



Greater Lyttonsville/Woodside CAT Meeting #12 Virtual Meeting – May 21, 2024 Questions & Responses

Below is a summary of questions and responses discussed during the May 21, 2024, virtual Community Advisory Team (CAT) presentation.

Question: My question regards access controls to the Purple Line stations. I'm a senior and to be honest am concerned about crime and access to the stations by the homeless and others. Will the stations have fencing to keep non passengers out and fare gate entry controls? Hopefully those gates will also be high enough to prevent fare evasion. Thank you.

Response: The fare will be handled differently than WMATA, there will be no barriers.

Question: What is the duration of the Spring Steet Bridge closure?

Response: The Spring Street closure is scheduled to start June 1st and will extend into the fall, Nov or December of this year.

Question: Please discuss the detours regarding the Spring Street bridge demolition in more detail. It looks like all the detours go to Georgia Ave and that has enough traffic as it is!

Response: The detour closes the access to the Spring Steet Bridge at 2nd Ave on the right-hand side and on the left side, that of 16th Street. The entrance into Spring Street from those two locations will be barricaded so vehicles cannot access the bridge from those locations. The detours will route around Georgia Ave to 16th street and Colesville Road. That triangle is the route of the detour in both directions.

Question: When will you start construction on retaining wall behind Park Sutton Condo?

Response: We will need to follow up on that scheduling.

Question: It looks like the entrance from Spring Street to 2nd might be closed -- is that the case? (I live at the very south end of 2nd Ave) If so, is that only for cars or also pedestrians?

Response: The local access for residents will be accessible, same with pedestrians.

Question: In terms of coming into Woodside entrances, that will be restricted. But it won't be restricted to Woodside residents? How will that be enforced?

Response: The major locations from Spring Street to 16 Street will be barricaded with barricades that will let traffic pass through.

Question: I live at Parkside. West of our parking lot is going to be the CCT retaining wall. We feel like we are an afterthought, and need to be kept in the loop of what is happening.

Response: We can absolutely be in direct contact with you, I will speak to construction to see what kind of access they will need. Let's regroup and have a meeting soon.

Question: One block sidewalk on Talbot Ave has not been replaced, will it be replaced? It is currently very unsafe.

Response: The current condition is the final condition and has been reviewed, but we can check again.

Question: Ride on number 4 and 5 will be affected by the detour, what is the route change?

Response: Podemos obtener mejores detalles y hacer llegar esa información al público.

Question: Will the light at the intersection on 16th Street and Spring Street be disabled?

Response: Yes, the timing of the signal is modified so that it will not turn the traffic to Spring Street. The signal changes will accommodate pedestrians.

QUESTIONS SUBMITTED IN ADVANCE OF THE MEETING

Question: Will construction actually begin on the day that the barricades are erected, or as is often observed there will be significant lag time when the bridge will be closed, but no work has even begun?

Response: Work will be underway immediately, and it will start with mobilization of equipment and personnel; you will not see the bridge come down the first week. There are a lot of preparation activities that have to happen before. Probably in the 3rd week or so you will see demolition activities.

Question: Is there a map that shows all access points to the Capital Crescent Trail (along the alignment)?

Response: Yes, there is, and it can be found on our website, purplelinemd.com

Question: Has Ride On said anything about Route 5 which is impacted?

Response: This is something we will follow up with. We can definitely speak with Montgomery County to follow up.

Question: Was there consideration given to having only one lane closed at a time for some period of time on the Spring Street Bridge as was done on Grubb Road and the bridge over the Beltway on Seminary and Forest Glen?

Response: The reason the bridge is scheduled to be taken in one complete pass is because there is a coordinated effort with WMATA for their Red Line closure that covers 5 stations during that time. It is not possible to maintain one side of the bridge while the other side is demolished, it is only possible to demolish and build the whole structure.

Question: There is concern again this summer about having children accessing the tracks. There is no blockage of the CSX access drive to tracks at Third Ave and Noyes Dr. PL contractors put in concrete barricades south of the access drive and removed one of the fencing polls, so it has been totally open.

Response: We will be maintaining a fence along the road itself.

Question: Is traffic going to be directed towards Talbot Ave Bridge?

Response: No. The detour is routed to 16th Street to Georgia Ave.

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

Response: Anticipated Fall 2024.

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

Response: Anticipated Summer 2024.

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

Response: Anticipated Fall of 2024.

Question: Is the Purple Line team coordinating completion of the Capital Crescent Trail with installation of a sidewalk on Ballard Street connecting to Second Avenue?

Response: We are in communication with additional contractors performing work in the area in order to minimize impacts to the community.

Question: Have the increased car commuting and the location of boarding/offloading of shuttle buses and their routes during the June through August closure of the Silver Spring Metro station been reviewed and figured into this detour plan? Is there any way the Spring St closure can be delayed until the Metro station is reopened without delaying the opening of the PL?

Response: No, the Spring Street Bridge closure has been coordinated to occur at the same time as the WMATA shutdown to allow crews to work more efficiently while WMATA trains are not utilizing the track directly adjacent to the Purple Line's work zones.

Question: How are the restrictions onto Woodside streets from 16th and Spring Street, as well as Georgia Avenue, going to be monitored to restrict the detoured traffic? Is the detour restriction just meant to be during the current rush hour times, Mon-Fri, or 24/7? How is traffic bound for Woodside addresses (residents, transit, services and deliveries) going to be differentiated from detoured traffic, especially if more extensive restrictions are being considered beyond AM/PM rush, Mon-Fri?

Response: The detour will be implemented 24/7 until Spring Street Bridge is reopened for public use.

Question: What methods will be utilized during the 7-month closure to keep Woodside streets safe for our walking and biking residents, especially since several of the streets have no or minimum sidewalks or bike lanes, but have a lot of pedestrians of all ages? The current rush hour regulations and signs are regularly ignored by commuters entering and, then sometimes, speeding and/or going through stop signs, whenever there is a backup on any of the roads surrounding us. These are longstanding concerns for over my 40 years in the community, which have resulted in some reduction with the current restrictions.

Response: We can investigate additional signage opportunities to place around the community to limit some streets to local traffic only. The project will promote the detour route but there are no project-specific ways to enforce or mandate the public to only use specific routes.

Question: When will there be a public stakeholder meeting to review plans for the bridge closure. Exactly when will the Spring Street Bridge across the CSX/Metrorail corridor be closed for construction and when is construction expected to be completed?

Response: There will not be an additional public meeting specific to reviewing the plans. This review is completed in collaboration with agencies having jurisdiction such as Montgomery County Department of Transportation and State Highway Administration. Additional coordination occurs with any entity operating public transit on MD roadways. Anticipated construction will continue through the winter of 2024.

Question: How will bus routes be modified during the Spring Street bridge closure?

Response: WMATA will coordinate the effort including outreach.

Question: What are detour routes for traffic during the Spring Street bridge closure?

Response: Detour plans are presented within this presentation and on www.purplelinemd.com.

Question: Will there be extra traffic police assigned to the impacted area during construction?

Response: There are no plans for police presence.

Question: Will current traffic restrictions be lifted on Woodside Streets during the bridge shutdown?

Response: No, there are no plans for restrictions to be lifted during the bridge shutdown.

Question: Will buses and heavy vehicles, now prohibited, use streets in Woodside?

Response: Busses and heavy vehicles will follow the approved detour shown in the graphic.

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

Response: Anticipated Fall 2024

Question: Lyttonsville Place Bridge: What is the timing and scope of work for completion?

Response: The scope of work includes deck overlay, flatworks and fencing. The goal is for bridge to be completed by end of this year.

Question: Lyttonsville Station: What is the timing and scope of work?

Response: Scheduled to be completed by Spring 2025. Majority of work on station is upcoming including forming, concrete, duct bank, canopies, elevator, electricity and track.

Question: Talbot Street Bridge. Exactly when will the Talbot Street bridge be opened to traffic for both pedestrians and vehicles.

Response: Talbot Avenue Bridge is scheduled to open May 24th.

Question: Talbot Avenue as cars are parking along the residential side making the street difficult to navigate. Is that your responsibility or that of MC-DOT?

Response: MCDOT enforces parking and parking permits.

Question: Some residents are concerned that there is no sidewalk on the residential side of the street. Is there any possibility that one can be added? Who would be responsible for doing this work?

Response: The project is replacing sidewalks in areas along the alignment where they have been disrupted by construction. Local sidewalk networks outside of the alignment would fall to our partners at Montgomery County Department of Transportation. They have a program in place to improve accessibility to Purple Line stations called Bicycle and Pedestrian Priority Areas (BIPPA). For more information, please visit their website [here](#)

Question: 16th Street bridge will work on the Purple Line and CCT impact traffic on the bridge?

Response: Yes, but not until early 2025 – there will be intermittent lane closures to facilitate construction. Public notification will be provided in advance of the lane closures.

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

Response: The walls are scheduled to be constructed in the next 9 months.

Question: CCT bridge across Rock Creek. What is the anticipated completion date for the trail bridge?

Response: Anticipated Summer of 2024.

Question: Will the trail in the Woodside section be usable during the PL 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: We recognize the need and desire to open the Capital Crescent Trail for the community and the project team will continue to strive for opportunities to open the Capital Crescent Trail as soon as it is safe to do so. Connections such as this are an integral part of the Purple Line project.

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

Response: Parking restrictions are not anticipated.

Question: Retaining wall construction for the Capital Crescent trail between Spring Street and Noyes Lane. When will this take place and how long will it take?

Response: Construction began recently and is anticipated to be completed by the end of this year.

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

Response: No.

Question: When will Capital Crescent Trail work behind the Leggett Building and Fenwick Apartments be completed?

Response: CCT is on the opposite side of the CSX tracks. The wall construction and related backfilling for this area is anticipated to be completed by the end of 2024. There will be additional work in the area, but it will not be heavy construction.

Question: When will connection work between the Capital Crescent Trail and the sidewalk at the southeast end of the Spring Street bridge across the /CSX/Metro tracks be completed? Will this be completed in conjunction with the Spring Street bridge reconstruction?

Response: The northeast connection is scheduled to be complete in 2025. The bridge is a priority and the trail connection will occur after.

Question: When will landscaping for the Spring Street to 16th St section of the CCT be completed?

Response: Anticipated end of 2025.

Question: How long is the servicing area on Third Ave across from Noyes Lane going to remain fenced?

Response: It is scheduled to remain fenced through 2025.

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

Response: Anticipated by the end of 2025.

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

Response: Anticipated track will start in 2025 and be completed by the end of 2025.

Question: What is the current projected schedule for the station completion and when is the balance of the land in the former Spring Center expected to be released for redevelopment?

Response: Anticipated the station will be complete by the end of 2025.

Question: Could you describe the traffic safety measure that will be in place at the Stewart Avenue crossing? Are these measures similar to those at other crossings, e.g., Georgia Avenue, Wayne Avenue, etc.

Response: Yes, they are the same safety measure/cross arms.