



# Metropolitan Branch Trail

Fort Totten to Takoma Design  
Project Update

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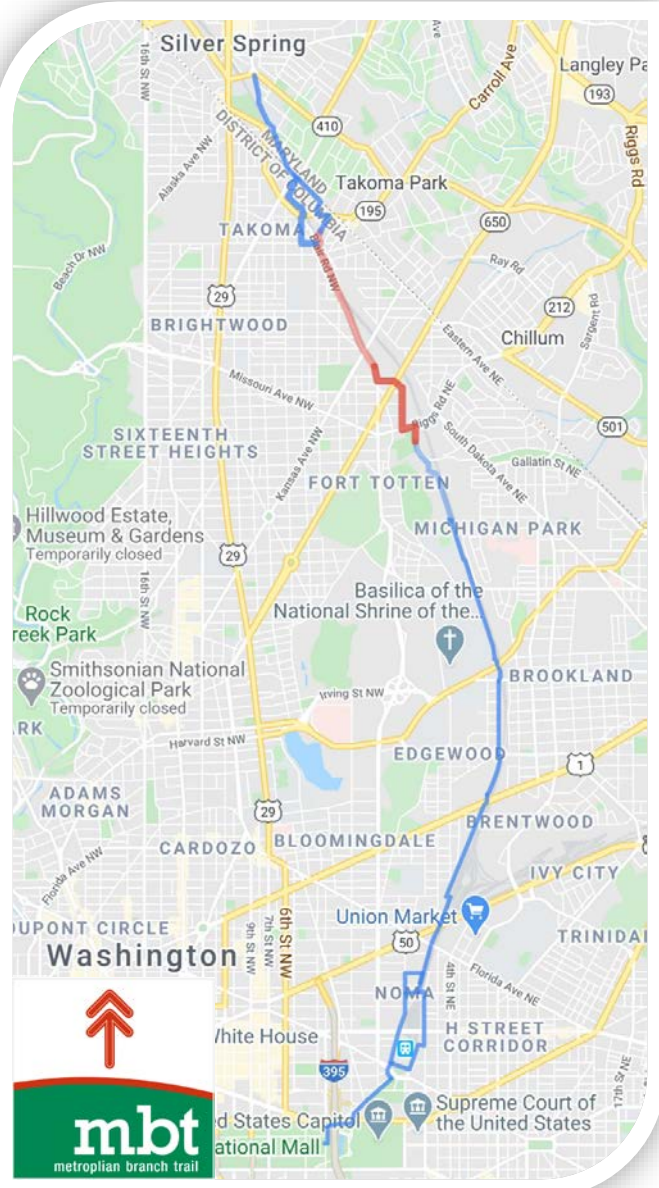
May 2020

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# 1. Project Background



- The MBT is an important transportation route, providing connections to homes, work, and play.
- When completed, the Metropolitan Branch Trail (MBT) will be an 8-mile trail that runs from Union Station to Silver Spring, MD.
- The trail has been completed in sections.
- The trail follows the Metropolitan Branch Line of the Baltimore and Ohio (B&O) Railroad

# 1. Project Background - continued

- **1999:** Construction of John McCormack Drive section of MBT
- **2004:** Construction of NoMA Metro Station section of MBT
- **2005:** DDOT completes MBT Concept Plan
- **2010:** Construction of New York Ave to Franklin St section of MBT
- **2010 - 2011:** Environmental Assessment for extension of MBT Completed
- **2016:** Preliminary (30%) Design for Fort Totten to Takoma section complete
- **2018 – 2020 (Ongoing):** Construction of Brookland to Fort Totten section
- **2020 – 2021 (Ongoing):** Final Design of Fort Totten to Takoma section



## 2. Project Introduction: *Final Design of Fort Totten to Takoma*



- The current project focuses on the MBT trail section from the Fort Totten Metro to the Takoma neighborhood.
- The trail includes both on-street and off-street sections.
- The **preliminary design (30% design)** was completed in 2016.
- This project takes 30% design to 100% design (**final design**).

# 3. Timeline





## 4. Alignment



- Met Branch Trail starts off-street from Fort Totten and proceeds to the north on 1<sup>st</sup> Pl, NE.
- The trail segment continues on Riggs Road NE off and then becomes on-street on 1<sup>st</sup> St, NE.
- It continues on-street on 1st St and S. Dakota Ave NE and back on McDonald Place NE.
- The trail becomes off-street again as it proceeds to Blair Road and continues off-street on Blair Rd to Sandy Spring Rd, NW.

# Context Sensitive Solutions/ Design





# Across the Board - Key CSS Solutions



Wayfinding signage



Adequate treatments at conflict points



Signage for cyclists



Driveway aprons

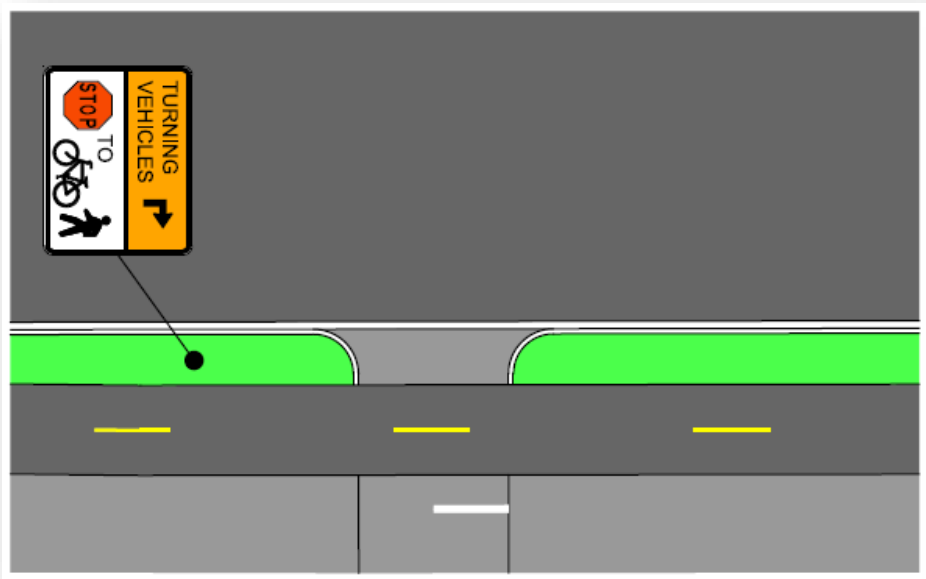


Warning signage for turning vehicles

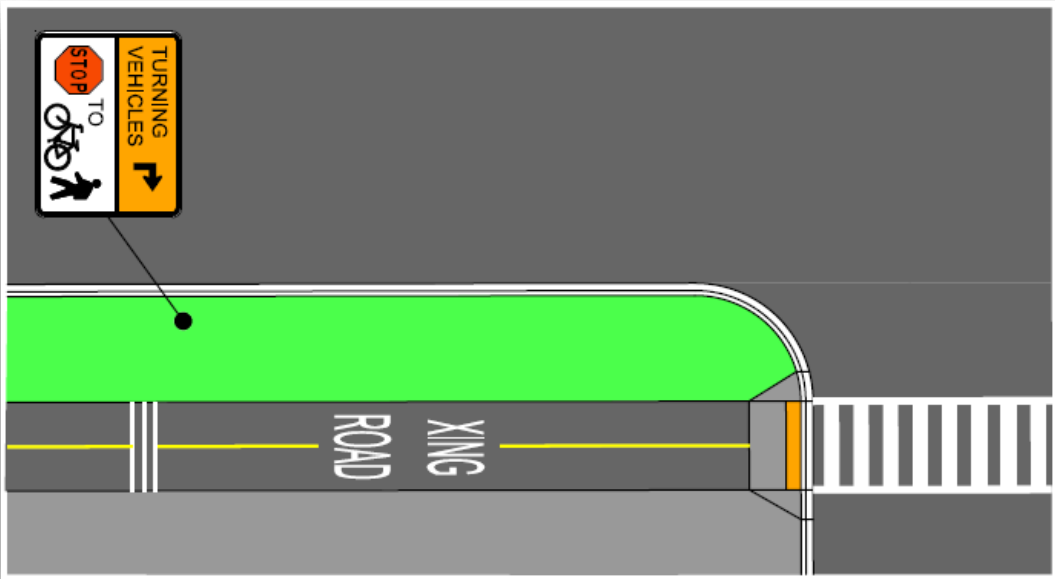


Adequate treatments at interfaces

# Across the Board- Key CSS solutions (Continued)



Trail Plan view with markings, signage at driveways

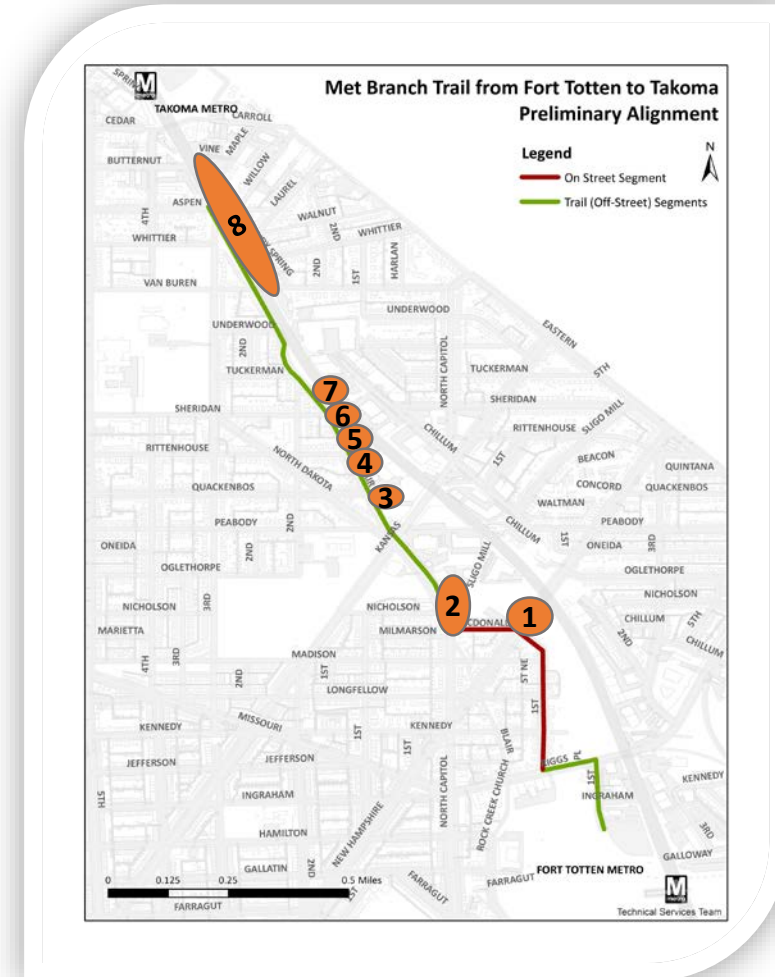


Trail Plan view with markings, signage at intersections

# Context Sensitive Solutions (CSS) Focus

## Areas

1. McDonald Place NE & South Dakota Ave
2. Blair Road Community Garden
3. 6011 Blair Road (Extra Space Storage)
4. 6111 Blair Road (Woodward Liquor)
5. 6201 Blair Road (M&M, Design Space)
6. 6207 Blair Road (New Heights Daycare)
7. 6211 Blair Road (WMATA Facility)
8. Trail from Underwood to Aspen





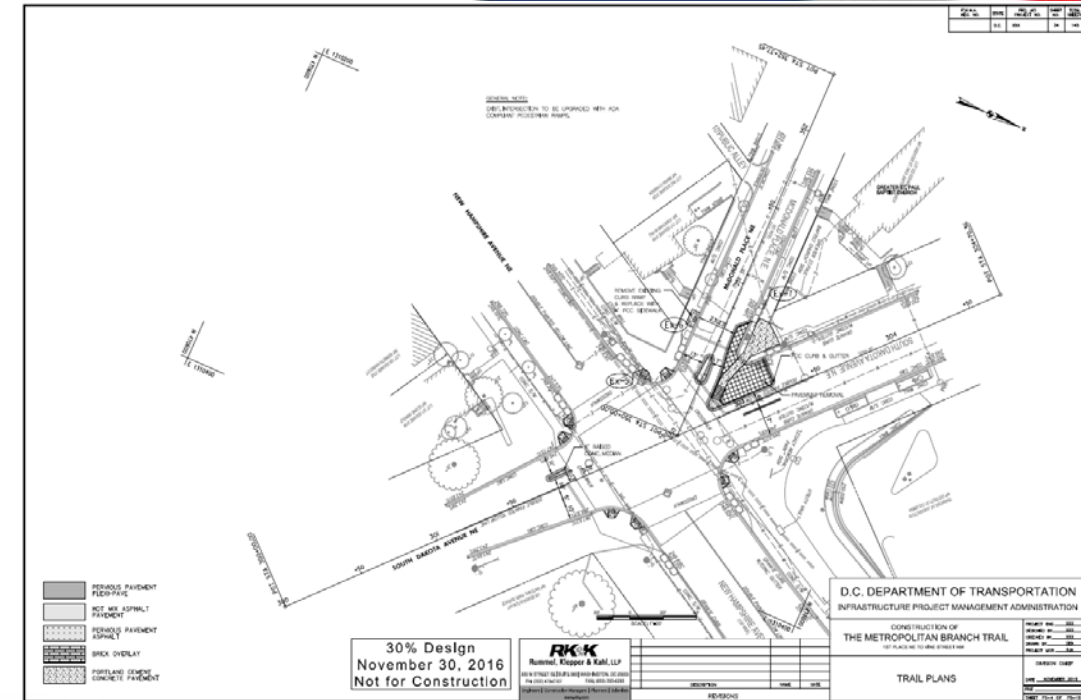
# 1. McDonald Place NE and South Dakota Ave NE

## Potential Issues:

- Accelerating speeds at uncontrolled intersection
- Vehicles entering the counterflow bike lane on McDonald Place NE

## CSS Options:

- Add Traffic Signal
- Provide adequate buffer between bike lane and parking lane



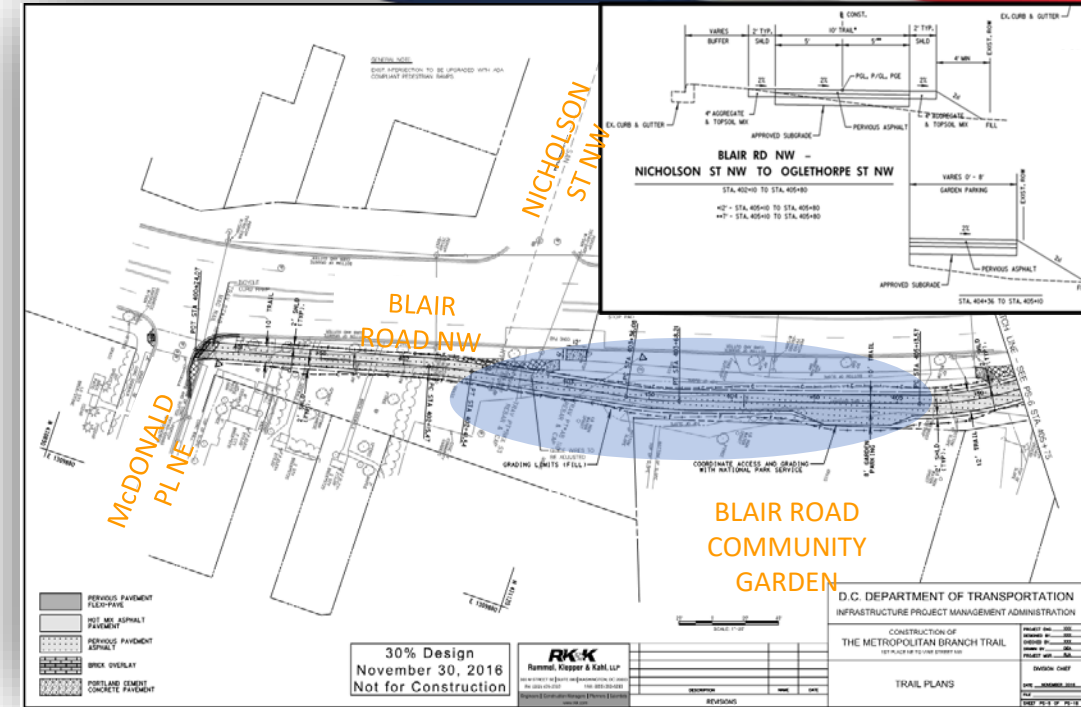
## 2. Blair Road Community Garden

### Potential Issues:

- Vehicles entering the MBT to unload gardening materials
- Sidewalk spur may misdirect visually impaired pedestrians
- Stormwater and drainage issues

### CSS Options:

- Provide separate access for vehicles
- Maintain one single shared use facility





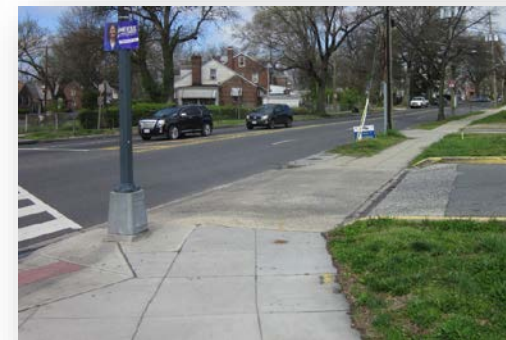
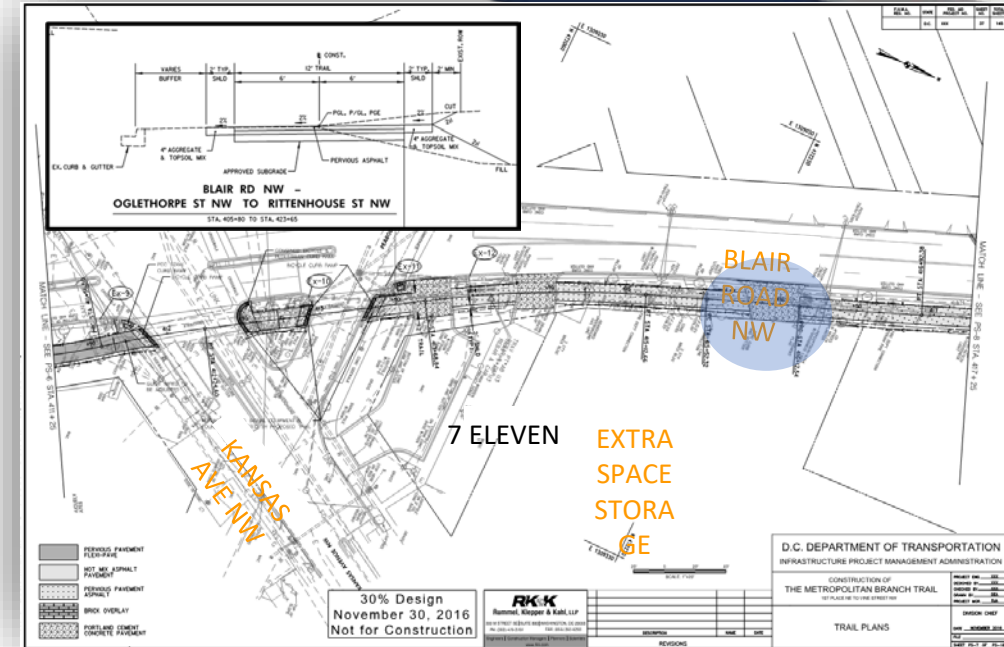
# 3. Driveway – 6011 Blair Road NW – Extra Space Storage

## Potential Issues:

- Add signage and pavement markings for vehicles and trail users
- Reduce turning radius to slow down turning vehicles
- Restrict left turn out of 7 Eleven parking lot

## CSS Options:

- Add signage and pavement markings for vehicles and trail users
- Reduce turning radius to slow down turning vehicles
- Restrict left turn out of 7 Eleven parking lot



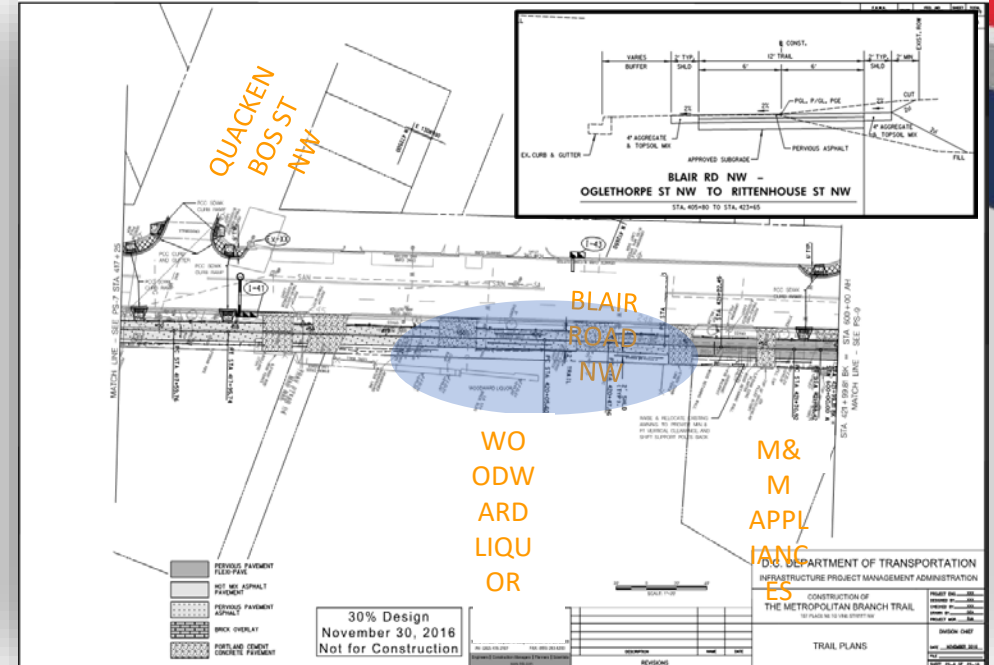
# 4. Driveway – 6111 Blair Road NW – Woodward Liquor

## Potential Issues:

- Conflict point between vehicles accessing garage and liquor store and MBT users
- Frontage parking encroachment into MBT
- Grading issues

## CSS Options:

- Close garage entrance
- Eliminate frontage parking
- Eliminate garage to prevent vehicles from blocking the MBT
- Access to store must be upgraded to meet ADA requirements
- Provide parallel parking along Blair Road



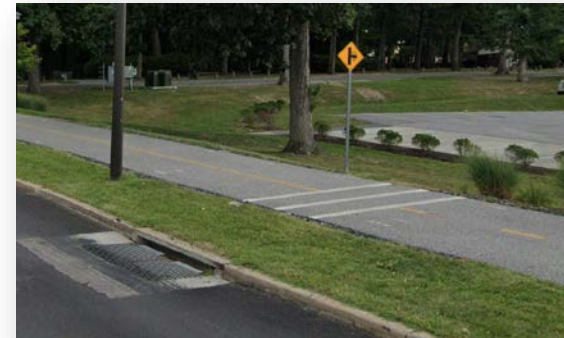
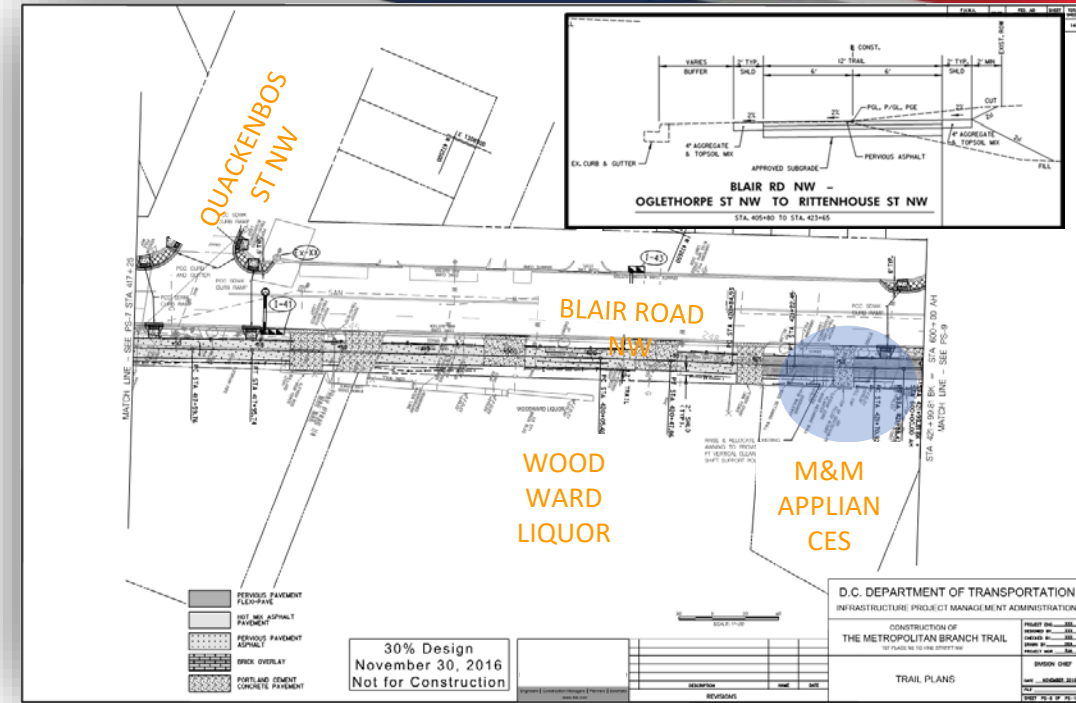
# 5. Building Entrance – 6201 Blair Road NW – M&M, Design Space

## Potential Issues:

- Conflict point between cyclists on MBT and M&M customers exiting the store
- Parking in public space

## CSS Options:

- Channelize pedestrian access to businesses
- Flex posts at centerline to induce speed reduction
- Signs to alert cyclists of pedestrians entering the MBT
- Bicycle friendly rumble strips





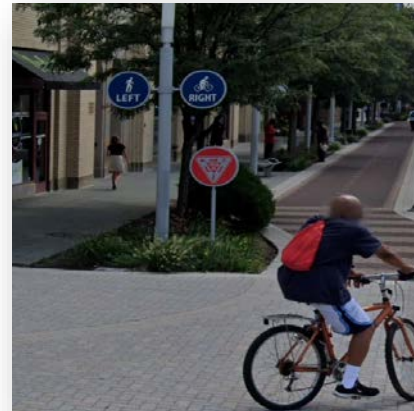
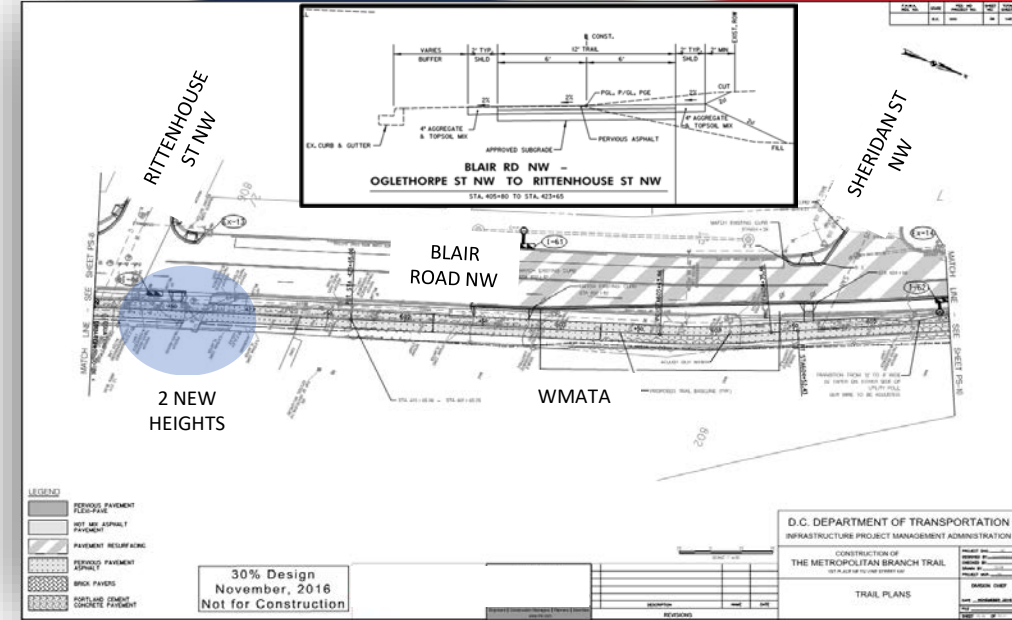
## 6. Building Entrance - 6207 Blair Road NW- New Heights Day Care Center

## Potential Issues:

- Conflict point between cyclists and day care users
- Crossing of Blair Road

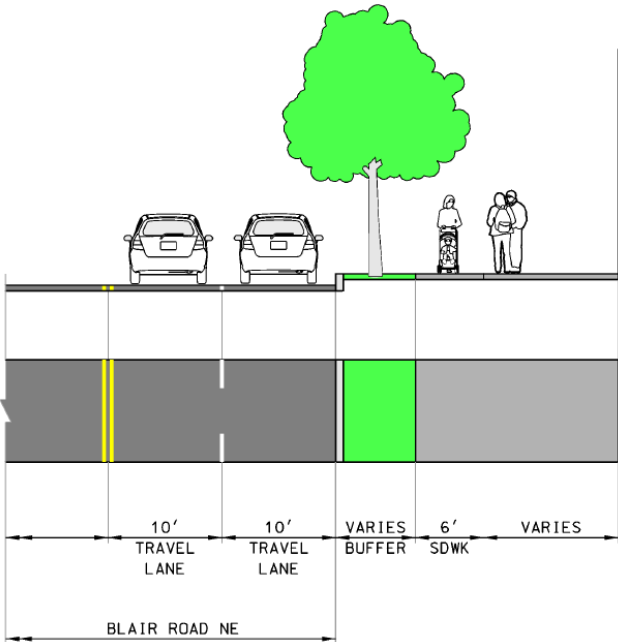
## CSS Options:

- Channelize pedestrian access to businesses
- Add flex posts at centerline of MBT to induce speed reduction
- Add signing to alert cyclists of pedestrian entering the MBT
- Add bicycle friendly rumble strips to reduce speed
- Install crosswalk on south corner of Blair Road and Rittenhouse St NW



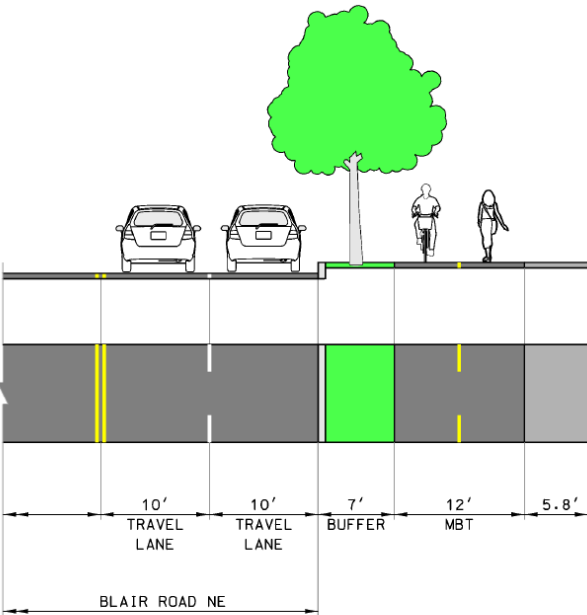
# Options for Blair Rd between Rittenhouse St and Sheridan St

Existing Conditions



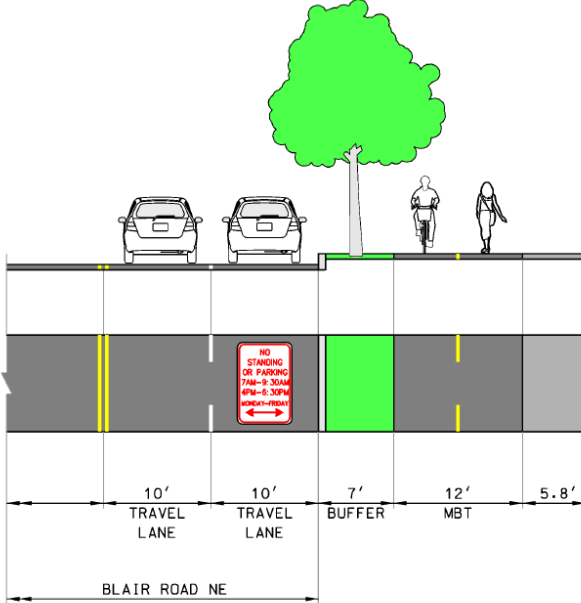
EXISTING CONDITION

Option 1



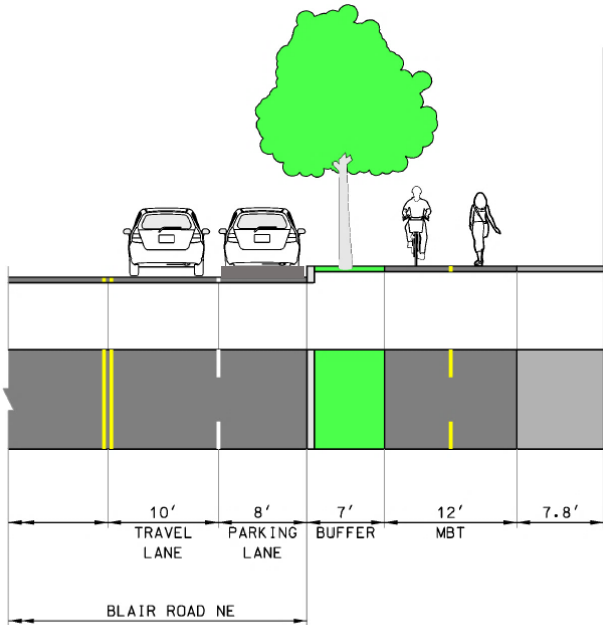
CURRENT DESIGN

Option 2



RESTRICTED PARKING OPTION

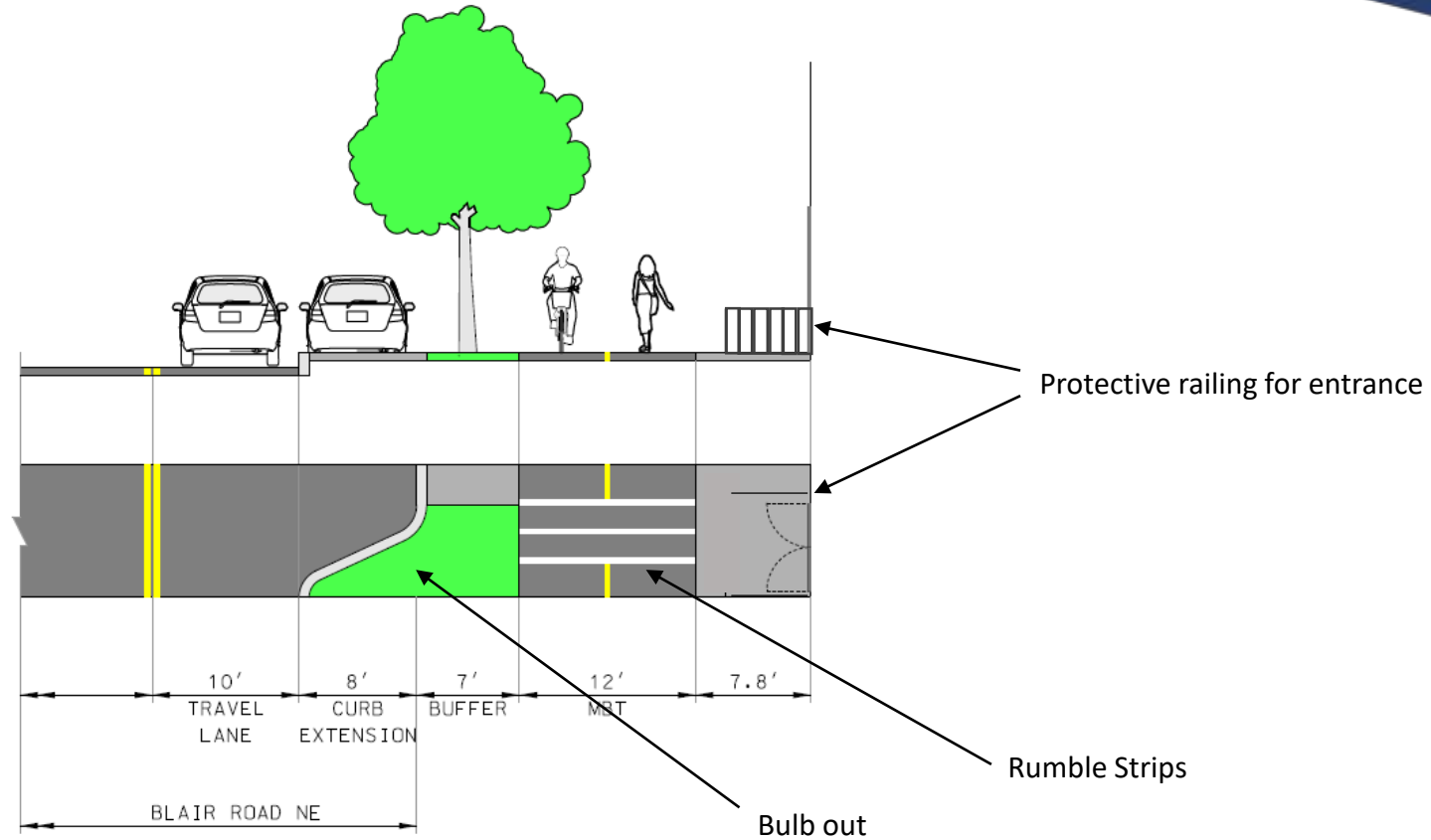
Option 3



PARKING LANE OPTION



# Options for Special locations e.g Child Care Center



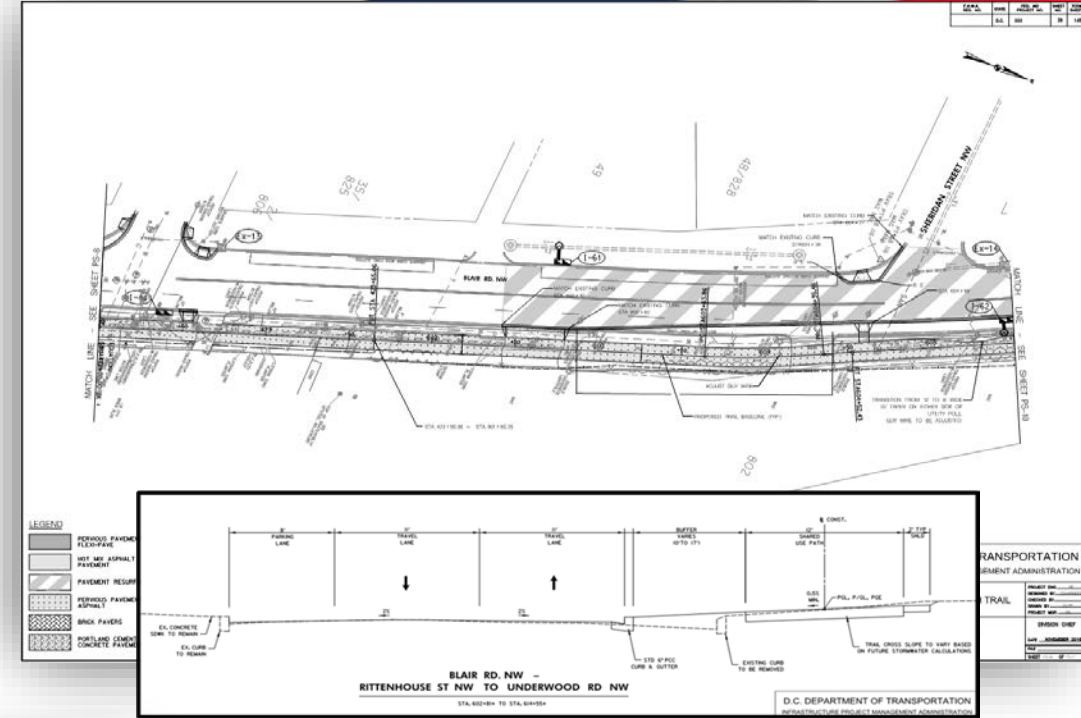
# 7. Building Entrance - 6211 Blair Road NW - WMATA Facility

## Potential Issues:

- Conflict point between vehicles accessing WMATA facility and MBT users

## CSS Options:

- Add stop sign and bars for vehicles exiting to Blair Road
- Close north curb cut



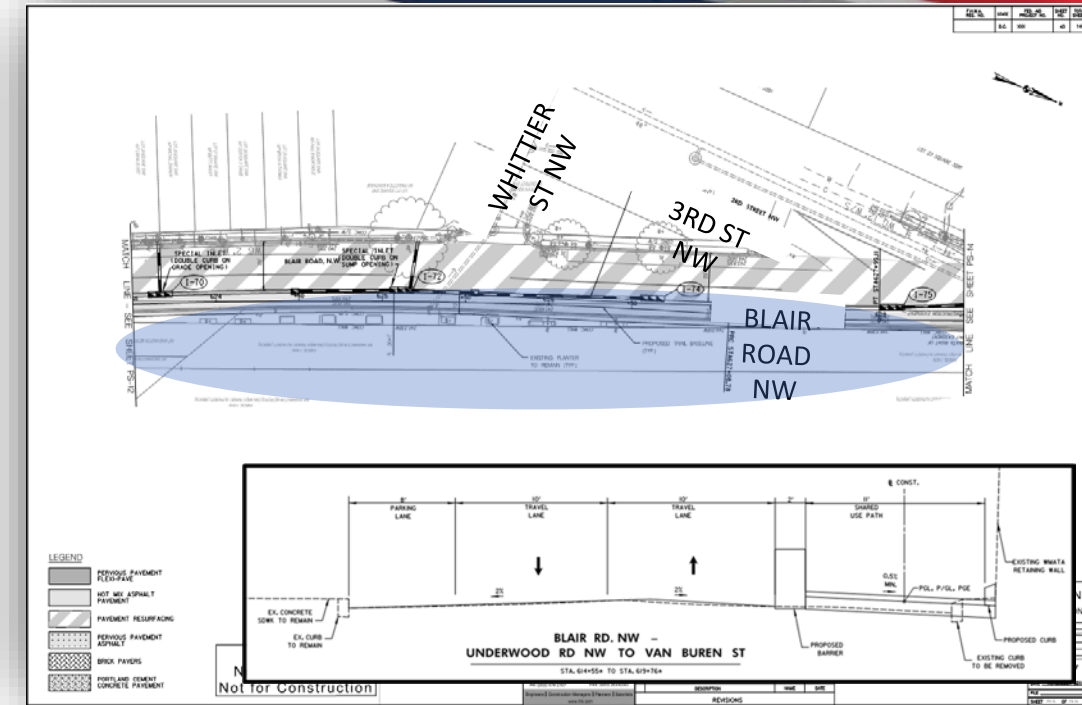
# 8. Trail along Blair Road from Underwood Street to Aspen Street

## Potential Issues:

- Transition from off-road trail to on-road facility may affect the comfort level of MBT users
- On-road facility may indicate preference to cyclists; Jaywalking

## CSS Options:

- Proposed barrier crash tested and with orifices for roadway runoff
- Include footrests and/or handrailing at signalized intersections
- Include signage and/or pavement markings that indicate shared use path condition; Maximize crosswalks; Install flash beacons; Improve aesthetics on wall



# Alternative Discussion – Protected Trail on Blair Road

An additional option is to keep the sidewalks on Blair Rd and provide a protected Bike Lane on the street by removing the North Bound Curb Lane.

## Advantages:

- Separates the Pedestrian and Bike traffic
- Reduces reconstruction of the sidewalk to construct the shared use trail
- Reduces impacts on properties
- Safer for Pedestrians

## Disadvantages:

- Removes travel Lane NB Blair Rd and may effect traffic
- Removes any potential on-street parking on NB Blair Rd
- Brings Bike traffic next to Travel Lane





# 6. Drainage and Stormwater Management

## Drainage

- Installation of new storm drain pipe, manholes and inlets along Blair Road NW.
- Raised bikeway along Blair Road NW changes drainage patterns.
- Trenching and excavation will require temporary traffic impacts.

## Storm Water Management

- Project mostly falls within the combined sewershed (storm and sanitary flows combined)
- Goal: Meet 50% of the regulated storm water volume for the project.
- 1<sup>st</sup> Place NE has municipal separate storm sewer system (MS4).
- Follow Maximum Extent Practicable (MEP) process for project in public right-of-way.
- Potential SWM Treatments:
  - Permeable pavement
  - Tree Planting
  - Tree Protection
  - Impervious Surface Disconnect
  - Water quality inlets within the MS4





# 7. Traffic and Lighting

## Traffic Signals in the project area include:

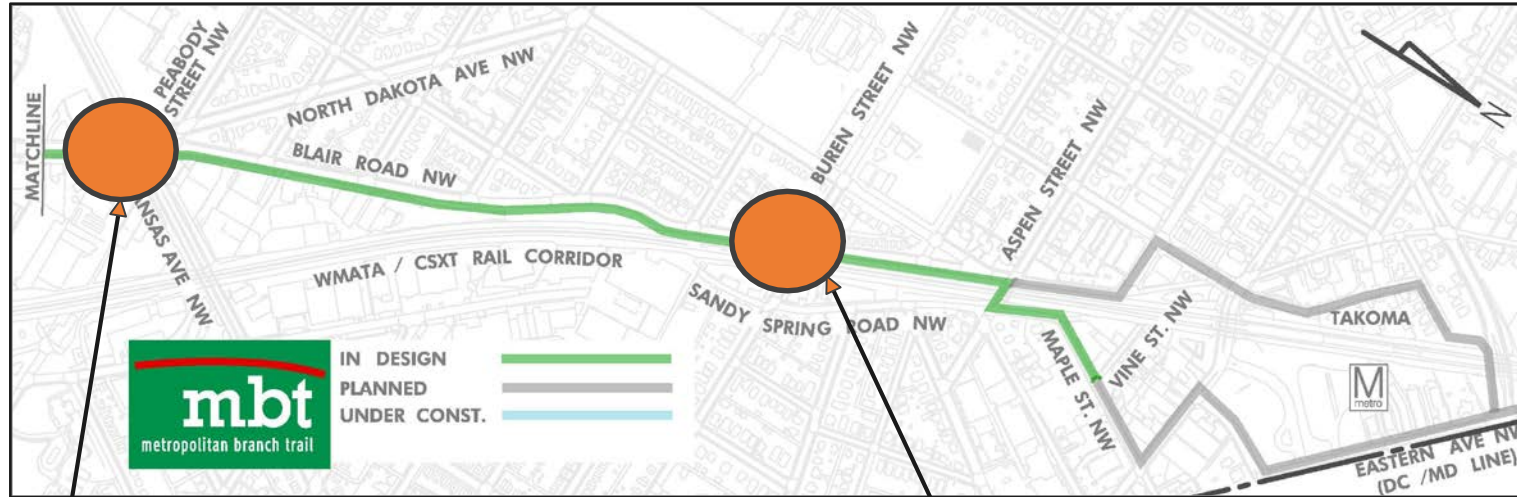
- Blair Rd and Aspen St, NW
- Blair Rd and Van Buren St, NW
- Blair Rd, Kansas Ave, Peabody St and N. Dakota Ave, NW
- New Hampshire Ave and South Dakota Ave, NE ~ new traffic signal
- Riggs Rd and First Street, NE ~ new traffic signal (interim improvements anticipated in 2020)
- Riggs Rd and First Place, NE



## 7. Traffic & Lighting - continued

### Traffic Signal Modification:

- Protected Left-turn Phase
- Bicycle Signal Heads



Blair Rd NW/Kansas Ave NW/North Dakota Ave NW/Peabody St, NW



Blair Rd NW/Van Buren Rd, NW

# 7. Traffic & Lighting - continued

## New Signals:



South Dakota Ave NE / New Hampshire Ave NE / McDonald Place NE



1st Street NE & Riggs Road NE

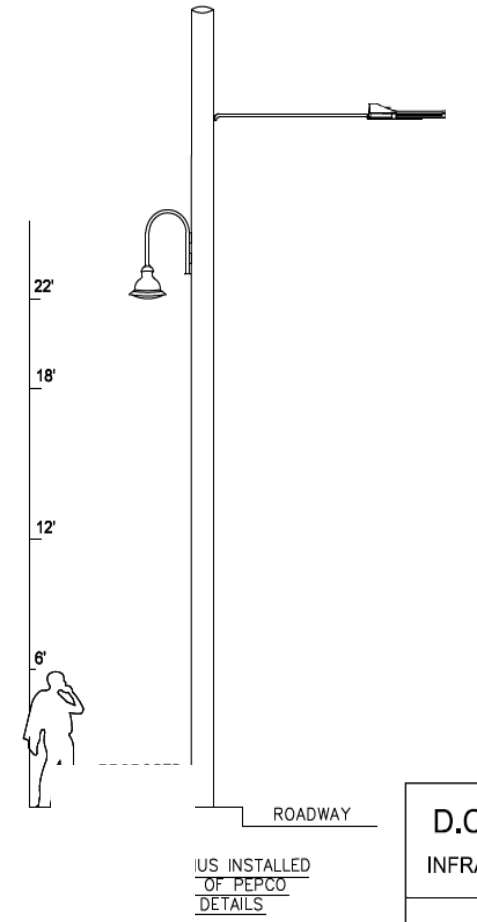




# 7. Traffic & Lighting

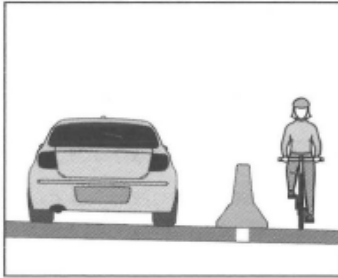
## Trail Lighting:

- Provide Light Emitting Diode (LED) lighting fixtures
- LED lights with as low as possible color temperature approved by DDOT
- Special lighting design
- The photometric data for both trails, roadways and sidewalks must satisfy the DDOT and national design standards, for minimum illuminance
- Glare shields close to residential areas

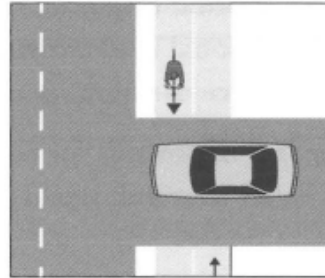


## 8. Bike Conflicts at various locations

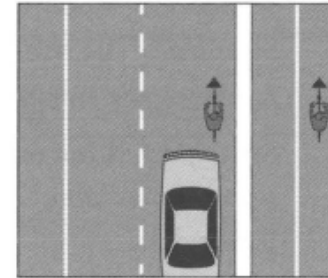
### Typical Side path Conflicts issues:



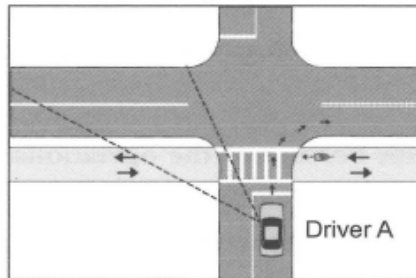
Barriers, while needed in tight spaces, can narrow both roadway and path, and create hazards.



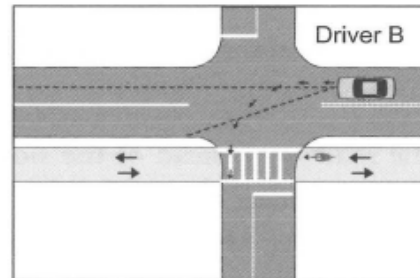
Stopped motor vehicles on side streets or driveways may block the path.



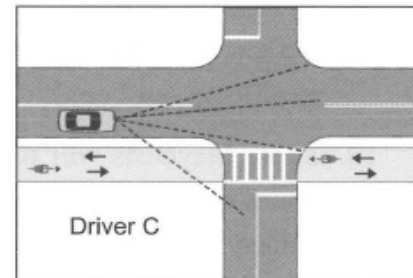
Some bicyclists may find the road cleaner, safer, and more convenient. Motorists may believe bicyclists should use a sidepath.



Right turning Driver A is looking for traffic on the left. A contraflow bicyclist is not in the driver's main field of vision.



Left turning Driver B is looking for traffic ahead. A contraflow bicyclist is not in the driver's main field of vision.



Right turning Driver C is looking for left turning traffic on the main road and traffic on the minor road. A bicyclist riding with traffic is not in the driver's main field of vision.



# 9. Landscape design: Plantings, Tree protection

- ISA certified arborist on team
- Inventory tree species, diameter, height
- Refine critical root zone
- Identify special trees (>44" circumference)
- Identify tree saves and takes
- Develop protection methods and guidelines
- Develop plans for preservation, mitigation, landscaping



# 10. Public Outreach

- **Project Materials and Updates provided on project website <http://metbranchtrail.com/>.**
- **Project Fact Sheet (available on project website)**
- **ANC Meetings**
- **Public Meetings (when approved and based on social distancing guidelines)**



# 11. How to Provide Comments

**To provide written comments via email, please send to:** [metbranchtrail@dc.gov](mailto:metbranchtrail@dc.gov)

**To provide comments via telephone, please call:** 202.369.4637

**To provide written comments via mail, please send to:** DDOT, ATT: Met Branch Trail, 55 M Street SE, Suite 400, Washington, DC 20003

## **Do you need assistance to participate?**

If you need special accommodations, please contact Cesar Barreto at 202-671-2829 or [Cesar.Barreto@dc.gov](mailto:Cesar.Barreto@dc.gov) five days in advance of the meeting. If you need language assistance services (translation or interpretation), please contact Karen Randolph at 202-671-2620 or [Karen.Randolph@dc.gov](mailto:Karen.Randolph@dc.gov) five days in advance of the meeting. These services will be provided free of charge.



DDOT and its consultants ensure nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964.



# 12. Stakeholders

- Federal Highway Administration (FHWA)
- National Park Service (NPS)
- Mayor's Office of Community Relations
- Washington Metropolitan Area Transit Authority (WMATA)
- DC Bicycle Advisory Council (BAC)
- Washington Area Bicyclists Association (WABA)
- DC Water
- Advisory Neighborhood Commissions (ANC 4B and 5A)
- Fire and Emergency Medical Services (FEMS)
- Utility companies



# 13. Project Team

PM: Samer Alhawamdeh



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District Department of Transportation