



Area Advisory Committee Three Meeting #1 Summary
Tuesday, March 11, 2014, 6:30 p.m. to 8:00 p.m.
Comfort Inn Shady Grove
16216 Frederick Road, Gaithersburg, MD 20887

Attendees:

Members

Marcia Bond	Timothy McDonald
Gerald Calderone	Arlene Robinson
Kevin Johnson	Fred Samadani
Alan Kaplan	Gail Sherman
Marilyn Leist	Mel Willis
Martin Mankowski	

Apologies

Christopher Maravilla

Staff

Project Manager - Rick Kiegel	Chris Bell - Operations and Traffic Task Lead
Facilitator - Tracee Strum-Gilliam	Gary Erenrich - Montgomery County DOT
Segment Engineer - Allison Berkheimer	Crystal Saunders - Public Involvement Task Lead
Station Architect - Kyle Kramer	Daniel Seo - City of Rockville
Traffic Engineer - Kevin Permisohn	Jordan Vann - Logistics Staff
	Carl Williams - Logistics Staff

Meet and Greet/ Mapping Exercise:

Tracee Strum-Gilliam, AAC Three facilitator, introduced herself and welcomed the Area Advisory Committee (AAC) members to the meeting. She requested they place two dots on the AAC Three Corridor map - a green dot representing where they live, and an orange dot representing where they work. The map provided an aerial view of the West Gaither, East Gaither, and Shady Grove station areas. A majority of the orange dots indicated that members worked outside of the project area. There were some dots that were “off the map” indicating that the person either lived or worked outside the area shown on the map.

Welcome:

Rick Kiegel, the CCT Project Manager, welcomed everyone and thanked them for participating on this AAC. He explained how the AAC meeting would be run and discussed the role of the

facilitator and project team. He indicated that the goal is for the meetings to be very informal with interactions between the members and project team. To the greatest extent possible, presentations to the group would be done using paper copies so that members can take notes and place them in their binders for future reference. Rick then introduced the facilitator, Tracee Strum-Gilliam. She also thanked the members for attending and asked them to go around the table and introduce themselves by saying their name, how long they've lived or worked in the area, their interest in the project, and why they wanted to participate in the AAC process. Many of the members have lived in the area for over 10 years. Some mentioned their concerns about the alignment travelling along the median of King Farm Boulevard and the project's potential effect on the King Farm Shuttle and Shady Grove Metro bus loading areas.

Expectations:

Tracee asked members to fill out the MTA's Title VI form. MTA uses this form as a reporting mechanism to the Federal Transit Administration (FTA) to demonstrate the breadth of people that participate in the public planning process. Title VI of the Civil Rights Act of 1964 ensures that no person is excluded from participation in, or denied the benefits of transit services and programs on the basis of race, color, or national origin. The demographic information collected from the Title VI form will be provided to the MTA's Office of Fair Practice who will handle the information gathered in strict confidence. Completion of the form is voluntary and many members turned them in at the end of the meeting.

Tracee then walked the members through the AAC binders. The binders included 12 sections: AAC Advertisement, AAC Area Designated Corridor Map, Team Contact Information, AAC Handbook, Meeting #1 Agenda, AAC Kick-Off Event information, and empty tabs for future meeting agendas and handouts.

Tracee reviewed the handbook emphasizing: AAC Roles and Responsibilities, Ground Rules of a Successful Meeting, Weather Related Cancellations, What is Consensus?, How the AAC's communicate with the Community-At-Large, and the AAC meeting timeline. She requested that members review the handbook in detail and bring the binder to all events. The Team Contact Information sheet will be updated to include contact information for the members as agreed to at sign-in. Finally, Tracee stated that if anyone has questions, please contact her.

Project Update:

Rick discussed the current status of the project

- He noted that the project is moving very quickly and that there may be a need for an extra AAC meeting or two this year. The meeting is to solicit comments based on items that come up during the design of the transitway. This will ensure that the committee is current with the design elements as the project moves forward and that input can be obtained prior to MTA's final decisions on a specific matter.
- Rick emphasized the project is funded for preliminary engineering, final design and most right-of-way acquisition. No money is allocated for construction in the six year

Consolidated Transportation Program (CTP) but, funding is expected to be available when needed. The team is preparing to have 15% preliminary design completed by summer 2014, and 30% preliminary design completed by fall 2015. Final design and right-of-way-acquisition would occur in 2016 and 2017 with construction proposed to begin spring 2018. The phasing or the order in which the pieces of the project will be constructed has not yet been determined.

- The project's alignment has been established and there will be no opportunity for the AAC to modify it. However there are two special studies currently ongoing – Mission Hills and Value Engineering. These will be completed prior to the next AAC meeting and Rick wanted the AAC to be aware of them.
 1. Realignment around the Mission Hills Community. This was proposed by the community to avoid “taking” a house and altering the main entrance into the development off of Muddy Branch Road. The study is examining options to move the alignment to the median of Muddy Branch Road or along one of the several alignments that take the CCT around the east and north side of the community. No decision on the realignment has been made.
 2. Value Engineering is being performed on the existing alignment to determine if the CCT design can be changed to lower the project costs and allow a faster construction timeframe. Segments being evaluated include Quince Orchard Road/Firstfield Drive, Great Seneca Highway, Muddy Branch Road and Key West Avenue.
- Finally, Rick mentioned that he will not attend most of the meetings but that Tracee is your point of contact. All questions should be directed to her. The technical staff will also be at all of the meetings to encourage direct communication with the technical experts.

Topics for Future Discussion:

Tracee asked the members to list their top three concerns they have regarding the project. **The bolded items were mentioned by multiple members.**

- **Coordination with WMATA regarding schedules and capacity loads at the Shady Grove Metro station**
- **Location of the station on King Farm Boulevard**
- **Road closures in the King Farm community**
- **The Shady Grove Metro station is at capacity so how will it accommodate new CCT riders? Very concerned with overall safety and integration with stations**
- **Noise, and the results of the Noise Study**
- Accessibility to accommodate wheelchairs and ambulatory patrons
- **Aesthetics**
- **Transitway was initially designed with minimal impacts to the community**
- Amenities and spacing
- Public safety along the north and south sides of King Farm Boulevard

- **Revisit the original master plan for King Farm – the community was designed to be walkable**
- Vibration
- Parking (Will there be any parking structures built?)
- Promote the Irvington Center and Village Center
- **Access to Shady Grove Metro station**
- Water quality specifically run off and drainage along King Farm Boulevard
- Travel time and its increase with new stations (i.e. USG and Traville Gateway Drive)
- Costs for planning, design, construction, and operation of the CCT
- **Maintenance of the transitway including mowing/snow removal responsibility**
- How will illegal parking be handled?
- Exceptional service is required
- **What influence will the CCT have on the King Farm shuttle?**
- **Preserve the green space along King Farm Boulevard**
- **Utilizing current King Farm Boulevard rather than the median**
- With the proposed street closures, how will residents be able to get across MD 355?
- How will the phasing for construction work?
- What is the vision for the Town Center? The Village Manager’s (Regency) vision is needed for the area so that all ideas can be vetted and incorporated as appropriate
- Shady Grove should function as a multi-modal center/station encouraging both the shuttle and CCT to work together
- The highways and roadways are gridlocked with traffic and when accidents occur, the corridor is congested beyond belief.

Questions:

Question: There is a disconnect between transit agencies which is disturbing. For instance, at the Shady Grove Metro station, the WMATA station attendant was unsure where the MTA bus that travels on the ICC to BWI airport was located. If he doesn’t know where the bus is, how helpful will he be towards the CCT? Where is WMATA – they should be here to hear our concerns.

Rick: WMATA was invited to attend this meeting. Coordination with WMATA and other agencies is on-going.

Question: The existing Shady Grove Metro station is overcrowded and service disruptions are frequent. How will the CCT entrance construction be handled with the existing station concerns? We need more detailed information about the connection at Shady Grove other than “things will be improved.”

Rick: As the details of the connectivity are developed, this group will be able to contribute to that conversation.

Gary: There is money to upgrade the Shady Grove facility to allow for space and shelters for additional buses.

Chris: In terms of addressing the overcrowding concerns, Chris referenced the project’s traffic model, and mentioned how it was developed and coordinated with MWCOG for future needs.

An accurate estimate of transit demand and post processing of regional forecasts is a requirement of FTA.

Question: Can we encourage WMATA to get on board to make improvements that can be coordinated with the CCT?

Gary: WMATA was invited to attend this meeting but didn't. We are coordinating efforts so that various elements including the schedules are coordinated. This is a plan we are currently working on.

Next Steps:

Several members offered the use of either Ingleside or the King Farm Club House for future meetings. It was noted that meetings must be scheduled months in advance to secure either facility. After a vote, the AAC prefers the 6:30 p.m. to 8:00 p.m. meeting time.

Saturday, April 5th is the AAC Kick-off event. It offers a chance to meet members of other AACs and to hear about how transit and BRT are bringing benefits to communities across the country.

The next meeting is proposed for the month of June and Tracee will work with the members to tentatively set dates for the next several meetings. The third AAC meeting is targeted for the August or September timeframe. AAC members should let Tracee know if they know of any conflicts they may have.