

Agenda

1. Meeting Began
2. Presentation and Discussion – Updated Ridership, Cost, and DEIS Schedule
3. Station Types
4. Philadelphia SEPTA Visit Discussion
5. Looking Ahead
6. Upcoming Meetings

Master Plan Advisory Group (MPAG) Members: Pat Baptiste, Veda Charrow, Tony Hausner, Jonathan Jay, Byrne Kelly, Caleb Kriesberg, Andy O’Hare, Karen Roper, Harry Sanders, Karen FitzGerald, Chris Richardson, Peter Gray, Mier Wolf, Rob Rosenberg, Sue Knapp, Phil Alperson, Isaac Hantman (Alt. - David Saltzman), and Lisa Fadden (Alt. - Gigi Godwin)

Absent Members: Marcy Fisher, Clay Harris, Rob Lanza, Ed Asher, Judy Tso, Fred Schultz, Laurie Kelly, Eric DeVaris, Bill Mellema, Anne Martin, Ted Power, Todd Solomon, Mike Marsh, and Joe Rodriguez

Others: Tom Autrey (Staff), Katherine Holt (Staff), Helen Reed, Pam Browning, Don Slater, Web Smedley, and John Howley

1. Meeting Began

Tom Autrey began the meeting at 7:10 pm.

2. Presentation and Discussion – Updated Ridership, Cost, and DEIS Schedule

The staff will brief the Group on the updated ridership, cost, and project scheduling and the reasons for the changes as explained by the MTA staff at a scheduled Project Team meeting for local staff in Baltimore on Friday, 03/14/08. Discussion will follow.

Slide 3, is this data (ridership, travel times, and cost estimates) the same as the data shown in December of 2007?

No, this is new data.

Will this data be available online?

This data will be available online at the County’s web site.

Why are the ridership estimates different from December to this presentation?

The ridership numbers provided insight after further review about higher ridership numbers generated recently. Planners assumed that ridership numbers were already included in the model, but were not. This inaccurate assumption occurred in the Purple Line and the

Corridor Cities Transitway (CCT). The ridership numbers may change this spring after a survey is conducted.

The bus to rail and walk to rail information is still good. There are 60 trips to BRAC.

For the new ridership numbers, how many riders are coming from cars?

15-20% is coming from cars per Greg Benz presentation in January. 15% of the riders are coming from metro.

Why are hard ridership numbers missing for TSM?

Number of autos displaced would be a better label for the column.

Slide 6, why is Seattle's capital cost per mile higher than others?

Where is San Francisco in the ratings on the slide?

Don't think it is rated.

When is the Purple Line going to get timed saved?

Is travel time the key?

Yes, travel time is the key. This is one reason why the Dulles project has problems.

Slide 7, the travel time from Bethesda to New Carrollton does not match the two travel times added together for Bethesda to Silver Spring with New Carrollton to Silver Spring. The times should be similar, but they are off.

The times could be off because of rounding within each segment.

Slide 8, the green boxes are faster than a car, the yellow boxes are faster than Metrorail, the red boxes are faster than a bus, and Bethesda to New Carrollton is incorrect and should be changed from 110 to 97 for the existing bus column.

Are the numbers based on a weighted average?

The Google or MapQuest column was created to give an idea per these programs how long it takes to travel from a location to the other location. These times are not necessarily accurate for peak period.

Do you know why the ridership numbers were increased?

MTA was not confident about the ridership numbers presented at the Open Houses in December and knew the numbers would change.

What were MTA's reasons for changes to the travel time?

Slide 9, states further coordination with East Silver Spring communities. Could you please clarify this statement?

Further coordination is needed to look at extending the tunnel as an option for the Purple Line.

Slide 9 states comparison of alignments through University of Maryland campus. Why is MTA comparing UMD alignments?

Slide 11 schedule, will MTA list the alignments, costs, ridership numbers, and recommendations?

MTA will include ridership numbers with cost effectiveness ratings. The recommendation or the local preferred alternative will not occur until after public input.

Does the AA/DEIS make recommendations?

No, the AA/DEIS does not make recommendations. The report will give data about each alternative alignment and mode, but will not make a recommendation.

How will this schedule work for the County's Functional Master Plan?

The Purpose and Outreach Strategy Report laid out a schedule, which will now shift by four months. The County needs 30-45 days to review the AA/DEIS and plans on having two Planning Board work sessions within that time. The County's comments will be submitted to the Council for a decision.

Once the document is available, there is 45-60 days to review the document with a Planning Board public hearing and a Council hearing?

It is unknown at this point about the Council.

Can you give us a better schedule with the locally preferred alternative, Council, etc?

Is it concerning that the AA/DEIS may be released in August since people typically take vacations?

Tony's prediction for the release of the AA/DEIS is for August 31 and the Governor would need to extend the time for making a decision.

Do you see the Planning Board making a recommendation to Council on a preferred alternative? Yes,

If we overlay Tom's schedule with MTA's schedule, what happens?

How many days after the release of the DEIS is required for a public hearing? *The public hearing cannot happen any sooner than 45-days with a 15-day minimum public notice about the hearing.*

Could the hearing be less than 45-days? The hearing could be the third week of August.

What the current regulations for the public hearing? *The current regulations are a 15-day minimum notice for a public hearing and a 45-day circulation period.*

The DEIS would show high, medium, and low options as packaged options, but wouldn't necessarily show break outs of costs for each item. Is this correct? If so, there is no way of knowing which items could be used in other options (i.e. mix and match).

MTA will go before the Planning Board on March 27 to discuss the status of the Corridor Cities Transitway, MARC, and the Purple Line.

Will some decisions be made in Preliminary Engineering (PE)? What changes can be expected in PE? Will the locally preferred alternative (LPA) be chosen prior to PE?

Slide 15, *this is a rendering of Wayne Avenue from Cedar Lane looking towards Sligo Creek.*

Slide 17, needs another category.

Slide 23 Station Service Area – All Modes, New Carrollton is what type of service or contains what type of characteristics?

It would be a regional service since it has MARC and Metrorail.

This slide assumes that the facility is a radial facility versus a linear facility.

MTA has indicated the major purpose of the Purple Line with stations is to serve people up to a couple of miles versus long trips. Therefore, it would be a streetcar, correct?

Slide 24 Station Area Context, what role does each station play along the alignment?

The Purple Line has traits of a streetcar and a light rail, correct?

Yes.

Slide 25 Role of Transit and Land Use within the Regional Context, what do the x and y axis represent?

The x axis represents land use and the y axis represents the transit service area. The urban core is located at the lower left corner at zero and a Shady Grove station would be the upper portion of the graph.

For undeveloped areas, does transit drive land use? Was that topic discussed at the Smart Growth Conference by this speaker?

There is a way to have transit and community wants met.

Place making occurs in the Master Plan process and let officials know your thoughts in this process. In urban areas there is less degree of freedom for planning rural area stations contributes to plan? Stations are a large part of the community even on the urban fringe.

In Montgomery County, name one station that citizens got what they want?

This information is an abstract idea, but what about Montgomery County?

This idea works for spoke connections.

Slide 31, Elements of a Station Area Plan:

Ed Asher will build around stations and increase density especially at Takoma-Langley Crossroads.

This slide is trying to show that the Purple Line will have different station types such as walk up stations and each station will have different characteristics.

All recognize the high real estate area around stations.

Lytonsville and Long Branch would be a locally serving station area.

Urban/suburban rings for wedges are not considered within I-495. The point is that Lytonsville and Long Branch will not develop like other station areas and will have less development.

What are FTA rules for underground and above ground development?

Why can't developers build the Purple Line? Let Ed Asher build the Purple Line.

What is the purpose of the Purple Line per MTA? Is it economic development?

Are we suggesting economic development is a bad thing especially now? Transportation economic develop is good in certain locations? With the recession, this member believes that economic development is a good idea in this economy. (Gigi's alt)

For the Dale Drive station, the current zoning would have to be amended and changed?

There is a thing called over development such as more parking, etc. Bethesda is built to its potential. (Veda)

Neighborhoods can be addressed with community input and development. As long as citizens look to government to provide answers, government must provide a higher level of use, taxes, etc. to support community. Economic development is a fact of life in this County.

There are different types of stations. Every station can vary. Takoma-Langley Park representatives should be here to represent their area. Affordability will be an issue in Takoma-Langley Park. (Anne Martin)

Is there no way to build the Purple Line without economic development? (Harry)

Rezone at Council level.

Since light rail transit has embedded rails, developers know the light rail transit is permanent and will view the land as a good investment. (Pat)

In this part of the presentation, there is a concern about the conversations regarding Dale Drive because it contains low density with single family homes. The proposed station is located half a mile from the library station and half a mile from the Manchester station. If there were stations every half mile, there would be 33 stations along the Purple Line and would split neighborhoods.

Purple Line issues relate to transportation, but also have the potential to result in increased development. We should influence the land use for development especially for transit oriented development areas. (Tony)

The Silver Spring International school and the Takoma Middle school are schools where there is a split in students. There needs to be promises that stick. (Byrne)

MTA adopted rational way of station design per elements of a station area plan. Do you have examples of reinvestments along the Charlotte light rail system? (Anne)

Is the County doing station designs? No, the County is only doing area designs.

3. Station Types

Tom attended last month's New Partners for Smart Growth Conference that was held here in the DC area. Troy Russ, AICP, of Glatting Jackson Kercher Anglin, Inc. gave a presentation that focused on transit and land use integration. Part of the presentation focused on different station types – different with respect to service area and the role of the station. We will spend some time reviewing the presentation and discussing its applicability to the Purple Line stations. It is intended to provide us with some useful background going forward – in advance of the field trip to Philadelphia (see below) and further work related to the DEIS and Functional Master Plan. Troy's presentation was part of a conference session entitled "TOD Decision Making - One Size Does Not Fit All".

4. Philadelphia SEPTA Visit Discussion

We are planning a field trip to Philadelphia in April to see what light rail in an established neighborhood looks like. The staff has asked four MPAG members (Harry Sanders, Tony Hausner, Pat Baptiste, and Karen FitzGerald) to join the staff in making a preliminary visit this month to make sure the trip for the larger group would be of some benefit. We need to take a few minutes to discuss what you think would prove most beneficial from your standpoint.

5. Looking Ahead

April 2008

Operating Profiles
Potential Field Trip
Other Systems' Experience
Outreach

May 2008

Design Considerations
Potential Field Trip (if not in April)
Outreach – Rock Creek Hills Citizen Association
MTA Open Houses (Tentative)

6. Upcoming Meetings

As a reminder, the tentative upcoming meeting dates are:

April 15, 2008 (Meeting Date Only – Not Necessarily the Full Committee Field Trip Date)
Field Trip (tentatively late April/May)

May 20, 2008

June 3, 2008

June 17, 2008

July 8, 2008

July 22, 2008

Why not go to Baltimore to view the light rail system instead of Philadelphia?

MTA will not design the light rail like the one in Baltimore. The vehicles will be different and it is a single versus a double track.

Why did MTA choose the Philadelphia system?