

# ROCK CREEK PARK MILITARY ROAD TRAIL FEASIBILITY STUDY

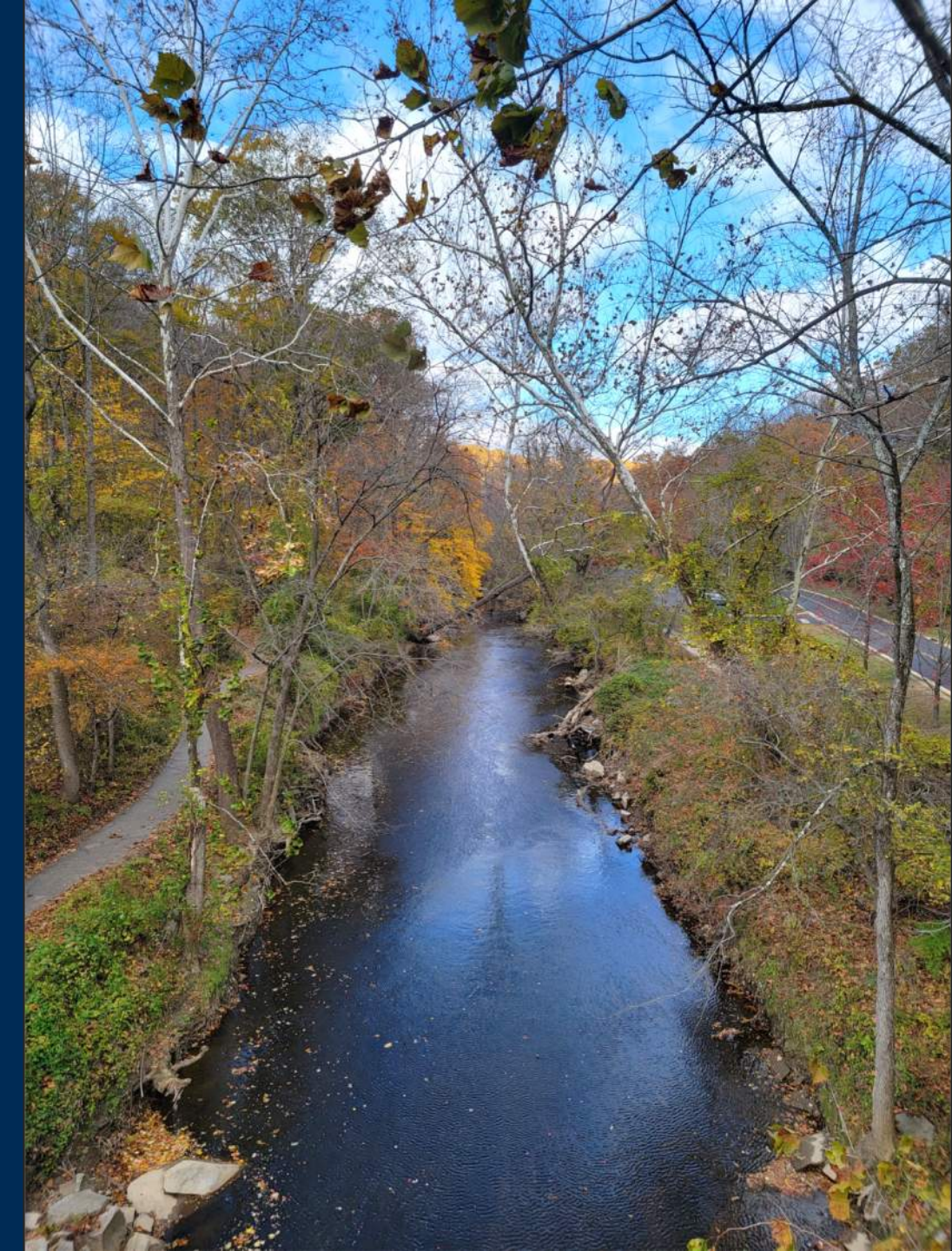
CLIN #00202 PUBLIC OUTREACH MEETING  
MAY 24, 2022

# WELCOME

*We will begin shortly. This presentation will be recorded.*



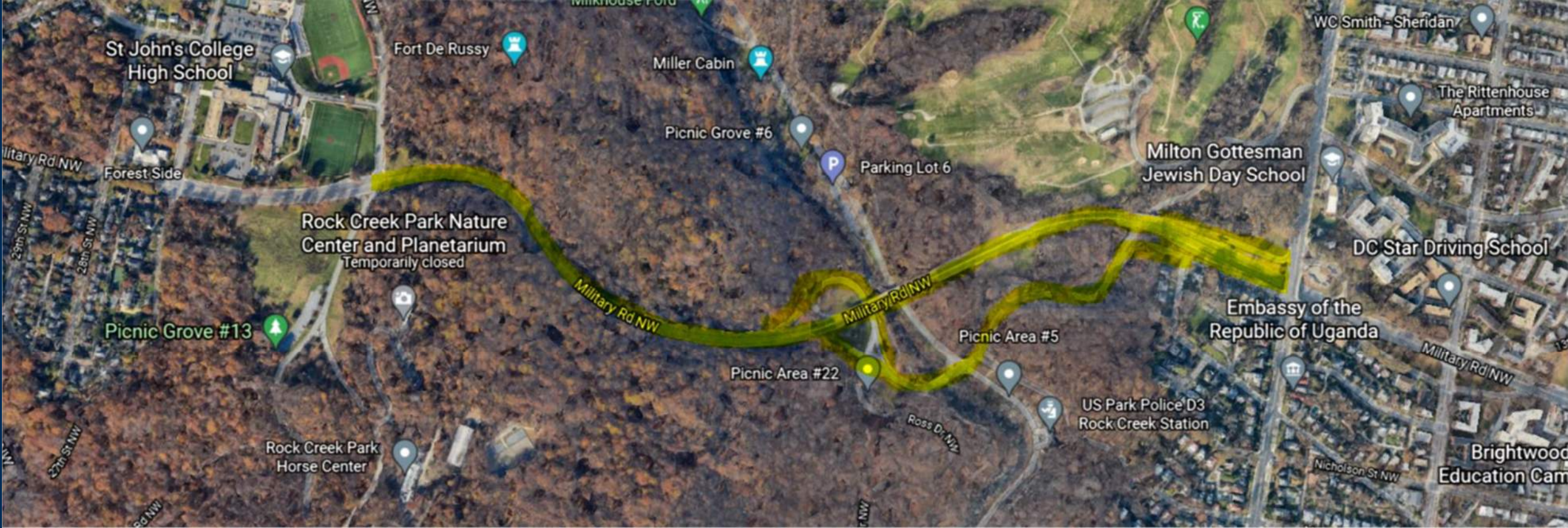




## Outline

- Why are we here?
- Project Background
- How did we get here?
- Typical Sections and Details
- Concept Designs
- Alternative Options
- Impacts Analysis
- Next Steps
- Questions



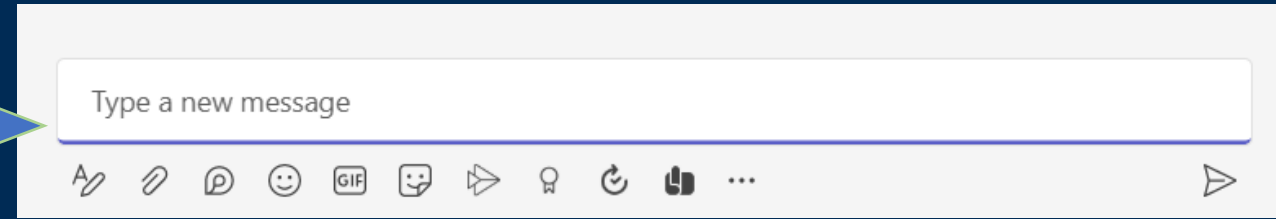


# Why are we here?

- To provide an update on the Rock Creek Park Military Road Trail Project
  - How did we get here?
  - What is the current design?
  - Where do we go from here?
- To answer questions about the project and provide information about how to submit comments

# Questions / Comments

Questions can be typed into the chat box at any time



**After the presentation, please visit the link below to fill out the comment form:**

<https://parkplanning.nps.gov/militaryroadtrail>

Comments or additional questions should be submitted no later than

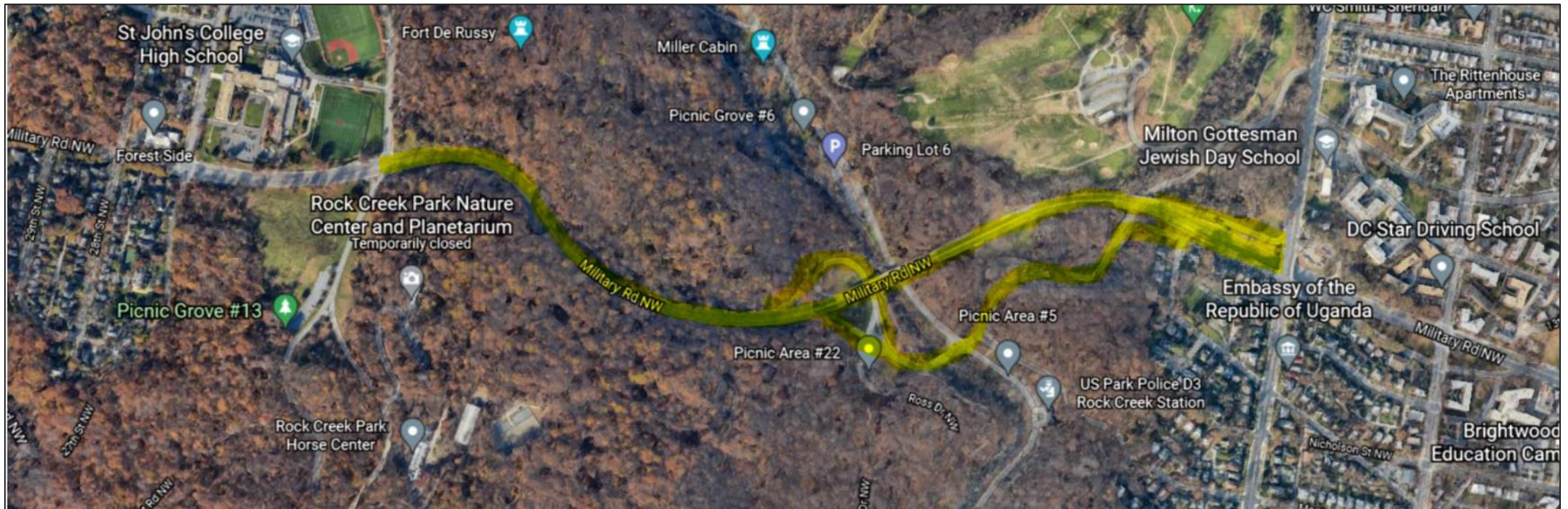
**June 21, 2022**

at the link above to be considered during this phase of the project.



# Project Background

- Rock Creek Park - large urban park established by an act of Congress in 1890
- Currently administered by the National Park Service
- The Park lacks east - west trail connections for bicycles and pedestrians but has a good north – south trail network
- Lack of east – west trail connections limits access from the surrounding neighborhoods
- Military Road is a DDOT owned and maintained road through Rock Creek Park
- Military Road is the primary east – west connection for vehicles through the Park







## Project Goals

- Provide an east – west pedestrian and bicycle connection between 16<sup>th</sup> Street and Oregon Avenue
- Provide connections between 16<sup>th</sup> Street, Oregon Avenue, and the existing trail network within the park
- Create a connection that functions for all users
- Maintain Military Road as an east – west connection for vehicles

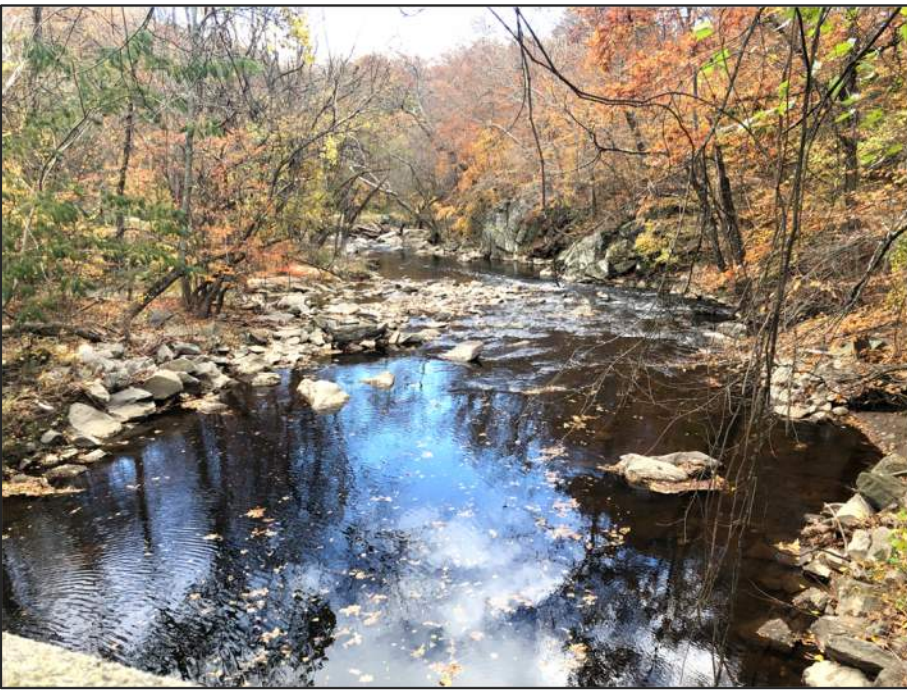




## How did we get here?

- Began project in October 2021
- Conducted field visits and traffic counts to observe existing conditions in November 2021
- Conducted virtual stakeholder meetings with:
  - Pedestrian Advisory Committee (PAC) on February 28, 2022
  - Bicycle Advisory Council (BAC) on March 1, 2022
  - Advisory Neighborhood Commissions (ANC) on March 30, 2022





## How did we get here?

- Developed an Existing Conditions Report that discussed:
  - Existing natural and cultural resources within the study area
  - Existing traffic conditions along Military Road
  - Four potential pedestrian and bicycle alignment options
  - Potential natural and cultural resource impacts for each option
  - Potential traffic impacts for each option
  - Cost estimates for each option



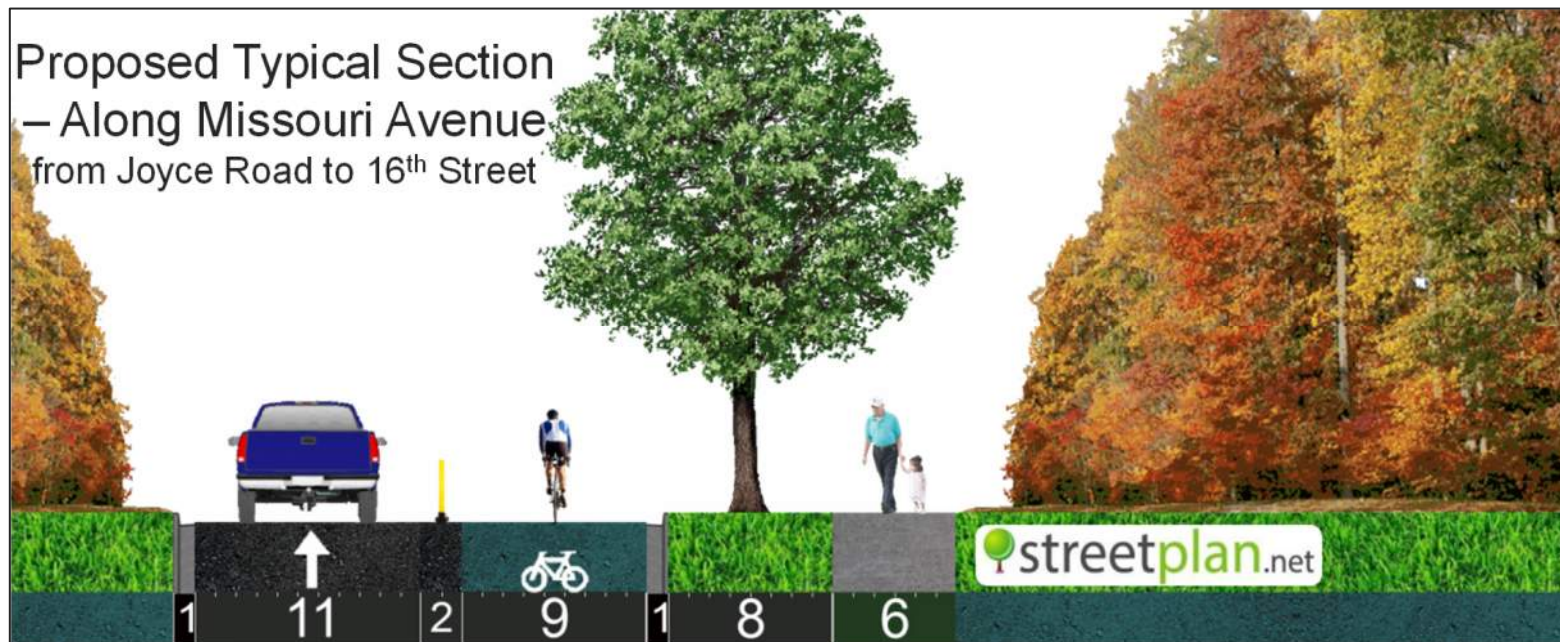
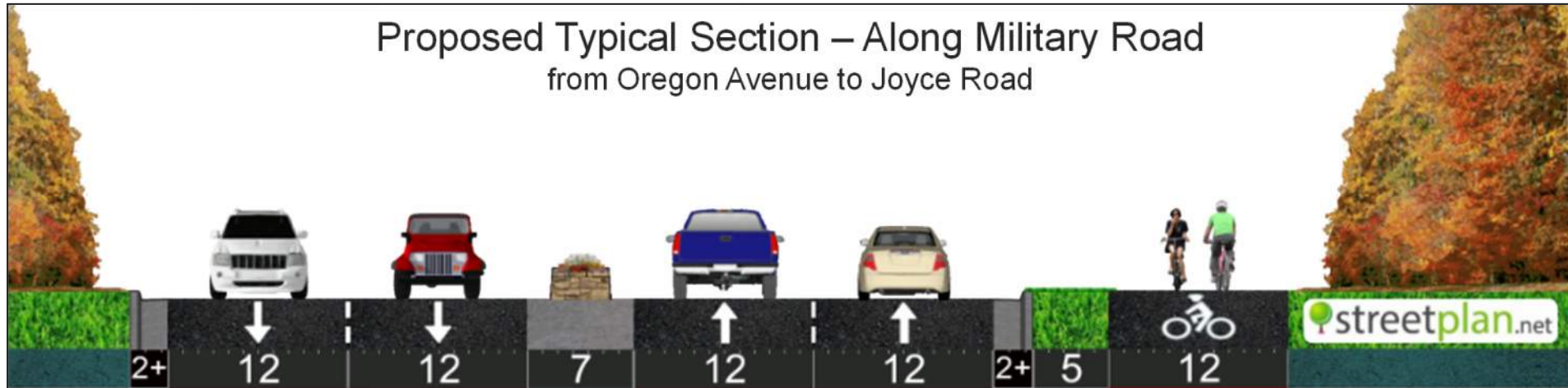


## How did we get here?

- From the Existing Conditions Report and Stakeholder Meetings:
  - One option was chosen to be advanced for conceptual design
  - Alternative alignments were identified at specific locations
- Converting a vehicle lane on Military Road to a cycle track was **not** considered feasible due to the results of the traffic analysis

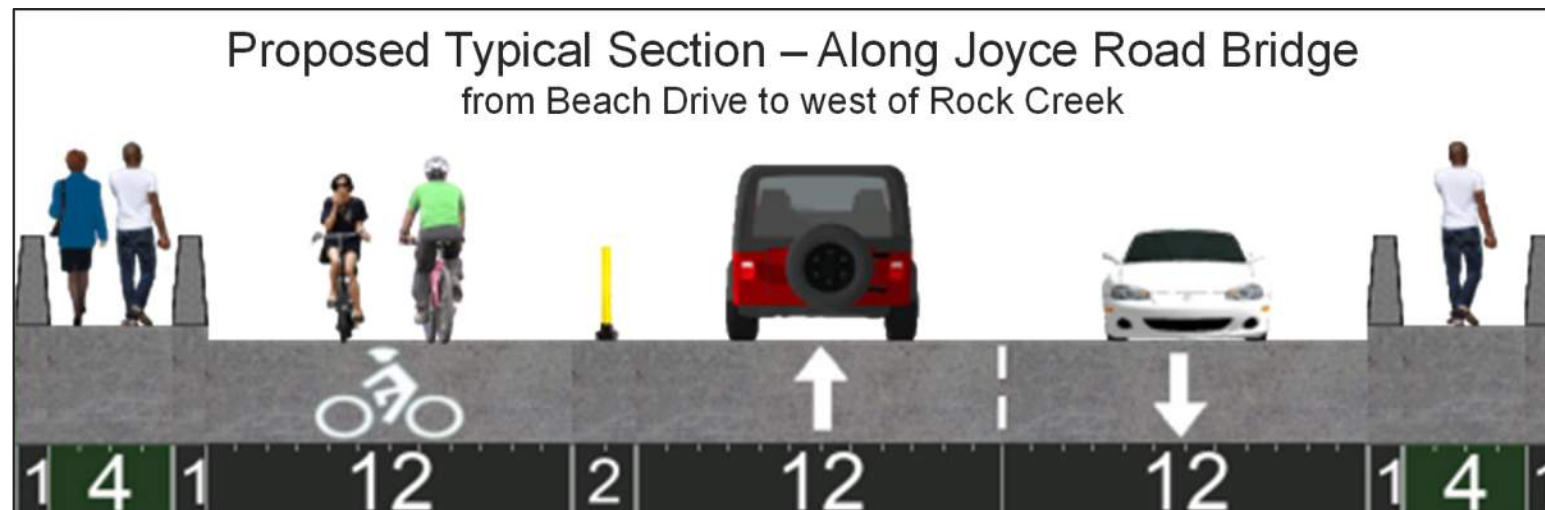


# Typical Sections and Details





# Typical Sections and Details





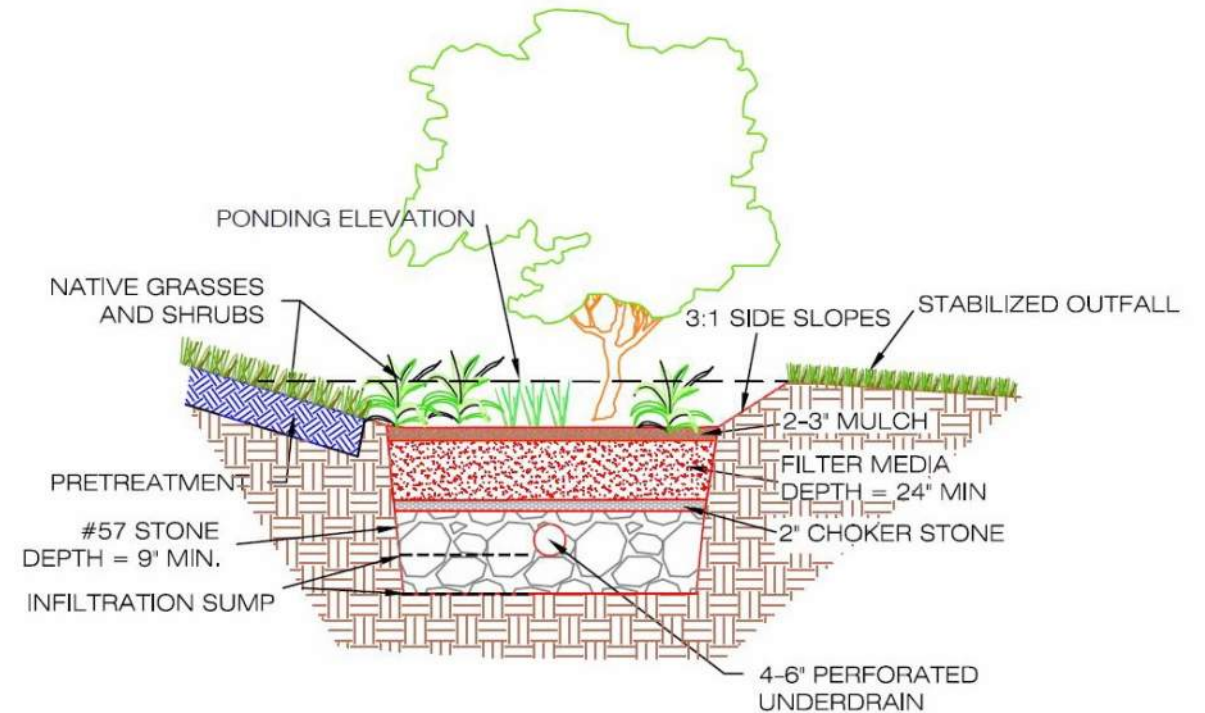
# Typical Sections and Details

## Proposed Stormwater Management

- Bioretention facilities in key locations
- Landscaped with a native meadow mix of plants that can be mowed where needed



Bioretention

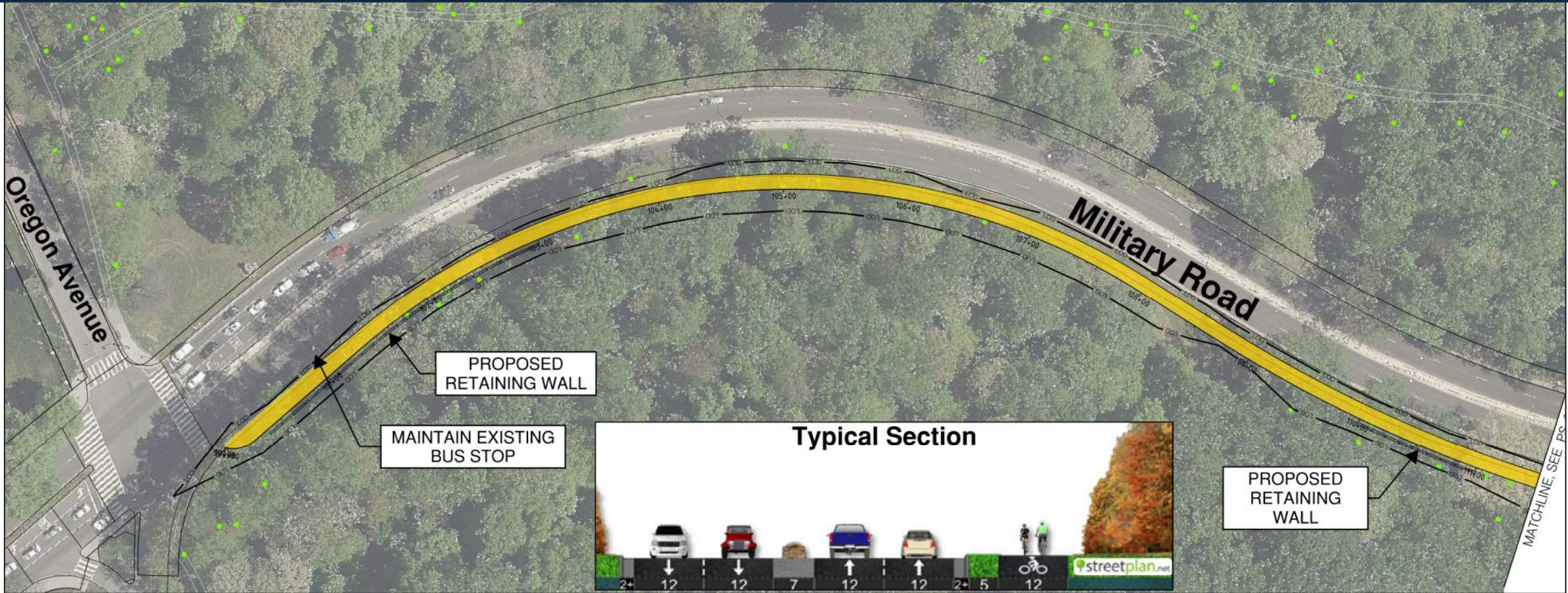
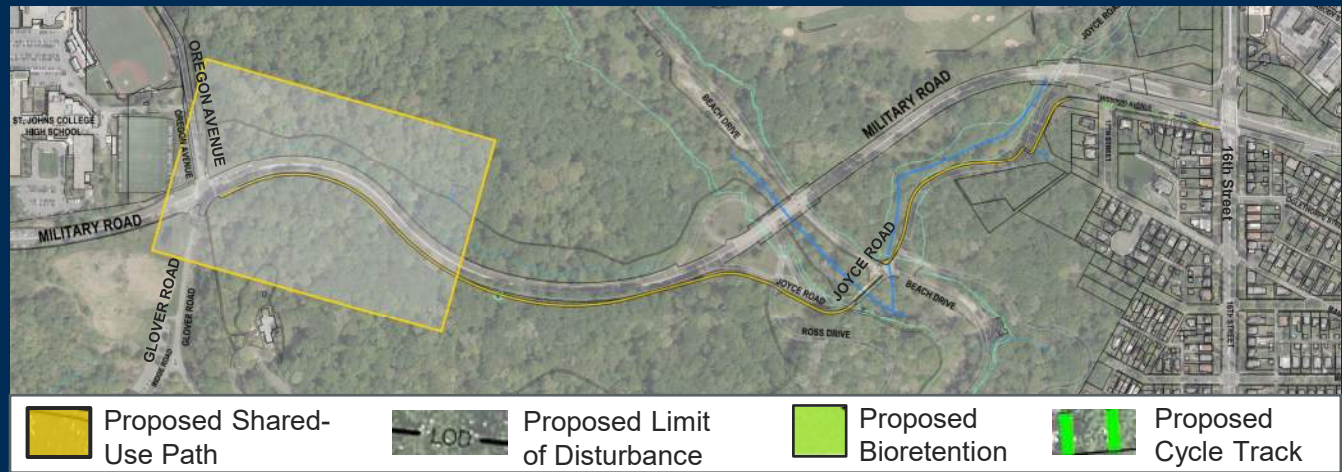


Bioretention schematic



# Conceptual Design

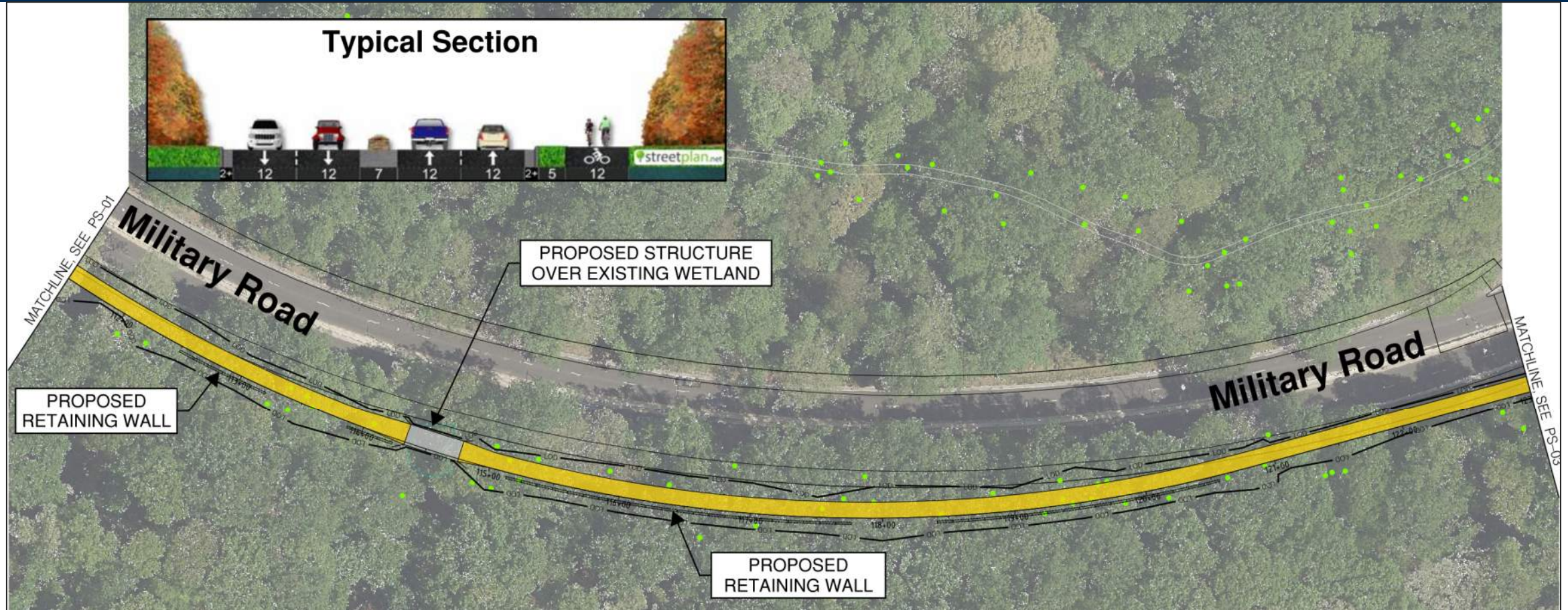
- New 12' shared-use path
- Existing Bus Stop will remain
- Approximately 365 feet of new retaining wall in segment shown





# Conceptual Design

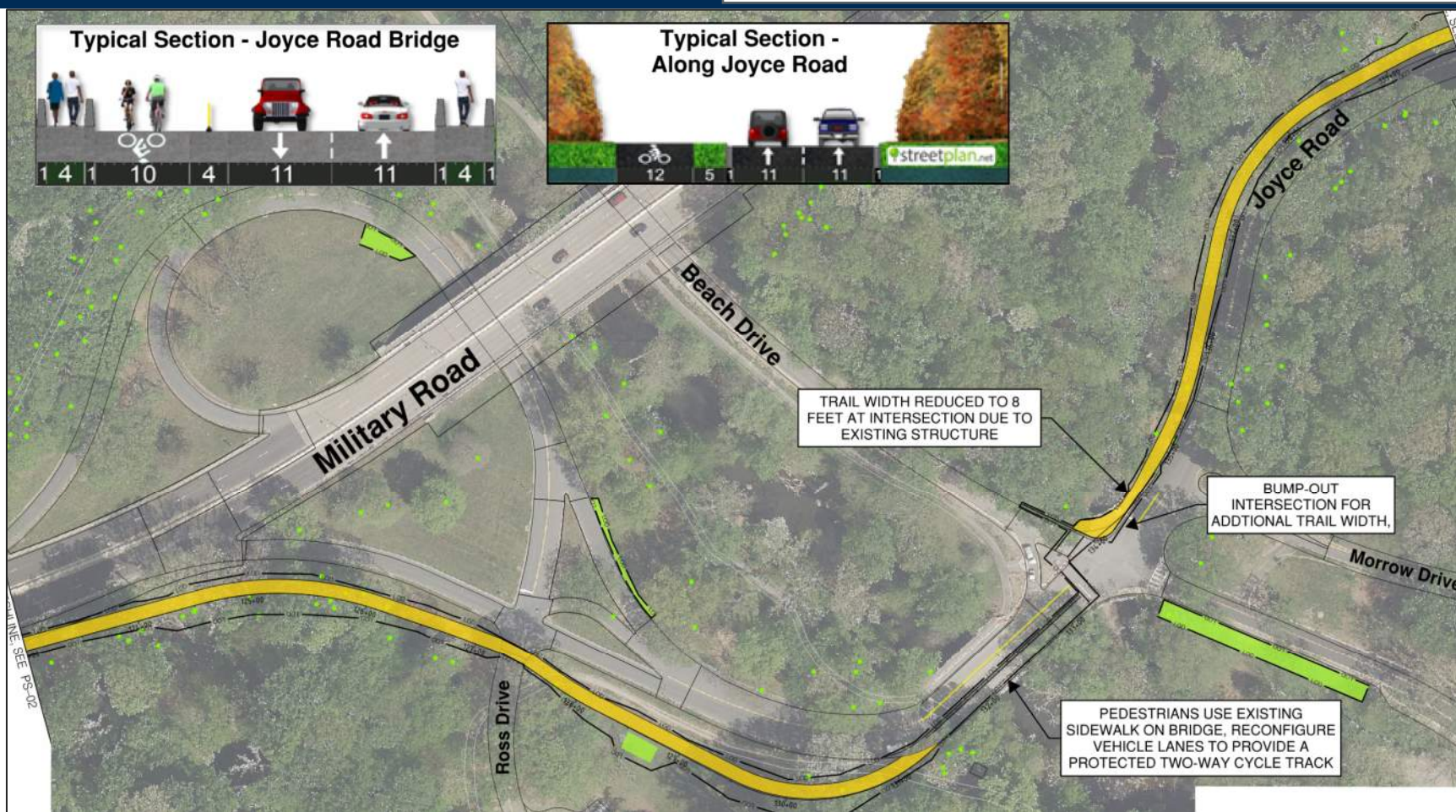
- New 12' shared-use path
- Approximately 600 feet of new retaining wall in segment shown
- New boardwalk structure over existing wetland, approximately 50' long by 16' wide





# Conceptual Design

- New shared-use path east and west of Joyce Road bridge over Rock Creek
- Two-way cycle track and sidewalk on bridge
- New crosswalks at Joyce Road / Beach Drive





# Conceptual Design

- New shared-use path along Joyce Road
- Two-way cycle track for bicyclists, sidewalk for pedestrians along Missouri Avenue
- Existing parking lane converted to cycle track

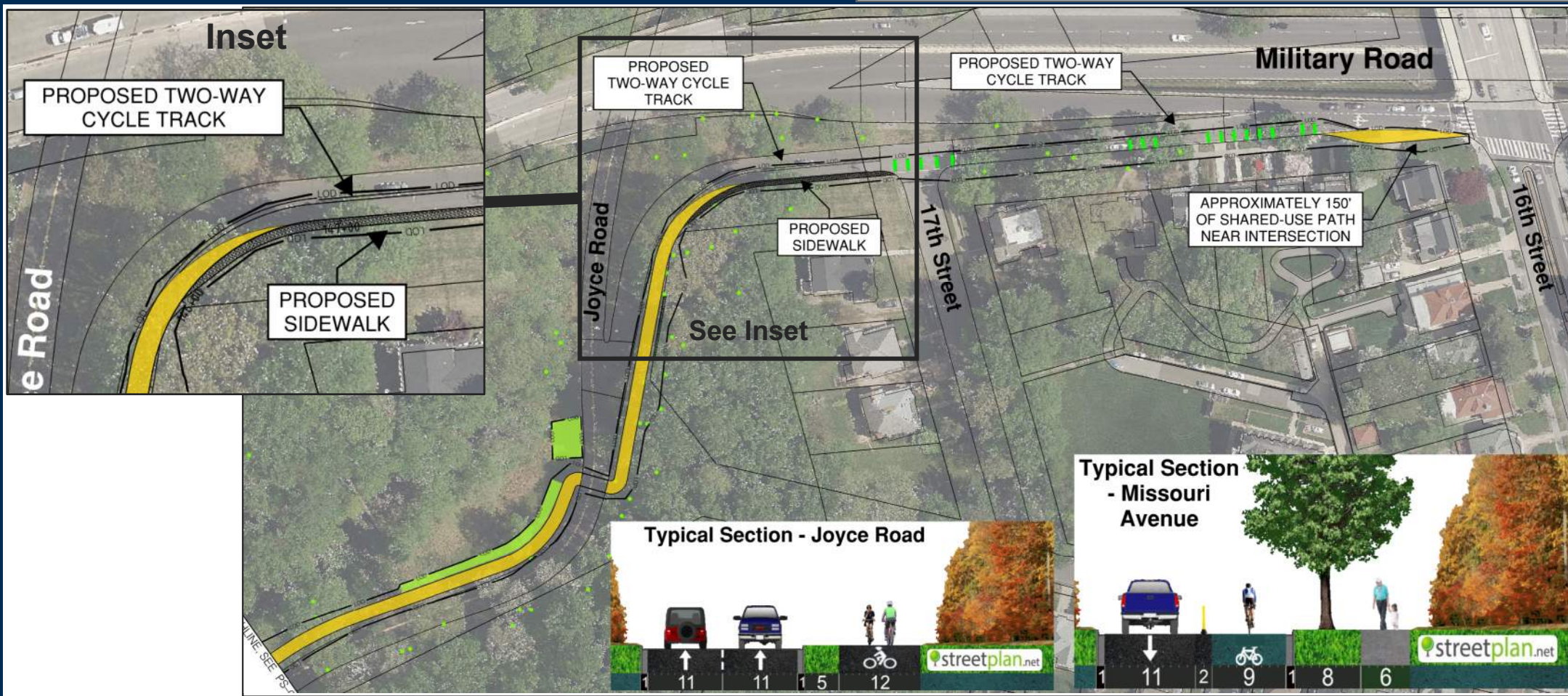


Proposed Shared-Use Path

Proposed Limit of Disturbance

Proposed Bioretention

Proposed Cycle Track



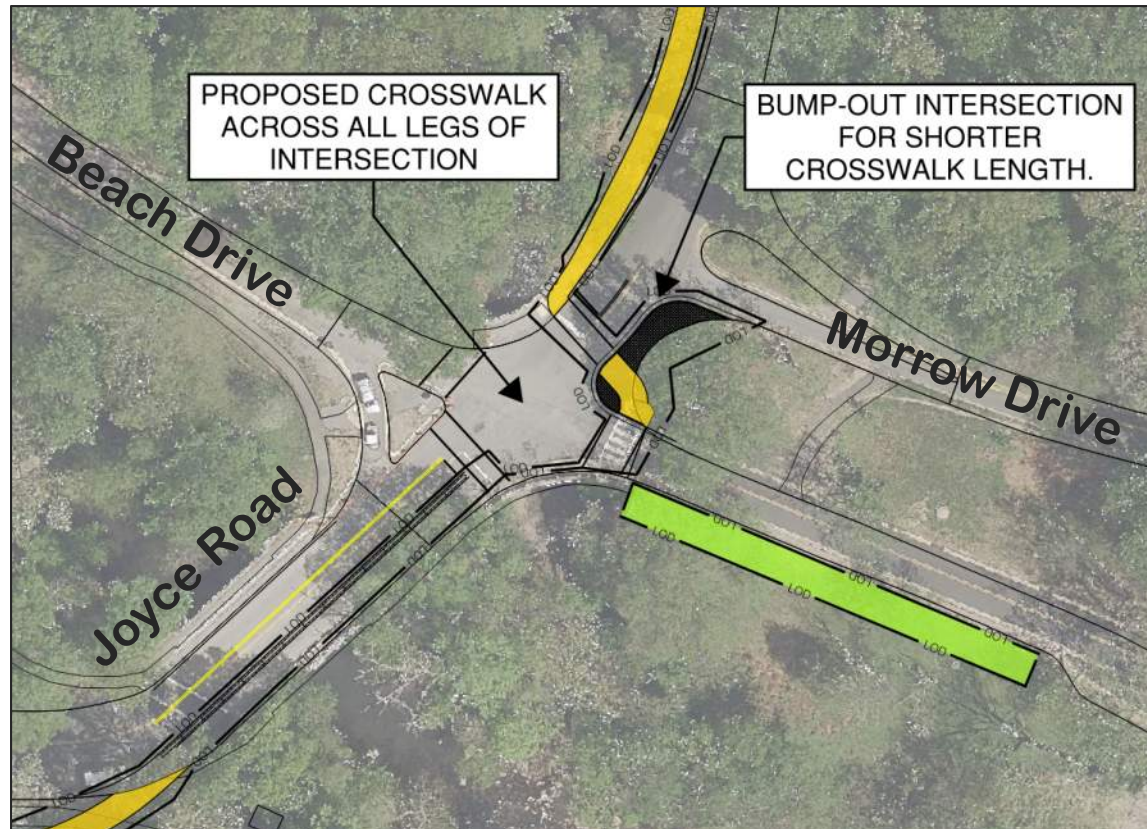


# Alternative Alignment 1

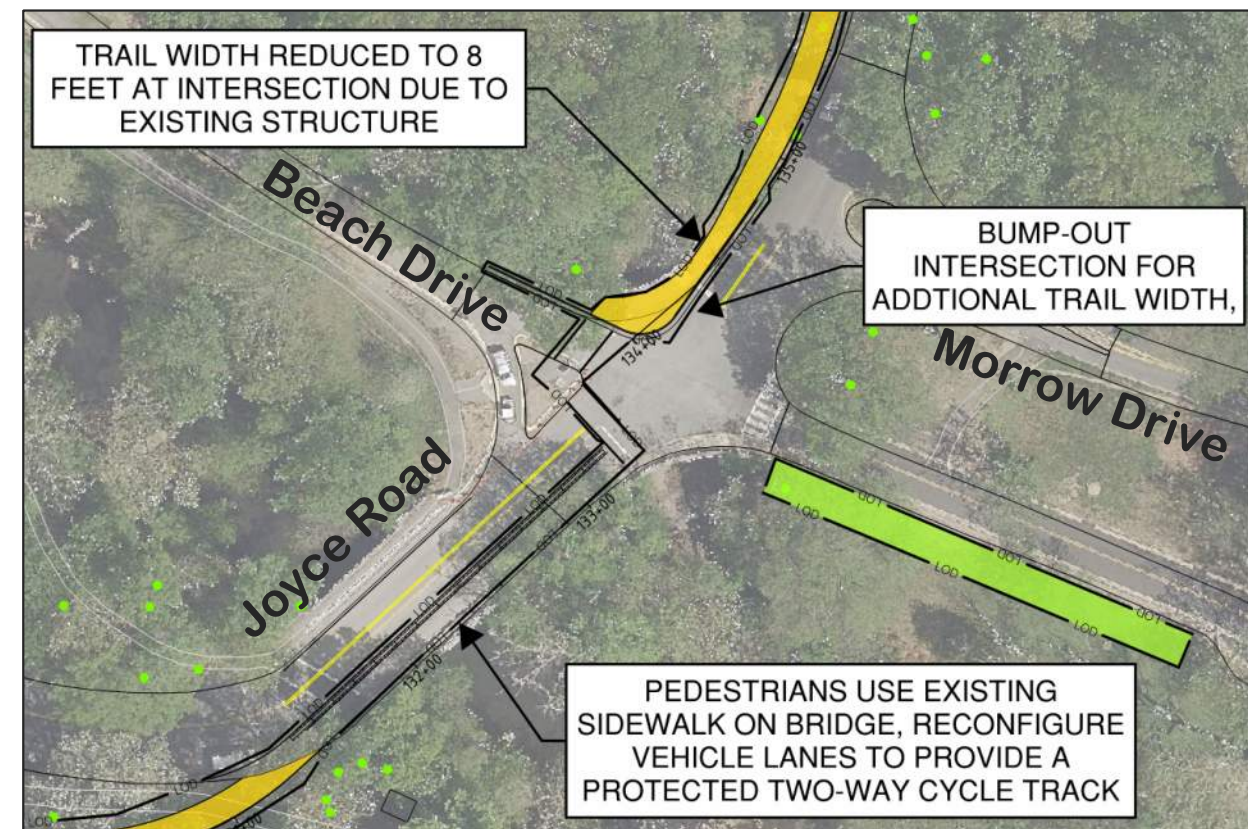
- Cross Beach Drive on south side of Joyce Road
- Cross Joyce Road on east side of Beach Drive
- Create bump-out on island between Beach Drive and Morris Drive to reduce crossing distance
- Relocate stop bar on westbound Joyce Road



Alternative Alignment 1



Original Alignment



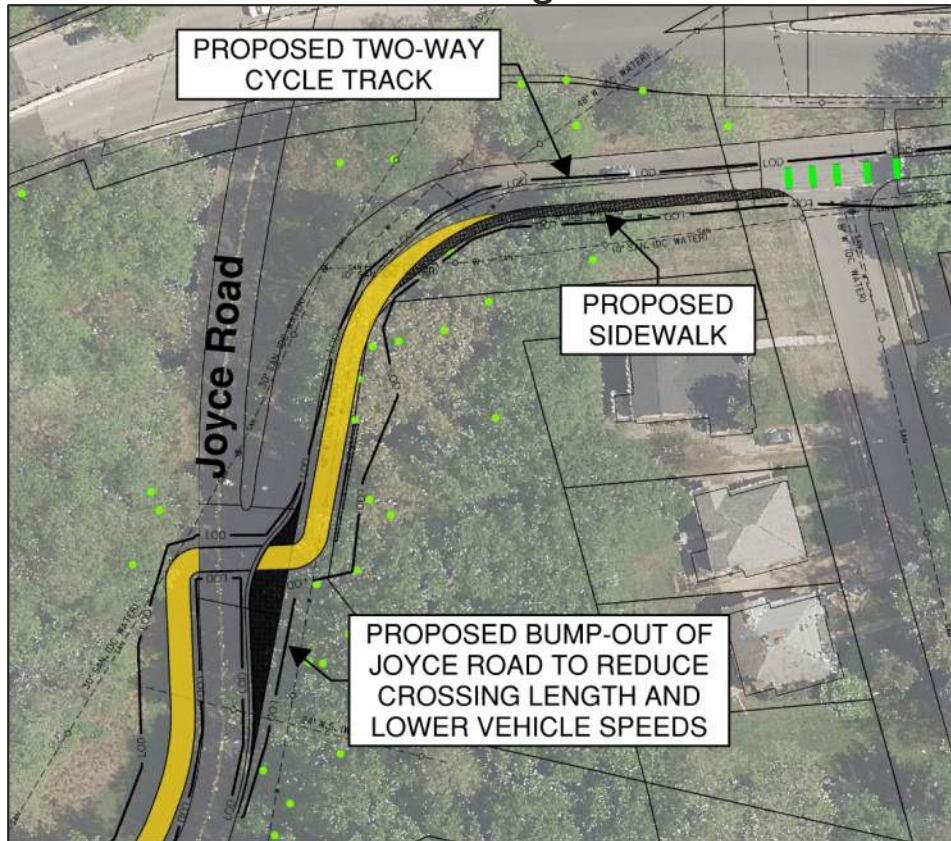


# Alternative Alignment 2

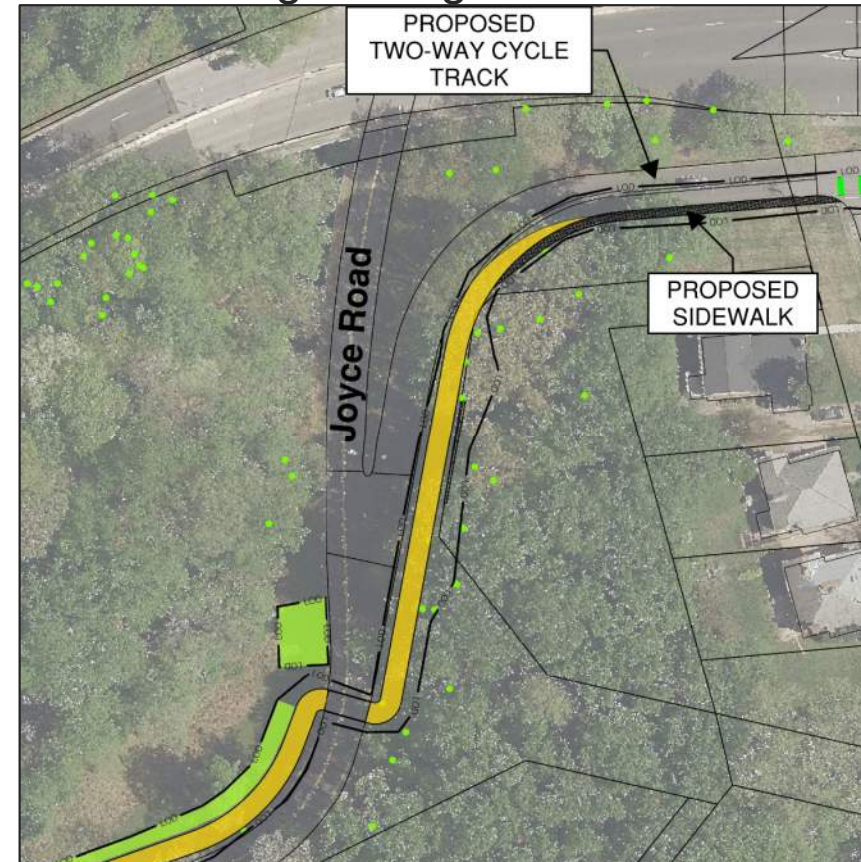
- Cross Joyce Road at the ramp to Missouri Avenue
- Reduce crossing length by creating a bump-out
- Bump-out to aid in reducing traffic speeds / improve safety for pedestrians and bicyclists



## Alternative Alignment 2



## Original Alignment







# Impacts Analysis

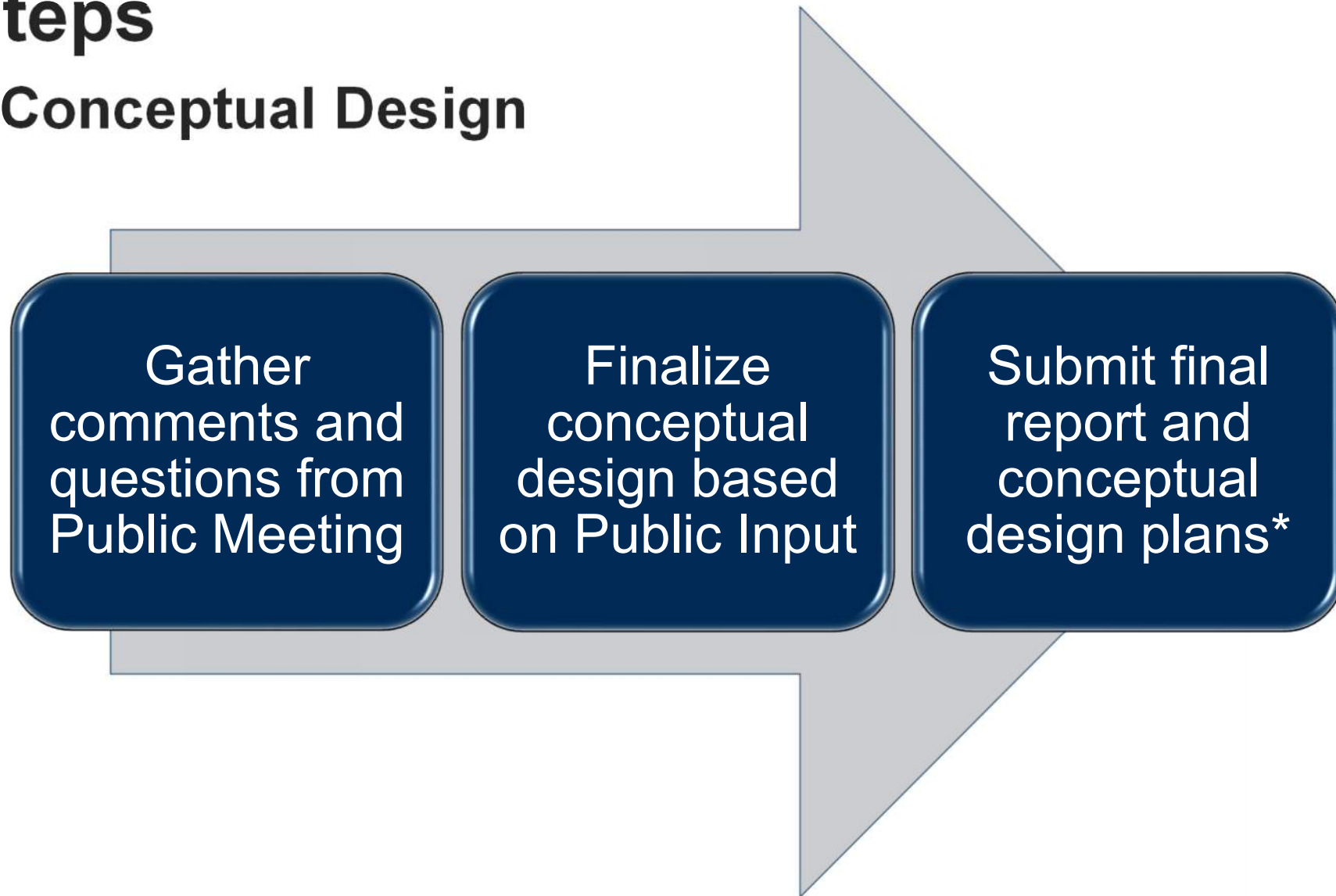
ITEM	PRELIMINARY DESIGN IMPACT
Right-of-Way (acre)	2.5 – 3.0 acres*
Forested Area (acre)	2.5 – 3.0 acres
Trees - Diameter at Breast Height (dbh) > 12" (EA)	70 - 80 trees
Stream (LF)	60 - 90 LF
Wetlands (SF)	400 - 500 SF
100-Year Floodplain (acre)	0.4 – 0.6 acres
Road Crossings (EA)	5 crossings, 1 mid-block crossing
Proposed Bridges (EA) (Total SF)	1 bridge, ~800 SF
Proposed Physical Barrier (LF)	~200 LF (at Joyce Road bridge over Rock Creek)
Proposed Retaining Walls (LF)	1,000 – 1,100 LF

\*Note: All right-of-way impacts are government agency owned property.



# Next Steps

## Finalize Conceptual Design



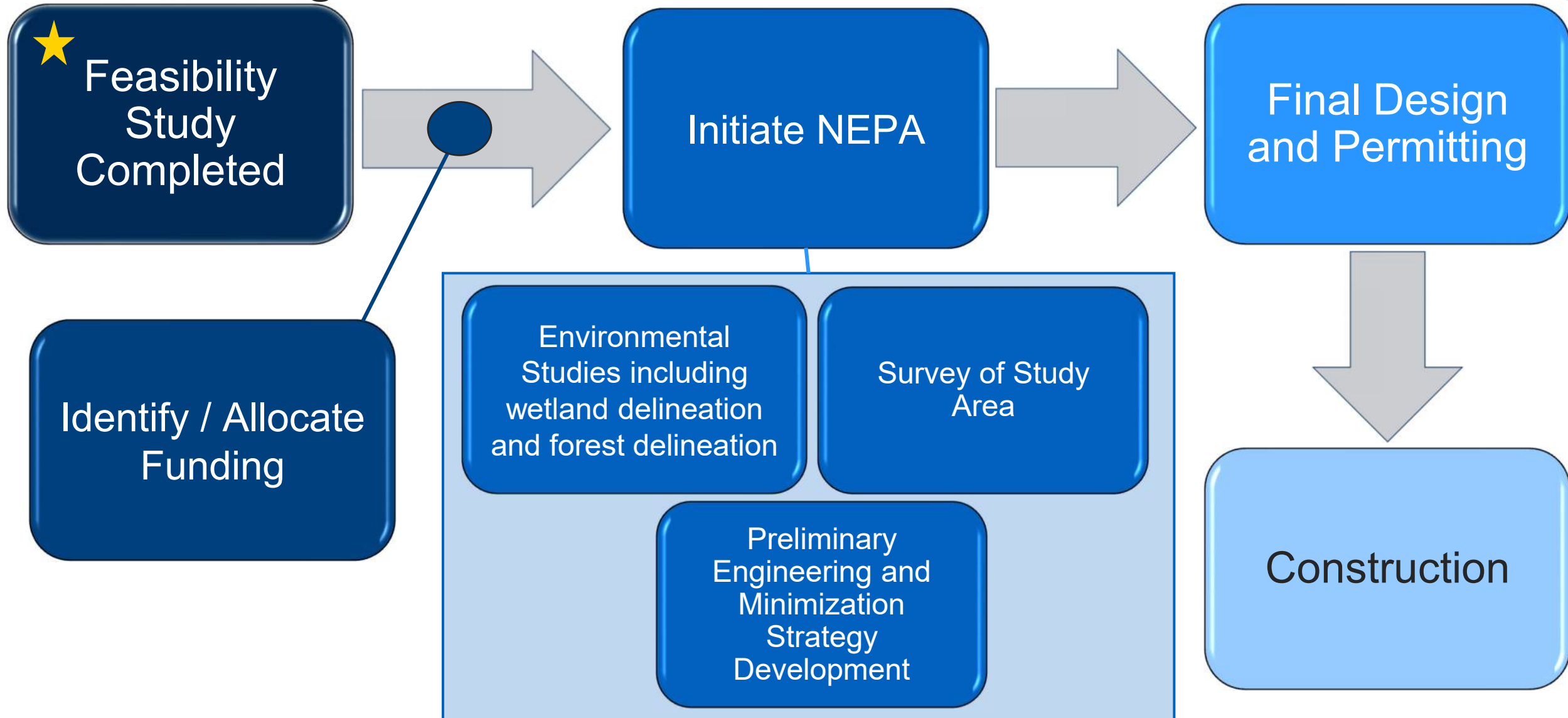
\*NOTE: This contract only extends through conceptual design.

Future design phases will need to be completed as part of a separate, future contract.



# Next Steps

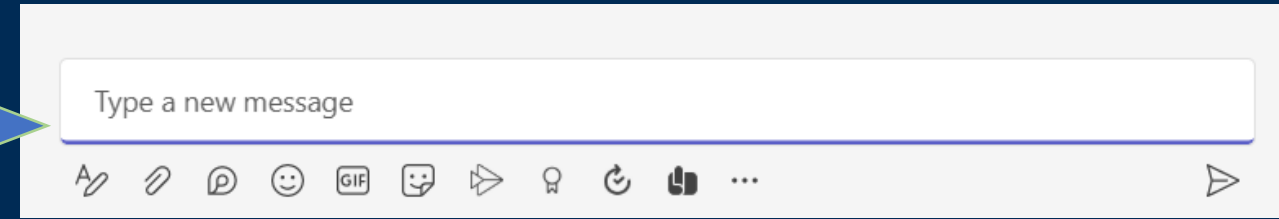
## Future Design Phases





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