

## Purple Line Meeting for Wayne Avenue Community (5/26/16)

The following questions were received at the Wayne Avenue community meeting held on May 26, 2016. These responses were developed jointly by the MTA Purple Line team and Montgomery County.

### Maps

- Errata on the maps shown at the public meeting

**Please note that there are no plans to change the one-way traffic restrictions at Cedar Avenue and Dartmouth Avenue. The map was inadvertently mislabeled to show the roads as two-way.**

### Questions

#### Project Management and Oversight, Contract Structure

##### *Experience*

- What is the project experience of the Purple Line Transit Partners?

**Purple Line Transit Constructors is a joint-venture team of Fluor Enterprises Inc., the Lane Construction Corporation, and Traylor Brothers, Inc., with subcontractor, Atkins North America, Inc., as the lead designer. This team will be responsible for the overall design and construction of the project for the next six years. Purple Line Transit Operators, a Fluor-led team comprising Fluor Enterprises, Inc., Alternate Concepts, Inc., and CAF USA, Inc., will provide 30 years of operations and maintenance services. For information on [Purple Line Transit Partners](http://www.purplelinetransitpartners.com/team.html) please visit <http://www.purplelinetransitpartners.com/team.html>.**

##### *Assurances*

- What protects the state if the concessionaire goes under?

**MTA does not anticipate this happening and there are protections in the contract should this occur. For example, Fluor Corporation has provided a parent-company guarantee to ensure that the project completes construction and is able to provide the required operations and maintenance services. In the unprecedented event that the concessionaire went under or could not meet the contract requirements, MTA could terminate the P3 contract and replace the concessionaire with a new team that would be required to complete any outstanding construction items and deliver the operations and maintenance services.**

- Who bears the risk if the ridership does not meet the projections?

**The concessionaire is not responsible for ridership, nor are they responsible for fare setting. The ridership and fare collection are the State's responsibilities. They are required to provide the service MTA identified, including the quality and on-time performance defined in the P3 Agreement. MTA is confident that the Purple Line will generate very high ridership that will grow as the public becomes more familiar with the mobility and accessibility benefits that the project provides. Ridership projections are based on reliable forecasting models used by MWCOG.**

- What happens if there are cost overruns and the construction schedule is delayed? Will the concessionaire be the one to pay the cost overruns?

**PLTP is contractually required and financially incentivized to meet construction deadlines and performance benchmarks throughout the life of the contract and will be responsible for costs related to cost overruns or delays caused by the Concessionaire**

- What assurances do we have that the intersection of Wayne Avenue and Dale Drive will look like it does in the rendering shown?

**Renderings are illustrative drawings only. Certain aspects of the design and quality of the Purple Line facilities have been outlined in the contract drawings and technical provisions outlined in the contract with PLTP. The rendering at Dale and Wayne is designed to illustrate how the intersection will look and function; however, minor details such as plantings and finishes may be different.**

#### *Oversight*

- Who will be doing the construction inspections, state or county?

**The State will provide quality assurance oversight. As the owner of the Purple Line, MTA will maintain quality assurance oversight of the project during construction and throughout operation and maintenance. State inspectors/engineers will be assigned to the Concessionaire's construction areas. Under the contract the Concessionaire is responsible for all warranties and replacement; and therefore, is financially incentivized to maintain high-quality workmanship.**

#### Traffic and Roadway Design

##### *Speed*

- Why has the speed limit on Wayne Avenue been reduced before the Purple Line commences operations?

**In response to community requests, the County performed a traffic study of this corridor in December 2015 that evaluated: existing speed data; road characteristics; pedestrian activity; crash history; and school zones. The reduction in the speed limit was in response to the results of that study.**

- How will the lowered speed limit be enforced? Have the speed cameras in this area been decommissioned?

**Montgomery County Police Department does not comment or acknowledge whether a camera is operational or decommissioned. Revenue is not a factor in decisions to install or operate speed cameras, and any statements counter to that effect was not made by the police department. Speed enforcement is done by both traditional and automated methods. Automated speed enforcement will not occur on reduced speed limit roadways for at least six months or more after the speed has been lowered. Police rely on traditional enforcement in the months following a speed limit reduction.**

##### *Rerouting Traffic*

- What are the potential impacts on Mansfield Road if left turns are redirected from Dale Drive?

**There is currently no plan to prohibit left turns at Wayne Avenue and Dale Drive. As a result, traffic will not be rerouted to Mansfield Road.**

- How will the state and county manage and reduce cut-through traffic, particularly from the Wayne Avenue corridor between Colesville Road and Piney Branch Road. What tools are available to protect side streets from cut-through traffic?

Cut-through traffic is usually symptomatic of congestion on major roads in the community. The best way to reduce it is to manage the congestion, which removes the incentive to cut through. MCDOT recently reviewed the signal timing along the Colesville corridor and made adjustments to provide more green time to the major through movements. In a case where there is cut-through traffic, MCDOT and SHA have a host of traffic calming tools to address the situation. These tools include speed bump, curb bump outs, narrower lanes, access controls etc., to make the cut-through route unattractive. MCDOT will engage the community from the beginning of any mitigation process and consider public input and feedback at all stages as we develop any traffic calming solutions.

In addition to MCDOT’s efforts, policies and programs, we will closely work with the Concessionaire while they develop traffic control plans for any lane or road closures. MCDOT will ensure the lane closures are appropriately timed and that detours are appropriate and do not use neighborhood streets.

*Roadway Dimensions*

- What is the width of Wayne Avenue at Sligo Creek Parkway, Mansfield Road, Dale Drive, and Cedar Street (Whole Foods parking lots)

Wayne Avenue Roadway Width		
Intersection	Existing	Proposed
Cedar Street	48'	59'
Dale Drive (west side)	48'	76.7'
Dale Drive (east side)	48'	83.3'
Mansfield Road	48'	49'
Sligo Creek Parkway (west side)	46'	59'
Sligo Creek Parkway (east side)	36'	60'

- What is the current width of Dale Drive at Wayne Avenue? What will be the width after the construction?

As show above, the existing width across Wayne Avenue at Dale Drive is 48 feet. When the Purple Line is built the width will be approximately 83 feet at the station platform.

- What will be the widths of the lanes on Wayne Avenue at Dale Drive?

The proposed lane widths across Wayne Avenue at the station platform are the following:

- Westbound Right Lane - 11'
- Westbound Left Lane - 11'
- Westbound Left Turn Lane - 11'
- Westbound Light Rail Lane - 11.3'
- Median Platform - 15'
- Buffer between the Platform and the Eastbound Left Lane - 2'
- Eastbound Left Lane - 11'

- Eastbound Right Lane - 11'
- Without the Dale Drive station would widening of the road still be needed?

Yes, widening would still be needed for the following reasons:

- To accommodate the light rail trains in the center lanes
- To adjust the existing horizontal curve of the roadway to accommodate the minimum radii required by the trains.
- To accommodate the addition of dedicated left turn lanes, which are necessary for safety.

#### *Roadway Control*

- Did the Purple Line Final Environmental Impact Statement (FEIS) and County Master Plan include any mention of a road transfer of Wayne Avenue from the county to the state? Is the current roadway design in conflict with those documents? What is the County's role in protecting community interests on transferred roads?

The Purple Line Functional Plan addresses only minimum right of way requirements and does not include designations of roadway functional classification or whether a road is under state or local jurisdiction. According to Planning Department staff, if the question of local or state control of the Wayne Avenue right of way was ever raised through the Purple Line Functional Plan process, it does not appear to have been addressed in any technical documents or work sessions. The Planning Department Project Manager (Tom Autrey) at the time of the development of the Plan does not recall the issue ever being raised in the course of the development, and subsequent adoption of, the Purple Line Functional Plan.

The National Environmental Policy Act (NEPA) or environmental planning documents – the [Alternatives Analysis/Draft Environmental Impact Statement](#) (AA/DEIS) and the [Final Environmental Impact Statement](#) (FEIS) did not include a discussion of the road transfer agreement as this would not have an impact on the environmental analysis.

With respect to the turn lanes and ultimate right of way, the Purple Line Functional Plan noted on page 7 that the estimated dimensions are subject to refinement through final design. There is also a reference to the additional turn lanes on Wayne Avenue on page 31 and in Figure 2 on page 44.

Road Transfer Agreements are a common occurrence between the County and the State, and there will be very little discernable change to the community with this transfer. However, in the case of this particular roadway transfer, the County has added language to the standard agreement in order to ensure that Montgomery County Department of Transportation (MCDOT) will remain involved and engaged in any potential future changes to the roadways, and to make sure the community's interests are taken into consideration. The Road Transfer Agreement (RTA) specifically states the following:

- “MDOT will ensure that the Purple Line is designed to conform to the County's posted speed limits at the time of transfer, and that the speed limits previously established by the County shall be maintained by MDOT. Any future changes to the posted speed limits shall be made in consultation with the County and the impacted community.

- “MDOT will consult with the County on decisions related to the design and operation of the Transferred Roads and shall consider any needs expressed by adjoining, abutting, or impacted communities, including, but not limited to:
  - The preservation of safe pedestrian crossings, particularly in the vicinity of schools;
  - Changes to on-street parking regulations; and
  - Allowing and restricting turning movements at intersections.”

This additional language makes these roads unique in that the County will have more than the usual involvement in decisions even though they are state roads. Additionally, the roads are to be transferred back to the county in the event that they cease to be used for the Purple Line or for a public purpose.

Members of the community should continue to feel free to come to the County if there are any concerns over the Purple Line process, and the County will continue to work with residents, regardless of road ownership. The transfer of roads was meant to improve the process for Purple Line construction and future operations, and the County remains fully engaged in those processes.

#### *Traffic Movements*

- Will the westbound left turn on Wayne Avenue be eliminated?

**Left turns from Wayne at Dale will not be eliminated. A separate left turn lane will be provided with a separate left turn phase from the traffic signal.**

- How will you make a left hand turn off Wayne intersections without left hand turn lanes and lights?

**Left turns into driveways and unsignalized side streets will be made as they are today; traffic waits for an acceptable gap in oncoming traffic in order to safely make a left turn. This is being proposed at streets with very little traffic such as Mansfield Road.**

- Will U-turns still be permitted on Wayne Avenue at the Dale Drive intersection?

**State Highway Administration will consult with the County on whether U-turns will be permitted.**

- The plan shows a two-way intersection entrance/exit from Dartmouth Avenue at Wayne Avenue. Is the plan for Dartmouth Avenue and Cedar Street to become a two-way street?

**The map was incorrect. The Dartmouth Avenue and Cedar Avenue configurations will remain as they are today. Dartmouth will remain a one-way street and Cedar Avenue will remain one way south of Wayne Avenue.**

#### Design Selection, Cost, and Community Input

##### *Best Practices & Planning*

- How does the plan compare to the best industry practices suggested by the National Association of City Transportation Officials (NACTO) new transit guide?

**The intersection is designed in accordance with the Montgomery County Department of Transportation criteria and the requirements of the Maryland Manual on Uniform Traffic Control**

**Devices.** The pedestrian plan was developed in full coordination with the Montgomery County Public School representatives.

- The width of Wayne Avenue at Dale Drive appears to be inconsistent with the Purple Line Final Environmental Impact Statement (FEIS) and the Silver Spring Master Plan. Please explain how design is consistent with County plans for four lanes of traffic on Wayne Avenue and light rail trains in shared lanes on Wayne Avenue.

The plans for the intersection of Wayne and Dale evaluated in the FEIS have not changed. The plans shown in [Volume Two of the FEIS](#) (Sheet 118 of 497) show the same roadway configuration. The only new element is the addition of the pedestrian refuge on the western crosswalk of Wayne Avenue.

Any references to the number of lanes in County Master Plans are in reference to through lanes and do not include auxiliary lanes, such as turn lanes. Consistent with this understanding, Wayne Avenue has been designed to have four through lanes, with auxiliary lanes at certain intersections based on needs for safe and efficient operations. Maryland-National Capital Park and Planning Commission believes this design is consistent with approved master plans for the following reasons:

- The North and West Silver Spring Master Plan recommends an 80-foot-wide right-of-way and four lanes of traffic on Wayne Avenue between Cedar Lane and Sligo Creek Parkway
- The [Purple Line Functional Plan](#) can be viewed at [http://www.montgomeryplanning.org/transportation/projects/purple\\_line.shtml](http://www.montgomeryplanning.org/transportation/projects/purple_line.shtml), and page 31 states that “left turn lanes will be provided where warranted to accommodate turning traffic.” It also states that “On Wayne Avenue, [the Purple Line] alignment will be in the roadway median, sharing traffic lanes...”
- The separated Purple Line lane at the Dale Drive station is needed to accommodate the exclusive westbound left turn movement while the train is stopped at the station. If the Purple Line shares the westbound left turn lane, the left turn lane will be blocked when the Purple Line stops at the Dale Drive station platform.

#### *Site Selection*

- Why was Dale Drive selected for a station? Why was a school selected as a major stop for the purple line?

The station locations throughout the project were selected based on a set of criteria. These included:

- Markets served
- Activity centers
- Extent of nearby development
- County plans
- Connections with other transit services
- Public access
- Safety

- Public space availability
- Engineering feasibility
- Stakeholder and community input

Typically stations are spaced about  $\frac{3}{4}$  of a mile apart, varying depending on adjacent development, physical geography. These criteria are described in the [FEIS, Chapter 2, page 2-28](#). The presence of a school does not preclude a station.

Potential station locations were presented to community members, local jurisdictions, and other stakeholders for input. In some cases, stations were moved or shifted in response to comments.

- How was it decided to have a Dale Drive station?

In the past several years MTA has heard steadily growing community support for this station. The decision is based on a number of factors including: identical impacts with or without the station, and less disruption to the surrounding community if the station is built initially. Having a station built at Dale Drive with the rest of the project will provide convenience and improved access in the neighborhood. Based on an average walk to the station it would serve portions of the community not served by either adjacent station. It will support activities at Silver Spring International Middle School, especially in light of the new auditorium, better serve the Silver Spring community, and help to reduce the need for and reliance on auto travel.

- Aren't Montgomery County elementary schools supposed to be located off of major roads? Is it safe to cross a seven-lane road to access an elementary school?

There are several elementary schools in the County that are located along major roads such as Randolph Road. The intersection of Wayne Avenue and Dale Drive has been reviewed by both Montgomery County Public Schools and Montgomery County Police Department representatives. It was determined that the intersection is safe for students walking to the Sligo Creek Elementary School. There will be at least two crossing guards posted at the intersection, as they are now, to help children cross Wayne Avenue. The Montgomery County Department of Transportation has ensured, and will continue to monitor and ensure, that there is adequate pedestrian crossing time at the intersection. MCPD and MCPS representatives also noted that in the event they deem the crossing unsafe at any time during construction or after, they stand ready to provide additional crossing guards, or a bussing option for all students.

#### *Community Input*

- Was the Sligo Creek Elementary School principal consulted?

MTA has met and worked with the school principals and PTA leaders of both Sligo Creek Elementary and Silver Spring International Middle Schools. Both schools have been invited to participate in MTA's Community Advisory Teams and future community meetings. MTA has also coordinated with the County Department of Transportation for Schools and County Police who have reviewed and approved Purple Line plans.

- Was the decision about whether to have a station at Dale Drive made unilaterally?

This process included many years of meetings in the community starting in 2003 (over 80 meetings). This process included the assessment and consideration of numerous alternative alignments and design options.

- The section of the Purple Line that goes through our neighborhood is an aberration from the rest of the project in that the train is sharing lanes with the traffic. Why has the design been finalized before any community feedback whatsoever? And why have there been concessions made to other areas along the Purple Line that have much less impact than we are going to experience?

**The decision to operate in shared lanes was made early in the planning process in response to community concerns about the increased widening that would be required if the light rail cars had their own lanes. The Purple Line will operate in shared lanes in several places in addition to Wayne Avenue. One lane on Bonifant Street will be shared, and lanes on Paint Branch Parkway and Ellin Road will be shared.**

#### *School Impacts*

- The school is (was) slated for a 2 – 4 year expansion/modification/renovation plan. How much space is going to be taken away from existing school property and/or completed/ongoing construction of the purple line?

**The MTA has worked closely with Montgomery County Public Schools on the design of the Purple Line on Wayne Avenue, and on the reconfiguration of the school parking lots. The County Public School System representatives reviewed the design plans to make sure the reconfiguration of the school parking lots would not adversely affect future expansion of the school.**

- Would a TPSS be required at the middle school (Silver Spring International Middle School) even if there were no station at Dale Drive?

**Yes**

#### *Design Clarifications*

- How high is the retaining wall on Wayne Avenue across from Mansfield Road?

**The retaining wall is estimated at this point to be approximately 13 feet high.**

- Where are the poles and wires on Bonifant Street located?

**These details will be developed during Final Design.**

- Is it correct that the Silver Spring Green Trail will be an 8-foot wide asphalt trail on the north side of Wayne Avenue?

**The Green Trail will be constructed at a width of eight feet, with a five-foot landscaped buffer between the trail and roadway, where feasible.**

#### *Design Alternatives and Associated Costs*

- What would it cost to add the “green” track back into the project?

**Green track was eliminated to reduce project costs.**

- The cost of putting the train above ground from the planning and preplanning, land purchases, tree replacement etc. etc. etc. and now side road widening and right of way purchases, changes at SCES/SIMMS – all this undoubtedly will be far more expensive than drilling a tunnel.

**The cost of tunneling would still be far more expensive and introduce additional risks compared to surface construction. Tunneling would still require right-of-way purchases.**

- What was the difference in cost between the above ground design and the tunnel proposal?

There were a number of reasons why a tunnel was not selected for this portion of the Purple Line, not simply cost. See the [AA/DEIS, Chapter 2, Alternatives Considered](#), the [DEIS Technical Report: Definition of Alternatives](#) and the [FEIS Technical Report: Supporting Documentation for Alternatives Development, Memo 7, Evaluation of LRT options between the Silver Spring Transit Center and Mansfield Road, page 255](#)

- Why not have pedestrian tunnels go under Wayne Avenue or pedestrian footbridges over Wayne Avenue?

**Both studies and experience have shown that footbridges and tunnels require significant additional right-of-way and are rarely used by pedestrians.**

- Can the Dale station be eliminated or is that a change in the scope of the project as defined in the FEIS and the P3 Contract?

**No, the alignment and station locations have been long established and are key elements of the project scope.**

- Are there cost savings (even short-term) if the Dale Drive station is not constructed now?

**Building in the future will cost more due to the natural inflation of materials and labor, and would be more difficult to construct once the Purple Line has begun service.**

## Aesthetics

### *Landscaping*

- The cost-saving measures listed on the purple line website state that landscaping at stations is reduced where not required for storm water management or wayfinding. So, why should we believe that the landscaping you describe will actually be implemented at the Dale Street Station?

**The landscaping shown is required as part of the Purple Line contract.**

- Please explain what replacing trees on a caliper by caliper basis means

**If a tree is removed that is 10 inches in circumference then we have to replace those 10 inches in some manner. For example, this could be accomplished by planting five 2-inch caliper trees.**

- How will the public know what the plan is – what types of trees will be put in and where?

**The concessionaire's landscape architect will determine the types of trees to be planted. Plans will be shown at community meetings as they are developed.**

- Will the project team include an arborist and a landscape architect?

**The project team includes both a certified arborist to protect the existing trees and a landscape architect to design new landscaping.**

- There is a significant impact to the Aesthetic of the street scape you don't seem to have clear answer to if a landscape architect is part of the team?

**The team includes a landscape architect.**

### *Overhead Wires*

- Can the existing power lines be placed underground to improve reliability during storms when Wayne Ave is rebuilt?

**Power lines will not be buried by the Maryland Transit Administration. This is a betterment that would have to be paid for by the utility companies.**

#### *Renderings*

- Are the overhead wires shown in the renderings?

**The street renderings do show the catenary wires however, they may be difficult to see depending on the background of the rendering.**

#### Operations

##### *Performance*

- How long will the commute take from Bethesda to Silver Spring? (please give new time estimate after considering the slower mph of the trains.)

**The trip from Bethesda to Silver Spring will still take 9 minutes. The traffic will only be slightly slower on Wayne Avenue.**

- How many people are anticipated to ride the trains each day?

**Daily ridership for the entire line is estimated to be 59,500 in the opening year, rising to 74,200 by 2040.**

##### *Shared Lanes*

- Will cars or trucks driving on the shared lanes with the light rail trains cause additional wear and tear to the tracks?

**No, generally tracks are designed to be off-set so that vehicles are primarily driving on pavement not tracks.**

- How do you prevent cars weaving around the light rail cars or swerving into their lane to avoid parked cars opening their doors?

**MCPD is responsible for policing traffic.**

##### *Parking*

- How much will be charged per hour to park on Wayne Ave? How many hours per year will the parking delay Purple Line riders? What is the cost-benefit ratio?

**A portion of Wayne Avenue is included in the Silver Spring Parking Lot District (<http://www.montgomerycountymd.gov/DOT-Parking/Resources/Files/PLDSilverSpring.pdf>). There are currently no metered spaces on the portion of Wayne Avenue that will include the Purple Line (between Fenton and Cedar Streets). If at any point meters are added to the portion within the Parking Lot District, parking rates will be consistent with Silver Spring rates published at <http://www.montgomerycountymd.gov/DOT-Parking/faq/using-meters.html>.**

**Parking will not delay Purple Line vehicles. Off-peak parking on Wayne Avenue was included when developing the Purple Line operations plan.**

##### *Impacts on Other Transit*

- What changes will there be to bus service as a result of Purple Line construction and operation? Will there be reductions in buses?

**At this time, no significant routing changes are planned to Ride On or WMATA bus routes. However, MCDOT/Ride On and WMATA regularly review transit demand and adjust bus routes and schedules to meet ridership needs.**

## Environmental

### *Construction Activities and Permitting*

- Where will hazardous waste products be disposed?

**MTA will coordinate with PLTC to confirm that hazardous waste is being properly transported to an approved and properly permitted facility.**

- There are super fund sites on the path. How will you remediate these sites? Have you received permits?

**We have coordinated with the US Environmental Protection Agency to confirm there are no superfund sites near the alignment.**

- Have you received the appropriate environmental permits from the Maryland Dept. of Environment for storm water runoff?

**We are in the process of obtaining approvals for erosion and sediment control and stormwater management. No ground disturbing work will commence without the proper approvals in place. While stormwater management concepts were developed by MTA during the planning and preliminary design phase, it is industry practice for the design builder (PLTC) to advance the concepts to create the actual plans and specifications which are submitted for review and approval.**

- Please elaborate on the statement that “dust control including watering would be used” if it was meant that water would be used to water down dust as a first resort this may well be a violation of the clean water act.

**This is in reference to dust control on the active work site. In talking with PLTC construction managers, they do intend to control dust within the construction areas with water trucks (tank trucks that spray water on access roads) and water wagons (water tanks on a trailer pulled by a smaller truck). This watering is generally absorbed by the ground but this watering is within the confines of the approved erosion and sediment control plans so any runoff would be properly treated by the approved controls. MDE prohibits the flushing of mud tracked onto public streets directly into storm drains without proper treatment/filtration.**

- The community has had this problem with WSSC and its construction problems for 2 years. Due to our report of sedimentation of Sligo Creek WSSC changed its practices to use broom and vacuuming of dust before the water down. We will report Purple Line activity that sediments Sligo Creek to the Clean Water Authorities as much as it takes.

**Our strategy is to minimize vehicles driving through muddy work zones and to clean tire treads to the extent possible with the use of approved stabilized construction entrances. The intent is to absolutely minimize the amount of dirt/mud tracked onto public streets to start with. If dirt/mud is tracked onto streets, street cleaners will be under contract to sweep and vacuum the streets clean. Certain sweeper vacuum units will apply a small amount of water ahead of the brooms to emulsify the sediment and increase effectiveness of the brooms and vacuum. The vacuum will remove the water so that no sediment laden discharge will enter storm drains and flow to nearby streams. We appreciate your concern and diligence and wish to protect the nearby streams and**

other resources, as well. We have worked very effectively with the communities on other local projects- if you see excessive dust or sediment leaving the work zone (or any other similar concerns) please reach out to the Purple Line team and we will quickly respond to address the concern.

#### *Stormwater*

- Will the Green Trail prevent storm water runoff?

The Green Trail is included and fully integrated into the on-going erosion and sediment control and stormwater management design process. The construction of the trail will be properly sequenced with required sediment controls included to prevent loss of sediment during construction and the stormwater requirements will be accounted for as part of the overall stormwater management plan.

- Are we considering permeable paving to reduce storm water runoff?

Current plans for the Green Trail do not include permeable paving. The trail is a Montgomery County facility and the decision would be up to the county.

- What will the environmental site design for storm water management be?

Stormwater management plans including site design are currently under development.

#### *Long-term impacts*

- How many cars will the Purple Line take off area roads and how much CO2 will be reduced?

Air quality is addressed in the [FEIS Chapter 4, Section 10 Air Quality](#), pp. 4-93-101. The Purple Line is estimated to take approximately 17,000 cars off the roads daily.

#### Pedestrian Design and Safety

##### *Pedestrian Crossings*

- How many seconds will be allowed for pedestrians to cross at signalized intersections?

The crossing time at a signalized intersection is composed of two elements in the pedestrian phase. The first is the Walk indication during which pedestrians may step off the curb or sidewalk and enter the crosswalk and begin crossing. The Walk indication is typically 4-7 seconds long depending on the volume of pedestrians crossing at a subject location. The second is the flashing Don't Walk or the Countdown/Pedestrian Clearance Interval. During the countdown portion, pedestrians who began crossing may complete the crossing and those pedestrians who have not entered the crosswalk yet are discouraged to begin crossing. The flashing Don't Walk or the Countdown portion is determined as the time taken by a pedestrian to cross the entire road (all lanes, curb-to-curb) at a walking speed of 3.5 feet per second. The total pedestrian crossing time is the sum of the Walk indication and the Don't Walk or Countdown indication times.

Will pedestrians crossing Wayne Avenue affect traffic?

The time required for pedestrians to safely cross Wayne Avenue will increase traffic delay along Wayne Avenue only slightly.

- What crossing guards and other police resources will be provided to support students crossing Wayne Avenue?

The two crossing guards posted today at Wayne Avenue and Dale Drive will continue to assist students in the future during the same hours. If crossing conditions change due to construction activities, Montgomery County Police Department will reevaluate any need for extra crossing guards or modification of hours provided for crossing assistance. Pedestrian crossing time will be ample for students to cross Wayne Avenue.

- What is the new proposed width of the refuge area?

The refuge on the west side of the intersection is 6 feet wide. The pedestrian refuge on the east side (platform side) of the intersection is approximately 10 feet wide.

- Which intersections on Wayne Avenue will have pedestrian walk signals, and what type of signals will be used?

The following intersections will have count-down pedestrian walk signals and accessible push-buttons at the following intersections on Wayne Avenue east from the Silver Spring Library Station: Fenton Street, Cedar Street, Dale Drive, Mansfield Road, Sligo Creek parkway, Manchester Road, and the Plymouth Tunnel.

These will be timed in accordance with the most recent Montgomery County requirements, which provide sufficient time for all pedestrians, including school children, to cross the entire roadway.

#### Access to Information

- Portions of Wayne, Bonifant and Arliss were recently transferred from the county to the State. Where can we get a copy of the written road transfer agreement that approved those transfers?

The road transfer agreement is available upon request.

- Will a detailed construction schedule be published reflecting when construction will start and stop at different locations along the entire route?

Yes, construction schedules will be available at [purplelinemd.com](http://purplelinemd.com). Local communities will also be informed through the Community Advisory Teams.

- Where will public access MTA quarterly evaluations during construction?

Yes, evaluations will be available to the public on the project website. [www.purplelinemd.com](http://www.purplelinemd.com)

- When will the Purple Line team meet with the community on Bonifant Street?

The Purple Line team will meet with the businesses on Bonifant Street when final design is underway.

- Where are the renderings of the planned tunnel?

The conceptual renderings were removed from the website before the Concessionaire came on board in case their plans were different. We have confirmed with the Concessionaire that the renderings of the Plymouth tunnel portals are fine to use, with the understanding that they are still conceptual.

Manchester Station from Wayne Avenue



Manchester Station from Plymouth Street



***Better renderings were requested - ones that clearly show where new pavement/widening will be added.***

- How can the public get a copy of the P3 execution agreement?

**Please visit [www.purplelinemd.com](http://www.purplelinemd.com) . Under Public-Private Partnership select the link for [P3 Agreements with Exhibits](#).**

### Construction Activities

#### *School Coordination*

- Will the students at Silver Spring International Middle School and Sligo Creek Elementary School be moved temporarily to a safe location during construction?

**At this time there has been no determination that students need to be relocated and that decision would be made by the school system.**

- Will the school expansion and the Purple Line construction be simultaneous?

**Funds were not included within the recently approved Capital Improvements Program (CIP) for Silver Spring International Middle School or Sligo Creek Elementary School. If enrollment trends change, a date for potential additions will be considered in a future CIP. Therefore, at this time it is not anticipated that school construction will overlap with Purple Line construction.**

#### *Trees*

- Has the Purple Line team begun cutting trees on homeowner's properties?

**No trees have been removed to date.**

- Has the project received the appropriate permits for tree-cutting activities on private property? Who issued the permits?

**No tree cutting will occur without receipt of the appropriate permits.**

#### *Schedule*

- Is there any maximum time line any one location will be under construction?

**The area with the longest duration of construction will be the Plymouth tunnel which will take approximately 30 months to construct.**

- How long will Wayne Avenue be under construction?

**Wayne Ave is expected to be under construction from Nov 2017 to approximately Dec 2019 which is 24 months. That being said, the construction will not be continuous for two years. There will be activities such as relocating the utilities and sidewalks and paving the outside lanes; then once that is done there may be a time lag before the tracks are installed, then still later the overhead wires and poles will be installed.**

- How long is the Plymouth Tunnel Construction anticipated to take? Will explosives be used in that 30-month period?

**The Plymouth tunnel will be constructed largely by mining; the portals and Manchester Station will be constructed using "cut-and-cover" methodology. The west tunnel portal is scheduled for excavation from Mar 2017 to Oct 2019 about 30 months. The work on Manchester Station continues to Aug 2020. The Final Design plans which are still under development, will describe how much blasting is needed.**

- Will trucks remove dirt from the tunnel 24-hours a day, or will there be restricted hours for this particular activity?

**The work inside the tunnel can take place 24-hours per day, 7 days per week, but this is not permitted for the trucks hauling the dirt away. The hauling must abide by the noise restrictions in the contract which would not allow nighttime hauling.**

#### Noise

#### *Vehicles*

- Is the selected light rail vehicle as likely to generate wheel squeal along Wayne Ave?

The Purple Line vehicle will have multiple articulations making it less likely to cause wheel squeal.

- I understand there is a similar project in Denver. Do people who live nearby complain about the noise from the trains? What does it sound like?

We have heard of no noise complaints as a result of the Denver system. For more information please contact Regional Transportation District (RTD) Customer Care at 303-299-6000. In Charlotte, new housing has, and continues to be, built immediately adjacent to the light rail line without noise complaints according to discussions with the Charlotte Area Transit System.

TPSS

- Will there be noise that is audible from the traction power substation?

The substation noise source is a combination of the power transformers and the air conditioning of the structure. The "hum" noise resulting from both noise sources is low frequency, and it will be reduced by the walls of the substation. The specified traction power substation noise level is not to exceed 60 dBA at a distance of 3 feet from the substation. Sixty dBA is equivalent to conversation in a restaurant or office, background music, or an air conditioning unit at 100 feet.

Property and Zoning

- Will zoning be affected by the Purple Line? Are there any plans to change zoning restrictions along Wayne Avenue, and if so, will the community have an opportunity to participate in planning?

The Purple Line Functional Plan can be viewed on the [Montgomery County Planning website](#). Page 31 of the Functional Plan states that there is no intent or desire to change the zoning in the single family neighborhoods in and around the Wayne Avenue/Dale Drive intersection. There is no intent to change residential zoning in this area to commercial.

In Montgomery County, zoning changes may only be made by the County Council as part of a Master Plan/Sector Plan effort or as a specific application to rezone a property under a Local Map Amendment. As a Functional Master Plan, the Purple Line Plan explicitly did not address zoning. At this time there is no pending or expected master plan that would address the zoning for properties located around the intersection of Dale Drive and Wayne Avenue, nor is Maryland-National Capital Park and Planning Commission aware of any proposal to rezone any of the properties in the immediate area of the Purple Line station.

- Are property taxes going to increase as a result of Purple Line impacts on property values?

The Purple Line is being developed in order to provide increased connectivity and to stimulate economic development in Montgomery and Prince George's County – and as such there could be *indirect* impacts on property taxes. For instance, more businesses should result in increased tax revenues from commercial sources to support County services, and ultimately a greater share of the tax burden being funded by non-residential development as opposed to the residential property tax base.

The Purple Line is an infrastructure/transportation improvement that may serve to increase property values of the areas served by the transportation improvements. A property value increase may or may not result in an increase in taxes as it is dependent upon the tax rate established for a given fiscal year. There are state and county programs, including the Homeowners Property Tax Credit Program and Senior Property Tax Credit Deferral Program, available to assist homeowners with limited or fixed incomes with their tax burdens. Please call 311 for more information on how to pursue these tax relief programs.