

Q&A Session for Metropolitan Branch Trail Blair Rd to Piney Branch Rd Project Update

Session Number: 23002631832

Date: 2022-6-7

Starting time: 18:00

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Gavin Baker(gavin@gavinbaker.com) - 18:44

Q: Is the Fort Totten to Avondale segment no longer planned as part of the MBT?

Priority: N/A

Michael Alvino - 18:48

A: The Fort Totten to Avondale segment is still planned. The current priority is to complete the main "spine" of the trail north-south. However, we are still looking at designing the Avondale Connector but do not have an update at this time.

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Michael(mcarabello@gwu.edu) - 18:53

Q: How wide is the curvilinear path?

Priority: N/A

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Michael(mcarabello@gwu.edu) - 18:54

Q: Will it be wide enough to comfortably fit wheelchairs around the curves?

Priority: N/A

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Michael(mcarabello@gwu.edu) - 18:59

Q: similar question to before. How wide is the 343 cedar street path (also the curvilinear path). Are they wheelchair accessible?

Priority: N/A

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Phil S.(phil2490@gmail.com) - 19:08

Q: Strictly speaking, this isn't a question but more of a suggestion. Have you considered removing the last ~15-20ish feet of pavement at the end of Chestnut street (segment 2) and turning it into greenspace? It's in DDOT's right of way (so no property impacts) and removing all of the pavement past the connection to the trail so there's intuitive visual hinting, and it would make the project net-zero (or even net-negative!) with respect to change of impervious surfaces.

Priority: N/A

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Ric(ricdoery@yahoo.com) - 19:11

Q: Last meeting we heard that there would be no loss of parking on 4th St when making it one way. What happened? There is not much traffic on 4th. Why not leave it as it is and paint a bicycle decal?

Priority: N/A

Michael Alvino - 19:16

A: At the last meeting, we shared a range of options for 4th St including options that removed parking and options that did not. Based on the feedback we heard from the public meeting, we are recommending this option. Parking would be preserved on both sides of 4th between Aspen and Butternut. South of Aspen St, the roadway is narrower and the parking occupancy is lower. Based on those data, and the feedback we received, we are recommending the protected bike lane and one-way conversion

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Ric(ricdoery@yahoo.com) - 19:11

Q: (stencil)  
Priority: N/A

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Michael(mcarabello@gwu.edu) - 19:12

Q: what where the path widths for the 343 cedar path and curvilinear path? Are they comfortably accesible via wheelchair?

Priority: N/A

Michael Alvino - 19:12

A: At 343 Cedar St, we are proposing a 12' wide path between 2 retaining walls. At the curvilinear path, we are proposing a 10' wide trail with 2' clear on either side. Both would be comfortably accesible via wheelchair

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ANC 4B(4b@anc.dc.gov) - 19:13

Q: (This is Evan Yeats) Is there any chance of duplicating this treatment, especially if it is the neighborhood bikeway treatment, on the block of Van Buren from 4th Street to 5th Street since it is similarly configured? Or at least signage to legalize the contraflow movement for bicyclists as existed on 8th Street?

Priority: N/A

DDOT Host - 19:20

A: This question has been answered verbally.

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Garrett Hennigan(garrett.hennigan@waba.org) - 19:15

Q: How will the Whitter multi-use trail connect across Blair?

Priority: N/A

DDOT Host - 19:21

A: This question has been answered verbally.

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Hayden Duncan(haydenjacobduncan@gmail.com) - 19:19

Q: Are the protected bike lanes "protected" with green paint and plastic or are they actually protected by concrete bollards?

Priority: N/A

DDOT Host - 19:22

A: This question has been answered verbally.

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kate adams(k.rey.adams@gmail.com) - 19:20

Q: Please feel free to ignore this if you answered prior to the poll, my audio cut out. I am interested with how the path will connect from Whittier and/or Van Buren across Blair.

Priority: N/A

DDOT Host - 19:23

A: This question has been answered verbally.

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Hayden Duncan(haydenjacobduncan@gmail.com) - 19:22

Q: Will any of the remaining parking include protected bike hangars for bicyclists or will it only be parking for cars?

Priority: N/A

DDOT Host - 19:25

A: This question has been answered verbally.

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Gavin Baker(gavin@gavinbaker.com) - 19:23

Q: Will there be MBT signage installed along this segment?

Priority: N/A

DDOT Host - 19:27

A: This question has been answered verbally.

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Michael(mcarabello@gwu.edu) - 19:24

Q: For the portion with the shared road and multi use pathway, will there be any paint indicating where the bikes are supposed to go? if so, where will they be directed?

Priority: N/A

DDOT Host - 19:28

A: This question has been answered verbally.

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ANC 4B(4b@anc.dc.gov) - 19:28

Q: What is your plan for future community engagement on this plan?

Priority: N/A

Samer Alhawamdeh - 19:39

A: We will have have a public meeting for each design stage 30% 65% 100% and the project team will attend ANC public meeting if needed. Also we will posted the latest information on DDOT website and the project website: [metbranchtrail.com](http://metbranchtrail.com)

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Hayden Duncan(haydenjacobduncan@gmail.com) - 19:28

Q: Do any of the intersections include raised crosswalks?

Priority: N/A

Samer Alhawamdeh - 19:32

A: This improvement will evaluate later on the design based on the needs for the each intersection

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Michael(mcarabello@gwu.edu) - 19:29

Q: Thanks for answering my previous question about whittier street, I understand road sharing signage, but how will bikes know that they can ride on the multiuse pathway? will it just be a sign?

Priority: N/A

Samer Alhawamdeh - 19:43

A: We understand your concerns for the bikers' safety. in this presentation we are showing the recommended alternatives for each segment but once the design phase starts we will look closely for providing better signage and pavement marks.

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Ric(ricdoery@yahoo.com) - 19:38

Q: Not sure what led to the conclusion that parking occupancy on 4th was "lower." We experience full occupancy most of the time. Taking away parking will force those who live here to try to park on other streets, and parking is said to be taken away from both 4th and Whittier next to the park. As for the concern about pedestrians, there are sidewalks on both sides of 4th St which fully accommodate. Making a bike path in the street is not something that would cause folks to start waling in the street.

Priority: N/A

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Gavin Baker(gavin@gavinbaker.com) - 19:42

Q: On what basis could CSX require the District to add a canopy in DC's existing right of way?

Priority: N/A

Samer Alhawamdeh - 19:48

A: The project team is in touch with CSX and DDOT aware of this requirement. The recommended alignment for segment 1 will not require canopy under CSX bridge since we will have 2 way protected bike lane

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Ric(ricdoery@yahoo.com) - 19:46

Q: [walking]

Priority: N/A

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ANC 4B(4b@anc.dc.gov) - 19:51

Q: Just to respond re: Chestnut Street traffic impacts that the Metro property is currently for sale and could be developed into a property if not acquired by DDOT for this project. That would obviously have a significantly larger impact. If this neighbor has concerns, I urge them to contact me directly at 4b01@anc.dc.gov and I'd be happy to talk with them!

Priority: N/A

DDOT Host - 19:53

A: This question has been answered verbally.

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Ric(ricdoery@yahoo.com) - 19:53

Q: Is it possible to level off the speed bumps for the bicycle lanes?

Priority: N/A

DDOT Host - 19:54

A: This question has been answered verbally.