



**Bethesda/Chevy Chase CAT Meeting #11**  
**Virtual Meeting – October 17, 2023**  
**Questions & Responses**

Below is a summary of questions and responses discussed during the October 17, 2023, virtual Community Advisory Team (CAT) presentation.

**Question: WMATA (Washington Metropolitan Area Transit Authority) was supposed to put out the RFP (Request for Proposals) for the mezzanine at Bethesda in 2021 and it has been delayed. Have they put it out yet? What is the updated cost?**

Response: This is not part of the Purple Line project, and we cannot discuss WMATA's schedule or budget, but, we have been told the RFP was recently posted for contractors' bids.

**Question: When will the road shift occur near Chevy Chase Lake Drive?**

Response: This traffic shift is anticipated to occur in the Spring of 2024.

**Question: When will the pedestrian underpass be completed at Coquelin Run?**

Response: The structural component of the pedestrian underpass will be installed in early 2024, but the venue will not be open for use at that time.

**Question: When will the Kentbury Way trail connection be completed?**

Response: That trail connection will be completed later in the project during the final phase of the Capital Crescent Trail (CCT) construction, potentially sometime in late 2024 or in 2025.

**Question: Can the Pearl Street/Elm Street Park flyover be opened sooner? Specifically, only access to Pearl Street, not the whole CCT.**

Response: The finishes are not complete on the structure; a lot of work still needs to occur to complete the accessibility. We cannot confirm we can open this early as it is a direct connection to the CCT, and we need to make sure it does not conflict with construction.

**Question: How many access points are there to the Capital Crescent Trail and where are they?**

Response: All of the Capital Crescent Trail access points can be found detailed on our Biking with the Purple Line [fact sheet](#) posted to our website, [purplelinemd.com](http://purplelinemd.com).

**Question: When and where will the CAT meeting videos be available?**

Response: The presentation and video recording are posted within 24-48 hours following the meeting, to our website, [purplelinemd.com](http://purplelinemd.com), under the Connecting Communities tab.

**Question: What is the schedule for continuing noise wall construction in Chevy Chase? How fast will they be installed?**

Response: In this section, we're about 66% complete with the installation and expect to be finished by the Spring of 2024.

**Question: How is the project progressing? We heard there was a delay but also there has been a lot of progress.**

Response: Overall, we have faced challenges but are proud of the progress we are making. We are about 58% complete and continue to work toward 2027 revenue service. There is still a lot of work that needs to occur, including the testing phase so we can safely open the service to passengers.

**Question: When will tracks be laid between Bethesda and Connecticut Avenue?**

Response: This work is anticipated to occur in early 2024.

**Question: What will the front of my house look like in regards to landscaping and how tall are the catenary poles?**

Response: Please email us at [outreach@purplelinemd.com](mailto:outreach@purplelinemd.com) so we can coordinate with you directly.

**Question: What is the reason for heavy equipment behind W. Coquelin Terrace when the excavation of that side of Jones Mill Road has not started?**

Response: The equipment will be used to erect several walls in that area and to construct the Coquelin Run waterway underpass and the pedestrian tunnel at that location.

**Question: Are there going to be noise walls along the whole Capital Crescent Trail (CCT)?**

Response: Noise walls are being installed as identified as part of the earlier environmental review stage. Noise walls will not be constructed along the entirety of the CCT.

**Question: Will the RideOn buses and Metro buses change routes throughout construction?**

Response: Bus route changes are coordinated by the bus companies; we coordinate closely with them, but they set their stops and schedules.

**Question: Why was the intersection of Jones Mill Road at Jones Bridge not prioritized? What is the timeline to fully complete the construction of this location?**

Response: Work has continued where Jones Mill Road crosses over the Purple Line, including the completion of parapet walls and the resolution of several utility conflicts. A traffic shift is expected to occur in early 2024 to accommodate construction of the other side of Jones Mill Road. This intersection is not projected to be placed in its final configuration until 2025.

**Question: Are there any other renderings of the green space at Woodmont Avenue and have these renderings been shared with Montgomery Parks?**

Response: We have only one rendering of this space. It was part of the new rendering effort. We'll make sure the county parks department has a copy, and all of our renderings are posted to our website [purplelinemd.com](http://purplelinemd.com). Following construction, this space will be turned over to Montgomery Parks, and they will determine the final design of the area.

**Question: The flow of traffic on Jones Mill and Jones Bridge Road seems unsafe. Can more traffic controls be added to the area to make it safer?**

Response: The traffic controls are installed as per the approved Maintenance of Traffic Plans. Traffic will be shifted to the opposite side of Jones Mill Road in the coming months.

**Question: Could you please provide the final version of the light rail noise study (i.e., "Operational Noise Report" or "Light Rail Vehicle (LRV) Noise Calculation")?**

Response: We must conduct a thorough safety review once the system is functional and is able to be tested under actual operating conditions, which is several years away, before we can determine what,

if any, type of adjustment to the audible wayside alert system is warranted. The safety of employees and riders is MTA's first priority.

There are multiple types of noise studies completed specific to the project. The LRV Noise Calculation Report was finalized in April 2018. The results provided deal only with the noise levels inside and outside of the vehicles generated by the vehicle systems (HVAC, electric motors, etc.). Track-based noise like squeal on turns and "clacking" thru special trackwork are beyond the scope of the report. Horn and bell noise is also not discussed in this report.

A preliminary noise study performed as part of the National Environmental Policy Act (NEPA) process is publicly available on our website. This study helped to define the locations requiring mitigation with noise barriers or other means.

The operational noise analysis does not exist yet. That study will be performed once Purple Line vehicles are running along track on the project alignment. The purpose of this study is to confirm the conclusions drawn during the above-referenced NEPA process.

**Question: What is your policy for graffiti removal along the PL Construction site? Multiple emails have been sent about addressing graffiti at the Sleaford underpass.**

Response: We appreciate community members communicating graffiti concerns with the project team. The area has been tagged more than once, and removal occurred shortly after it was tagged again. Discussions specific to this concern continue with the project team on how best to manage graffiti while keeping the Sleaford underpass open. Our partners at the Montgomery County Department of Transportation will address graffiti on the Sleaford underpass moving forward. If the area is tagged, please report it to 311. You also can alert the police as graffiti tagging is a crime.

**Question: Could you please restate the project contract policy if there is a significant impact on water drainage on private property adjacent to the PL project?**

Response: The project team investigates each concern on a case-by-case basis. Once the team is made aware of any concern, we coordinate on-site visits to review the conditions and share findings directly with the property owners.

**Question: Will the CAT meetings go back to in-person meetings?**

Response: Thank you for asking! We've heard from many CAT members and attendees that they value our meetings being virtual. The comments include virtual being more accessible for most people, given busy schedules, inclement weather, traffic during the evening commute, etc. But we value feedback and are always looking for ways to improve CAT meetings. We will certainly take this feedback into consideration.