

Purple Line FEIS - RECORD #401 DETAIL

First Name : Diarmaid
Last Name : McGleenan
Email Address : dmcgleenan@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Diarmaid McGleenan
7908 Chelton Rd
Bethesda, MD 20814

Purple Line FEIS - RECORD #402 DETAIL

First Name : Philip
Last Name : Amoruso
Email Address : phildamor@comcast.net
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Philip Amoruso
7521 Ardon Rd
Cabin John, MD 20818

Purple Line FEIS - RECORD #403 DETAIL

First Name : John D.
Last Name : Crissey III
Email Address : jcrissey@niaid.nih.gov
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

John D Crissey III
8208 Lilly Stone Drive
Bethesda, MD 20817

Purple Line FEIS - RECORD #404 DETAIL

First Name : Paris
Last Name : Wilson
Email Address : parryshana@hotmail.com
Submission Content/Notes : Dear MTA:

A.1

As a daily bike commuter, who lives in Silver Spring and works downtown, I rely on the Crescent Trail daily and completing the Crescent Trail would ease my commute and facilitate others joining me in decreasing pollution and congestion on our roads during rush hour.

C.3

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Paris Wilson
11716 Lytle St.
Silver Spring, MD 20902

Purple Line FEIS - RECORD #405 DETAIL

First Name : Thomas
Last Name : Whitling
Email Address : tjamwhit1@aol.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Thomas Whitling
9311 Player Drive
Laurel, MD 20708

Purple Line FEIS - RECORD #406 DETAIL

First Name : Dana
Last Name : Wise
Email Address : danajwise@yahoo.com

Submission Content/Notes : I am a daily bike commuter from downtown Silver Spring, and I frequently use the Capital Crescent Trail.

A.1

I support the Purple Line project and I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

I urge you to complete the Capital Crescent as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring.

The FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region.

Thank you.

Dana Wise
314 Dale Dr
Silver Spring, MD 20910

Purple Line FEIS - RECORD #407 DETAIL

First Name : Calman
Last Name : Prussin
Email Address : calmanp@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Calman Prussin, M.D.
11608 Danville Drive
Rockville, MD
20852

Calman Prussin
11608 Danville Drive
Rockville, MD 20852

Purple Line FEIS - RECORD #408 DETAIL

First Name : rudy
Last Name : hewitt
Email Address : rudie84@comcast.net
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

rudy hewitt
3503 edwin stree.
wheaton, MD 20902

Purple Line FEIS - RECORD #409 DETAIL

First Name : alex
Last Name : burgess
Email Address : xander593@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

alex burgess
8200 wisconsin ave
bethesda, MD 20814

Purple Line FEIS - RECORD #411 DETAIL

First Name : Denise
Last Name : Rivoal
Email Address : denise_rivoal@fanniema.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Denise Rivoal
9516 Biltmore Drive
4250 Connecticut Avenue, NW
Silver Spring, MD 20901

Purple Line FEIS - RECORD #412 DETAIL

First Name : Dan
Last Name : Somma
Email Address : dannysoms@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you, Dan Somma, Silver Spring, MD 20902

Dan Somma
2617 Parker Ave
Silver Spring, MD 20902

Purple Line FEIS - RECORD #413 DETAIL

First Name : Scott
Last Name : Camillo
Email Address : sccamillo@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Scott Camillo
2246 Washington Ave # 203
Silver Spring, MD 20910

Purple Line FEIS - RECORD #414 DETAIL

First Name : David
Last Name : Scott
Email Address : scott43@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

David Scott
5902 Bradley Blvd
Bethesda, MD 20814

Purple Line FEIS - RECORD #415 DETAIL

First Name : alex
Last Name : burgess
Email Address : xander593@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

alex burgess
8200 wisconsin ave
bethesda, MD 20814

Purple Line FEIS - RECORD #416 DETAIL

First Name : Pam
Last Name : Blumenthal
Email Address : pdblumenthal@verizon.net
Submission Content/Notes : Dear MTA:

A.1

I do not support the Purple Line project. However, I do support the completion of the Capital Crescent Trail between Bethesda and Silver Spring.

C.1

C.2

C.3

The CCT must be completed as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

I do not believe the Purple Line as currently placed will be useful as an alternative to the use of single occupancy vehicles for east-west transportation in the region. My few neighbors who support the Purple Line tell me they wouldn't use it - but hope others will. The proposed pricing scheme makes it too expensive for people who would most want to use it. Furthermore, any transportation line feeding E/W into the Bethesda area should be along Jones Bridge Road, near NIH and the Medical Center where a huge influx of traffic has made driving in the area impossible at times. It should not be located at the current Bethesda metro stop.

Despite my opposition to the Purple Line, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Pam Blumenthal
7920 Lynbrook Drive
Bethesda, MD 20814

Purple Line FEIS - RECORD #417 DETAIL

First Name : Emily
Last Name : Ades
Email Address : emily.ades@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless of the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Emily Ades
1107 Falls Hill Dr
Baltimore, MD 21211

Purple Line FEIS - RECORD #418 DETAIL

First Name : David
Last Name : Fouse
Email Address : david.fouse@apha.org
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

David Fouse
9419 Wire Ave
Silver Spring, MD 20901

Purple Line FEIS - RECORD #419 DETAIL

First Name : Adam
Last Name : Rice
Email Address : arice@si.edu
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Adam Rice
3913 Baltimore St.
Kensington, MD 20895

Purple Line FEIS - RECORD #420 DETAIL

First Name : James
Last Name : Franks
Email Address : james.franks@med.navy.mil
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

James Franks
1612 Tanyard Hill Road
Gaithersburg, MD 20879

Purple Line FEIS - RECORD #421 DETAIL

First Name : chris
Last Name : madison
Email Address : chrismadison51@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical to another constituency and interest: the non-automobile constituency.

Thank you.

chris madison
7057 Carroll Avenue
Takoma Park, MD 20912

Purple Line FEIS - RECORD #422 DETAIL

First Name : Stephanie
Last Name : Littles
Email Address : slittles@gwu.edu
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Stephanie Littles
3336 27th Ave
Temple Hills, MD 20748

Purple Line FEIS - RECORD #423 DETAIL

First Name : Dan
Last Name : Owen
Email Address : downen@worldbank.org
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Dan Owen
5613 NAMAKAGAN ROAD
Bethesda, MD 20816

Purple Line FEIS - RECORD #424 DETAIL

First Name : Lisa
Last Name : Smith
Email Address : lsmith1961@hotmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Lisa Smith
176 Glyndon Trace
Reisterstown, MD 21136

Purple Line FEIS - RECORD #425 DETAIL

First Name : Patrick
Last Name : Cleary
Email Address : pscleary@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Patrick Cleary
5503 Northfield Rd
Bethesda, MD 20817

Purple Line FEIS - RECORD #426 DETAIL

First Name : Jenny
Last Name : Ruark
Email Address : jenniferruark@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Jenny Ruark
7109 Central Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #427 DETAIL

First Name : Phyllis
Last Name : Ryder
Email Address : phyllisryder@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Phyllis Ryder
1211 Elson Place
Takoma Park, MD 20912

Purple Line FEIS - RECORD #428 DETAIL

First Name : Riley
Last Name : Casey
Email Address : ercasey@espsound.com
Submission Content/Notes : Dear MTA:

A.1

I write as _a business owner located within 100 yards of the Capital Crescent Trail_ to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Riley Casey
2311 Kansas Ave
Silver Spring, MD 20910

Purple Line FEIS - RECORD #429 DETAIL

First Name : Véronique
Last Name : Marier
Email Address : Veromarier@hotmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Véronique Marier
8404 bradmoor drive
Behesda, MD 20817

Purple Line FEIS - RECORD #430 DETAIL

First Name : Daniel
Last Name : Rothberg
Email Address : danrothberg1@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Daniel Rothberg
7222 Minter Place
Takoma Park, MD 20912

Purple Line FEIS - RECORD #431 DETAIL

First Name : Jill
Last Name : Clements
Email Address : jrclements1@verizon.net
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Jill Clements
6914 Oakridge Rd
University Park, MD 20782

Purple Line FEIS - RECORD #432 DETAIL

First Name : Allison
Last Name : Wittrock
Email Address : adwittrock@gmail.com
Submission Content/Notes : Dear MTA:

A.1
C.3

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Allison Wittrock
8313 Garland Ave #1
Takoma Park, MD 20912

Purple Line FEIS - RECORD #433 DETAIL

First Name : Ben
Last Name : Sander
Email Address : mightytennistwig@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Ben Sander
4411 39th St
Brentwood, MD 20722

Purple Line FEIS - RECORD #434 DETAIL

First Name : Rae
Last Name : Amsellem
Email Address : oljag@aol.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Rae Amsellem
P.O. Box 59065
apt.1128
Potomac, MD 20859

Purple Line FEIS - RECORD #435 DETAIL

First Name : John
Last Name : Wannan
Email Address : john@wannan.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

John Wannan
2425 L Street NW
#203
Washington, DC 20037

Purple Line FEIS - RECORD #436 DETAIL

First Name : Heidi
Last Name : Nielsen
Email Address : h_gruner@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Heidi Nielsen
9320 W. Parkhill Drive
Bethesda, MD 20814

Purple Line FEIS - RECORD #437 DETAIL

First Name : Katie
Last Name : Lupo
Email Address : Lupokj@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Katie Lupo
6919 Strathmore Street
Bethesda, MD 20815

Purple Line FEIS - RECORD #438 DETAIL

First Name : Mark
Last Name : Wannen
Email Address : mark@wannen.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Mark Wannan
907 Brick Manor Cir
1666 K street, nw
Silver Spring, MD 20905

Purple Line FEIS - RECORD #439 DETAIL

First Name : Matt
Last Name : Forsbacka
Email Address : mattforsbacka@mac.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

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While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Matt Forsbacka
9315 Wire Ave
Silver Spring, MD 20901

Purple Line FEIS - RECORD #440 DETAIL

First Name : Eric
Last Name : Bubar
Email Address : ebubar@marymount.edu
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Eric Bubar
8415 Flower Avenue # 1
Takoma Park, MD 20912

Purple Line FEIS - RECORD #441 DETAIL

First Name : Chris
Last Name : Campbell
Email Address : ccampb4@mac.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

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While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Chris Campbell
7305 Holly Avenue
Takoma Park, MD 20912

Purple Line FEIS - RECORD #442 DETAIL

First Name : Laszlo
Last Name : Windhoffer
Email Address : laszlowindhoffer@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Laszlo Windhoffer
11004 Wickshire way
north bethesda, MD 20852

Purple Line FEIS - RECORD #443 DETAIL

First Name : Victoria
Last Name : Seng
Email Address : vmseng@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you,
Victoria Seng

Victoria Seng
5480 Wisconsin Ave Apt 402
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #445 DETAIL

First Name : Aileen
Last Name : Kroll
Email Address : aileenterry01@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Aileen Kroll
410 Ridge Road, #9
Greenbelt, MD 20770

Purple Line FEIS - RECORD #448 DETAIL

First Name : Adam
Last Name : Wenner
Email Address : wenner.adam9@gmail.com

C.3

Submission Content/Notes : The FEIS is legally deficient in several ways. First, as a legal matter, an EIS is required to consider all of the effects of the proposed actions that would not occur "but for" the action occurring. This means, with respect to the Purple Line, that where development permits for the massive construction at the Chevy Chase Lake area are expressly conditioned on the Purple line being developed, that all of the impact of that monstrous commercial development must be considered in the EIS. This is not only the law but common sense -- if the State of Maryland is going to take an action that is going to produce specific results that would not occur otherwise, then the public policy consideration is "should we do this or not, since these are the effects that the action will create."

Next, the FEIS fails to consider the absolutely unique qualities of the Crescent Trail east of Wisconsin Avenue. I am a native Washingtonian, raised in Chevy Chase, attended Bethesda-Chevy Chase High School, and grew up with the trail when it was a railroad and now a trail. There is nowhere in the area where walkers, hikers, joggers and bikers can obtain the peacefulness and quiet, in nature, that is provided by this portion of the Crescent Trail. The trees form a canopy so even on the hottest summer days it is a garden of green. Unlike Rock Creek, which has a road through it, you can actually escape from the internal combustion engine and its exhaust on this magical path. I use it about every other day -- walking or biking. And each day I cringe at the thought of its loss.

So as a matter of public policy the Purple Line must be re-routed -- take a lane on Jones Bridge Road and hook into Medical Center stop. Second, as a legal matter the FEIS is deficient and will not stand up on appeal. Third, I happen to work in finance, and specifically in public / private partnerships -- and let me assure you that no one will fund a project with an invalid FEIS. And we will make sure that potential investors understand the risks of failure that they or anyone else who invests in the project will take on.

Adam Wenner
7707 Wisconsin Ave. No. 708
Bethesda MD 20814

202-236-6424

Purple Line FEIS - RECORD #449 DETAIL

First Name : Shane
Last Name : Farthing
Email Address : shane.farthing@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring. This should be done regardless the details of the alignment and the ownership of the necessary right-of-way, and the FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Shane Farthing
146 U Street, NE
Washington, DC 20002

Purple Line FEIS - RECORD #450 DETAIL

First Name : Pryor
Last Name : Brenner
Email Address : s3pbrenner@hotmail.com

Submission Content/Notes : To whom it may concern:

C.3

E.2

E.9

E.11

The reason for contacting you is to convey my feelings about the proposed plans to convert the trail into a purple line railway.

Living in an industrialized nation we are exposed to much noise which is often insidious. I am sure most of us have gotten in the car in the morning and wondered who turned up the radio overnight. The answer is that "no one did". After a long day of under appreciated noise exposure, we turn the radio to a comfortable listening level on our commute home. The next morning, after our ears have had a quiet night to recover, the radio will seem much louder. Noise is a constant pollutant in our society.

We live in a society of noise. It has been proposed by some scientist that progressive hearing loss with age is attributable to the industrialized nation of noise we live in and not related to old age. Studies of primitive societies with no industrial noise exposures do not have hearing loss in their elderly. Noise is all around us and at times inescapable, especially for the more urban dwelling populations. The city parks and trails represent an oasis free from the pollutant of industrial noise and provide so much health benefit to the surrounding population.

The parks and trails in our city represent such a vital asset. The Capital Crescent Trail plays such an important role in my life and the life of my family. I will try to share some of the wonderful experiences I have had on the trail and will also stress that a rail line in place of the trail would be a complete and utter travesty.

When I first discovered the trail in the back of our neighborhood, I had no idea what a treasure I had stumbled across. After exploring the trail on a couple of excursions, I planned a few family bike trips on the trail. These family bike trips turned into a weekend tradition and the entire family (5 kids) would head out every Sunday morning on a bike trip. As long as the weather does not get too cold, we continue these bike trips. The trail also serves as an important route when going to summer swim practices. I would often ride with my older children to drop them off at the Bethesda pool. We have had many dusk trips back to the house after swim practice, and often we would see wildlife on or around the trail (deer, raccoons, turtles, skunk). I try to go on long runs on the weekends and will take my younger children in a jogger. They have learned to navigate trail based on which bridges or tunnels we are going over or through as well as which playgrounds we will be stopping by. In addition to the many family outings on the trail, I have also used it as a nature trail with my kids as well. Even my 3 year old can pick out bamboo where it grow along the trail. I taught my older children how to identify poison ivy which grows in some areas just off the trail. When we do get some snow, we have walked as a family in the snow on the trail and find it so serene and peaceful.

When thinking about the idea of a railway in place of the Crescent Trail, I realize that all of the above memories and countless more memories would have never happened. Clearing all of the trees and placing a noisy and busy railway next to a pedestrian/bike path is not the same. It would be the equivalent of running an interstate through Central Park in New York. There would still be a park there, but the serenity of the park would be completely shattered.

I am sympathetic when it comes to addressing the constant problems of congestion, traffic, and public transportation. However, I am strongly against sacrificing our parks as part of a solution to the above problems. Thank you for providing this venue to voice concerns over the proposed purple line. I would be happy to discuss further with any concerned parties.

Sincerely,
Pryor Brenner

Purple Line FEIS - RECORD #451 DETAIL

First Name : Leonard

Last Name : Dack

Email Address : Ljdack@aol.com

Submission Content/Notes : For the record, I have been a resident of Montgomery County for over 30 years. I am strongly opposed to the Purple Line due to the negative impact on the quality of life in this area, it's detrimental effect on the environment and the huge and ridiculous cost.

A.2

C.3

My friends and I are frequent users of the Crescent Trail and do not want to see it ruined in any way. We also believe that downtown Bethesda, which is already getting too crowded, will lose its special charm.

I can assure you that most of my friends and the families I know oppose the Purple Line.

K.2

Please do the right thing and stop this wasteful and unnecessary use of resources.

Leonard Dack

Sent from my iPad

Purple Line FEIS - RECORD #452 DETAIL

First Name : Leonard

Last Name : Dack

Email Address : Ljdack@aol.com

Submission Content/Notes : For the record, I have been a resident of Montgomery County for 30 years. I am strongly opposed to the Purple Line due to the impact on the environment and the Crescent Trail. My friends and I are frequent users of the trail and don't want to see it
Sent from my iPad

A.2

C.3

Purple Line FEIS - RECORD #453 DETAIL

First Name : David
Last Name : Sherman
Business/Agency/Association Name : Hamlet Place Cooperative
Email Address : djshermansk@hotmail.com

Submission Content/Notes : Purple Line FEIS Comments

Maryland Transportation Administration

Transit Development and Delivery

100 S. Charles Street

Tower Two, Suite 700

Baltimore, MD 21201

To Whom It May Concern:

Please accept the attached comments on the FEIS from the Hamlet Place Cooperative in accordance with your website on this subject. Hamlet Place Owners, Inc ('Hamlet Place') is a community of 75 townhomes located in Chevy Chase, whose future existence is intrinsically linked to successful mitigation of our issues with your Purple Line project. We have participated in local meetings on this project in the past, but they have been of a regional nature and generally involved it's future and the relationship to the Chevy Chase Sector Plan. This FEIS is the first opportunity we have to readily see the full impact of the project on our community and comment on it.

After reviewing the FEIS we believe we are as impacted – if not more so- from a lifestyle and economic standpoint than any other community in its path. Hamlet Place is comprised of real taxpaying citizens of Maryland whom this FEIS is legally obligated to protect. Hamlet Place Cooperative ('Hamlet Place') has virtually all of its 75 townhomes within 500' of the Proposed ROW, and , 50 within 300 feet. We have 30 townhomes within a distance of as little as 20 feet to 150 feet of the ROW. Yet, given this situation, our review of the FEIS finds- incredibly- that there is no mention of the Hamlet Place Cooperative in the entire document. We therefore reviewed the FEIS and commented on its general information and data relative to it's perceived impact on us. Further, we addressed potential mitigations for these impacts as we saw fit.

We have addressed all Sections of the FEIS in this manner, and especially point out the 'Commitments' Paragraph (4.20) and it's statement' to coordinate and consult with affected communities' as our opportunity to mitigate our impacts from this point forward. Our goal is to have a situation where we do not know the Purple Line exists either during construction or operation.

Sincerely,

David Sherman, President
Hamlet Place Owners, Inc.
3583 Hamlet Place
Chevy Chase, MD 20815
301 652-8630
djshermansk@hotmail.com

Purple Line FEIS Comments

Hamlet Place Owners, Inc., 3573 Hamlet Place, Chevy Chase, MD
20815

October 15, 2013

E.2

1.. Section 4.0, 'Environmental Resources , Impacts and Mitigation', Para 4.1 "Overview" states that for some impacts the study area extends a specified distance from the centerline (eg: 500'). Hamlet Place Cooperative ('Hamlet Place') has virtually all of its 75 townhomes within 500 'of the ROW, 50 within 300' and 30 extending from within as little as 20' to 150' of the ROW. Why is Hamlet Place Coop not a 'Study Area' given the impacts which are virtually assured and many other areas farther away – and not impacting actual homeowners - are included? How can Hamlet Place become a 'Study Area'?

E.7

2.. Para 4-9 Visual Impacts states the MTA will 'continue to consult with affected communities regarding aesthetic treatments of transitway elements'. Hamlet Place Coop has never been approached. How can this be remedied?

E.5

3.. Table 4-3 How does the 'Purple Line Functional Plan' address specific issues along the route ?

4.. Fig 4-2 Defines 16 neighborhoods as 'Study Areas'. Why is Hamlet Place Coop not included?

5.. Figure 4-3 Why is the open space east of Hamlet Place Coop not addressed ?

6.. Para 4.9 Visual Resources Why is Hamlet Place not designated as having 'High Visual effect' given the definition of extensive change due to the distance from the centerline?

E.7

7.. VAU 1 description and Table 4-22 address visual impacts and state that much of the existing vegetation and tree canopy would be removed, and the existing embankment lowered. A 4' high retaining wall as indicated is not considered adequate mitigation along the 540' common border of Hamlet Place and the ROW including adjacent properties given the distance of the townhomes from the ROW. A minimum 15' high wall and additional tree and vegetation plantings along the common border are required to mitigate the visual impact. Given the height of the trains and the nighttime operation, train riders can easily see into Hamlet Place living room and bedroom windows. Describe the effect the visual impact of a 10' or 15' wall on the overhead wiring of the trains or the impact of Purple Line lighting on Hamlet Place. What is the track grade above Hamlet Place ROW?

J.3

8.. Figure 4-18 depicting the completed Capital Crescent Trail grossly distorts the distance impacts experienced by Hamlet Place.

9.. Page 4-90 addresses collaboration with the Town of Chevy Chase on visual, noise and other effects. Hamlet Place Cooperative requests

J.1

equal collaboration given it is more impacted than the Town of Chevy Chase. Identify a method for the MTA to coordinate with Hamlet Place on impacts and mitigations.

K.5

10.. Para 4.10 Air Quality 4.10.1 How is Hamlet Place adequately addressed regarding the NAAQS in the Purple Line Design and construction given its distance from the ROW?

E.8

11.. Para 4.11 How is Hamlet Place adequately addressed regarding noise abatement in the Purple Line Design and construction given its distance from the ROW? It is well within the 700' corridor stated as the 'analysis study area'.

E.9

12.. Hamlet Place is shown at approximately Noise and Vibration Monitoring Station M-12 and S-6 on Figure 4-27. Para 4.11.3 and Table 4-29 state that based on analysis the 4"Noise Wall' will provide adequate mitigation. Provide the MTA analysis which shows this is acceptable when applied to Hamlet Place which is 20' from the ROW.

13.. Describe how Hamlet Place will be impacted by train horns and other noise during operations when trains approach the Connecticut Avenue Station.

G.2

14.. Describe the 'short term construction impacts' on Hamlet Place regarding noise which the EIS states in Section 4.12 will be 'limited'. Address specific mitigations for Hamlet Place involving the hours of construction operations, the duration of the construction schedule at Hamlet Place, and db levels during construction. Address any nighttime construction plans since the EIS states that daylight construction activities will be conducted 'whenever possible'.

E.12

15.. Para 4.14 Water Resources

Figure 4-28 Wetlands, waterways, and Flood Plains. This Figure shows the area around Hamlet Place impacted by WUS gb-3, gb-4 and Coquelin Run. What is in the design to direct surface water from the Purple Line during construction and operations away from Hamlet Place. What mitigations are planned along the Hamlet Place border and our adjacent townhouse groups? What are the plans to enhance the channel of Coquelin Run to accommodate this increased runoff? Describe the existing conditions and future impacts of the Purple Line on WUS gb-3 and gb-4, and any planned mitigations for this. Describe the impact of the lowered existing surface buffer along Hamlet Place on groundwater control, and proposed mitigations.

E.13

16.. Hazardous Materials

Regarding Table 4-38 Potential for Concern, Ranking Criteria, and number of sites within Study Area', since it is unclear from Figure 4-29, where does Hamlet Place fall within the 573 sites listed showing areas of medium/high potential? Provide details of the analysis of this? If it was not studied for hamlet Place- why not? What is the mitigation proposed for Hamlet Place for hazardous material from the Purple Line?

17.. Para 4.17 Utilities

Describe all utilities in the area around Hamlet Place which would be impacted by Purple Line construction and operations and mitigations planned.

E.7

18.. Visual effects, page 4-162. Describe the visual impact on Hamlet Place of any of the 10 VAU's investigated. Why is Hamlet Place not one of the three listed with High Visual impact give its proximity to the ROW (20 feet) ?

E.10

19.. Table 4-53 identifies 4 single family residences and one apartment building which would experience vibration effects. Why is Hamlet Place (20 feet off the ROW) not on this list? what mitigations are being implemented which keep it off the list?

J.1

20.. Paragraph 4-20 Commitments How is Hamlet Place addressed within these general commitments? . Specific examples are; Visual para 4.9: Page 4-169 states' MTA will continue to coordinate and

consult with affected communities regarding aesthetic treatments of the transitway effects'. How is Hamlet Place to be specifically included in this effort?

G

Air Quality para 4.10 states 'MTA will require construction contractor to implement dust control measures'. How is Hamlet Place to be specifically included in this?

E.9

Noise Para 4.11 states 'Between Bethesda and Rock Creek Stream Valle Park a minimum 4' noise retaining wall will be constructed adjacent to residential areas'. Justify that Hamlet Place should not have a 15 foot high wall (in lieu of the 4 foot minimum) along it's ROW with the Purple Line and extending a significant distance in either direction of it's ROW.as a mitigation.

E.10

Vibration para 4.12 states 'MTA will perform site-specific (emphasis added) assessment of those areas in the FEIS as having potential vibratiokn impacts. MTA will develop appropriate mitigation strategies. MTA will Identify appropriate measures during construction.' What mitigations are planned specifically for Hamlet Place in regards to these statements?

E.12

Water Resources para 4.14 states 'MTA will mitigate project impacts to WUS including wetlands'. What mitigations are planned for these areas near Hamlet Place as identified in other sections of the FEIS?

E.13

Hazardous Materials para 4.16 What potential hazardous materials are possible for the area around Hamlet Place, and what are plans to mitigate these?

G

21.. Overview of Construction Activities Chapter 5.0
Where can the 'Purple Line Construction Activities Technical Report' be accessed by Hamlet Place ?

Section 5.1 When will Hamlet Place have access to a construction schedule of any level of detail showing activities in it's area in order that we can evaluate the continuing impact on our community over the 4 ½ years of construction? Table 5-1 is not adequate for this.

Section 5.1 indicates that construction could take place 6 days per week and up to 15 hours per day for above ground work. This is unacceptable to Hamlet Place given our proximity to the ROW and could include lighting work areas.. Advise of when this is planned, and nitigations proposed including the impacts of daylight work during weekdays only.

Describe the plans to use the Capital Crescent Trail as a haul route in the Hamlet Place area either to the east or to the west.

Table 5-2 Elements of Construction Areas 1 thru 9 shows that Hamlet Place is in

Construction Area 1 and it appears that our 540 feet of border would be

approximately 5% of the total 2 miles of planned transitway and 10% of the

transitway east of Connecticut Avenue. Section 5.2.1 describes only general

construction techniques planned for this area. Provide more detail including piles,

cut and refill with structural soil, grading, tree removal, concrete work, drainage,

lighting, noise control, etc. in order that we can evaluate impacts and mitigations on

our community. When will this level of detail be available if not now ? Figure 5.1

J.3

distorts the location of Hamlet Place relative to the Purple Line ROW.

Describe the new culvert at Coquelin Run.

G

How will Hamlet Place be impacted by construction of minimum 4 foot wall and

higher ones ?

How will the grading of the Purple Line in the Hamlet Place area be impacted by the

Connecticut Avenue overpass (eg where will the track begin to elevate for this

overpass)?

D.2

5.3 Transportation Management Plan. How will Chevy Chase Lake Drive be

impacted by Purple Line Construction ?

E.1

5.4 Environmental Compliance Plan: When will this Plan and it's updates be

available to Hamlet Place to evaluate impacts and mitigations to our community ?

Purple Line FEIS - RECORD #454 DETAIL

First Name : cheryl
Last Name : coughlin
Email Address : cswcoughlin@hotmail.com

Submission Content/Notes : I just wanted to comment on the destruction of the Crescent trail that is under consideration for reconstruction due to the metro line construction.

C.3

As an avid bicyclist, it has been a well used trail for long distance conditioning in preparation for a century or metric ride.

E.9

E.11

The shading of the trail as well as the formation of the terrain make this a desirable path for cyclists. It is critical to have a low noise level as the warnings of other cyclists passing can be heard.

I hope that these factors will be taken into consideration when the final plans of the metro line are in place.

Thank you for your time and attention to this matter.

Cheryl H. Coughlin,OTD,OTR/L

Sent from Windows Mail

Purple Line FEIS - RECORD #455 DETAIL

First Name : Allen
Last Name : Brinker
Email Address : alsobrinker@gmail.com

Submission Content/Notes : I am writing to oppose destruction of the Georgetown Branch section of the Capital Crescent trail that runs (east to west) from Jones Mill Road, through the Columbia Country Club, and into Bethesda by construction of Purple Line as currently proposed. Instead, I support re-directing the Purple line to run directly under Jones Bridge Road from the Lyttonsville area with termination into either Medical Center Metro or Bethesda via Woodmont avenue

C.2

The Georgetown Branch section of the Capital Crescent trail is a remarkable resource for our community and should be preserved. It would be impossible for it to remain an oasis of peace in an urban setting with a train track and trains running along it. It is an unspoiled gift to us and one we should pass onto our children. A train track placed on top of it would be a huge loss – compounded by the fact that there is an alternative and better route. I offer the following alternative route.

C.3

As the Purple line turns to the west out of Lyttonsville, it should go underground and follow Jones Bridge Road at/near Jones Mill Road. It is probable that the Purple Line would need to use the Georgetown Branch trail and trestle bridge to span the valley created by Rock Creek. I could live with this limited disruption of the trail as long as the train line went underground in the park to the southeast of Susanna Lane and followed beneath Jones Bridge Road westward thereafter. As the train line approaches Wisconsin / Rockville Pike, there are 2 potential points of terminus, either hard-linked into Metro stations or just near them. Both would be under ground. The cheaper option would be a short northern spur to meet with the Medical Center station on the west side of 355. The second option would be to direct the train line south under Woodmont Ave to a point near Bethesda Metro.

C.2

Allen Brinker
12018 Whippoorwill Ln
Rockville, MD 20852

Purple Line FEIS - RECORD #456 DETAIL

Last Name : Gmail
Email Address : szczmail@gmail.com
Submission Content/Notes : Hello,

C.2 **D.5** **E.9**

The Capital Crescent Trail is an unusual resource for the entire community that should be protected from this development. The disruption, noise and safety issues from this development are serious deficiencies that pale in comparison to the loss of a gentle, graceful strip of green in an otherwise cluttered urban world.

John Szczygiel

Purple Line FEIS - RECORD #457 DETAIL

First Name : Ken
Last Name : Pavelle
Email Address : kpavelle@hotmail.com

Submission Content/Notes : I use the capital crescent trail often for running. I am unhappy with the adverse impact to the local ecology. Furthermore, I do not feel the plan adequately balance WMATA and public use. For example, the noise from the trains may be dangerously loud, and will almost certainly be loud enough to hamper other warning sounds such as the bell on a passing bicycle. This is a high use area and I urge that you re-examine the public needs for this space to ensure they will not be impinged.
Best regards, Ken Pavelle Gaithersburg, MD

C.3

D.5

E.9

E-11

Purple Line FEIS - RECORD #458 DETAIL

First Name : Elizabeth
Last Name : Mumford
Email Address : eam222@verizon.net

Submission Content/Notes : I believe that the trees deserve more than we give them. As someone who enjoys the trail and has grown up spending time on it, I think this would be rude and unfair to the people who enjoy and use the trail every day. Trees contribute to the ecosystem, and in the world we live in, which

C.3 spout new carbon- dioxide spitting cities all the time, trees are incredibly important. There are a great number of humans who would benefit from the

C.1 purple line. But what about the rapid bus transit system? Yes, that does use

E.8 gas, but a large number of electric and hybrid cars have been released recently, and I'm sure the car companies would love to work with you to make a bus (take a look at Tesla, those people know what they're talking about). Fact: it takes more energy to stop a train, and to get it going again than the average bus (gas, not electric or hybrid). Think how much energy you could save. Now, I'm not a wildlife protector or whatever, but animals play an important part of everybody's life. Probably plenty of you have pets, and those pets are adorable, friendly and great. We may not consider squirrels and birds pets, but trust me, in the mind of any child or any broad-minded person, they are pretty adorable, friendly and great.

E-11 Ok, maybe not so friendly, but they still cause trees to grow (starting that photosynthesis process over again!), pollinating plants, and bringing some natural sounds into the commercial and industrial noises of the rapidly growing cities. I think everyone would benefit from more nature. Yes, the trail will survive, but for how long? With a pretty repulsive looking train track and fast going trains going by every so often, fewer and fewer people would come to the trail, eventually resulting in it being developed into one of those buildings you just can't seem to get out of the shadow of. Anyway, I believe that there are alternative ways to produce a rapid transit system that would help people who are unable to get places on their own, and still benefit those of us who love nature, and like to enjoy what little pieces of it we have left today. Just think of what George Washington would say, seeing the places that he loved best when they were fields and forests being turned into an urban place with no natural escapes.

THINK DIFFERENT

Hilda Gitchell

4301 Stanford ST

Chevy Chase, MD 20815-5209

Purple Line FEIS - RECORD #459 DETAIL

Email Address : sdturow@yahoo.com

Submission Content/Notes : I am very concerned about the effect that rail lines will have on the Capital Crescent Trail. I think that the Trail is an essential facet of life in Montgomery County, and its diminution would adversely impact me, my family, and my community in such areas as health, safety, access to green space, loss of biodiversity.

C.3

For more than 20 years, the Capital Crescent Trail has been enjoyed by millions as a place to walk, bike, and run underneath the shade of hundreds of trees - a fact not adequately weighed in the FEIS.

E.9

Also, the FEIS' noise analysis fails to let trail users - walking, running and biking just feet away from over 200 daily trains - that trains are 87db from 50 feet, while trail users will be closer than 20 feet.

Please make greater efforts to protect the Trail.

Sincerely,

Steve Turow

Sent from Windows Mail

Purple Line FEIS - RECORD #460 DETAIL

First Name : Seircha
Last Name : Clarke
Email Address : seircha@gmail.com

Submission Content/Notes : This trail is a national treasure. Please preserve its natural beauty and serenity. I would urge those who wish to encroach upon it, to take the time to walk or bike it. Now more than ever, we need to protect these spaces of peace and natural beauty. Our quality of life is at stake.

C.3

Purple Line FEIS - RECORD #461 DETAIL

Email Address : marciml@aol.com

Submission Content/Notes : I am writing to comment that the environmental impact of bringing a noisy train through a quiet neighborhood will destroy a peaceful oasis -- the Capital Crescent Trail -- the only accessible "green space" available in Chevy Chase and Silver Spring.

C.3

Trees help keep the air purer and fresher. Trees provide shade. As global warming continues, we should treasure our green spaces, not cut them down.

E.11

People use "the trail" to go to school (mostly BCC High School), the Metro, the movies, stores and restaurants in Bethesda, and for recreational walks -- all healthy pursuits that will be lost

Trains mean that even more trees be cut than are anticipated, and that unsightly high fences be built (prison-like?), blocking air, to keep children and animals from going on the train tracks

Please look at all of the environmental issues most carefully.

Sincerely,

Marci Levin
7413 Oak Lane
Chevy Chase, MD 20815
(301) 656-8947

Purple Line FEIS - RECORD #462 DETAIL

First Name : Anna
Last Name : Irwin
Email Address : annatiedeman00@yahoo.com

Submission Content/Notes : As I rode on the crescent trail this morning I was wondered how on earth it could be a good idea to get rid of the crescent trail and put in a light rail system. I live in Bethesda despite the traffic. I bike everywhere. Please don't take the trail away, it is the only thing that keeps me sane as traffic increases. Navy Med keeps expanding. No traffic plan. Construction of new condos. No traffic plans. More luxury condos. No traffic plans. No new bike lanes. And what about the day care centers along the trail? I bike my daughter to day care and they go on walks on the trail. I wouldn't send here there with a train right behind it. Think about the long term, please put the purple line along jones bridge next to Medical Center. Or better yet, think long term, like they did when they built the metro, and go underground.

C.1

C.2

C.3

Thanks.

Purple Line FEIS - RECORD #463 DETAIL

First Name : Nancy

Last Name : Arons

Email Address : nsarons@icloud.com

Submission Content/Notes : To whom it may concern:

C.3

Attached is a letter I wrote that was published May 29, 2023 in The Gazette that expresses my views regarding the Crescent trail. Please read it.

Thank you,
Nancy Arons

Gazette.Net

Maryland Community News

Published: Wednesday, May 29, 2013

Save the trail like we saved the C&O

As a long time resident of Chevy Chase, Md., I feel so sad and angry every time I read about the proposed destruction of the Capital Crescent Trail in Bethesda [["Purple Line has some seeing red,"](#) May 22].

Why isn't this beautiful linear park, used by countless people, protected against those who want to turn it into an asphalt train line? It's a place of peace and tranquility in an otherwise booming urban landscape. Why would we destroy this treasure?

Many years ago Supreme Court Justice William O. Douglas fought to save the C&O Canal from destruction from those who wanted to build a highway there, and we now enjoy that park.

The Crescent trail is just as important, and I support Savethetrail.org in their efforts. Unfortunately, our representatives have so far failed to fight against this ill-advised project.

Nancy Arons, Chevy Chase

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Purple Line FEIS - RECORD #464 DETAIL

First Name : Lila
Last Name : Asher
Email Address : lilaasher@verizon.net

Submission Content/Notes : I think the construction as it is now proposed will ruin our neighborhood. Both the use of the trail and the increase in traffic will be awful for the local people. The Connecticut Ave traffic is horrendous as of now. With all the construction of residences and stores. It will be unbearable.
Lila O Asher
Thornapple St

A.2

D.2

E.2

Purple Line FEIS - RECORD #465 DETAIL

First Name : John L.
Last Name : Kolakowski
Email Address : jlk036@yahoo.com

Submission Content/Notes : Hello. I use the Capital Crescent Trail multiple times per week for a variety of reasons, biking/walking/running, both by myself and with my children and dog. I also am a strong supporter and proponent of public transportation. I continue to hope that both the trail and the Purple Line can be sensibly paired, but I have concerns that accommodations for trail preservation are not being adequately pursued. Please continue to consider the loss of green space that will occur and ensure that all reasonable (and more expensive than reasonable) measures are taken to preserve the natural beauty of the trail to the greatest extent possible. Obviously, urban green space like this is not likely to reappear in the future -- typically once it is gone, it is gone forever. Caution and prudence are therefore of the utmost importance here and I urge caution going forward to make sure that adverse impacts are judged realistically.

C.3

Regards,
John Kolakowski
4115 Aspen St.
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #466 DETAIL

First Name : Larry
Last Name : Hefter
Email Address : larry.hefter@finnegan.com
Submission Content/Notes : To whom it may concern,

C.3

My family continues to be concerned and upset about plans for the Purple Line. To begin with, despite promises to the contrary, we are convinced the Trail will never be built due to financial pressures. If it is built, it will be so close to the train that the pleasure of using this peaceful space, which is rare in the Bethesda/Silver Springs area will be ruined by the noise of the train and the congestion that will be forced upon us.

K.5

Furthermore, the destruction that would be required of the current Trail, its trees and environment is nothing short of a crime. It seems that the only thing the State of Maryland and Montgomery County is interested in is growth, even at the sacrifice of life style and enjoyment for its residents. It is clear that the residents concerns have been given minimal, if any, consideration. We also find the special secret deal made with Columbia Country Club to be offensive. This is a public matter which should be transparent to the entire community. That it is secret is clear evidence that those involved know what they are planning is wrong.

Jacquelyn and Laurence Hefter
7710 Woodmont Ave.
Bethesda, Md 20814

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Purple Line FEIS - RECORD #467 DETAIL

First Name : Jay
Last Name : Long
Email Address : mdjay@verizon.net

Submission Content/Notes : This project is an abomination and must be stopped. We don't want it, yet it is being crammed down the tax payers of Montgomery County. Please ask yourself _ "Who benefits monetarily from this travesty?" It's all about developers and their County official supporters. Greedy developers are ruining my beautiful county. This insanity must stop, now ! Joseph T. Long, Bethesda, MD

A.2

Purple Line FEIS - RECORD #468 DETAIL

First Name : David

Last Name : Cope

Email Address : dcsportssales@gmail.com

Submission Content/Notes : My kids, girlfriend and I all use the Capital Crescent Trail often and love it. It's beautiful, functional and fun. Please keep it as close to its current condition as possible.

C.3

Thank you.

David Cope
1101 Higgins Place, #619
Rockville, MD 20852
301-500-5324
dcsportssales@gmail.com

Purple Line FEIS - RECORD #469 DETAIL

First Name : John
Last Name : Rauber
Email Address : jwrauber@comcast.net

Submission Content/Notes : I am an avid runner and CCT user. The Capital Crescent Trail has been providing an excellent running course to thousands of Montgomery County runners for many, many years. Almost every Saturday morning for the past 14 years, regardless of the season, I have run the CCT stretch out from and back into Bethesda as part of a longer run to the Rock Creek Trail, Beech Drive, and other trails. We run that stretch of the CCT in part because Bethesda provides the parking, and its local coffee shops and restaurants are a perfect after-run meeting place. Concerns about CCT use will certainly impact this flow of business to these establishments.

C.3

We run the CCT primarily because it's a beautiful stretch of green tranquility amid the busy Wisconsin Ave., Connecticut Ave., East-West Highway and 16th Street corridors. As a runner I am especially concerned about the noise that will be generated by the Purple Line and what that will mean to us running so close to the line. I understand the noise will be worse than a jackhammer at that distance. The close proximity is also a reason to be concerned about safety. Multiple trail users in a confined space next to the line, with significant noise disruption, makes for a serious passing hazard.

E-9

The loss of substantial tree cover is a concern for us runners that have fewer and fewer quiet, tranquil areas to run in lower Montgomery County. And the lower county is increasingly devoid of green space. The deforestation that the purple line would cause will impact all of us who live near and/or use the CCT for recreation.

E.11

B.1

It is mind-boggling that this project is still being considered. It is troubling that environmental concerns and recreational values are being minimized here, when the county otherwise never misses the opportunity to tout its superior Green attributes and high quality of life. The purple line is an interesting "nice to have" project. It is NOT a "must have" project in a county that continues to run budget shortfalls in excess of \$130 million each year and has many, many less costly yet equally viable transportation alternatives. Why deny so many county citizens the enjoyment they derive today from the CCT, to create a speculative, expensive, and environmentally questionable transportation "solution?"

Thank you for considering my views.

John W. Rauber, Jr.
11801 Hunting Ridge Ct.
Potomac, MD 20854

Sent from my iPad

Purple Line FEIS - RECORD #470 DETAIL

First Name : Deborah
Last Name : Vollmer
Email Address : dvollmer@verizon.net

Submission Content/Notes : FEIS COMMENTS RE: PROPOSED PLANS FOR Purple Line

October 15, 2013

Deborah A. Vollmer
7202 44th Street
Town of Chevy Chase,
Md., 20815

I am Deborah Vollmer, and I live at 7202 44th Street, in the Town of Chevy Chase. I grew up in the house where I now live, within a few blocks of the proposed path for the Purple Line light rail train.

C.3

It has been a while since I walked on the Trail (Georgetown Branch, Capital Crescent), but I found myself walking there on a recent hot, humid day, this past summer. I am sure that it was somewhere around ninety degrees. I started from my home town, the Town of Chevy Chase. One thing led to another, and I ended up walking as far as the trestle, which overlooks rocks, water, and trails leading into Rock Creek Park. It was a stunning view.

E.11

With our high temperatures and humidity, this day that I took my walk was really not the best day to take a four-mile hike. But what made it bearable, even enjoyable, was the lush foliage of the tree canopy overhead, which provided the coolness of shade.

To those who would destroy this magnificent linear park, by cutting down all the trees and crowding hikers and bicyclists together to make way for a commuter rail line, I would invite you to go take a walk---along the Trail, and see if you still feel the same way afterwards. It is too bad that the planners for the Purple Line project didn't have the foresight to plan for the future for both transit and the environment, by designing things in a way that would put the rail line elsewhere, or locate it underground.

I remember the train which used to operate along what is now the Georgetown Branch, Capital Crescent Trail, years ago, when I was a child. As children, we would explore the area along the railroad tracks. Our parents were

concerned, and tried to discourage us. But kids will be kids. There never were any serious incidents, at least that I knew of. It was a freight train; it came very infrequently, and it ran on a single track. It also ran at a time in the County's history when we had a lot more trees and greenspace in this part of the County.

Times have changed. Conditions have changed. The region of our County encompassing Bethesda, Chevy Chase, and Silver Spring is now overdeveloped. That precious greenspace along what is now the Georgetown Branch, Capital Crescent Trail, which was always special, is even more precious now, in the current, more urban, environment. The old master plan is outdated.

The Georgetown Branch (Capital Crescent) Trail is a very narrow expanse of greenspace, a linear park. Trees and greenspace will be sacrificed if the current plans go forward. The trees and green space are important to the children, young adults, and senior citizens who walk on the trail every day.

D.5

The Trail is so popular that hikers and bikers compete for space. There are sometimes serious accidents that occur, when bicyclists collide with hikers.

I believe that such accidents are very much underreported. They usually occur on parts of the Trail that are paved, where bicyclists tend to speed more often than they do on unpaved surfaces. Once in a while one reads of such an accident in the newspaper. But one only reads of these accidents when someone is seriously injured; the accidents resulting in less serious injuries, still scary for those involved, never make the news. But the current plan for a two-track train in the limited, narrow space will force hikers and bikers into even closer proximity, causing the frequency of such serious accidents to rise significantly.

The trail is a pleasant, wooded area now, but there is simply no room to add a train, without removing thousands of trees, and some houses as well. I am thinking of one house in particular, near the bridge where East-West Highway crosses the Trail.

The Trail is a treasure, used by hikers and bikers for recreation, and for commuting, by people within the immediate community. People of all walks of life, income levels, ages, and levels of physical ability use the trail.

Older folks using canes or walkers share the trail with parents with young children in strollers, or riding bicycles. High school kids use the Trail to get to their classes at B-CC High School. The Trail is also a recreational resource for visitors from across the country. Putting a train on the surface at this location would destroy this valuable resource, our linear park.

C.2

The Master Plan never contemplated the development of BRAC-the consolidation of Walter Reed with Naval Medical. But that reality is now staring us in the face. With the patients, visitors, and increased numbers of medical personnel, the impact of BRAC cannot be ignored. Doesn't it make more sense now to have the Purple Line have a terminus at Naval Medical, rather than downtown Bethesda? And if there is any question at all about just what the relative transportation needs to Bethesda and Naval Medical will ultimately be, doesn't it make more sense, at least for the time being, to use buses along existing roadways---buses as clean, comfortable, and energy-efficient as you can make a bus-since bus routes can easily be altered to meet actual transportation needs?

E.4

We are now faced with grave economic circumstances, and a shortage of financial resources to build new projects. Some say we must limit government spending on new projects, because the money is not available. Others would argue that what is needed are more projects, to stimulate the economy. I am not an economist. I don't know. If we follow the stimulus model, why can't we consider building the Purple Line underground, and making it a seamless connection of the two ends of the Red Line-a more expensive alternative, perhaps, but one that might provide more jobs to help lift us out of the lingering aftermath of the recession? As for the private-public partnership model now under consideration, I have serious doubts. Any private entity willing to embark on this project is going to have to be assured of a return for the investment---some certainty of making a profit. And any private entity that fails to do its homework in this regard risks going bankrupt.

K.4

K.3

C.1

In conclusion, for all of the reasons stated above, I would suggest a different approach, which I do not think has been adequately considered-a two-staged approach. If you provide more buses, and make them as clean, comfortable, and energy-efficient as you can make a bus, and run them more frequently, so that people can rely on them, people will ride them. The buses can be run along all existing roads, including Jones Bridge and

East-West Highway. The bus routes can be adjusted to meet actual transportation needs. Given the as-of-now unpredictable impact of BRAC, the advantage of buses is their great flexibility. Once we know just what the impact of BRAC and concurrent transportation needs will be, we can perhaps move on to a second phase-a true Metro link of the two ends of the Red Line. But if such a link is to follow the route of the Georgetown Branch (Capital Crescent) Trail, it should-and it MUST-be put underground-- so that we may preserve that environmental treasure, our linear park.

I know that the Planning Board and the County Council have already rejected the approach that I have outlined above. But the current plan is seriously flawed, and once that special linear park with its trees and greenspace is destroyed, there is no bringing it back. I urge the powers that be to go back to square one, and rethink this entire project, and preserve the Georgetown Branch, Capital Crescent hiker biker Trail and linear park, for the benefit of us all.

Deborah A. Vollmer

7202 44th Street

Chevy Chase, Maryland, 20815

Telephone: (301) 652-5762

Purple Line FEIS - RECORD #471 DETAIL

First Name : Melvin

Last Name : Tull

Business/Agency/Association Name : Silver Spring Urban District Advisory Committee

Email Address : mel@leedg.com

Submission Content/Notes : Please consider these few comments about the Purple Line in Silver Spring:

F.6

1. Pages 114 and 115. There is a need for installation of streetlights as part of the Purple Line project through the 900 block of Bonifant Street. The narrow existing sidewalk will be a pedestrian hazard with trains running so close beside it. The Purple line project needs to widen the sidewalk, reconstructing according to the brick sidewalk standard for the Silver Spring central business district.

F.6

2. The plan documents on these pages are not clear about the location of catenary poles in the 900 block of Bonifant St , but Page 319, Alignment Typical Section of Bonifant Street, Sta Trk 1 618+00 to Sta Trk 1 621+00, shows that the catenary poles are not between the tracks, but are located outside the tracks, on both sides, further crowding the narrow sidewalk pedestrian area.

F.6

3. The stippled background on the plan for the 900 block of Bonifant St might indicate concrete, or grass between the tracks. What is it and who/which agency will be responsible for maintenance.

F.6

4. Page 198. Why doesn't the track alignment profile show "Alley at-grade crossing' at the alley entrance on Bonifant Street east of Georgia Ave?

E.3

5. Page 4-34. Acquisitions section does not list the 315 properties where the Purple Line project would like to obtain easements or the size or duration of the easements. It is difficult for property owners to determine the impact on their properties in the absence of disclosure of the easement list.

Thanks for consideration of these observations. A response would be appreciated.
Mel

Melvin Tull
Chairman
Silver Spring Urban District Advisory Committee
301-717-2327

Purple Line FEIS - RECORD #472 DETAIL

First Name : Anuj
Last Name : Khanna
Email Address : Anuj.Khanna@americancapital.com

Submission Content/Notes : As a resident of East Bethesda and frequent user of the Capital Crescent Trail, I am writing to express my strong displeasure with the plans for the purple line. The trail is part of the community and replacing it with a train system is unacceptable.

C.3

Anuj Khanna
Vice President
American Capital, Ltd.
2 Bethesda Metro Center, 12th Fl.
Bethesda, MD 20814
Tel: 301.841.9955
Fax: 301.968.9684
Anuj.Khanna@americancapital.com

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Purple Line FEIS - RECORD #473 DETAIL

First Name : Bert

Last Name : Simson

Email Address : bgsimson@gmail.com

Submission Content/Notes : Please move the Purple line somewhere else and leave the beautiful trail

C.3

intact for all of us to enjoy. Bert Simson

Purple Line FEIS - RECORD #474 DETAIL

First Name : Marcie
Last Name : Lerner
Email Address : lernervisioncare@comcast.net
Submission Content/Notes : Hello Purple Line Planners,

C.3

I am very concerned about the negative consequences that the construction of the Purple Line will result in, such as the destruction of my office (inside the Apex building) and the spoiling of the Capital Crescent Trail.

I treasure the beauty and quiet of the Capital Crescent Trail for my running and walking.

E.3

I also hate to imagine the tremendous negative impact on my eyecare practice if I have to relocate after many years in such an ideal location.

Please reconsider if it is worth the \$2.2 billion price tag that will cause so much destruction, loss of business, and loss of natural beauty to Bethesda.

Thank you for your consideration,

Marcie M. Lerner, O.D.

Dr. Marcie M. Lerner, Optometrist
Lerner Vision Care, LLC

inside For Eyes Optical
7272 Wisconsin Avenue
Bethesda, MD 20814
ph 301-913-0293
www.LernerVisionCare.com

Purple Line FEIS - RECORD #475 DETAIL

First Name : Judy
Last Name : Smith
Email Address : jjsmith5470@gmail.com

Submission Content/Notes : Save our beloved Capital Crescent Trail! This is a well-loved, treasured trail used by myriad bikers, runners, joggers, walkers, baby strollers, roller-bladers, etc. Don't trash our beautiful space with a noisy and unsightly monstrosity. Save our beloved Capital Crescent Trail.

C.3

E.7

E-9

Purple Line FEIS - RECORD #476 DETAIL

First Name : Irmgard
Last Name : Dugge
Email Address : irmgard.dugge@gmail.com

Submission Content/Notes :

C.3

E.11

I can't begin to express my disbelief and sadness regarding loosing one of my favorite commuting trails. I will probably not use it having to ride next to a train track. While a lot is being promised to promote bike riding I often wonder if these are really that sincere.
I use the trail very frequently for many purposes, not only work, and it serves for observing wild life, winding down and relaxation at the same time.
Please consider also the destruction of a valuable green way within a megalopolis.
Thank you, Irmgard Dugge

Purple Line FEIS - RECORD #477 DETAIL

First Name : Alisa

Last Name : S

Email Address : auntalisa@msn.com

Submission Content/Notes : I strongly disagree with the purple line project, and I vote!

C.3

I have been a regular user of the trail for over 10 years biking, walking and running. It has played a large roll in my physical/mental fitness. I am lucky enough to live a short enough distance that I can bike from my front door to the trail "safely" (without bike lanes, have to count on car drivers to share the road, apparently a lot to ask of drivers, alas that is another conversation). There are not nearly enough bike lanes or trails as it is, to consider transforming a trail that is segregated from the noise and pollution of non human powered transportation is irresponsible on many levels. I urge you to keep the trail as it is, if anything, spend money on improving what is already being used and appreciated by countless people!
Sincerely,
Alisa Scheiner

Purple Line FEIS - RECORD #478 DETAIL

First Name : Melissa
Last Name : Kirsh
Email Address : mkirsh@deltadentalva.com

Submission Content/Notes : My family and I love the Capital Crescent Trail! We often ride our bikes to lunch and dinner in Bethesda. Our kids love the trail and this family outing. It's an asset to our community and its destruction will adversely impact our family and community. It provides us with exercise for our health, not to mention the much needed green space.

C.3

Please reconsider its destruction!!

Melissa Kirsh
8014 Glendale Road
Chevy Chase, MD 20815

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Purple Line FEIS - RECORD #480 DETAIL

First Name : Joel and Jaqueline
Last Name : Hirschhorn and Rams
Email Address : articlev@gmail.com

Submission Content/Notes : As a long time home owner living right next to the trail that would be devastated by the purple line I write to strongly object to the analyses and findings in the FEIS. My family uses the trail on a daily basis for recreational uses. The native, green beauty of the trail would be severely

C.3

compromised by the planned construction. We also fear for our safety if somehow we could still use the trail for walking, etc.

We are especially concerned about noise pollution caused by the operating rail cars because our house is immediately next to the trail on Coquelin Terrace. Nothing assures us that we will be unaffected; we rightfully fear that our health will be seriously impacted and that the value of our home will be reduced.

--
Joel S. Hirschhorn
Jacqueline M. Rams
3231 Coquelin Terrace

Purple Line FEIS - RECORD #481 DETAIL

First Name : Carrie
Last Name : Witkop
Email Address : carriewitkop@juno.com

Submission Content/Notes : FEIS CommentPurple Line October 2013please include my comments in your record Water Quality, Tree Loss, Diminished Habitat, Diminished Recreational Experience, Loss of a Park I have a family of five. We live in the North Chevy Chase area and use the Capitol Crescent Trail daily. As a family, we are concerned about the decreased water quality and the destruction of mature trees which will result when the purple line is constructed. The increased concrete which creates a larger impermeable surface required by the train, eliminates the natural water filtration system provided by our earth. This compromised water will then drain into our Chesapeake Bay. Besides detrimentally impacting the environment, the construction of the light rail will seriously change the natural experience we currently enjoy when walking or riding our bikes on the trail. Even though our trail is only a narrow ribbon of green space, it is enough to take each one of us away from the traffic and hub bub of everyday urban life and transport us into the tranquility of the woods. The trees and vegetation provide valuable habitat to song birds and a sanctuary to humans. This habitat becomes even more important as development continues to occur all around us and the animals have fewer and fewer places to retreat. We are essentially losing a long park. In other states, these urban "parks" have been treasured and developed into "emerald necklaces" so that people can live in an urban area but have some of the peace of the woods incorporated in their every day lives as they travel from here to there. We were very surprised the FEIS did not address this diminished recreational impact. Diminished Urban quality of life, Traffic Problems Avoided My children use the trail daily to bicycle to Westland Middle School and Bethesda Chevy Chase High School. I use the trail to bicycle to the Women's Farm Market, just off the trail, and Bethesda where I do errands throughout the week. I have discovered that instead of hopping in my car, it is faster and more peaceful to hop on my bike and do a few Bethesda errands. Bicycling on the trail is a tranquil transportation alternative. The trail offers us a chance to avoid honking cars and distracted out drivers. My husband and I use the trail on Saturday nights to get into Bethesda for a dinner date. Using a bicycle is a fun alternative but also extremely convenient because we don't have to find a parking space. Using this natural trail seriously adds to our quality of life. This is not exactly a commuter use but it certainly takes us out of our cars we use the trail. The trail gets us off the road and out of cars. I realize developers and business would like to see the purple line built. It is my understanding that the development of the purple line will allow increased population density and allow more units to be built which will increase business profits. The temptation to cave into these powerful interests is enormous. It is difficult to place a value on quality of life, but it seems to me that if we protect our natural world, our health and our quality of life will be improved. We believe that the trail should be preserved as it is. Carrie Witkop8827 McGregor DriveChevy Chase, MD 20815

C.3

E.2

F.12

F.11

E.4

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Purple Line FEIS - RECORD #482 DETAIL

First Name : Richard
Last Name : Latty
Email Address : richard.latty@soleng.com

Submission Content/Notes : The Capital Crescent Trail is our regional treasure. I chose this adjective for accuracy, not impact. The Trail is a corridor of greenery, old growth trees and wildlife where citizens and visitors of the area commonly enjoy fresh air and absence of automobile exhaust and noises. Whether we are on the trail for recreation, exercise or transportation - our experience improves our disposition, health and outlook. The corridor through which the Trail passes is ideally suited for the Trail. We could not buy these attributes even if we were to secure the funding. The attributes of the Trail corridor have developed through natural forest succession through the ages. We could not move the Trail or restore it in the event of discovering our error.

C.3

I know something of this kind of issue. I grew up in Florida when the Army Corps of Engineers executed the Cross-Florida Barge Canal and straightened the Mayaca River to "enhance" Miami water supply. Both of these passed environmental reviews and both were determined to be extreme disasters post facto. But it was too late. The Oklawaha River was crystal clear with undisturbed late succession forests along it's bank. After the canal dredging the Oklawaha was no more - the water was muddy, the old growth forest and orchids were drowned and lay dead for tens of miles. It will take hundreds of years to recover. Why would any citizenry want this? The Mayaca was later "re-curved" in order to restore the natural hydrological storage capacity - the initial and subsequent results killed the Mayaca for years to come. Why would any citizenry want this? I have lived in Bethesda/Chevy Chase for 21 years. The Crescent Trail and the C&O Trail are local treasures that improve the quality of our lives.

There is no such thing as a free lunch! There is absolutely no question that the Purple Line will require the local community to sacrifice something in order to provide the corridor and facilities required. Simply put, the Capital Crescent Trail is not an acceptable cost. If it were the only place for the Purple Line, then we are better off without the Purple Line. We have other mass transit options to travel from Bethesda to Silver Spring. We do not have substitutes for the Trail. DO NOT kill the Capital Crescent Trail.

E.2

We go to work to enrich our lives. We should not impoverish our lives so some can go to work faster.

Thank you for your attention on this matter. Your representation on this

matter will determine my vote and support.

Very Sincerely,

Richard Latty
240-602-1127
Chevy Chase, MD 20815

Richard Latty
Solutions Engineering Corporation
Pipersoft
240-602-1127
richard.latty@soleng.com
www.pipersoft.net

Purple Line FEIS - RECORD #483 DETAIL

First Name : Soong

Last Name : Sup Lee

Email Address : soongsuplee@yahoo.com

Submission Content/Notes : My family and I would be negatively affected by the noise, increased safety risks, and the destruction of the beautiful natural area of the existing trail. We would discontinue running, biking, and cycling there if the purple line is built.

C.3

Purple Line FEIS - RECORD #484 DETAIL

First Name : Shari
Last Name : Lawrence Pfleeger
Email Address : sharipfleeger1@verizon.net

Submission Content/Notes : I am writing to comment on the Final Environmental Impact Statement for the proposed Purple Line. There are at least two environmental impacts of the proposed Purple Line that have significant repercussions on safety:

D-5

E-9

- The noise levels addressed by the FEIS are unacceptable and will severely degrade the safety of nearby trail users. In particular, trail users will be unable to hear warnings when such warnings are issued while a train is passing. Moreover, the noise levels will be affected not only by the presence of trains but also by the loss of the substantial buffer of trees and vegetation that currently acts to keep street noise at a minimum.

C.3

- Right now, the trail right-of-way is a primary commuting route, not only for me and my family but also for many of our friends. With the proposed changes to the trail, it will be far more difficult for the trail to be cleared of fallen leaves, snow and debris (caused, for example, by storms), thus making accidents more likely for trail users.

Shari Lawrence Pfleeger
4519 Davenport St NW
Washington, DC 20016 -*-*-*-*
Shari Lawrence Pfleeger
shari@pfleeger.com

Purple Line FEIS - RECORD #485 DETAIL

First Name : Dina
Last Name : Tilghman
Email Address : dina.tilghman@live.com

Submission Content/Notes : Ms. Tilghman and Rich,

We will include the message in the email directly below as an official comment on the FEIS, which will be provided to the Federal Transit Administration for consideration in the record of decision.

Teri Moss
Strategic Outreach Coordinator
Remline Corp.

Purple Line Program Management Team
Maryland Transit Administration
100 S. Charles Street | Tower Two, Suite 700
Baltimore, Maryland 21201
443-451-3747 (office) | 410-685-2605 (fax)

teri.moss@purplelinemd.com<mailto:teri.moss@purplelinemd.com>
www.purplelinemd.com<http://www.purplelinemd.com/>

From: Dina Tilghman [mailto:dina.tilghman@live.com]
Sent: Friday, October 11, 2013 12:27 PM
To: Romer, Richard
Cc: Liliana Peña; Teri Moss
Subject: RE: Purple Line & Talbot Ave Bridge

Rich,

Thanks so much for getting back to me. I just read Councilmember Ervin's comments, and I did not see any mention of the Talbot Avenue bridge.

That's our primary concern in the southern portion of North Woodside. We just don't feel our concerns about the bridge are being heard in large part because there are so many issues being discussed. I was aware of Ervin's meeting with the neighborhood associations, and we appreciate her time.

But since that meeting, we've also heard conflicting information from the county and others about the bridge. At one point we were told the bridge could be built as a two-lane bridge (to secure federal funding), and painted as a one-lane bridge. But that information seems to have changed. I received an email from DOT saying that they could not do that because federal funding requires two lanes.

The final EIS states that the newly built bridge will have a minimal impact on traffic. That will simply not be the case if this becomes two lanes and has two-way traffic.

So that is why I called Councilmember Ervin's office. I should say that I am a supporter of the Purple Line and public transit. I take the Metro into D.C. every day. I'm just concerned that the real impact on my neighborhood, and particularly my street, is not being adequately considered.

I write about environmental issues for the Associated Press. I'm very familiar with EIS analysis. There hasn't been adequate analysis of this issue. For the county to tell us that there only means of addressing traffic concerns is to ensure Google maps and other GPS-based direction software doesn't direct people to the bridge is simply not enough.

F.4

People who use the bridge are locals.

Already, I can't let my two children play in my front yard because of the cut-through traffic. That will only get worse.

I respectfully request that Councilmember Ervin meet with the bridge committee, a subset of residents from Hanover and Grace Church Roads that will be most affected by any changes to the bridge.

Sincerely,
Dina Tilghman

Subject: Purple Line & Talbot Ave Bridge

Date: Fri, 11 Oct 2013 12:12:27 -0400

From:

Richard.Romer@montgomerycountymd.gov<mailto:Richard.Romer@montgomerycountymd.gov>

To: Dina.Tilghman@live.com<mailto:Dina.Tilghman@live.com>

CC:

liliana.pena@purplelinemd.com<mailto:liliana.pena@purplelinemd.com>

; Teri.Moss@purplelinemd.com<mailto:Teri.Moss@purplelinemd.com>

Ms Tilghman,

Sonya from our office informed me about your call into Councilmember Valerie Ervin's office regarding North Woodside, the Purple Line, and the Talbot Avenue bridge.

Councilmember Ervin met with North Woodside in May regarding several topics, including the budget, zoning code rewrite, Talbot Avenue bridge, Purple Line, BRT, pending legislation, and other neighborhood issues. She later held two meetings (May and June) with Purple Line staff, County DOT, MCPS and the neighborhood associations of North Woodside, Rosemary Hills and Lyttonsville specifically on the topic of the Talbot Avenue bridge.

Below is follow-up from the June meeting. DOT has indicated that the bridge will need to be replaced soon with or without the Purple Line, and inspect it often to ensure its safety. DOT, MCPS and MTA are working together on these plans.

If you are interested, I have attached Councilmember Ervin's comments regarding the Purple Line's Final Environmental Impact Statement. You can also comment by MTA's October 21 deadline through the online comment

form<http://r20.rs6.net/tn.jsp?e=001X32oVPFH8K8rKPSejPKRn3mVUIJgy479En4pl5Bt_ZVdP7bKBFXoNDHFnhSZWTuGO9PE8Tvy6-P1M--yEeHeHqxeh7zd5rMVBYCfT5DbHxQ1pBWPtEwhfZL_E8EeylX_naNGCrjB_GR_SylwhX3apPvN09FT72Ma57j2Ni-ZYDbE2gRTAazS78CKMAh_Ob9wiaHfRG7bVg=> or by email at FEIS@purplelinemd.com<mailto:FEIS@purplelinemd.com>.

Feel free to contact me if you have further questions. I have also copied Purple Line staff so that you can contact them directly.

Thanks,
Rich

Richard Romer | Policy Analyst
Councilmember Valerie Ervin | District 5
100 Maryland Avenue, 6th Floor, Rockville, MD 20850

(240) 777-7957 (phone) | (240) 777-7989 (fax)
Twitter: @ValerieErvin<<https://twitter.com/ValerieErvin>> |
Website<<http://www.montgomerycountymd.gov/content/council/mem/Ervin/index.asp>>
"Working together we can achieve great things"

Please make this information available to those attendees/invitees to the Talbot Avenue bridge discussions. Here is a list of studies that exist around the area, as requested by some of the attendees at the meetings. I am informed that:

" If someone just wants the text portion of a study, which is just a couple of pages, we can scan that and email the electronic copy to them. However, if they want the study, attachments and back-up data (traffic counts, crash histories, photos, etc.) it's best to make an appointment with us and come in and view the file and identify the records they want to copy, much like a standard FOIA request>"

So, for additional information, please contact our Division of Traffic Engineering and ask for KB. His email address is included above and his phone number is found at the end of this message.
Edgar

Edgar:

We have the following traffic studies / investigation reports on file:

South of the Bridge

1. Rosemary Hills Elementary School safety study completed last year.
2. Evaluation for speed humps - Michigan Avenue between Lyttonsville Road and Talbot Avenue, 3 humps installed in 1996.
3. Investigation related to on street parking issues.

North of the Bridge

1. North Woodside - Montgomery Hills Access Restriction Study - 2009 (Not approved, not implemented, opposed by majority of the residents)
2. Seminary Road at Second Avenue - Intersection Improvements CIP project# 501207 -Design completed.
3. Woodlyn Elementary School - On-street parking study near the school.
4. Brookville Road between Linden La. And Warren St - Speed Limit Study - 2005
5. Yeshiva School safety study - 2009
6. Evaluation for Traffic Calming/Speed Humps installation - Grace Church Road between Fourth Av. And Second Av. - 1994
7. Evaluation for Traffic Calming/Speed Humps installation - Hanover Street between Fourth Av. And Second Av. - 1996

I hope this information helps. If you need any additional information, please let us know.

Sincerely,
Khursheed ('KB') Bilgrami
Area Engineer
MCDOT/Division of Traffic Engineering & Operations
240-777-2190

Purple Line FEIS - RECORD #486 DETAIL

First Name : David
Last Name : Snyder
Email Address : davidvsnyder@yahoo.com

Submission Content/Notes : I want to let you know that my family and I use the trail where the Purple Line is planned. We do not want the Purple Line. The trains will change a pleasant, green respite from urban life into an unpleasant thoroughfare that is noisy, hard, and urban. A great strength of our area is the combination of urban and green. We like both! This is the idea of diversity, which the plan will destroy. This plan will continue the transformation of the area into a fully urbanized, hardened, noisy, busy space, with a less attractive area for exercise and community. Look at what New York is doing: taking concrete space and making it greener, with linear parks that promote exercise, community, and safety. The reviews have been great, and it is making New York more attractive, literally and metaphorically: it is attracting people--residents and tourists--and is beautiful. This plan points us in the other direction--the wrong direction--worsening our mixed urban, suburban, and green environment so that the urban is becoming ever more dominant.

C.3

David Snyder
Bethesda

Purple Line FEIS - RECORD #487 DETAIL

First Name : Terry
Last Name : Bateman
Email Address : terrybateman1@gmail.com

Submission Content/Notes : I urge you to re-consider the building of the Purple Line. First of all it is an economic disaster, and it will get much worse before completion. Additionally it will take away a real environmental gem sitting in the middle of urban chaos--one of the beauties of the Washington region is the preservation of parks and trails. We don't need more transit to allow builders to increase density--we need to preserve a quality of life and a bit of nature in the middle of all the madness we all live in on a daily basis. The idea that the trail will co-exist with the train may sound good in theory but the reality is quite different--the beauty, the tranquility, and the TREE's will all be gone--and the quite walk along a shady tree lined trail will be replaced with concrete, power lines and the thundering sound of trains coming by--I don't think most people will find it a pleasant place to enjoy nature with a walk, run or bike ride. But the builders and politicians will be happy--they can bulk up Chevy Chase Lake and create even more congestion on Connecticut avenue, our Governor will be able to get huge donations from the Chevy Chase Land Company in his bid for higher office. It is an embarrassment that this is allowed to continue when anyone with a small amount of common sense can see through the whole thing. Please do the right thing and use our tax payer money for better projects that will make a positive difference for the people of the state.

C.3

D.2

E.4

E.9

E.11

K.2

K.3

K.4

Terry Bateman
Bateman Marketing Group
terrybateman1@gmail.com
310-228-7868

Purple Line FEIS - RECORD #488 DETAIL

First Name : Paul
Last Name : Carroll
Email Address : paul.carroll@yahoo.com

Submission Content/Notes : I hearby am letting MTA and FTA know that I am opposed to the construction of the "Purple Line" in general. Also, I am opposed for many specific reasons(these seem to be counted differently in analyzing comments), among them:

A.2

C.3

• The Capital Crescent Trail between Bethesda, MD and Silver Spring, MD is a unique 3 mile, 20 acre park/recreational area serving hundreds of thousands of walkers, bikers, runners, children and other users yearly.

• I oppose the Maryland Transportation Administration's current Purple Line plan to construct a double-tracked, light rail system on the Capital Crescent Trail.

E.11

• I oppose this plan because it requires the deforestation of over 20 acres of invaluable mature forest ecosystem inside the Washington Beltway.

• I want this area to be preserved as the de facto parkland that it is. It has been used as a park for decades and deserves the protection of any existing parkland.

E.9

• The noise of the trains in close proximity to the bedrooms and livingrooms of the residences along the track will be excessive and will cause a significant reduction in the value of these properties. Not only will this have significant financial impact on many thousands of county residents, but it will result in a stripe of urban blight running right across the county.

• The FEIS' noise analysis fails to let trail users - walking, running and biking just feet away from over 200 daily trains - know just how loud the trains are projected to be: 87db (a jackhammer) from 50 feet away - trail users will be closer than 20 feet.

D.5

• There is no consideration for the safety of multiple users - specifically bikers' alerts (bell ringing or "on you left") while passing - with a loud trains going by.

• The FEIS is deliberately misleading about the alignment of intent and plans between the Purple Line and existing land uses along the majority of the track way (single family residential) The FEIS concentrates on the few built up centers of Bethesda, Silver Spring, College Park, New Carrollton, etc. blatantly ignoring the needs of the majority of people that will be impacted.

Paul Carroll

Purple Line FEIS - RECORD #489 DETAIL

First Name : Sheldon C.

Last Name : Good

Email Address : shelds3@gmail.com

Submission Content/Notes : I am writing to let you know how much I love the Capital Crescent Trail and

C.3

urge you to do everything in your power to preserve the full integrity of the trail. I bike, run, and walk on this trail often and would be very saddened by impact to the trail by construction.

-sheldon

Purple Line FEIS - RECORD #490 DETAIL

First Name : Paul
Last Name : Carroll
Email Address : paul.carroll@yahoo.com

Submission Content/Notes : I know that you have received many letters about the Purple Line, however I wanted to add mine as well. Not only do I agree with what others have said about how the Purple Line is way to costly, has a significant risk of causing a strip of urban blight right through our county, and will be a long and miserable construction project to live near, but I feel that those responsible for putting together the FEIS have been intensionally misleading the people and elected officials of the county and state. A FEIS is intended to be an objective document that helps decision-makers understand the real issues and impacts of a project so that they can conduct an informed decision making process as to whether to move forward. The current FEIS is so incredibly one-sided and biased while carefully preserving the appearance of some objectivity, that I cannot help feeling it is an intensional "snow-job". This raises the very real concern in my mind, and I hope in yours, that if they are willing to misrepresent and mislead us in this fashion, how much can we trust them about any part of this project? The attached document is by no means an exhaustive analysis of the FEIS but reflects just what I found in half a day of reviewing the inches-thick document, however, I feel that it serves to point out just some of the very real issues going on.

K.2

In short, I feel that any vote should go against any version of the Purple Line and wise elected officials should distance themselves from those that have put forward the Purple Line FEIS.

A.2

Regards,

Paul Carroll

Attachments : Purple Line FEIS review by Paul Carroll - to Mr. Koenig.doc (50 kb)

September 26, 2013

Mr. Daniel Koenig
Federal Transit Administration
1990 K Street, NW, Suite 510
Washington, DC 20006-1178

Dear Mr. Koenig:

Recently I spent several hours at the Chevy Chase library reading the Purple Line Final Environmental Impact Statement (FEIS) document. For those that have not seen it, it is a 5" think ring binder full, as well as another 2" thick book of maps and plan drawings. Due to the sheer volume I doubt many have ever read it in its entirety, and I could not do more than read the introduction and selected sections. These documents in large part are comprised of technical prose and drawings; they are not a quick or easy read. The sections that I read disturbed me greatly as they contained many omissions, discrepancies misleading statements, and little objectivity. Moreover, they do not meet the common standard for an Environmental Impact Statement or Assessment.

A quick look online at Wikipedia tells us what an Environmental Impact Statement or Assessment is supposed to be:

An environmental impact assessment (EIA) is an assessment of the possible impacts that a proposed project may have on the environment, consisting of the environmental, social and economic aspects.

The purpose of the assessment is to ensure that decision makers consider the environmental impacts when deciding whether or not to proceed with a project. The International Association for Impact Assessment (IAIA) defines an environmental impact assessment as "the process of identifying, predicting, evaluating and mitigating the biophysical, social, and other relevant effects of development proposals prior to major decisions being taken and commitments made." EIAs are unique in that they do not require adherence to a predetermined environmental outcome, but rather they require decision -makers to account for environmental values in their decisions and to justify those decisions in light of detailed environmental studies and public comments on the potential environmental impacts.

An environmental impact statement (EIS), under United States environmental law, is a document required by the National Environmental Policy Act (NEPA) for certain actions "significantly affecting the quality of the human environment".[1] An EIS is a tool for decision making. It describes the positive and negative environmental effects of a proposed action, and it usually also lists one or more alternative actions that may be chosen instead of the action described in the EIS. Several US state governments require that a document similar to an EIS be submitted to the state for certain actions. For example, in California, an Environmental Impact Report (EIR) must be submitted to the state for certain actions, as described in the California Environmental Quality Act (CEQA).

The Environmental Protection Administration says:

What is an Environmental Assessment (EA)?

An EA as described in Section 1508.9 of CEQ's NEPA Regulations is a concise public document which has three defined functions:

- *it briefly provides sufficient evidence and analysis for determining whether to prepare an EIS;*
- *it aids an agency's compliance with NEPA when no EIS is necessary, i.e., it helps to identify better alternatives and mitigation measures; and*
- *it facilitates preparation of an EIS when one is necessary - Section 1508.9(a).*

Since the EA is a concise document, it should not contain long descriptions or detailed data which the agency may have gathered. Rather, it should contain a brief discussion of the need for the proposal, alternatives to the proposal, the environmental impacts of the proposed action and alternatives, and a list of agencies and persons consulted -- Section 1508.9(b). Agencies should make the Finding of No Significant Impact (FONSI) and EA available for 30 days of public comment before taking action -- Section 1501.4(e)(2). (March 16, 1981 – NEPA's 40 Most Asked Questions).

What is an Environmental Impact Statement (EIS)?

An EIS is a detailed analysis that serves to insure that the policies and goals defined in NEPA are infused into the ongoing programs and actions of the federal agency. EISs are generally prepared for projects that the proposing agency views as having significant prospective environmental impacts. The EIS should provide a discussion of significant environmental impacts and reasonable alternatives (including a No Action alternative) which would avoid or minimize adverse impacts or enhance the quality of the human environment. The standard format for the EIS as outlined in Section 1502.10 of the NEPA Regulations should be followed. Agencies should allow at least a 45-day comment period for draft EISs and a 30-day comment period for final EISs.

In short, this document is supposed to help busy governmental decision-makers, who may not have a lot of knowledge about the the specific issues at hand, quickly grasp the situation and make informed decisions about the project, its suitability and whether it should move forward.

The FEIS submitted for the Purple Line fails to meet the objectivity and serious consideration of alternatives that are the standard and basic requirements of an environmental impact statement. Mainly through *omission* the report ignores or misleads the reader into believing that the Purple Line is an overwhelmingly popular project that will have little negative impacts on the communities through which it passes. I would further go on to best characterize the FEIS document that was submitted as a sales pitch document. It heavily promotes the Purple Line and downplays any other options.

To substantiate my claims I will draw heavily on the FEIS itself and then comment on each selected section. In Chapter 1 of the FEIS, "Purpose & Need", section 1.3.1 Existing Land Use, the second paragraph says:

Land use in the Montgomery County portion of the Purple Line corridor is primarily residential, with large concentrations of commercial development in Bethesda and Silver Spring. The communities in the corridor include a mix of housing types and densities. Much of the newer development, particularly in Bethesda and Silver Spring, is mixed use high-rise development compatible with transit oriented development (TOD) principles. Most of these areas have, in part or in whole, plans that emphasize transit-oriented mixed-use development in areas adjacent to transit stations.

E.2

This section is, I believe, intentionally misleading. It implies that the majority of the land use in the Bethesda and Silver Spring area is mixed use high-rise development compatible with transit oriented development (TOD) principles. In fact, this only applies to the downtown sections of the corridor through Bethesda and Silver Spring (their Central Business Districts (CBDs)). The majority of the frontage along the corridor in the Bethesda and Silver Spring zip code areas, and all the other areas in Montgomery County that the corridor runs through is made up of single family homes. The Purple Line will be in the backyards of these homes. These are not areas compatible with TOD and foretells the real possibility of urban decay all along the residential length of the Line, as property owners flee and housing values drop. There is mention of local plans that promote TOD in areas adjacent to the transit stations; however the vast majority of land area that will be impacted by the proposed Purple Line is not in these areas. While the description is not false, it is misleading. An uninformed readers would believe that a Purple Line is entirely in keeping with the current land use and plans for the region.

Moving on to the detailed descriptions of the various regions through which the Purple Line transit-way would run the document states:

The Bethesda central business district(CBD)is characterized by high-density mixed uses. Montgomery County planned for, and encouraged, the dense development of Bethesda around the Metro station by adopting zoning that encouraged high-rise development. The CBD has developed as planned and continues to grow, particularly in the south and west. Indicative of this development is Montgomery County's decision to move forward with the construction of a new south entrance to the Bethesda Metro station. The need for this entrance was anticipated when the station was initially built but deferred until station usage required it(see Chapters 2.2.1, 2.3.1, and 7.2.1, for further discussion of the proposed South Entrance).

East of the Bethesda CBD in the Purple Line corridor, single-family and some multi-family residences predominate, with some small-scale commercial development at Chevy Chase Lake at Connecticut Avenue.

Similarly in this section, there are descriptions of the CBDs in each of the other built-up areas and the reasons why the Purple Line fits the character of these areas. For each area, Bethesda, Silver Spring, Takoma Park/Langley, UMd/College Park and New Carrollton several sentences describe the downtown area and the development and growth in the area and why the Purple Line is in alignment with the existing growth and plans. But all the other frontage that is not part of the CBD is described in a one bare bones sentence with no mention of how the Purple Line might negatively or positively impact these

E.2

areas. Some areas do not even merit that meager amount of attention. No mention at all is made of the existing residential use areas in College Park or New Carrollton. Those areas, and the people who call those areas their neighborhood, did not make the cut for being included in the “*Existing Land Use*” of the FEIS.

E.2

Most importantly, the “*Existing Land Use*” section makes absolutely no mention of the Capital Crescent Trail or the tens of thousands of annual users of this popular, heavily used existing green-space and recreation treasure! In light of the fact that these same communities have been advocating for the uninterrupted continuance of the existing Trail, it is hard to see how this omission in the list of current land use is a mere oversight.

E.9

Jumping forward to Chapter 4 in the section that deals with noise issues, the document details what studies have been done to assess the impact of the proposed Purple Line.

The assessment categorizes the noise impact differently for different types of spaces and their uses; commercial areas, residential areas and park-like areas where quiet is an intrinsic aspect of the normal use of the space. For each area the existing noise level and the forecast noise levels are used to assess what degree of impact the Purple Line would have. The impact on single family residential use whenever the Purple Line tracks are curved or change grade level will be considerable: a loud metal-on-metal squeal only slightly mitigated by skirts and retaining walls will severely impact on these residential areas an estimated 150 times per day. The quality of life in these areas will be impacted significantly by loud, unpleasant industrial noise. Of interest is that the projected noise on the Capital Crescent Trail impacting walkers/hikers/bikers is not assessed, nor is the existing trail treated as the *de facto* park that it is in the assessment of noise impact.

C.3

As suggested in the paragraph above, omission of the existing trail/park once may have been an accident, twice is beginning to appear intentional. The fact that the noise impact to the *de facto* park would be categorized as severe and with no significant mitigation possible may have also played a part in not including it in the assessment.

Another omission occurs in an appendix in which the concerns, petitions and surveys conducted during the “town hall” meeting are addressed. These are included in the *AA/DEIS Comments & Responses* section of the document which states: *FTA and MTA grouped the comments into common themes and prepared responses to each theme. This appendix contains FTA’s and MTA’s topical responses on the following themes:*

- A. *Support for the Purple Line*
- B. *Opposition to the Purple Line*
- C. *Opposition to Alignment along the Georgetown Branch Right-of-Way (e. The Capital Crescent Hiker-Biker Trail)*
- D. *Support for Bus Rapid Transit (BRT)*
- E. *Support for the Jones Bridge Road Alignment*
- F. *Opposition to the Wayne Avenue Surface Alignment, Support for a Tunnel Under Wayne Avenue, and Opposition to a station at Dale Drive*
- G. *Suggestions to Consider other Modes of Transportation or Technologies*
- H. *Opposition to Build Alternatives and Options not included in the Preferred Alternative*
- I. *Cost and Funding*
- J. *Ridership*

- K. *Environmental and Social Concerns*
- L. *Transportation and Safety Concerns*
- M. *Specific Design Concerns*
- N. *Concerns with the Alignment through University of Maryland (UMD)*
- O. *Concerns with the Alignment along Ellin Road and the New Carrollton Station Area*
- P. *Suggestions for Extensions or Connections to Purple Line*
- Q. *Suggestions for Other Alternatives*
- R. *Suggestions to Fund Other Projects*
- S. *Comments Regarding Public Outreach*
- T. *Information Requests*

The document then goes on to address each of these in turn. It is important to note that no table is given to show the response numbers to each of these sections. In commenting on *Section A*, in the *Summary of Comments* it is stated that:

Overall, the AA/DEIS, public hearings, and comment process generated widespread and strong support for the Purple Line. Approximately 1,570 commenters stated support for the Purple Line. In addition, there were 12 petitions, containing over 3,300 signatures that stated support for the Purple Line and LRT in particular.

Oddly enough, when they get to *Section B, Those Opposed*, they decide to divide those opposed into separate smaller groups, starting with those that are just opposed in general. The document says:

Approximately 190 commenters expressed overall opposition to the Purple Line project. This does not include those who may oppose a portion of the Purple Line alignment, which are addressed in other responses

Section C is specific to those opposed to putting anything on the Capital Crescent Trail, and gives this information:

Approximately 1,170 comments, as well as one petition, recommended locating the transitway somewhere other than the Georgetown Branch right-of-way to ensure that the Capital Crescent Trail retains the character of the existing Georgetown Branch Interim Trail (i.e., the unpaved trail that currently exists within a portion of the Georgetown Branch right-of-way).

I personally signed at least three petitions against placing any form of transitway on the Capital Crescent Trail, however, apparently only one, with an unknown number of signatories was counted.

The document then goes on to the other specific reasons why people are opposed but, **most importantly**, provides no specifics on the numbers involved! Further, if there were even 211 more people opposed the Purple Line for any of the other 17 other reasons listed (D through T), then the Purple Line would fail a popular vote! Odd how the FEIS and all the Purple Line literature continue to state that there is “widespread and strong support for the Purple Line”. It is well known that there are large business interests that

have given their strong backing to the development of the Purple Line. However the number of citizen comments in this impact statement tell another story.

Finally, as a businessman/analyst it looks to me as though the accepting the recommendation to invest \$2.152B is simply a poor investment! The primary reason listed throughout the FEIS for the need for the Purple Line is to save commuter time in daily trips along the East-West corridor between Bethesda and College Park. It is projected that there will be 74,160 passenger boards daily (a number which far exceeds the current 39,000 Metro Rail boards in the same regions). The ridership number assumes a projected 34.5% increase in local population by the year 2040. Elsewhere the FEIS predicts 34,800 saved hours of commuter time each work day. Dividing these numbers means that 38 minutes must be saved per passenger, which is inconsistent with a mention elsewhere in the FEIS that the savings from Bethesda to Silver Spring will be just 9 minutes and Bethesda to New Carrollton 29 minutes. However, if we were to allow the full 34,800 hours saved at an estimated transit rider annual income of \$80K and figure in the projected maintenance cost of \$38M. A net present value calculation can be made using standard discount rates, and also assuming the projected 2040 ridership for every year begins right away, and also assuming that the operating costs and construction costs will not be higher than expected (not a very common occurrence), and then the present value of all time savings offset against operations is just \$2.55B. This is a high risk project. The return on investment, less than \$400M over the life of the project, and negative if we allow for the uncertainty of some of the numbers presented, simply does not justify the investment.

To conclude, I gave 4 hours to reading these documents and taking notes on them. The issues that I have discussed above are just some of the bigger things that jumped out at me during that time. I looked closely at less than 10% of the material. But what I read was often incorrect, misstated or misleading. It stands to reason that a close read of the rest of the document would fare similarly. The document includes huge discrepancies, omissions, misleading statements and very little objectivity. If I were a politician associated with this project I would run, not walk, to distance myself from anything to do with it. Since a FEIS is *meant* to help decision-makers make an informed decision about whether a project should move forward, I would suggest that any decision-maker who is being provided with such a biased and misleading document should indicate that they are not willing to be misled and vote against this project moving forward.

Sincerely,

Paul Carroll

Bachelors of Science (Physics), Georgetown University

Bachelor of Science (Mechanical Engineering), Catholic University of America

Masters of Business Administration, Smith School of Business, University of Maryland
Chevy Chase, MD

Purple Line FEIS - RECORD #491 DETAIL

First Name : Randy
Last Name : Teslik
Email Address : rteslik@AKINGUMP.COM

Submission Content/Notes : The Purple Line will be an environmental disaster. The destruction of thousands of trees is borderline criminal - it has taken many decades for these trees to mature and provide shade and beauty to our surroundings. Moreover, the noise that will be created by omnipresent trains will destroy the solitude of this urban oasis. With urban development crushing in on all of us who live in areas impacted by this ill-advised project, the Capitol Crescent trail has provided a wonderful retreat and area for exercise and congregation, with its comforting silence and its pleasant shade. Its users have created a community that we have all enjoyed and valued. This project is urban destruction at its worst, driven by developers and special interest groups with misguided goals and intentions. Much can be said (and has been said) about why the region does not need and cannot afford this project, but the environmental impact that has been ignored by those who typically would be the first to be critical - a result of very odd political alliances - cannot and should not be ignored by our government officials who are charged with protecting citizens from intrusions like this. I urge you to put a stop to this madness.

A.2

C.3

E.9

E.11

W. Randolph Teslik
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Purple Line FEIS - RECORD #492 DETAIL

First Name : Patricia
Last Name : Bonnard
Email Address : pjbonnard@yahoo.com
Submission Content/Notes : Dear FEIS

A.2

Creating a purple line in place of the Capital Crescent Trail is a mistake and not what I, my family, my neighbors and many others in this area want. Let's be honest, even if you maintain a trail along the rail line, the trail will be ruined. It's a beautiful stretch of green used by so many people running, walking, biking, strolling. I use it nearly every day for my run so I can personally attest to its use. I find it peaceful and a wonderful piece of nature. A train will change all of that. I, in my wildest dreams, thought the state of Maryland would one day enhance and extend the trail through Silver Spring. That's the kind of state I thought I lived in.

C.3

B.2

Commuting is difficult, but why not fix what's currently broken. The Red Line is always under repair. The travel times vary from 25 minutes to an hour (no exaggeration). The walls are wet, the escalators are always out and the train is too infrequent in the evening. It's unsafe to pack onto the platform around 9:00 - 9:30 when everyone from the theater, game, etc are descending on the very few trains at that hour. There's inadequate parking at the metro for park and metro commuting. Buses are irregular, bus stops do not always have signs stating the buses that stop, non of the bus stops have route maps, most stops have no weather cover. There is no good means of connecting the areas around the beltway, linking within the current system. These aren't new issues. They all have clear solutions, but it seems there's never any money to resolve them. Instead, the purple line is proposed.

Please drop the Purple Line and fix the current mass transit issues. Let's create a well-function, efficient system instead of expanding and ruining a beautiful scenic area that 1,000s use and love and instead of ruining the peace and quiet of the neighborhoods to be effected. The Purple Line is riddled with problems already: safety, noise, connecting under Wisconsin Ave. It is ludicrous to think that runners, bikers, dog walkers and baby strollers, etc should, could or would want to use the trail when it's so close to the train. You'll be creating a dead zone. This is not a multi-use project but a multi-use legitimation. Let's start to use public money wisely and create a great place to live and work, investing in what we already have.

Thank you for listening

Patricia

Patricia Bonnard, PhD
Senior Agricultural Economist and Food Security Adviser
Washington, DC area
4909 Flint Drive
Bethesda, MD 20816

Purple Line FEIS - RECORD #493 DETAIL

First Name : Bonnie
Last Name : Coe
Email Address : bcoe1@verizon.net
Submission Content/Notes : To Whom It May Concern:

C.3

Please Please leave the Capital Crescent Trail alone! I use it as a commuter trail with many benefits that cars and public transit don't offer: it is a beautiful slice of the natural world snaking through the overdevelopment of our region. One can ride along in peace and tranquility and safely arrive at ones destination having caused no pollution, no danger or harm to the ecosystem. Please don't spoil this scarce and fragile corridor of sanity in our region.

Thank you for listening.

Bonnie Coe

Purple Line FEIS - RECORD #494 DETAIL

First Name : Emily
Last Name : Armstrong
Email Address : emily.arm@gmail.com

Submission Content/Notes : I am relatively new to the area - lived here 7.5 years now - and one of the main attractions to living in this neighborhood is the CCT. Until one lives elsewhere, there is simply no way to capture just *how much* value, satisfaction and enjoyment a trail like this adds to a city. Granted, with the increasing population density in the region, additional public transportation options are a significant consideration; however, expanding public transportation at the expense of a trail that winds through lush greenery -- which is itself a viable and greatly-used commuter route -- is pure insanity at worst and is horrendous short-sighted at best. There is no way that a "line" put through on, or even near, the CCT will not have serious adverse effects on the surrounding greenery and the solace the trail offers its many users.

C.3

I beg you, please re-consider other options for expanding metro, and do not destroy the natural beauty of the CCT.

Yours sincerely,
Emily Armstrong

Purple Line FEIS - RECORD #495 DETAIL

First Name : Aaron M.
Last Name : Panner
Email Address : apanner@khhte.com

Submission Content/Notes : I write to express my concern that construction of an above-ground light-rail line on the current Capital Crescent Trail between Silver Spring and Bethesda will degrade the environment and quality of life for all the residents of the affected communities. I have used the trail regularly for years - for running, for biking with my children, and for walking. I know how heavily used and greatly enjoyed the trail is. Turning that forested pathway into a concrete, industrial landscape would be tragic. The plans do not and cannot provide an adequate path to replace the current trail. The noise of trains will render even that inadequate path essentially unusable - particularly for children. The construction will isolate Bethesda from Rock Creek trail and Silver Spring for runners and bikers.

C.3

E.7

E.9

Runners like me tend to be environmentalists, and we support public transportation. But the planned Purple Line will offer few benefits at extraordinary cost, with terrible visual and auditory impacts. The plan should not be allowed to proceed.

Thank you.

Aaron Panner

=====
Aaron M. Panner
Kellogg, Huber, Hansen, Todd, Evans & Figel, P.L.L.C.
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Purple Line FEIS - RECORD #496 DETAIL

First Name : Sherburne
Last Name : Laughlin
Email Address : slaughlin@american.edu

Submission Content/Notes : I am writing to express my extreme opposition to deforestation of the Capital Crescent Trail as a result of the Purple Line. I am opposed to the complete deforestation of the Trail as a result of the project, including over 130 specimen trees (>30" in diameter).

C.3

E.11

I will not vote for anyone supporting this project in its current form.

Sherburne Laughlin

Sherburne Laughlin
Students: Sign up for office hours by cutting and pasting in your browser:
<http://slaughlin.youcanbook.me/>
Director, Arts Management Program
Senior Professorial Lecturer
American University
Katzen Arts Center 215
202-885-3485
Cell: 301-257-1983 (preferred)
<http://artsmanagement.american.edu>

Purple Line FEIS - RECORD #497 DETAIL

First Name : Diane
Last Name : Charness
Email Address : dc@highertalentinc.com

Submission Content/Notes : I am a Crescent Trail user and lover. I use the Trail almost daily to bike and walk to work and downtown Bethesda. I believe the proposed train location will be detrimental to my enjoyment of and safety on the trail and I oppose the closeness of the noise to where I exercise and commute. Please reconsider.

C.3

E.9

Diane Charness
President
Higher Talent, Inc.
301-320-9007 office
301-320-7209 fax
dc@highertalentinc.com<mailto:dc@highertalentinc.com>
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[cid:image001.jpg@01CEC981.AA353160]
"It Takes Talent To Find Talent"

Attachments : image001.jpg (3 kb)

Purple Line FEIS - RECORD #498 DETAIL

First Name : Ezequiel
Last Name : Molina
Email Address : ejmolina@gmail.com

Submission Content/Notes : The trail is a treasure of nature for all of us to enjoy. My family and I run and bike on the trail regularly and we love it as it is. We see thousands of people do the same. Please do not destroy it by building the purple line.

C.3

Thank you.

Ezequiel

Purple Line FEIS - RECORD #499 DETAIL

First Name : Drew
Last Name : Poland
Email Address : drew@iheartargyle.com
Submission Content/Notes : It would be much appreciated :)

A.1