



**Greater Lyttonsville/Woodside CAT Meeting #11
Virtual Meeting – October 24, 2023
Questions & Responses**

Below is a summary of questions and responses discussed during the October 24, 2023, virtual Community Advisory Team (CAT) presentation.

Question: Is there going to be a crash wall on the north side of the Talbot Avenue Bridge?

Response: No, there will be no crash walls there. Crash walls in that area are constructed between the CSX track and the Purple Line tracks. There will be no concrete walls built on the roadway level on either side of the bridge. There is a three-way stop at Talbot Avenue Bridge, 4th Avenue and Grace Church Road.

Question: There is concern with water drainage on the north side of Talbot Avenue Bridge and how water will be addressed?

Response: As part of the project, drainage is taken into account; and we're installing a new storm drain system to accommodate water flow as a result of the project.

Question: Will the framing on Rosemary Hills property be removed?

Response: Yes, it will, temporarily for construction purposes.

Question: RideOn said their parking will disappear because of the Purple Line. How will buses be impacted by that?

Response: Montgomery County has been working to ensure there is adequate parking at the bus depot.

Question: When can landscaping/tree requests be processed by Montgomery County?

Response: Because the right-of-way is designated for Purple Line construction, Montgomery County cannot issue any permits at this time. As of now, they will not consider requests until the Purple Line is open.

Question: Could sections of the Capital Crescent Trail be opened early?

Response: We cannot make any commitments now. As the project progresses, we will continue to review how and when the CCT will open.

Question: The Claridge House and North Woodside has had (recent) brief power outages ..., are these tied to Purple Line work?

Response: No, these concerns should be directed to Pepco as it is not a result of the Purple Line project.

Question: Is there a maintenance facility near the Lyttonsville Station?

Response: Yes, there is a small maintenance facility near the Lyttonsville Station, but it is not as large as the primary Operations and Maintenance Facility in Prince George's County.

Question: What will the fare for the Purple Line be?

Response: We are currently looking at the fare for the Purple Line; there will be more to come on that.

Question: Will the Talbot Bridge ramp next to Rosemary Hills Elementary School be accessible for the community's November 11 Lantern Walk?

Response: Yes, the project team worked with event organizers to accommodate the event.

QUESTIONS SUBMITTED IN ADVANCE OF THE MEETING

Question: When will the elevator to the Lyttonsville Station and permanent sidewalks on the bridge be completed?

Response: We anticipate those elements will be completed in Spring 2024.

Question: When will the Talbot Avenue bridge be opened to traffic for both pedestrians and vehicles.

Response: We anticipate it will be in early 2024.

Question: Spring Street Bridge. When will the Spring Street Bridge across the CSX/Metrorail corridor be completed?

Response: Summer 2024.

Question: Will the 16th Street bridge sidewalks be widened to provide safer access to the Purple Line station?

Response: No, it will not be widened; we are not revising the bridge deck in any way. The only work being performed will be under the bridge. The project is adding a new sidewalk from Bradford Place to the bridge.

Question: The sidewalk on the south/east side of 16th Street is narrow for a major roadway and this will see increased pedestrian traffic to the Woodside/16th Street Purple Line stop. Will the sidewalk at this location be widened as it crosses the CSX tracks?

Response: No. The sidewalk in this area is not planned to be adjusted. The only adjustments planned in that area are on the southwest side of the road.

Question: Will 3rd Avenue be restored after utility work has been completed, and will the restoration include curbs, gutters and a sidewalk?

Response: No, 3rd Avenue is being kept in its current condition by the Purple Line project, but Montgomery County has a program through which these items are under consideration.

Question: Is the Purple Line team installing a sidewalk on Ballard Street connecting to Second Avenue or is that work being completed by the county as a separate project?

Response: No, the Purple Line project is not installing a sidewalk on Ballard Street; that is a question for Montgomery County. We are adding a trail connection at 16th Street.

Question: When will catenary lines and tracks be installed between Spring Street and the Talbot Street bridge?

Response: Anticipated Winter 2024/2025.

Question: Please describe the crash walls separating CSX from the Purple Line tracks.

Response: These are approximately 6 feet above finished grade. The ones along Talbot Avenue will be

completed first then we'll progress east. Overall, we anticipate completion of all crash walls in the area by Summer 2024.

Question: Please confirm that all work associated with the 20" water main replacement and the sanitary drain line replacement between Spring Street and Noyes Lane along Ballard Street and 3rd Avenue have been completed.

Response: Yes, this work is complete.

Question: Please provide updated schedule information for when the stormwater work along the Ballard Street extension and the Springwoods/Third Avenue section of the Capital Crescent Trail project area will be completed.

Response: Anticipated Spring 2024.

Question: Please provide an update for when overhead utility locations along Spring Street bridge will be completed.

Response: Anticipated Spring 2024.

Question: Purple Line flyover bridge across Colesville Road into downtown Silver Spring. When will work on the northern abutment to the bridge be completed (adjacent to the Falkland North Apartment complex)?

Response: Anticipated Spring 2024.

Question: What is the anticipated completion date of the trail bridge across Rock Creek?

Response: Anticipated Spring 2024.

Question: Will the trail in the Woodside section be usable during the Purple Line train testing period since it is not adjacent to light rail tracks? Is there a new target date for this section to be usable?

Response: Construction priority is with the Purple Line Right of Way. As such, some of the work in this area is scheduled for the period that train testing is ongoing. We will continue to evaluate whether an opportunity exists to open the trail prior to the rest of the system opening, but we cannot promise an earlier trail opening will be possible at this time.

Question: Parking Restrictions on 3rd Avenue and Noyes Lane - will these be reimposed in the next 6 months?

Response: The restrictions potentially could be reestablished for 4 weeks during the beginning phases of wall construction. If needed, it would be in the timeframe of Spring of 2024 in coordination with drainage work scheduled in the area.

Question: When will retaining wall construction for the Capital Crescent Trail between Spring Street and Noyes Lane take place and how long will it take?

Response: The construction is anticipated Spring/Summer 2024; and it will take about 6 months.

Question: Will there be a crash wall between the Capital Crescent Trail and the CSX tracks between Spring Street and 16th Street?

Response: Yes.

Question: When will pavement of the Capital Crescent Trail in the Spring Street to 16th Street section be completed?

Response: Anticipated 2025/2026.

Question: When will connection work between the Capital Crescent Trail and the sidewalk at the north end of the 16th St/CSX bridge be completed?

Response: Anticipated 2025.

Question: When will landscaping for the Spring Street to 16th Street section of the Capital Crescent Trail be completed?

Response: Anticipated in 2025.

Question: How long is the servicing area on 3rd Avenue across from Noyes Lane going to remain fenced?

Response: Anticipated in 2025/2026.

Question: When will the ramp and stairway connection from 3rd Avenue to 16th Street be constructed?

Response: Anticipated 2025.

Question: When will tracks be installed between Spring Street and the Silver Spring Metro station?

Response: Anticipated Winter 2024/2025.

Question: How frequently is the Spring Center work site cleaned?

Response: Site maintenance occurs regularly. Now that this area has been turned back into a staging area and is no longer used as temporary resident parking, we believe it should be cleaner by way of less people using the area. We will continue to monitor and clean.

Question: What is the current projected schedule for the 16th Street/Woodside station completion?

Response: Anticipated Winter 2024/2025.

Question: When will bells and horns be used by PL trains?

Response: Use of audible warning devices will begin during the testing phase of the project.

Question: When will the Capital Crescent Trail open?

Response: We understand and share the desire to open the trail for the community. Connections such as this are an integral part of the Purple Line project. However, the light rail will run alongside the path of the trail, which will provide a key entry point for construction equipment and materials. We will continue to evaluate whether an opportunity exists to open the trail prior to the rest of the system opening, but we cannot promise an earlier trail opening will be possible at this time.

Question: Can you provide an update on the Art-in-Transit project?

Response: We continue to coordinate with the artists to ensure they are ready when the time comes for art to be installed. The concepts for Art-in-Transit <https://www.purplelinemd.com/about-the-project/stations/art-in-transit> have not changed. The conceptual designs can be found on our website, purplelinemd.com. Art installation at all of the stations will take place toward the end of construction at each location.

Question: Can you describe the design of the stormwater management facility on Stewart Avenue?

Response: The designs for the Stewart Avenue stormwater management facility show that most of the area will contain underground water containment vaults and sand filters. There will only be two feet of earth between the ground and the underground structures. The area will be nicely landscaped with grass and shrubs. This structure will be maintained by the Purple Line project as needed once functional.

Question: When will the traffic shift on Jones Mill Road occur?

Response: Anticipated early 2024.

Question: Please provide a description of the barriers and fencing around Talbot Avenue bridge.

Response: As the trail approaches Kansas Avenue, it will be at a lower elevation than the Purple Line tracks. The tracks will slowly descend in elevation until the trail is higher than the tracks. Along this stretch, the wall separating the tracks from the trail will be approximately 3-4 feet high when viewed from the trail. Additionally, there will be a fence on top of these walls. The fence height on the walls will range from three feet to six feet as the elevation changes. The fencing will be the same design (interlaced metal). It's similar to a chain link fence, but with a rectangular pattern instead of diamond.

Question: Please describe the intersection of Stewart Avenue and the Purple Line. Will there be horns, lights, or barriers for safety?

Response: There will be flashing lights and a mortised gate at this intersection.

QUESTIONS DIRECTED TO MONTGOMERY COUNTY

The following questions were directed to the Montgomery County Department of Transportation and answers will be coordinated directly through Montgomery County to the residents requesting the information.

Question: Maps are still directing people to use Talbot Avenue Bridge, can that be fixed?

Question: Can there be a 3-way stop on Lyttonsville Bridge? Has a traffic study be(en) completed for this area?

Question: Can MCDOT do a full traffic study on Brookville Road?

Question: Can something be done for street parking? Concerned about street parking once the Purple Line is active.