



University Boulevard CAT Meeting #4
Langley Park-McCormick ES
Question & Responses
May 29, 2019

Question: Looking at the Riggs Road Station Art-in-Transit proposal, what do the black areas between the yellow areas represent?

Response: The black areas represent standard black fencing.

Question: Are there any concerns that the Adelphi Road-UMUC-UMD Station Art-in-Transit piece will easily dislodge in extreme weather?

Response: The art pieces across the entire 16.2-mile alignment were designed for safety. In addition, Purple Line Transit Operators (PLTO), who will be operating and maintaining the line for 30 years once it enters service, was part of the art selection committee and did not share any concerns about maintaining this structure.

Question: How long will pile driving last for the Northwest Branch bridge?

Response: Work at the Northwest Branch Bridge will be completed in two phases. Pile driving will be conducted in each phase for approximately one month at a time.

Question: How wide will the University Boulevard sidewalks be?

Response: The sidewalks will be ADA-compliant and will be a minimum of five feet wide. Closer to the station entrances, the sidewalks will be wider to allow for easy entry and exit.

Question: What is the width of the bike lanes along University Boulevard and will they be protected?

Response: The University Boulevard bike lanes will be five feet wide and will not be protected or separated by barriers.

Question: What is standard notification for potential utility disruption?

Response: The utility companies are responsible for notification directly to residents of any disruption in service.

Question: Given the typical traffic congestion during the day on University Boulevard at New Hampshire Avenue, will you be relying on night work to avoid worsening congestion?

Response: Disruption of traffic flows will result during construction of the project. Certain work activities will be carried out during nighttime hours to help minimize impacts to traffic.

Question: When would “Open for Business” signage be made available?

Response: In the University Boulevard corridor, both in Prince George’s and Montgomery counties, a number of signs have been produced and installed. PLTC is working with business associations and individual business owners to develop and install appropriate signage at agreed-to locations. If a particular business owner is interested in “Open for Business” signage, they should contact the PLTC outreach team at outreach@pltcllc.com or by phone 240-424-5325.

Question: Is it possible to put together an information kit for small business owners in the area who might not be aware of the project and the project’s business outreach?

Response: This sounds like a good idea, and we will look into possibly implementing this recommendation. Around 2014, informational packets were provided to around 400 to 600 individual businesses along the alignment.

Question: Will bus stops be returned to their pre-construction locations?

Response: When the project moves bus stops, these will be returned to their pre-construction locations once it is safe to do so.

Question: Will the design of existing bus shelters stay the same?

Response: Yes. We do not own the bus stops or shelters. We are only physically replacing the bus stops that we moved; we are not rebuilding them.

Question: Are you patrolling your work zones to ensure passersby don’t enter them?

Response: We erect pedestrian and vehicular signage as well as barriers to discourage passersby from entering our work zones. Occasionally, we contract with County police officers to patrol our work zones.

Question: Will pedestrians still be able to cross all four ways during traffic signal reconstruction on University Boulevard at New Hampshire Avenue?

Response: Yes, pedestrian access will be maintained. During certain work, including installation of tracks, marked crossways will be closed, but pedestrian access will always be provided.

Question: Should residents expect pedestrian detours in the next six months at the intersection of Adelphi Road and University Boulevard?

Response: No, residents should not expect pedestrian detours in this area in the next six months.

Question: Do you have plans which delineate the future pedestrian crossings?

Response: Plans are not posted online as they are still not finalized but if you contact MTA or PLTC, we will arrange a scheduled visit to our Riverdale project office so that a project team member can walk you through the latest plans.

Question: Do you have landscaping and photometric plans available?

Response: Project landscaping plans have been finalized and are available on our website: www.purplelinemd.com/construction/plans.

Question: Will the project install lighting alongside walkways?

Response: The project will install lighting and closed-circuit television at the stations. The project will not provide lighting along roadways.

Question: Who are the Crime Prevention Through Environmental Design (CPTED) plans run by?

Response: Crime Prevention through Environmental Design (CPTED), an approach to designing safety and security into the environment of a specific area, focuses on five areas: natural surveillance, access control, territorial reinforcement, activity support, and maintenance. The Purple Line Contract between MDOT MTA and Purple Line Transit Partners (PLTP) includes several specific Technical Provisions which require that CPTED principles and practices be incorporated into PLTP's design and operations of the Purple Line; as such, CPTED approaches have been developed for all Purple Line stations and facilities to improve system safety and security. Each station and passenger facility meet Safety and Security requirements from IBC, ADA, NFPA and CPTED design principles.

PLTP's design team (PLTC) developed all Purple Line design plans in accordance with CPTED principles. All design plans also undergo Quality Control review by PLTP's designers, and then submitted to the MDOT MTA engineering design team consisting of MTA and MTA's Program Management Consultants (PMC) for review and comments, which are provided to PLTP's designers. PLTP's design team is then required to respond to all design review comments and where appropriate, incorporate comments from the MDOT MTA design team into the design. The design plans are then resubmitted to the MTA team and the Agency Having Jurisdiction (AHJ) for further review, to undergo MTA's Quality Control and Quality Assurance, and approval.

The specific Contract Technical Provisions (TPs) relevant to CPTED design requirements include the following:

- Part 2A, Section 8 System Security, 8.1 Codes and Standards:
 - APTA, Recommended Practice APTA SS-SIS-RP-001-10, Crime Prevention through Environmental Design (CPTED) for Transit Facilities;
- Part 2B, Section 8, Station and Guideway Architecture and Urban Design, 8.2.1 General Functional Requirements
 - Safe and secure – Facilities design shall minimize risk of injury and property damage for transit users, staff, and members of the public under both normal and emergency operating situations. All passengers' facilities shall incorporate means of egress and life safety systems in compliance with all applicable regulations. Site and facility designs shall incorporate principles of Crime Prevention through Environmental Design (CPTED);
- Part 2B, Section 10 Landscape and Streetscape, 10.2 Codes and Standards

- APTA SS-SIS-RP-007-10, Crime Prevention through Environmental Design (CPTED) for Transit Facilities
- Part 2B, Section 10 Landscape and Streetscape, 10.3.1 Landscape General Functional Requirements
 - In all landscape applications, Concessionaire shall:
 - Incorporate the principles of Crime Prevention through Environmental Design (CPTED) in landscape design

Question: Where can we see project design plans?

Response: Given the size of these plans, they are not easily shared via email. However, we can work with interested residents to provide plans for particular segments. Please contact MTA or PLTC if interested.

Question: Will the median on University Boulevard between Tulane Drive and Adelphi Road be removed?

Response: Yes, this median will be removed to make way for the trains, which will operate in the middle of University Boulevard.