

Rules for this evening

Read through all of the rules first!

1. Everyone will have **30 seconds** to add their comment to the master list that was sent out in an email. This will be accomplished by going around the room and passing the microphone from each person. A buzzer will go off when you have 10 seconds left out of your 30 seconds. You will have one shot at your comment in the large group setting.
2. Each person will go to a small group table to clarify the statements and add to the list of comments.
 - a. Each group should have the same amount of people
 - b. Each group should not have multiple people from the same area (i.e. have people from Bethesda-Chevy Chase, Takoma, Silver Spring)
3. One person from each group will show the revised list to the MPAG. Each person will have 30 seconds to again add their comment to the revised list.

We want each person to make clarifications to the list (i.e. Does the statement make sense?) and add missing ideas to the list.

Keep in mind that there are 30 people on the MPAG. There are seven topics that we need to discuss tonight and we are scheduled to end the meeting at 9 pm.

Typical sections of a DEIS/AA includes:

Purpose and Need

Alternatives Considered

Summary of Transportation / Mobility Impacts

Summary of Environmental Impacts

- Socioeconomic
- Natural Environment
- Air Quality
- Noise and Vibration

Summary of Costs and Financial Analysis

- Operating and Maintenance Costs
- Financial Analysis
- Cost Effectiveness

Thirty Second Additions:

- How many handicapped people will be served by the Purple Line?
- What are impacts on not having a Purple Line?
- How would we operate buses with 40,000 plus riders – shared lanes? Can buses do this?
- Re-categorize the information into different topics
- There are lots of questions and statements that are repetitive.
- Will there be sound barriers to the Capital Crescent Trail
- The cost for TSM and a no build option are not included
- Cost with no finances
- What is the noise decibel for trains and buses when they brake and take turns compared to other routine noise in the community?
- Alternative no change need more bus rapid transit and there is not a no build option
- No build option/TSM – BRT proposal for J4 route
- Will there be vibrations and how bad (e.g. Quarry House)?
- What is the number of cars that will be taken off the road? What methodology was used to determine this?
- Pedestrian safety
- What is the total numbers of stations along the route?
- Land reclamation
- Cost of Chevy Chase property values
- Safety precautions
- One track trolley similar to New Jersey
- Silver Spring has a unique issue because it is non-aerial
- What are the traffic assumptions?
- What will the County/DPWT analyze?
- What is the impact on traffic in the CBD and pedestrian safety?
- What about economic development?
- Concerned about the trail with noise and noise abatement.

- Will there be vegetative buffer between the tracks and the trail? What will the impact be on the trail?
- What are the laws and acts that the DEIS/AA must follow (e.g. environmental justice)? Can the laws be listed out?
- How many trees will be cut?
- How long will the trail be closed for construction?
- How many buses
- Positive socio-economic impacts with improved mobility
- Concerned about Jones Bridge traffic
- There needs to be a specific work plan for the committee and a communication between staff and the committee.

Transportation (bike, ped, cars, bus, light rail)

1. How will the MTA, in conjunction with county and other state officials, help implement pedestrian-friendly measures that also increase safety for those traversing streets at points along the Purple Line?
2. Are traffic impacts part of the DEIS?
3. What is/are the proposed plan (s) for traffic/community disruption during construction of a Purple Line transit system, assuming a rail alternative?
4. What are the major issues identified by the MTA for not selecting Alternative 3, Low Investment BRT via Jones Bridge Road as the Purple Line mode?
5. How does the MTA support the need for proposed stations along the alignment? What is the rationale for the number of stations proposed and is the need supportable in the DEIS/AA?
6. What data has been provided to support surface street rail proposals for downtown Silver Spring in lieu of extended tunneling? What impacts have been identified for this surface street design and are mitigations realistic? If not, what areas have not be adequately addressed?
7. IMHO, the project needs to be considered in its regional context and not just BRAC. I don't think the BRAC numbers by themselves support one alignment over another, and that bigger-picture issues should take priority, such as ridership, feasibility, cost, etc.

8. Is the County, through the Planning Department and/or Department of Public Works and Transportation doing its own traffic analysis in conjunction with the Purple Line alignment alternatives being studied?
9. Additional information on no-build option (J1 BRT)
10. Methodology on estimating reduction in auto traffic
11. Consideration of one-track system (Chevy Chase Hills)
12. Unique issues of Silver Spring route
13. Traffic analysis - PB, DPWT, County
14. Frequency of BRT versus LRT to handle proposed ridership
15. Benefits of low investment BRT via Jones Bridge Road
16. Consider impact of high gas price increase on ridership

Traffic Impacts:

1. What are the underlying assumptions to MTA traffic analysis (e.g. percent of growth in traffic) and how will they be evaluated by staff?
2. To what extent has the analysis taken into consideration the DOD/BRAC plan and if so, what were the findings?
3. What are the "Regional" impacts of the Purple Line (e.g. congestion, air quality, etc.)?
4. What are the implications that changes to streets, including widening and increase of traffic capacity, and physical changes to residential and commercial property have on the community (e.g. parking lot access, egress left turns, etc.)?
5. What is the relative impact of each alternative on traffic along each Purple Line segment?
6. What is the relative impact of each alternative on the absolute number of cars on the road?
7. To what extent will the County and DPWT undergo its' own traffic analysis?

8. What are the projections of the rate of the transit at grade competing with the existing conditions from 3:30 to 7:30 daily at Fenton and Georgia Avenue?

Pedestrian:

1. What pedestrian safety measures are necessitated by the findings in the DEIS/AA?
2. Which agencies will be responsible for implementing pedestrian safety measures?
3. Does the DEIS consider the possibility of extending the hiker/biker trail into Sligo Creek?
4. How does the MTA support the need for proposed stations along the alignment? What is the rationale for the number of stations proposed and is the need supportable in the DEIS/AA?
5. What data has been provided to support surface street rail proposals for downtown Silver Spring in lieu of extended tunneling? What impacts have been identified for this surface street design and are mitigations realistic? If not, what areas have not be adequately addressed?
6. What is/are the proposed plan (s) for traffic/community disruption during construction of a Purple Line transit system, assuming a rail alternative?
7. Are pedestrian bridges or tunnels under consideration or will we see people being struck by cars running for a train in the middle of University, or on the other side of Connecticut Avenue or Piney Branch Road?

Bus:

1. What are the implications for current bus routes in terms of travel time, rerouting, redundancy, and elimination and what analysis will be used for the determinations?
2. What additional feeder service is being assumed/provided as a component of the Purple Line?
3. How will bus operations for 40,000-60,000 ridership work?
 - Shared lanes, etc.
4. Will that ridership exceed reasonable BRT capacity?

Environment

1. Understand the scope of the analysis of the potential environmental (and other) impacts of the Purple Line
2. How will negative environmental impacts be mitigated?
3. Impacts on trail use during and after construction
4. Impact on Sligo Creek – all ESS routes
5. Loss of wooded parkland – air quality, run-off, etc. – SS/Thayer route
6. What areas along the alignment have been identified in the MTA's assessment as environmentally sensitive? Have any areas been missed, if so which ones?
7. Which of the proposed alternatives offers the least disruption to these environmentally sensitive areas? What mitigation is proposed to minimize environmental impact?
8. Which of the alternatives contributes the most to energy conservation?
9. Address alternative ways to cross Sligo Creek
10. Examine issues related to the segment along Piney Branch Road between Arliss and University Blvd.
11. What are the environmental impacts on not having the Purple Line?
12. What impacts\protection for sound along neighborhoods impacted?
13. What is the decibel level of rail as they brake, turn, accelerate...
14. Evaluate traffic analysis
15. Vegetative buffer proposed between trail and tracks
16. List of laws and acts that must be covered and accounted for
17. How many trees will be cut along the Georgetown Branch

18. Will there be sound barrier where there is now a forest and/or trails?
19. How will the storm water be controlled along the Capital Crescent Trail where there is already a wet area given the loss of trees?
20. During construction, what impacts proposed outside the ROW where retaining walls or other features are proposed?
21. Will there be any tax incentives/rebates to the adjacent property owners?
22. Will the Purple Line go over or under Connecticut Avenue?
23. What are the impacts to the citizens who lose the trail – emotional/physical?
24. Parkland replacement should be considered within communities that experienced loss.
25. Will there be noise walls built based on maximum peak versus average peak? (peak = most traffic congested time of the day)
26. What is the ratio of trees loss to tree replacement and where are they proposed to be planted?
27. What types of plantings will be done along the ROW?
28. What will the grass tracks look like; and what are the maintenance costs?
29. What is the construction schedule? Will there be construction on the weekends? What times will the construction occur? (e.g. 9 am – 5 pm)
30. What about the spotted owl?
31. What will the noise impacts are on hikers, bikers, and wildlife?
32. Who pays for graffiti removal?
33. What are the impacts of not having the rail? (e.g. 68,000 cars on community versus no having 68,000 cars in the community)

Land Use/Zoning

1. Is there sufficient infrastructure - parks, schools, recreation, police, and roads - in each transit station area under each alternative?
2. Is every station area eligible for Transit District Overlay Zones (TDOZ) around station stops in residential neighborhoods?
3. What is the County's plan to mitigate gentrification and loss of affordable housing?
4. What is the affect of project in existing/future affordable housing?
5. Will the process for land use decisions relating to station areas be done thru a master plan and comprehensive zoning process? What is the process going to be leading up to that? (e.g., Advisory Committees or staff-led outreach?)
6. What is the timeline for the land use/zoning process? When do the planning/zoning decisions need to be made by? (federal funding criteria, etc)
7. How does this relate to the DEIS/AA schedule?
8. Would zoning/land use occur in the master plan? If so, would it be one master plan for all transit areas or would each potential station be considered within the existing master plan for that area?
9. When will we bring in staff with specific knowledge and expertise in water quality, noise, trails, land use, etc. at different times through the balance of the analysis and development of the Functional Master Plan?

Neighborhood Impacts

1. What are the identified significant neighborhood impacts along the entire alignment for each of the alternatives? Have any impacts been overlooked? What types of mitigations are proposed by the MTA in the DEIS for the affected areas; are they sufficient? If not why? What additional mitigation is needed?
 - How are neighborhood (residential, mall business) impacts evaluated in the DEIS/AA?
 - How will the neighborhood be affected by the loss of parkland?

- Open portal on residential street – SS/Thayer & Wayne route
- Zoning around station stops in residential neighborhoods
- Cut through traffic in neighborhoods – all ESS routes
- Noise/vibration
- Tunneling under 60-80 year old homes – SS/Thayer, Grove/Cedar
- Reduction in local Ride-On bus routes – esp. SS/Thayer and Wayne routes
- Value of property
- Decreasing home values
- Businesses on Bonifant – deliveries – no rear access – Wayne route
- What will the noise impacts of the station in the Tunnel under Wisconsin Avenue are on the nearby resident? (E.g. ding dongs of doors, announcements, etc.)
- What will the noise impacts on neighbors are of trains switching, e.g. near Pearl Street?
- Impacts on employment
- Changes in LOS (level of service) on major roadways
- Neighborhood access to trail
- How close to buildings, homes, and businesses will transit run?
- What is the proximity to homes and businesses?
- Traffic congestion on local
- Loss of parking and provisions of parking

2. What parcels have been identified for takings? What is proposed mitigation
3. What construction (equipment) impact on residences?

Noise

Measurement of noise from straight-line running, rounding curves and corners, and stopping and starting

Parks

1. PROS plan and the needs of smart growth communities to have enhanced recreation
2. Rails to Trails (legal) – specifically whether BRT and/or rail requires that a trail use be incorporated in the Georgetown Branch section, and whether BRT (since it lacks rail) meets the future use limitations of the Federal Rails to Trails Act under which the ROW was acquired.
3. Can end-on construction be employed to diminish the limit of disturbance to the trees on the Capital Crescent Trail?

Design

1. View LRT videos of more modern designs especially those with community sensitive features
2. Think of Gustave Effie, and Toulouse La Trec and the Art Nouveau Style, think of a lightweight series of open-web trussed, recycled steel arches, for a great visual example look at the "Halle des Machines" by Dutert and Contamin at the 1889 Paris International Exposition) that elevate the rail from Wayne and Cedar, with a new stop on the second floor of the new Library, and one at the second level of the Parking Garages on Bonifant (to serve Georgia Avenue), and then entering the Sarbanes Center.
3. Do not think of the "El " in NYC or Chicago, or even our own heavy rail Metro on its' massive columns.

Financial Analysis

1. Connection between trail preservation and budget concerns (e.g., will the trail preservation get the shaft)

2. Study tunnel versus at grade from transit center to Cedar and from the transit center to Mansfield. Look at all of the cost and not only cost of construction.
3. What is the reasonable level of transparency for the DEIS\AA of the FTA rating process?
4. Presentation on the economic value and benefits of transit
5. What are the costs that are in and out of the Purple Line DEIS\AA scope? (e.g. upfront investments)
6. Should less costly alternatives to deep and extended tunnels be examined? (e.g. Silver Spring, Sligo, aerial)
7. How does the County prioritize transit projects? (e.g. CCT and Purple Line)
8. Which modes provide the greatest economic opportunity for the County? (e.g. mode differential)
9. Understanding capitalization approach to infrastructure for each mode (BRT infrastructure and land taking investments and upfront costs of those)
10. What is the cost difference between above versus below ground easements (purchase land versus ROW) as a ratio?
11. What is the specific cost per mile differential between each mode and level of mode? (e.g. TSM, BRT, LRT; High, Medium, Low)
12. Will DPWTM-NCPPC staff review operating and construction costs of alternatives?

Operating Cost Investment	Flow Budgetary Process	Cost Financial Buckets					
		Money/FINA					
		Federal	State	County	Private	User Fees	Ancillary Income
In Scope DEIS							
Out Scope DEIS							

	LRT			BRT			TSM	No Build
	Low	Med	High	Low	Med	High		
Upfront Capital Costs								
Land Takings								
At grade\tunnel								
Environmental Mitigation								
Community Multipliers <ul style="list-style-type: none"> • Economic Development • Land Value 								

Alternatives

Were cut and cover, semi-submersed, and aerial construction considered for Connecticut Avenue and Columbia Country Club reaching the Sarbanes Transit Center from the west, over/under CSX/Metro getting through the Silver Spring CBD (Sarbanes east across Georgia Avenue to past Fenton) crossing Sligo Creek intersections of Piney Branch and University and at University and New Hampshire and the proposed transit center.

Request that the next lowest cost alternative to “at grade” be examined and cost estimated.

Other area’s experiences

1. What has been the experience of other cities after bus rapid transit of light rail has been implemented with respect to mitigating negative environmental impacts?
2. What has been the experience of other cities/jurisdictions when they have reviewed the DEIS/AA for their project?
3. Construction disruptions
4. Given all the road widening that will take place, how will MTA, in conjunction with county and other state officials, help implement pedestrian-friendly measures that

also increase safety for those traversing streets at points along the Purple Line?
How have other cities responded to these issues?

5. There are a number of successful light rail systems around this country. Harry mentioned that Portland's system is a "gold standard". I would be interested to know what lessons were learned from these projects and if those lessons were incorporated into the purple line plans. Are there planners and engineers from those projects involved in the purple line design?
6. Examine what other cities have done are many of the issues that we face, e.g., what have they done with situations like Wayne.
7. Have experts from other cities educate us
8. See videos of other cities LRT and BRT systems both in the US and other countries
9. Consider the Purple Line NOW areas for focus
10. Have a speaker from Portland Oregon on the design and experience of their system especially in community settings
11. Too much time is spent talking about the experiences with LRT and BRT of other jurisdictions. It is essential to determine how the possibilities being discussed for Montgomery County will work in Montgomery County and at what level of effectiveness.

MPAG DEIS/AA

General Process Questions:

1. Design questions should be addressed
2. Safety and number of stations?
3. Housing value impacts?
4. Land reclamation?
5. Concerns about pedestrian safety and impacts of street level system on traffic-gridlock
6. How does bus compare to train ridership?

Specific Questions:

1. How do members of the MPAG prepare for reviewing the DEIS/AA? Who makes final decision on chosen alternative? What roles do each agency (State, county) play in choosing the route?
2. Will MPAG have staff review DEIS for them – at least provide help?
3. How will MPAG approach review of the DEIS when it is released prior to Planning Board decision? How will time be used?
4. MPAG should prepare a review agenda prior to discussion.
5. Provide a research person /staff development to discuss demographics, economic development, and whatever topics/areas relevant to the DEIS/AA.
6. Can MPAG, based on its analysis of the DEIS process, support and defend a specific Purple Line alternative to the Planning Board? For example only, area any of the following categories subject to change after the release of the locally preferred alignment (LPA):
 - Type of noise barriers
 - Location and length of tunnel(s)
 - Station architecture and (exact) location
 - Street widening, left turn lanes, and specific measurements
 - Design of vehicle
 - Bike trail at Wisconsin Ave. in a tunnel or street level
7. What are the types of things that can (and likely will) be changed during the Preliminary Engineering following the selection of the LPA? In other words, what “devil in the details” could be determined or modified after the LPA is selected?
8. Will there be an opportunity to discuss the Purple Line segment by segment from Bethesda to Langley Park in a systematic and organized way? (not necessary per small group)