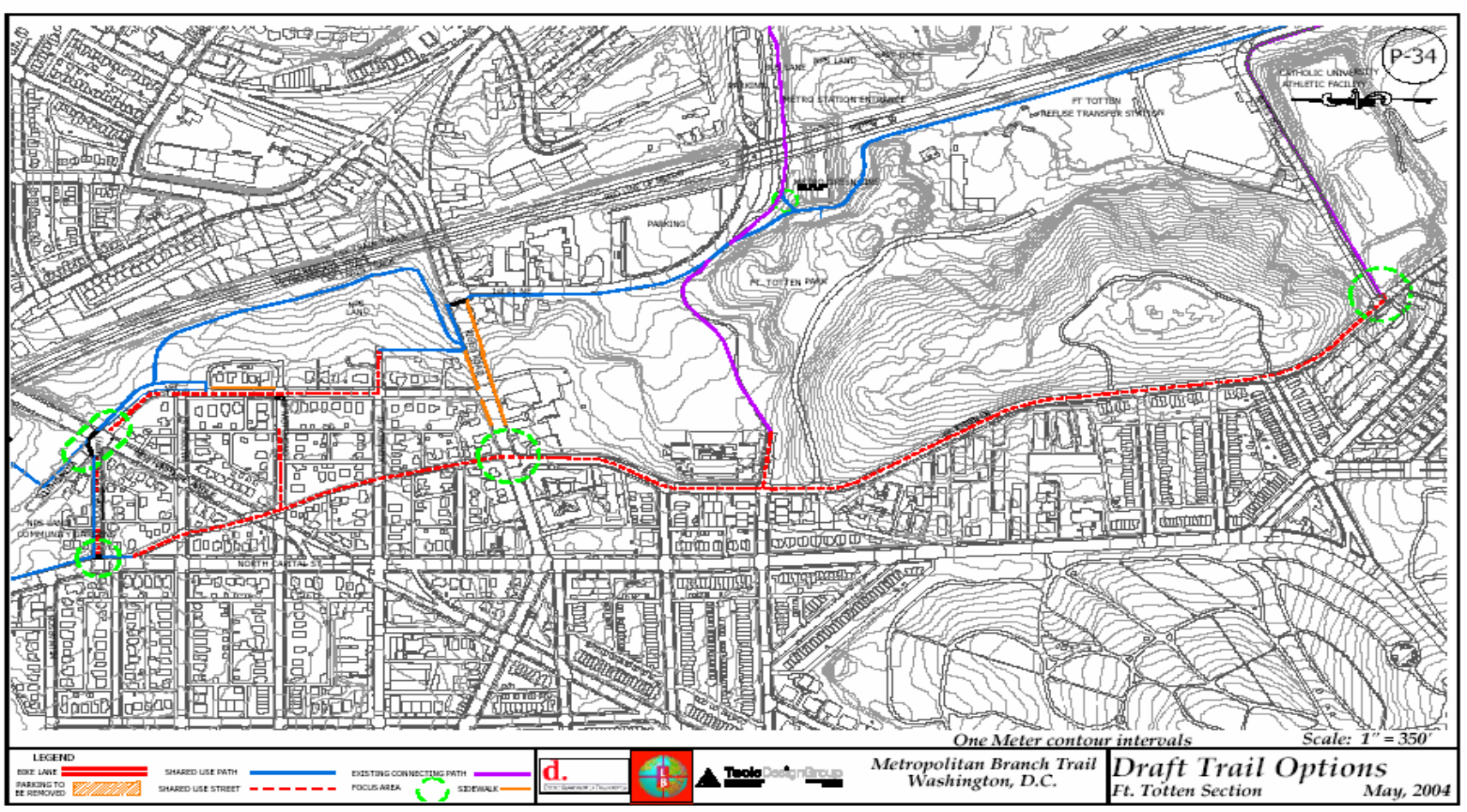


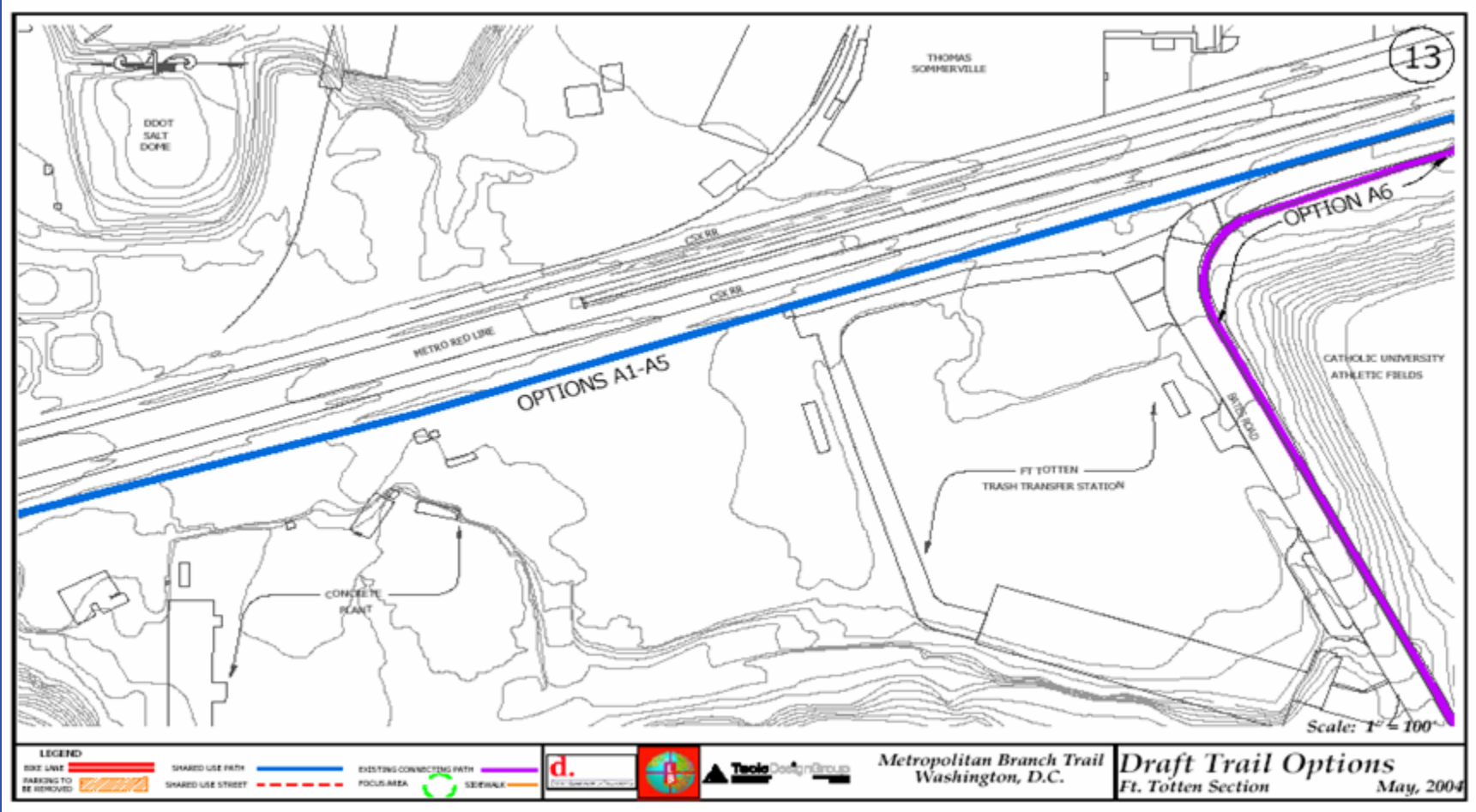
MBT: Fort Totten Area Alternatives



MBT Alternatives – Fort Totten Area

- Alternatives A1, A2, A3, A4, A5, and A6 provide north-south connection between John McCormack Road and Kansas Avenue.
- Alternatives B1 and B2 provide east-west alignments for the Prince George's County Connector between Fort Totten Metro Station and the Prince George's County border.
- Each alternative includes segments that cross National Park Service lands and that are being assessed in accordance with provisions of the National Environmental Policy Act.

John McCormack Road to Fort Totten Metro (A1-A5)



John McCormack Road to Fort Totten Metro (A1-A5)

- Adds 10-foot wide shared use path to the east side of John McCormack Road.
 - 1-foot brick shoulder adjacent to the wall
 - 3-foot vegetated buffer with grass and trees adjacent to the roadway
- Encases and follows culvert east of trash transfer station and concrete plant to southeastern edge of NPS lands at Fort Totten.

John McCormack Road to Fort Totten Metro (A1-A5)

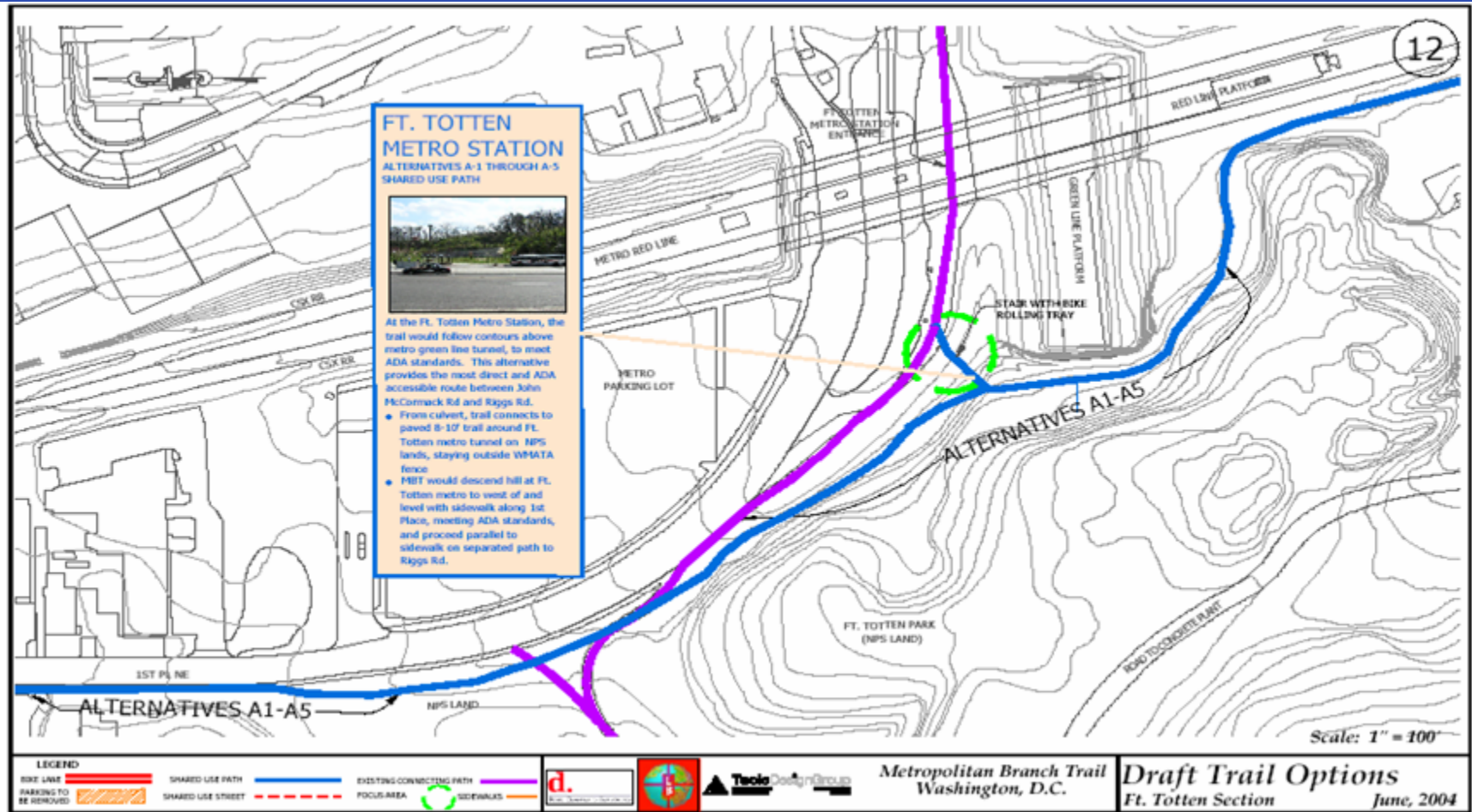


John McCormack Road, Looking North



Looking North Along Culvert (A1-A5)

Fort Totten Metro Station to Riggs Road



Fort Totten Metro to Riggs Road (A1-A5)

- Passes around Ft. Totten Metro Station outside of fence.
- Descends hill at gradient meeting ADA standards to west of and level with sidewalk.
- Proceeds parallel to sidewalk on separated path to Riggs Road.
- Includes:
 - Paved trail around metro station to 1st Place sidewalk
 - Direct stairs with bicycle rolling tray toward Metro Station
 - Lighting improvements
 - Stays outside WMATA Fence
- Most direct and only ADA accessible route between these two sections of trail.

Fort Totten Metro Station

Trail Would Follow Contours Above Metro Security Fencing to Meet ADA (A1-A5)

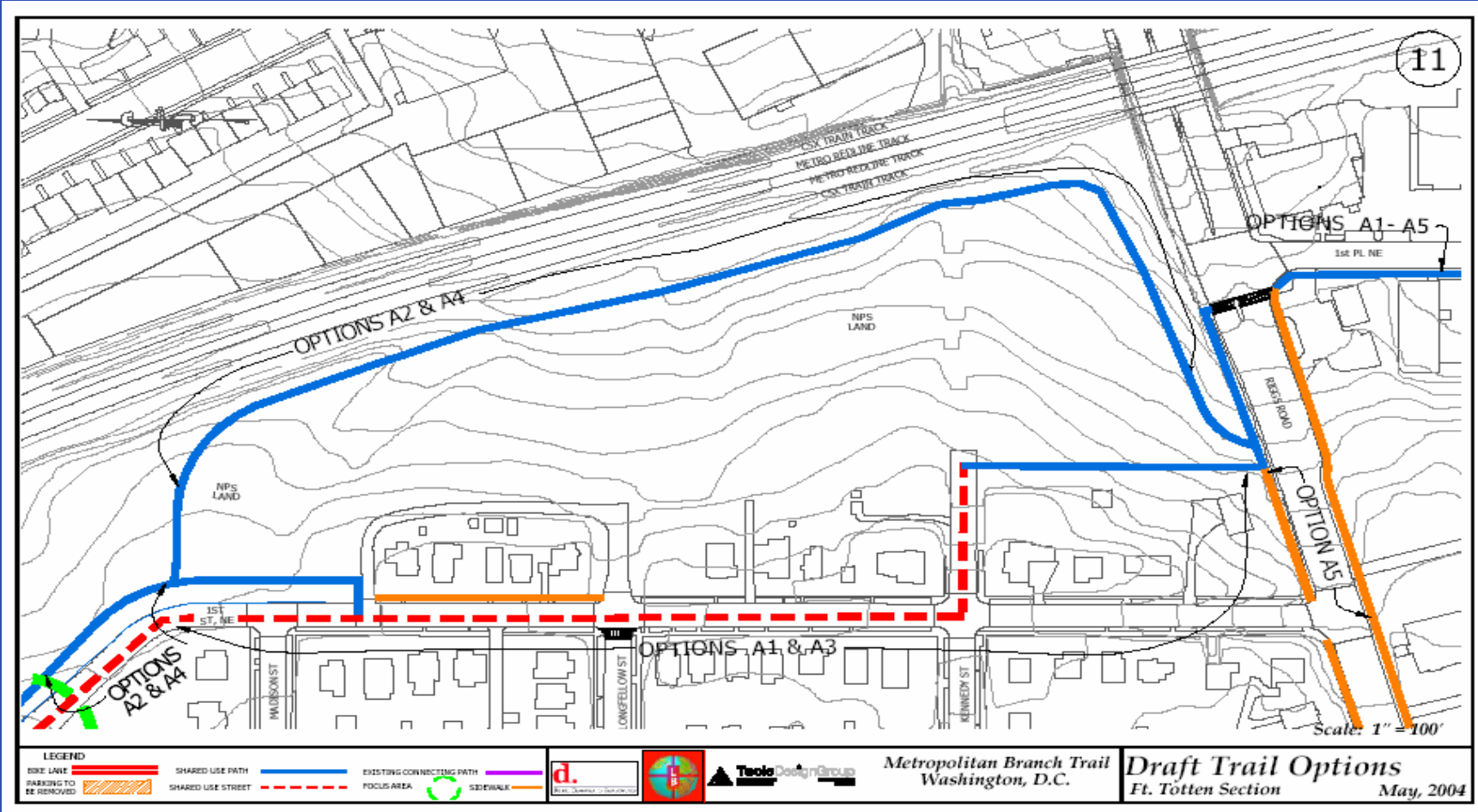


Trail Comes Down to Sidewalk Level (A1-A5)



Looking Down on Metro Station (A1-A5)

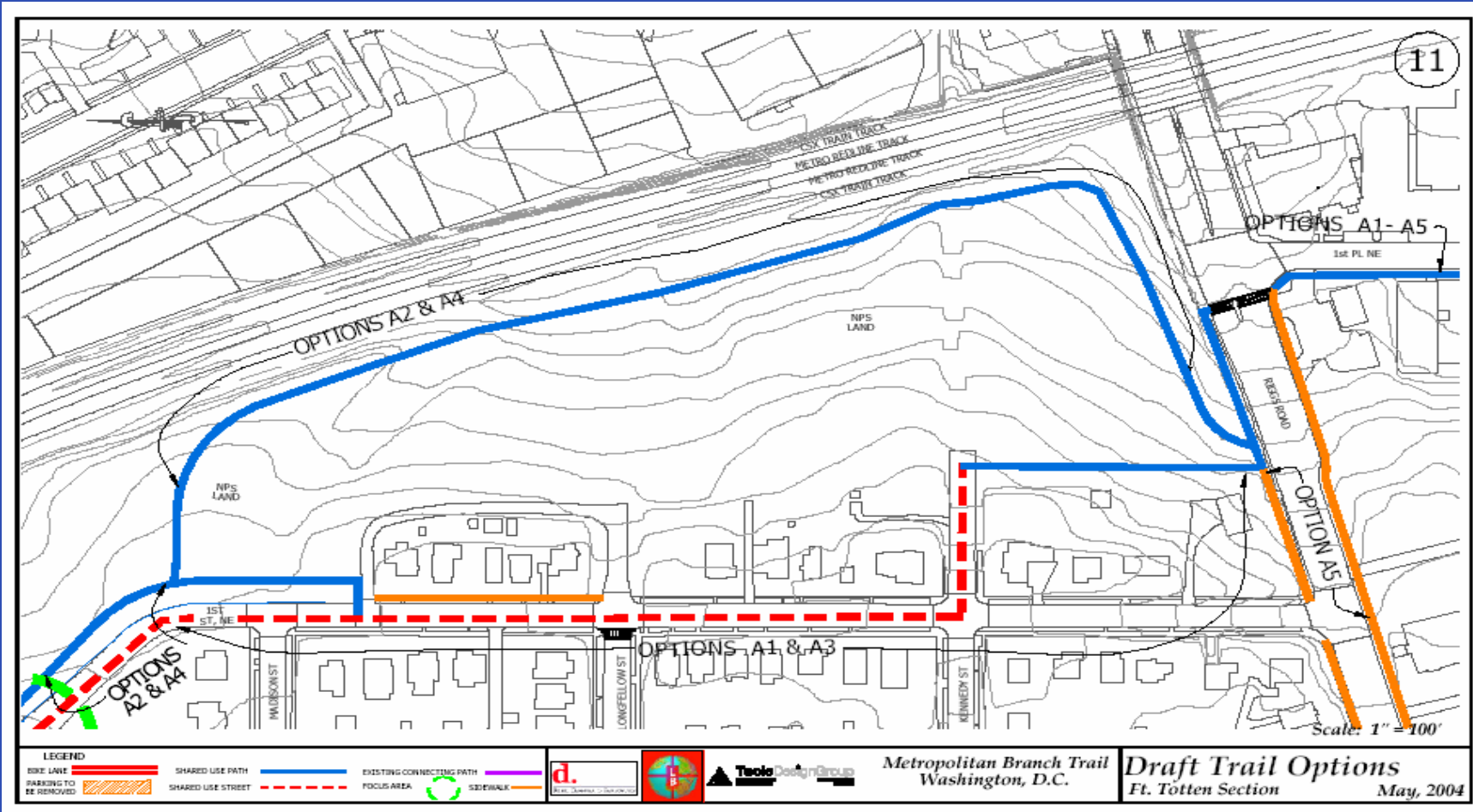
Riggs Road to New Hampshire Avenue (A1-A5)



Riggs Road to New Hampshire Avenue (A1/A3)

- First Place at-grade crossing of Riggs Road; west on existing sidewalk along Riggs Road.
- Proceeds behind houses on social path on park land; follows Kennedy Street to First Street.
- Becomes shared use street to at-grade crossing of New Hampshire Avenue.
- Includes:
 - Expansion and repair of sidewalk and/or retaining wall on Riggs Road
 - Construction of ten-foot path on park land behind houses
 - Striping, signage improvements
- Other Considerations:
 - First Street is a direct route to New Hampshire Avenue with little traffic
 - Signal exists at Riggs Road

Riggs Road to New Hampshire Avenue (A1-A5)



Riggs Road to New Hampshire Avenue (A2/A4)

- First Place at-grade crossing of Riggs Road
- Proceeds through retaining wall and east to CSX right-of-way
- Parallels CSX tracks through park land to at-grade crossing of New Hampshire Avenue.
- Includes:
 - Ten-foot, hard or soft surface improvements for path through park land
 - Expansion and repair of sidewalk and/or retaining wall on Riggs Road
 - Lighting and way-finding signage necessary
- Other Considerations:
 - Scenic and away from traffic through neighborhoods
 - Security – trail is more isolated

Riggs Road to New Hampshire Avenue (A1-A5)

At-grade Crossing at Riggs Road/First Place Intersection Looking West (A1-A4)



Riggs Road Sidewalk (A1-A4)



At-grade Crossing at Riggs Road/First Place Intersection Looking East (A1-A4)

Riggs Road to New Hampshire Avenue (A1-A4)

First Street at Kennedy Street (A1, A3)

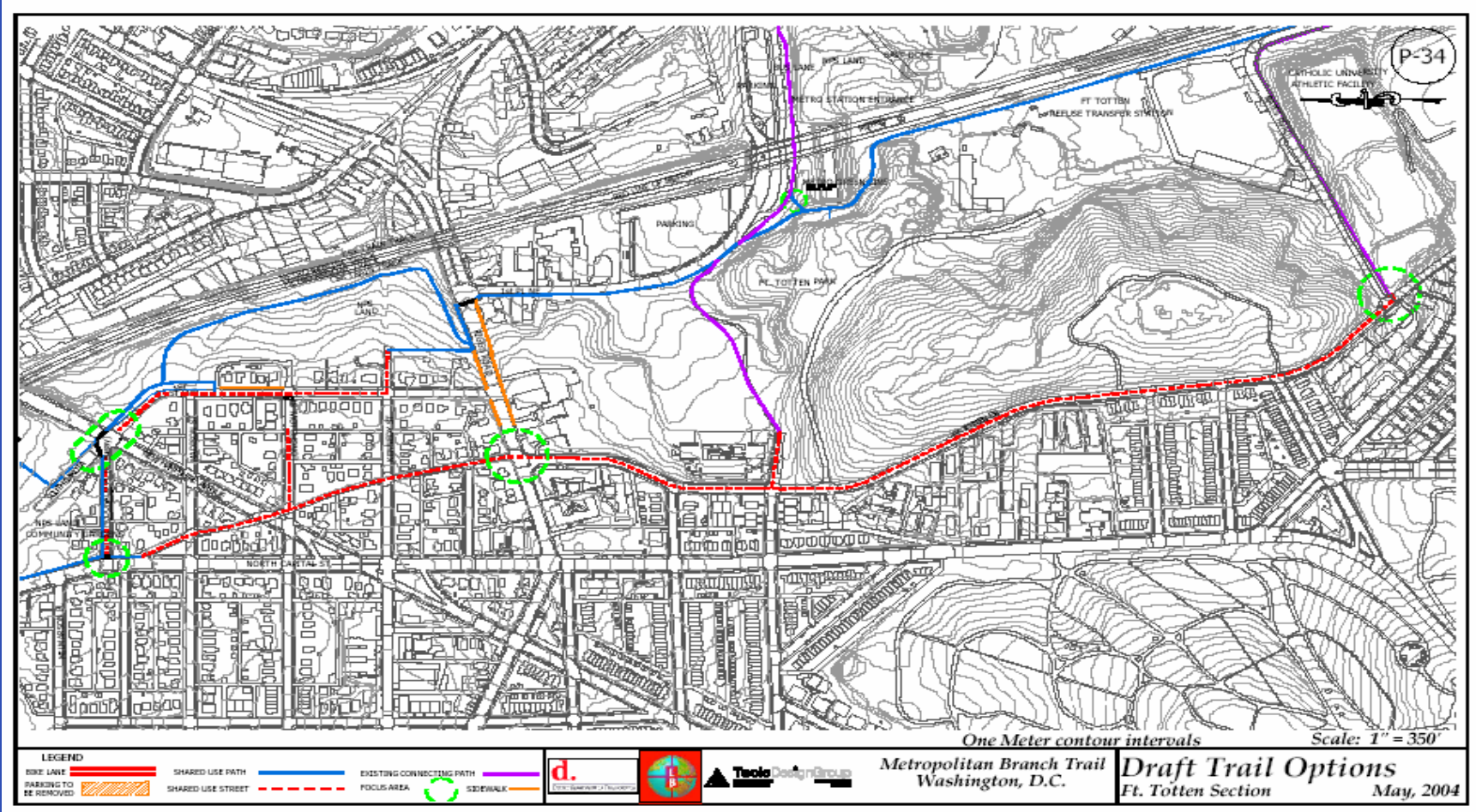


Path Behind Houses: Riggs Rd-First St. (A1, A3)



Looking East at First Street from New Hampshire Avenue (A1-A4)

Fort Totten Drive Alternative (A6)



John McCormack Road to Riggs Road Via Fort Totten Drive (A6)

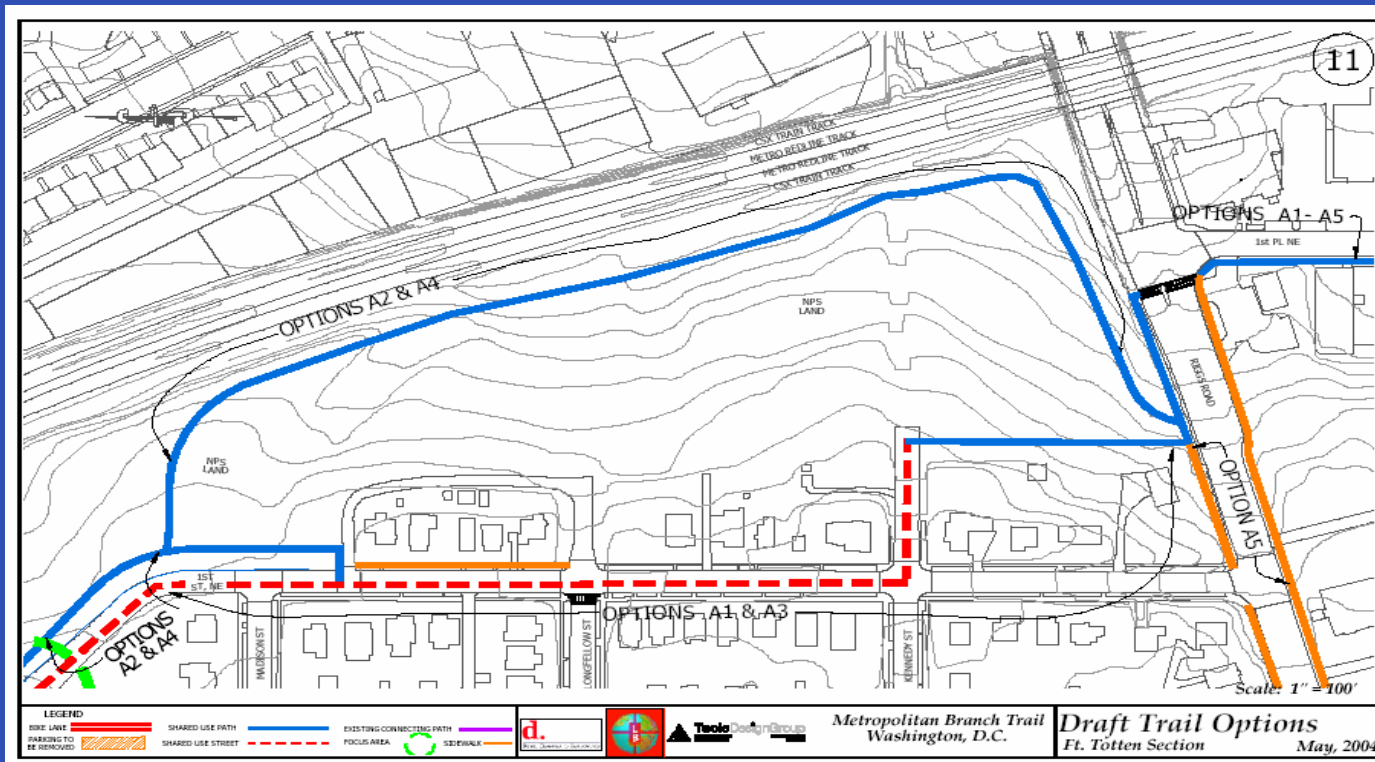
- Alternative A6 evaluates using Fort Totten Drive as a scenic alternative to trash transfer/culvert segment.
- From John McCormack Road to Bates Road on path to Fort Totten Drive.
- On Fort Totten Drive, trail could be on existing sidewalk, on-street, or on NPS property. Considered primarily a north-to-south option because of excessive uphill gradient (>11%) going north.
- Includes:
 - Possible sidewalk widening on Fort Totten Drive
 - Could develop new paved trail on park side of Fort Totten Drive
 - Existing path connects to Metro Station
- This alternative is not ADA accessible and is less direct.
- Access to Fort Totten possible.

Riggs Road to Kansas Avenue Via Blair Road (A6)

- At-grade crossing of Riggs Road would occur at existing light.
- Blair Road north of Riggs Road is narrow without sidewalks.
- Pedestrians could proceed down either side of Riggs Road to join alignments A1-A4.
- Bicyclists could proceed on Blair Road; use Kennedy or Longfellow Streets to join A1 or A3, or would continue on Blair Road.

Riggs Road Alternative (A5)

- Considers sidewalk as a pedestrian route to Fort Totten Drive/Rock Creek Church Road.
- Unlikely for use by bicycles because of sidewalk restrictions.



John McCormack Road to Riggs Road Via Fort Totten Drive (A6)



Bates Road (A6)



Fort Totten Drive (A6)

Riggs Road to Kansas Avenue Via Blair Road (A5/A6)



Riggs Road (A5)



Blair Road/Riggs Road Intersection (A5)

Riggs Road to Kansas Avenue Via Blair Road (A6)

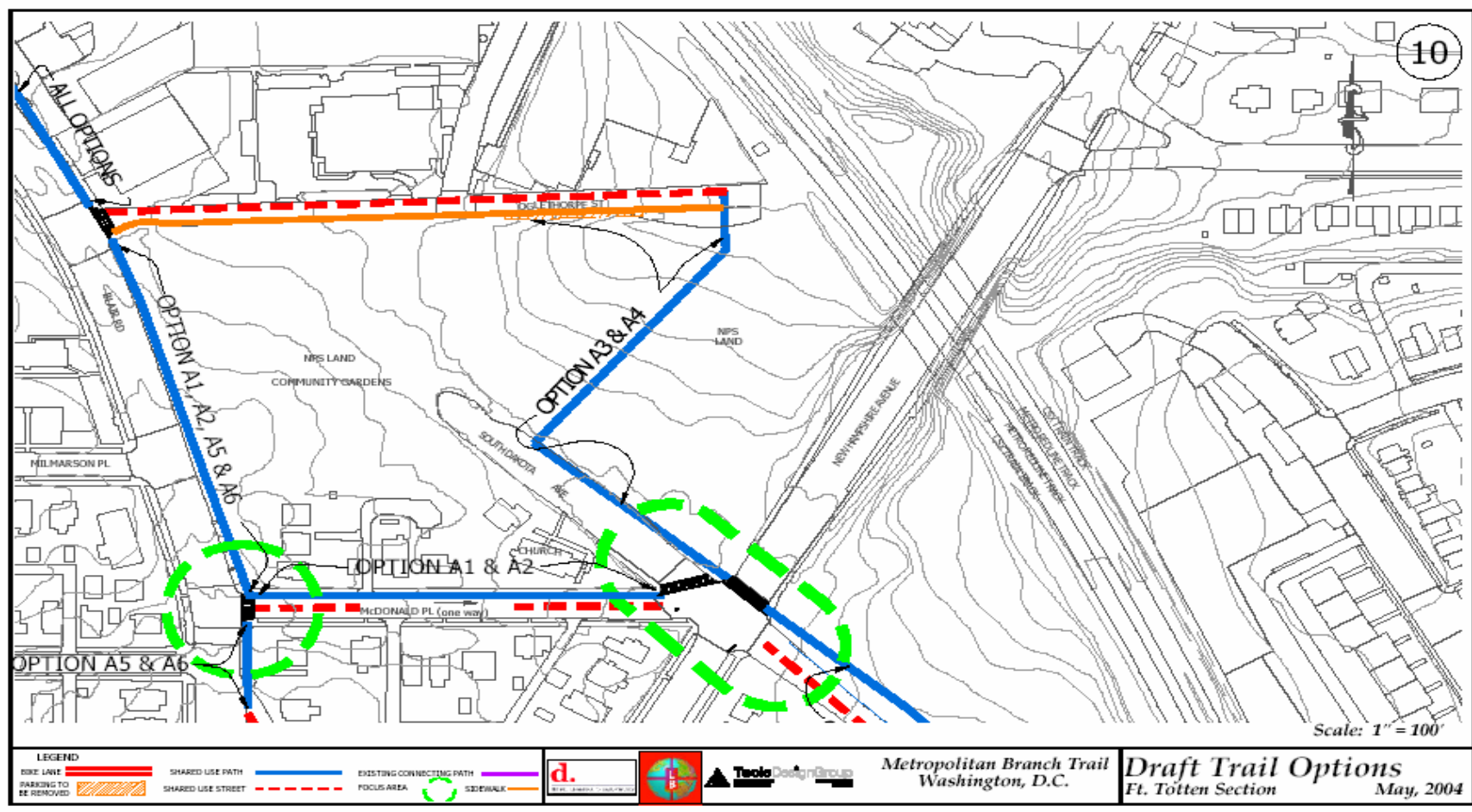


Blair Road @ Riggs Road (A6)



Blair Road @ Riggs Road (A6)

New Hampshire Avenue to Blair Road (A1-A5)



New Hampshire Avenue to Blair Road (A1/A2)

- **Shared use street on McDonald Place to shared use path on Blair Road.**
- **Includes:**
 - Construction of a 10-12 foot shared use path along Blair Road to existing sidewalk along Blair Road. Widen existing sidewalk by 1-2 feet in front of homes along Blair Rd.
 - Improve curb ramps and transition area from sidewalk to street at McDonald Place. Possible designs for McDonald Pl. include shared use path or on-street bikeway.
 - Signalize at-grade crossing at New Hampshire Ave.
- **Other Considerations:**
 - Circumnavigates the Community Garden.
 - Generally improves Blair Road access.

New Hampshire Avenue to Blair Road (A1-A5)



**Looking Southwest on New
Hampshire Avenue**



**McDonald Place from New Hampshire
Avenue**

New Hampshire Avenue to Blair Road (A1-A5)



and McDonald Place

Looking Across New Hampshire Avenue Toward South Dakota Avenue



Looking Across New Hampshire Avenue Toward First Street

Foreground: South Dakota (L) & McDonald Pl. (R)

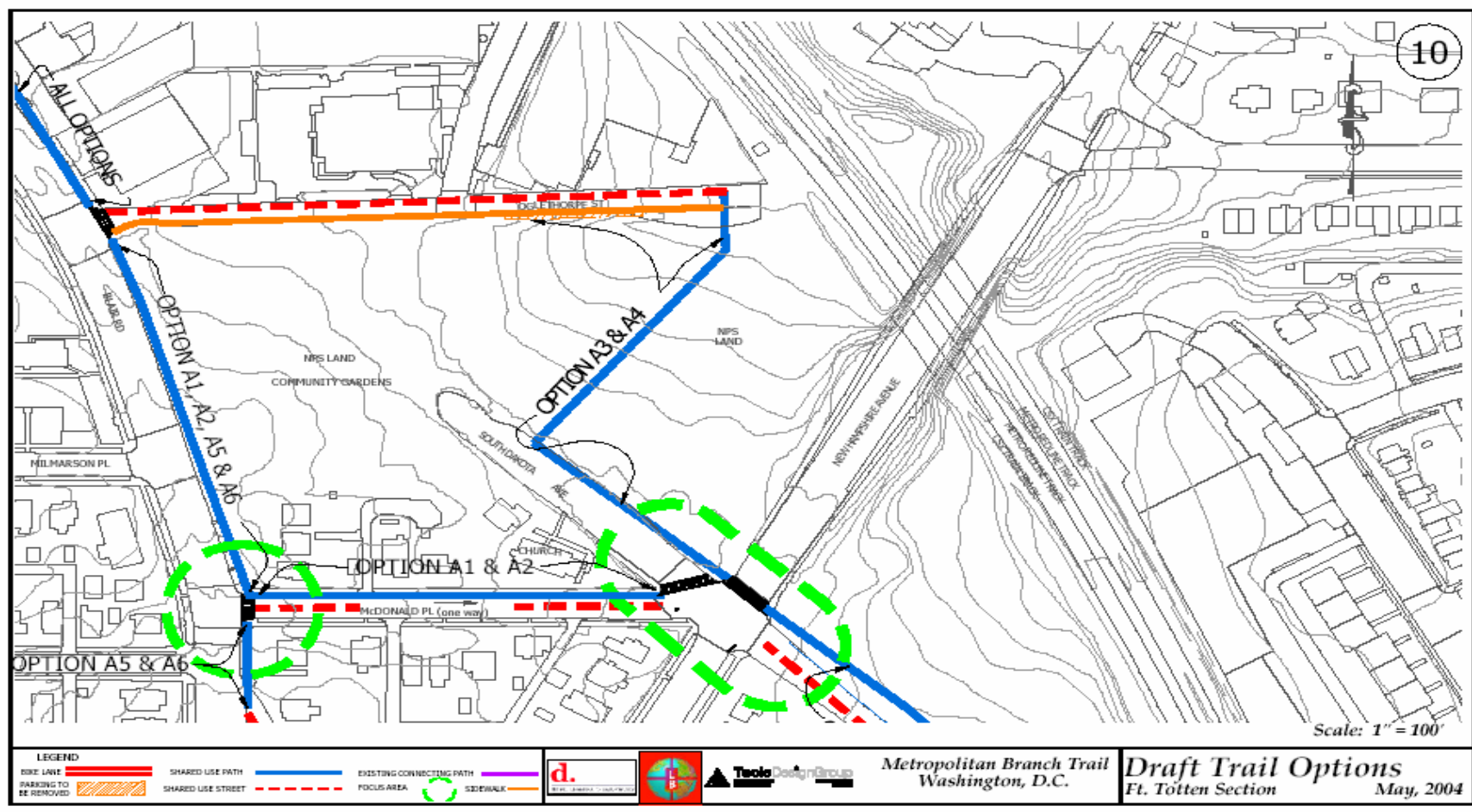
New Hampshire Avenue to Blair Road (A1-A6)



Interse
Avenue
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Shared Use Path on Blair Road

New Hampshire Avenue to Blair Road (A1-A5)



New Hampshire Avenue to Blair Road (A3/A4)

- Shared use path on South Dakota Avenue; service road to Oglethorpe Street; shared use street on Oglethorpe Street to Blair Road.
- Includes:
 - Striping or reconstruction of South Dakota Avenue
 - 10-foot trail on service road alignment
 - Stripe Oglethorpe St. for shared use street
 - Install five-foot wide sidewalk on Oglethorpe St.
- Other Considerations:
 - Bypasses the Community Gardens
 - Steep slope on Oglethorpe St.

New Hampshire Avenue to Blair Road (A3/A4)



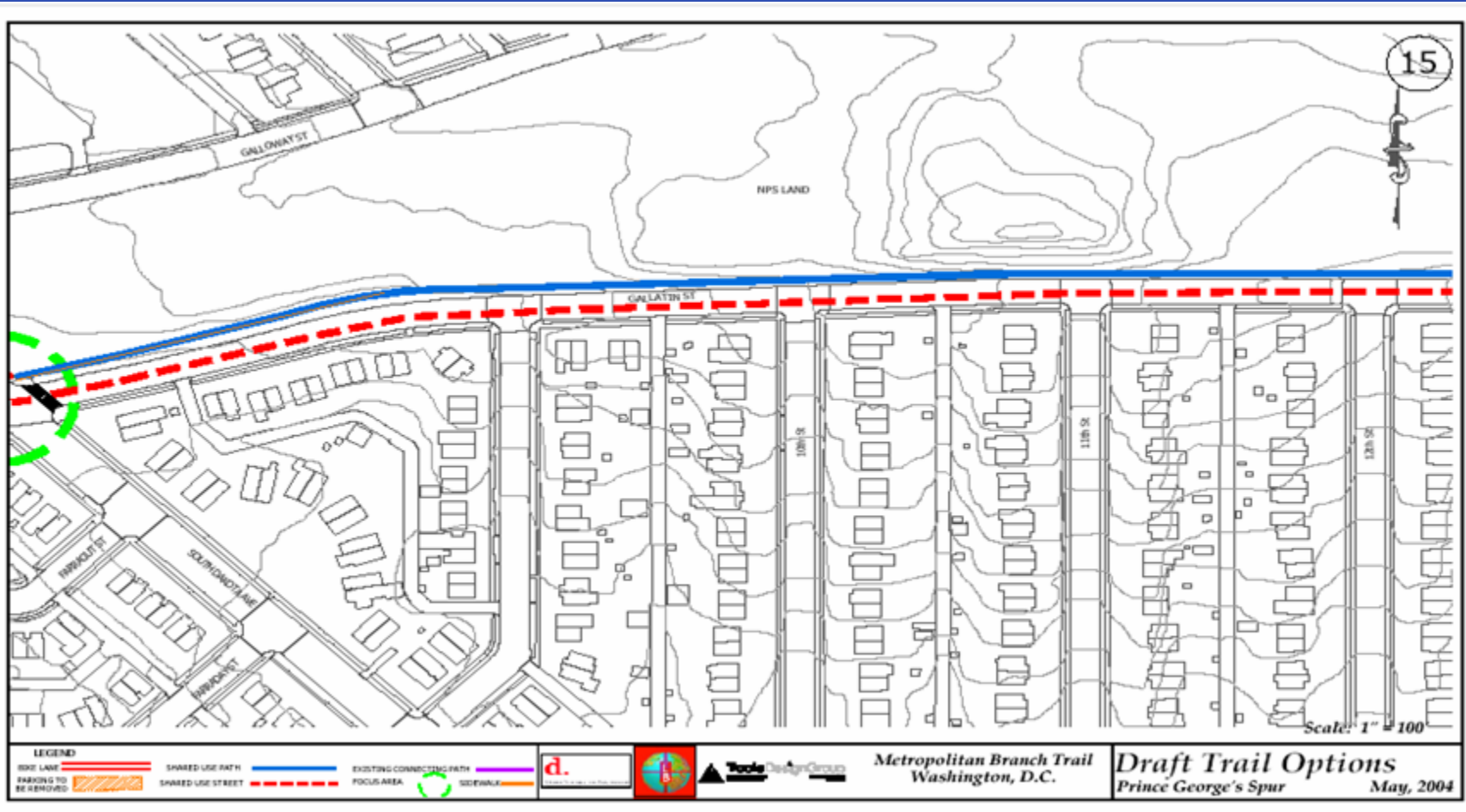
New
cross

community

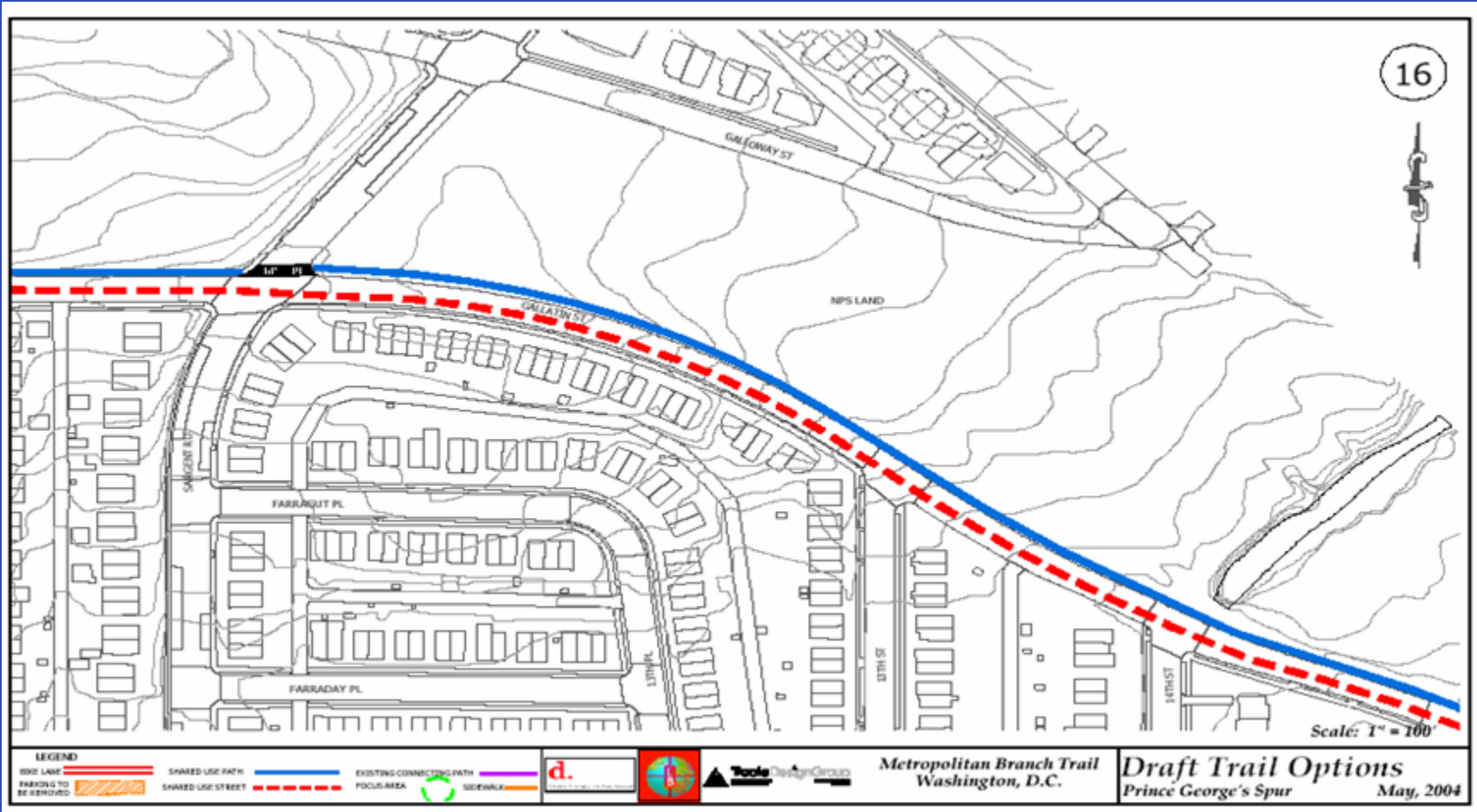
Oglethorpe Street/Community Gardens

South Dakota Avenue

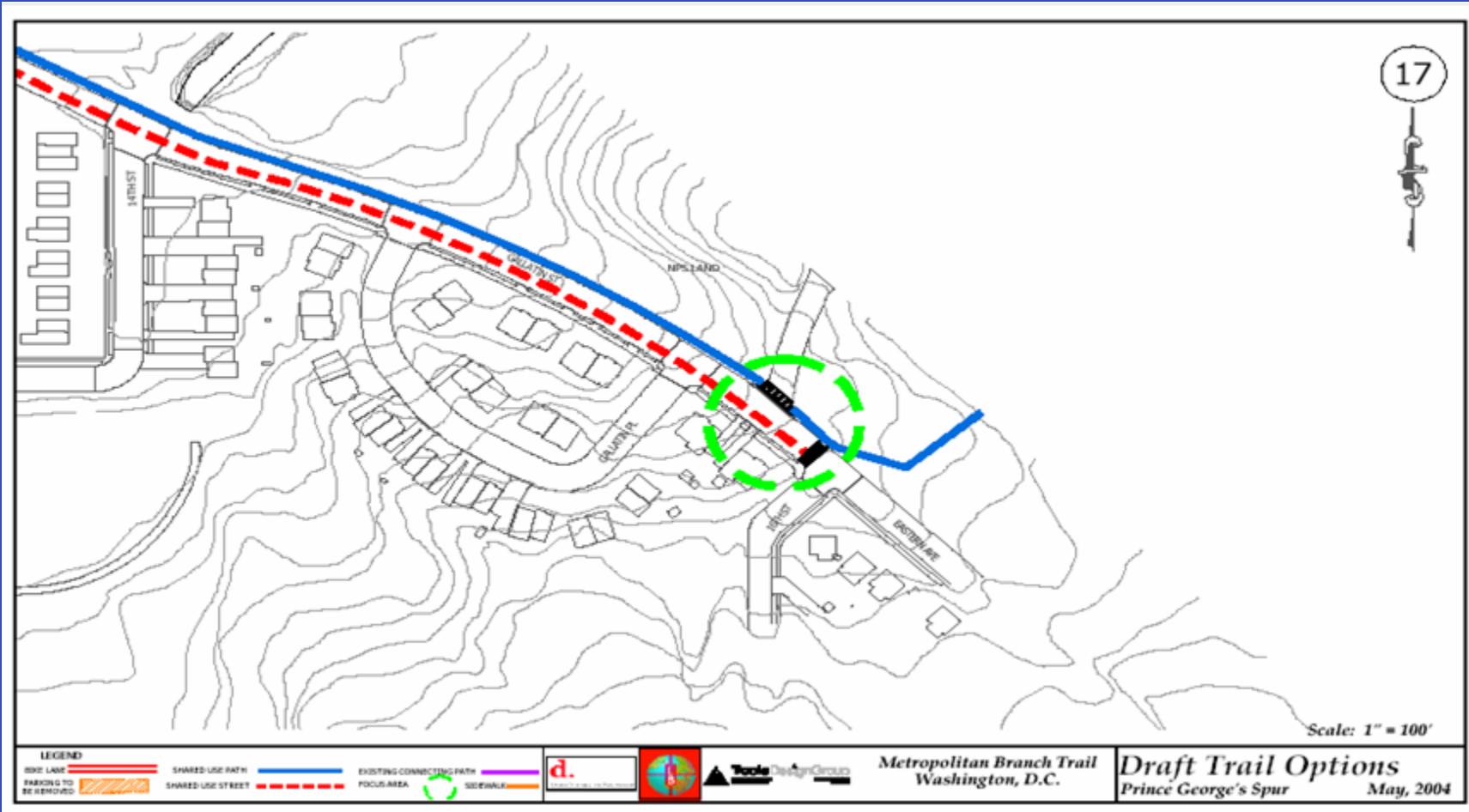
Prince George's County Connector



Prince George's County Connector



Prince George's County Connector



Prince George's County Connector

Under Alternative B1, the MBT would follow an alignment with the following segments:

- Proceed from Fort Totten Metro Station to South Dakota Avenue along an alignment that will be determined at a future date.
- Cross South Dakota Avenue at-grade.
- Construct and follow new 10-foot hard surface path on NPS land adjacent to Gallatin Street for approximately 1.7 miles to Prince George's County Border.
- Construct new trail from Gallatin Street across NPS land to PG County trail east of St Ann's driveway.

Prince George's County Connector

Under Alternative B2, the MBT would follow an alignment with the following segments:

- Proceed from Fort Totten Metro Station to South Dakota Avenue along an alignment that will be determined at a future date.
- Cross South Dakota Avenue at-grade.
- Construct and follow on-road bike lane along Gallatin Street to Prince George's County Border.
- Construct new trail from Gallatin Street across NPS land to PG County trail east of St Ann's driveway.

Prince George's County Connector

Gallatin Street/South Dakota Avenue



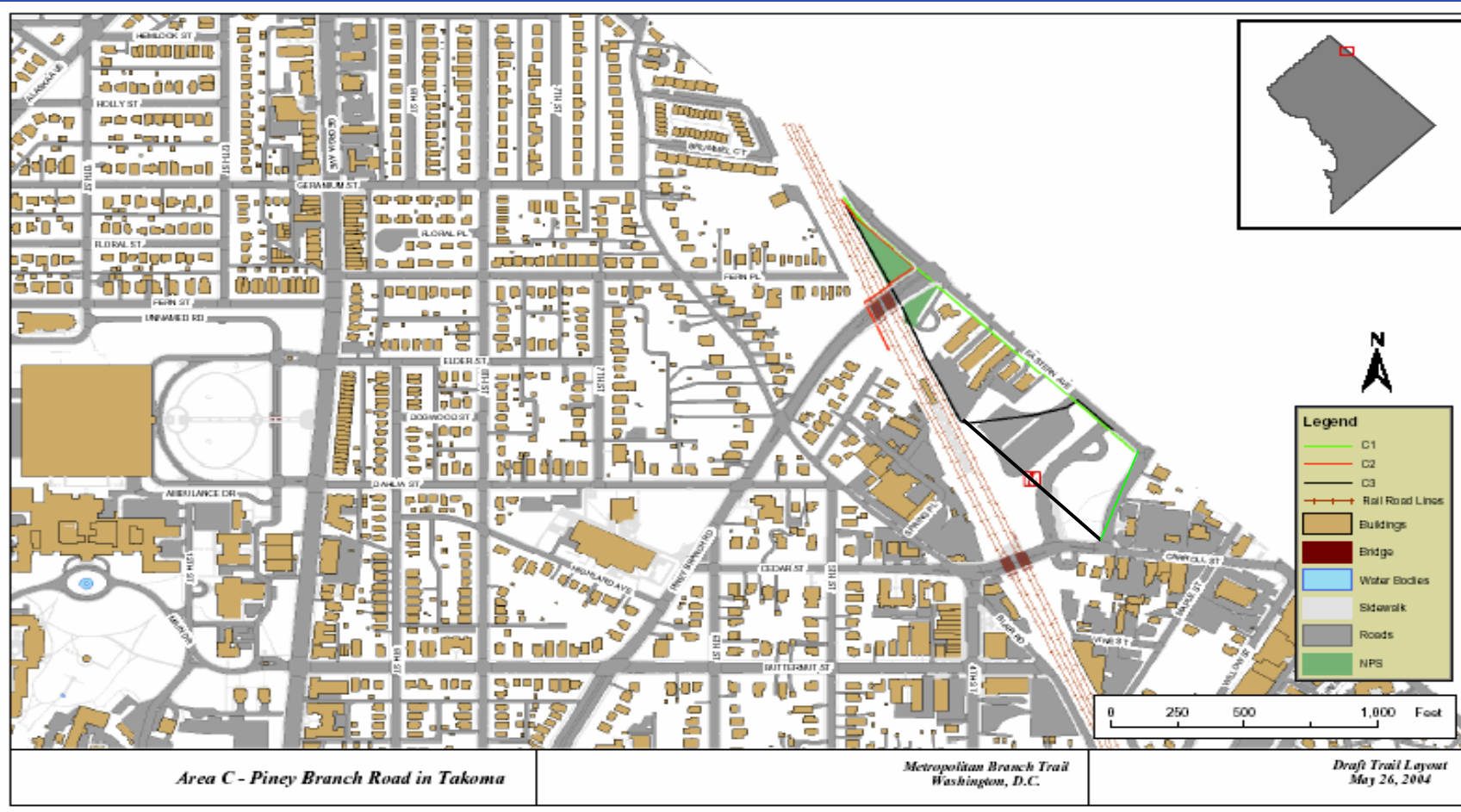
Gallatin Street



Gallatin Street

MBT at Piney Branch Road

EA Also Evaluates Alternatives for Crossing Piney Branch Road on National Park Service Land.



Environmental Areas Being Evaluated for NPS Lands

- **Soils**
- **Flora and Fauna**
- **Cultural and Historic Resources**
- **Land Use**
- **Viewsheds**
- **Visitor Use and Experience**
- **Air Quality**
- **Park Management and Operations**

Environmental Areas Not Requiring Evaluation

- **Geohazards**
- **Water Resources**
- **Unique Ecosystems, Biosphere Reserves, World Heritage Sites**
- **Sacred Sites/Native American Concerns**
- **Environmental Justice**

METROPOLITAN BRANCH TRAIL



Fort Totten Area Public Meeting

June 24, 2004