



Greater Lyttonsville/Woodside CAT Meeting #6 Online presentation – May 12, 2020 Questions & Responses

Below is the list of questions compiled from the CAT presentation.

Question: Is the tree cutting behind Park Sutton complete? What is the landscaping plan in this area? When will the retaining wall be built?

Response: Tree removal is complete. The Greater Lyttonsville/Woodside landscaping plan can be reviewed at the following link: <https://www.purplelinemd.com/construction/plans>. Retaining walls are scheduled to begin in late 2021 or early 2022. The area will be used for access and staging until then.

Question: Will the Talbot Avenue bridge closing and the Spring Street bridge closing overlap? As you know if they do overlap, this will make it very difficult for people to cross the tracks to attend religious services. What steps are you taking to avoid this problem?

Response: PLTC has delayed the Spring Street Bridge demolition until fall of 2020. We do not expect the work to overlap.

Question: Will it be possible to open the Talbot Avenue bridge to foot traffic on weekends after the deck is installed but before the bridge is completely finished so as to make it possible to cross the tracks on the weekends to shop or worship?

Response: With the delayed start of the Spring Street Bridge demolition, it will not be necessary to open the Talbot Avenue bridge to foot traffic before the bridge is completely finished, as the public will still be able to use the Spring Street Bridge.

Question: When will the traffic on Jones Bridge Road be switched to the south bound lanes? When will that 'tunnel' project be completed?

Response: The current schedule shows the switch taking place this summer.

Question: Can we meet with your arborist and representative of MCDOT to discuss the placement of trees along the line?

Response: Landscaping plans have been finalized within the Purple Line right-of-way. Montgomery County will assist residents with plantings outside the right-of-way on private property. County residents are encouraged to visit treemontgomery.org for additional information.

Question: Do you have a final design for the stormwater management facility on Stewart Avenue? Can we see it?

Response: Plans are still under review by the Maryland Department of the Environment.

Question: When will the art in transit projects be installed (approximate dates)?

Response: Art installation at all of the stations will take place toward the end of construction at each location. Based on the latest schedule for Lyttonsville, this will likely take place in late 2021.

Question: Thank you for the timeline on the fourth slide. Is the timeline for the bike path the same? There used to be plans to open up the bike path a year before the rail. Is that still on schedule? Especially now with COVID-19, bicycling between Bethesda and Silver Spring is a safer and so desperately needed alternative to public transportation, particularly if schools reopen.

Response: The new, permanent Capital Crescent Trail (CCT) extension is estimated to open at the conclusion of construction. This has always been the plan as during construction the trail is being used for construction vehicle access, and pedestrians and bikers are prohibited from the area.

Question: Slide 4 states construction is "essential" during the MD State of Emergency. How is COVID slowing work or perhaps even creating opportunities for accelerating construction due to less traffic, business closings, etc.

Response: During the Governor's Stay-at-Home order, work has continued to move forward at a brisk pace with additional safety measures in place to keep our staff and the public safe. With less traffic on the road, MDOT SHA has extended lane closure hours, enabling PLTC to put in more time on roadways.

Question: According to news sources, PLTC plans to implement an "orderly" shutdown of its worksites, a process expected to take between 60 and 90 days." Can you discuss whether and how this is having any impact on work now and on planning for future work?

Response: Over the past several weeks, PLTP, PLTC and the Maryland Department of Transportation have been in productive discussions focused on understanding the complex details and perspectives involved in vacating the Record of Decision associated with the lawsuit filed by the Friends of the Capital Crescent Trail and the resulting issues that have compounded to create the situation we are in today. These discussions are focused on a fair and reasonable settlement to allow the Purple Line to continue its successful development and the best path to deliver this important project for Maryland citizens.