



Riverdale Park/Glenridge/New Carrollton CAT Meeting #4

Purple Line Project Office

Q&R Notes

April 30, 2019

Question: Will pedestrian signage also be posted in Spanish?

Response: Spanish-language pedestrian signage is posted in some areas. If you believe there are particular areas where it would be helpful, please let us know.

Question: Will the Veterans Parkway retaining wall be patterned?

Response: No, the retaining wall on Veterans Parkway will be plain grade concrete.

Question: What form of sound barrier will be available to the residents of the Hanson Oaks neighborhood?

Response: See Attachment A.

Question: Why is MTA now learning that the Purple Line is being built on top of a WSSC pipe?

Response: Every precaution is being taken to ensure that the watermain is not impacted either by construction or rail operations. When the Purple Line was being planned, great care was taken to make sure that the Adelphi Main would be protected. Preliminary engineering studies showed that the Purple Line's Operations & Maintenance Facility (OMF) might have a conflict with the main. At this point in the process, the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) anticipated a portion of the 66-foot main in the future Glenridge Yard would need to be relocated, although even the relocated portion of the line was always planned to remain within the Glenridge Yard. When developing the final design for the layout of the yard, the State's concessionaire team, Purple Line Transit Partners, developed a new layout that avoided this conflict and eliminated the need for the relocation.

More recently, WSSC became concerned that their water main, normally five to ten feet underground, would now be as 20-29 feet deep when the site was regraded for the new railyard. While MDOT MTA was able to demonstrate that this was not a problem from an engineering point of view, WSSC remained concerned that the new pipe depth would impair their ability to react quickly to any problem that might occur in the future. MDOT MTA was sensitive to this argument and has recently agreed to relocate the Adelphi Main outside the railyard. Additionally, MDOT MTA has arranged for WSSC to have access to the yard on a 24/7 basis and had the contractor clear material off the watermain that might hamper WSSC's response in the event of a maintenance issue. PLTP is also directed to provide WSSC information about any construction activities that occur near the area of the pipe.

Question: There has been an uptick in traffic accidents, mostly on MD 450. What can be done to address this?

Response: The Maryland Department of Transportation State Highway Administration (MDOT SHA) has been working to address these issues, including installation of a signal. Several MDOT SHA work order requests have been submitted for additional devices in an effort to address these concerns. Additional green time is being considered for southbound MD 410 at MD 450.

Question: MD 410 is often congested because of Purple Line construction. Can the timing of traffic lights be adjusted to accommodate the traffic?

Response: The southbound right-hand lane on MD 410 between Riverdale Road and Ellin Road is closed long-term for construction of the Purple Line. The lane closure is necessary to construct the project. In this area, the Purple Line project team is currently working on retaining wall construction, utility relocations, and initial foundation excavation and underground utility installation work for the Glenridge Operation and Maintenance Facility.

MDOT SHA has been actively observing the MD 410 at MD 450 intersection with the assistance of their Office of Traffic and Safety (OOTTS) Signal System Operations Team. The OOTTS Signal System Operations Team has optimized the signal timing and is being updated on the intersection performance frequently.

Question: What is the timeline for the new sideroad off Quesada Road? Who will own and maintain it?

Response: At this time, construction of the new side road is scheduled to begin sometime in Fall 2019. Maintenance of the road is to be determined.

Question: Traffic exiting the Baltimore-Washington Parkway at MD 410 is often backed up. Can the traffic lights be modified to allow for more time?

Response: MDOT SHA has created a service request to review the signal timing associated with the ramps from Baltimore-Washington Parkway onto MD 410 Riverdale. The signal review process can take up to 30 days to complete.

Question: Rainwater has been pooling at the intersection with Hanson Oaks Drive, making it difficult for residents to exit. Can this be addressed?

Response: PLTC and MDOT SHA have gone out to patch the area, clean out the existing drain and install additional drainage where needed. Next time the area receives a heavy downpour, PLTC will inspect the area again to determine if any additional measures need to be taken.

Question: When will the gravel road across from the Refreshing Spring property be installed?

Response: A gravel road for PEPCO will be installed at this location at some point next year.

Question: When will Mustang Drive be reconfigured and 63rd Avenue made into a cul-de-sac?

Response: The new roadway reconfigurations will be completed at some point next year.

Question: The area near the future Glenridge station will see great pedestrian activity. Are there any plans to build a pedestrian bridge there?

Response: There are no plans to build a pedestrian bridge at the Glenridge station. Throughout the entire 16.2-mile alignment, the project will be rebuilding and widening sidewalks to make them ADA-compliant, wherever possible. Every effort will be made to encourage pedestrians to cross roadways at signalized intersections.

Question: Where will the track go on Ellin Road?

Response: The light-rail track will be embedded into the outside lanes of Ellin Road, allowing both the light-rail vehicles and cars to use the entire width of Ellin Road. A traffic signal at Hanson Oaks Drive will be built as part of the project.

Question: Must we re-register for construction notifications under the new website?

Response: No. If you previously registered to receive construction notifications, you do not need to register again.

Question: Will the light-rail vehicles receive traffic signal priority?

Response: Most traffic signals along the corridor will not have preemption for the train (where the signal changes to green in advance of the train's arrival). For most of the alignment, the train will be given signal priority, meaning the signal would remain green for a few seconds longer if the train is approaching that signal.

Question: What is the timeline for the work at Ellin Road? Will the second closure affect how far you can travel by car down Harkins Road?

Response: The first phase of the Ellin Road closure is anticipated to reopen by October 1, 2019. The second phase is delayed due to signal issues at Veterans Parkway and Ellin Road and a 60-inch waterline that must be relocated. Residents will be able to enter and exit Harkins Road by foot and car. The IRS building will not be affected.

Question: How will residents access Veterans Parkway from Ellin Road?

Response: The traffic signal at this intersection will be modified to allow residents to access Veterans Parkway from Ellin Road.

Question: Has the expected date of service changed?

Response: MDOT MTA anticipates service to begin in late 2022.

Question: Could the timing of the traffic signals at the intersection of Annapolis Road and Veterans Parkway be modified?

Response: There are several phases of Maintenance of Traffic (MOT) shifts that allow construction through the intersection at MD 450. The first phase of shifts includes construction of a second left turn lane on MD 410 heading west and turning left on MD 450. This phase will begin sometime in May 2019. Following the first phase, multiple shifts will take place to allow for construction through the intersection. Within the intersection and during the MOT shifts, there will be gas and waterline relocations required before the track is constructed.

MDOT SHA has been actively observing the subject intersection with the assistance of their Office of Traffic and Safety (OOTS) Signal System Operations Team. The OOTS Signal System Operations Team has optimized the signal timing and is being updated on the intersection performance frequently.

Question: Could “Do Not Block Intersection” signs go up all along Kenilworth Avenue?

Response: MDOT SHA has reviewed traffic patterns along Kenilworth and believes a sign at Kenilworth Avenue at Nicholson Street is justified. A work order request has been submitted for a sign at this location.

Question: Where can we find the answers to the questions that come up at the CAT meetings?

Response: Answers to the questions are posted on our website on the Community Advisory Teams (CATs) page: www.purplelinemd.com/public-involvement/community-advisory-teams-cats.

Question: What can be done to discourage motorists from driving over the unpaved medians?

Response: PLTC has agreed to look into installing water-filled barriers to discourage motorists from making illegal turns.

Question: Motorists have been abusing the middle lane at the intersection of Annapolis Road and Harkins Road because the left-turn lane is backed up. How can this be addressed?

Response: This issue appears to be that of enforcement. MDOT SHA has forwarded this concern to Prince George’s County Police District 1 Station – Hyattsville for targeted enforcement.

Question: What are the general pedestrian improvements planned for the station areas?

Response: Where possible, the project is rebuilding and widening sidewalks and making them ADA compliant. Additionally, all intersections will be reconstructed with pedestrian countdown signals. Bike lanes are also being built along most states roadways.

CAT Q&R Attachment A

CAT Member Question: What form of sound barrier will be available to the residents of the Hanson Oaks neighborhood?

A noise impact assessment was conducted as part of the Final Environmental Impact Statement (FEIS) for the Purple Line in accordance with the National Environmental Policy Act (NEPA) and Federal Transit Administration (FTA) guidelines and procedures. As prescribed by FTA, the August 2013 Noise Technical Report identifies noise-sensitive properties that would potentially be adversely impacted by Purple Line operations, measures outdoor existing ambient noise levels at each noise-sensitive receptor, estimates project-related noise exposure levels at each receptor and compares the predicted noise levels with FTA noise impact criteria. For the existing noise levels 24-hour noise measurements were collected between January 2011 and June 2012. All estimated noise calculations for future Purple Line operations were derived assuming line operations from a two-track system and based on train headways, track alignment/profile, train speeds as established for the project throughout the day, as well as the addition of vehicle skirt panels (to reduce the noise by 8 dB caused by the interaction of the wheels pressing down on the rails) to all trains.

Existing noise levels for the noise receptor at Hanson Oaks (receptor M-52) were measured at 67 dB(A), while the project-related noise projected for the 2009 alignment adjacent to the Hanson Oaks community was calculated at 63 dB(A). It is important to note that the alignment path on which the Noise Technical Report was based on, has been redesigned such that the alignment now being built is farther away from Hanson Oaks. A greater explanation of the change in the alignment along the Hanson Oaks community can be found below.

Further, Appendix A – the March 2014 Clarification of the Results of the Purple Line Noise Analysis of the FEIS Record of Decision, identified the total Noise Exposure (existing noise plus predicted noise) at 68 dB(A), which represents an increase from the existing noise level by 1 dB(A). As a result, based on the Purple Line Noise Technical Report, the project-related noise levels calculated for the noise receptor at Hanson Oaks (receptor M-52) would not exceed the FTA impact threshold. As such, additional noise reducing measures, such as sound walls, were not warranted for any homes located at Hanson Oaks.

As noted above, the previous 2009 alignment adjacent to the Hanson Oaks community, which the 2013 Noise Technical Report measurements and calculations were based on, was changed during a subsequent, more detailed design phase of the project. At the time of the Noise Study, the alignment proposed then consisted of a centerline of track nearest (eastbound track) to the community that was 63 feet from the closest home in Hanson Oaks. However, as a result of the design change in the alignment adjacent to Hanson Oaks, the track centerline (eastbound) will now be 103 to 105 feet away from the closest home in Hanson Oaks. The current alignment which is now under construction along the Hanson Oaks community provides for tracks embedded in the two outside lanes of Ellin Road where Purple Line trains will operate in mixed traffic.

Additionally, the higher noise exposure levels from the Purple Line that were predicted for the 2009 alignment was due largely to train horn soundings, which are no longer needed for trains traveling on

Ellin Road. This is because a traffic signal, instead of railroad crossing gates, is being built at the Ellin Road intersection with Hanson Oaks Drive for improved access for the community.

Since construction of sound walls were not warranted based on the design of the alignment when the 2003 Nosie Technical Report was conducted, and because of the additional design changes that have been implemented since that time to have trains operating farther away and no need for sounding train horns, the community's request for the addition of sound walls are not justified, and therefore, are not included in the Purple Line plans.