



University Boulevard CAT Meeting #3
Langley Park-McCormick Elementary School
Q&R Notes
December 6, 2018

Question: Will the signs in the medians be replaced?

Response: Yes, the signs in the medians will be replaced. Delineators and barricades will also be installed to discourage motorists from crossing the median. If you witness drivers crossing the paved median, please let us know at outreach@pltcllc.com or the 24/7 construction hotline (240) 424-5325.

Question: Will you be coordinating with the bus operating systems?

Response: Yes, we have been coordinating with the bus operators whenever a closure might impact a bus stop. When the work zone begins to expand, you will likely see bus stops relocated or protected.

Question: Will some bus stops be eliminated once the Purple Line is in service?

Response: This decision is up to the counties and WMATA, not the Purple Line project or MTA.

Question: Will traffic run along the median in the third phase of the University Boulevard East bridge construction? Will there be lane closures?

Response: Traffic will be moved to its final configuration, occupying two lanes in each direction. The work will take place in the median, where the Purple Line will run.

Question: Will the Purple Line project offer parking at the stations?

Response: The Purple Line project will not be offering parking at any station, except at stations that are located at Metrorail stations, where parking already exists. Prince George's County residents who are concerned about residential parking permits, which are managed by the County's Revenue Authority, can find more information here: www.princegeorgescountymd.gov/2448/Residential-Parking-Permit.

Question: When will median work begin between Piney Branch Road and New Hampshire Avenue?

Response: The project is currently working from Riggs Road to Adelphi Road. It is possible that median work west of New Hampshire Avenue could begin in the next six months. The timeline depends on the size of the median and traffic.

Question: Will the same safety measures, i.e., delineators and barricades, be used throughout the entire University Boulevard corridor?

Response: Yes, during construction, delineators, barricades, and cones will be placed near the paved medians to discourage drivers from driving over these. Once in service, the medians in high crossing traffic areas (currently Lebanon Street to W Park Drive) will have a median fence to discourage mid-block pedestrian crossings.

Question: When will tracks be laid?

Response: Once medians are flush with the street, the project will be widening the road to fit tracks down the center of the road. This work will happen one side at a time; traffic will be pushed to one side while the project installs drainage and curb on the other side. Work will then move to the other side. Once this is done, the project will begin to put down tracks.

Question: Will sidewalks be installed along University Boulevard as part of the Purple Line project?

Response: Yes, new sidewalks, as well as bicycle lanes, will be installed all along University Boulevard.

Question: What is the approximate width of the bicycle lanes? Will they be protected?

Response: The bicycle lanes will be 4 to 5 feet wide, according to SHA guidelines. There will be no separation between the bicycle lanes and traffic lanes. Bike lanes are designated using striping – there is no physical separation or raised curb between traffic lanes and bike lanes.

Question: Will sidewalks be installed at the Adelphi Road and Campus Drive intersection?

Response: This intersection will be reconstructed and will include sidewalks on both sides of Campus Drive at the intersection with Adelphi Road. The project will make an effort to provide slides on this intersection at the next CAT meeting. Additionally, the University of Maryland is funding a bicycle and pedestrian pathway between the Campus Drive and Presidential Drive and Baltimore Avenue; it will run along the southside of the alignment.

Question: What is being done to address the traffic that leaves the gas station on University Boulevard at the intersection of this highway with 23rd Avenue?

Response: As final design is completed, this intersection is being studied and considered as a four-way intersection, given the traffic leaving the gas station.

Question: Will a traffic signal be installed at University Boulevard and Guilford Road?

Response: Yes, a new traffic signal is proposed at this intersection.

Question: Are there any traffic calming measures proposed, particularly between Piney Branch Road and Carroll Avenue, where there is a lot of speeding? Can the speed limit be lowered?

Response: No traffic calming is proposed in this area. The State Highway Administration (SHA) is responsible for setting speed limits on state highways. We are not aware of any consideration being given to lowering the current speed limit along the area of University Boulevard, but you may request that SHA look at lowering the speed limit by submitting a service request here:

http://marylandsha.force.com/customercare/request_for_service

Question: Speeding is common southbound on Riggs Road towards University Boulevard. This is worsened by the poor visibility given the hill. Has the project taking this into consideration?

Response: The project will be adding and modifying signals, which are expected to slow traffic down. Additionally, in other cities, light rail, when operating in traffic, has shown to have an effect on reducing vehicular speed.

Question: Has a Maintenance of Traffic (MOT) plan been finalized for this segment? A lot of side streets are not able to hold the detoured traffic.

Response: SHA reviews the MOT plans in phases as the work moves to different areas of the corridor. When the project puts together detours, we evaluate the capacity of the current infrastructure. Detours do not typically use local roads.

Question: Will the hours of service of the Purple Line mirror those of WMATA and MARC?

Response: Once in service, the hours of operation will be similar to WMATA because of the number of connections with that rail system. Trains will run every 7.5 minutes, which can be reduced to 6 minutes, if ridership demands it.

Question: What does traffic signal reconstruction mean?

Response: The project will rebuild every intersection and replace every signal pole and head. In some places, the project will be building permanent poles soon. In other segments, poles with span wires will be erected because certain pole heads cannot be moved in the current situation. The timing of the reconstruction is taken into consideration at every phase of construction to minimize as much as possible the impact on traffic flows.

Question: Does utility relocation include PEPCO poles? When will the replacement of PEPCO poles begin?

Response: Some existing PEPCO poles do fit into the project's signalization plans. In other cases, new poles must be erected. The project has already begun to replace PEPCO poles. The segment between West Park Drive and Adelphi Road is complete, and the project will be continuing towards Riggs Road in the coming weeks.

Question: Will the eastbound left turn onto Temple Street be blocked off?

Yes, beginning in Phase 3 when the track is constructed.

Question: How will the final configuration accommodate westbound left turns onto 23rd Avenue, 24th Avenue, and West Park Drive?

Response: Westbound left turns from University Boulevard onto 23rd Avenue and West Park Drive will be allowed. There will be dedicated left turn lanes. The left turn at 24th Avenue is eliminated in final configuration.

Question: Can design plans be incorporated into the next CAT meeting?

Response: Yes, the project will work towards accommodating that.

Question: Will the Purple Line vehicles run off current overhead lines or will they have their own system?

Response: An overhead catenary system will energize the Purple Line vehicles. Traction power substations (TPSSs) are planned along University Boulevard at Seek Lane and Campus Drive before Presidential Drive.

Question: When will median work between 23rd Street and Adelphi Road occur?

Response: Median work is slated to begin a week from this meeting, which was held on December 7, 2018.

Question: There are many overhead lights on University Boulevard. Will the lights be moved to the sides?

Response: Pedestrian caution lights on 25th Street will be maintained. Streetlights will be maintained and ultimately replaced.

Question: Can the project provide dates on utility work?

Response: Utility work will follow similar trend of starting near the University Boulevard bridge and working towards Piney Branch Road. As of this meeting, the project has worked up to West Park Drive and will be working towards Riggs Road starting in January. Overhead utility work will be ongoing for most of next year, with underground utility work expected to be ongoing for a couple of years.