

Purple Line FEIS - RECORD #102 DETAIL

Comment Date : 9/30/2013
First Name : Vicky
Last Name : Stamas
State : MD
Email Address : vickystamas@comcast.net
Submission Content/Notes : Hooray for the Purple Line!

A.1

I live just three blocks from the proposed Bethesda station and am thrilled that I would be able to get to popular Silver Spring and other stops that take so long to get to now. I have friends in Takoma Park that currently have to invest so much time on the metro red line to get to my area.

I also think a Purple Line will encourage development in a variety of communities east of Bethesda.

I'm a bicyclist. I do not, however, agree with those who oppose changes to the Capital Crescent Trail tunnel under downtown Bethesda. That portion of the trail was clearly only constructed as a temporary bike trail until a rail line of some sort was built. There's plenty of documentation for that.

Again, three cheers for the Purple Line!

Purple Line FEIS - RECORD #104 DETAIL

Comment Date : 9/24/2013
First Name : E. L.
Last Name : Tennyson
Address : 2233 ABBOTSFORD DRIVE
Apt./Suite No. : RFD 55
City : Vienna
State : VA
Zip Code : 22181

Submission Content/Notes : .L. TENNYSON, P.E.
2233 ABBOTSFORD DRIVE, RFD 55
VIENNA, VA 22181•3220

REGISTERED PROFESSIONAL ENGINEER

(703) 281•7533

Purple Line FEIS Comment, Maryland Transit Administration, Transit Development and Delivery,
100 South Charles Street, Tower Two, Suite 700
Baltimore, MD. 21201

24 September 2013

M.T.A.:

Please study these comments and place them in the record of decision making for the

Purple Light Rail Line from Bethesda to New Carrollton. I am a member of Maryland's Action Committee for Transit and a federal taxpayer who will have to help pay for this project.

A.1

B.1

C.1

Obviously, the project is needed as it will reduce the cost of moving people, provide more capacity to move people where capacity is now badly constrained, will save lives, will cut pollution and will increase property values so that property tax rates may be lowered or at least not raised so much. Over the past quarter century, Federal Transit Administration records show no growth in urban bus travel despite 20% more service offered, some of it Bus Rapid Transit. I am enclosing a record of Bus Rapid Transit failures along with Light Rail successes. It is not up to date but newer projects will not change it much. In that same time span, Light Rail passenger-miles have increased 400% and Regional (commuter) Rail and Rapid (heavy) Rail use has increased almost 70 %. These public responses must be respected. Please understand that Light Rail will not normally increase 400 % but with its low base in 1980, it gets an artificial boost. More realistically, Transportation Research Board Special Report #1221 of 1989 found that Light Rail will usually attract from 35 % to 43 % more riders than bus service on the same route and schedule. With The Purple Line's faster schedule, its 57 % increase in transit use is realistic. With a 25 % saving in running time, the typical trip will save 5 minutes running time and 5 more minutes in waiting time for a 27.5% increase in riders. The nature of Light Rail will attract 43 % more riders plus 27.5 % more with better service for a 70 % gain. This exceeds your estimated 57% gain so let us be conservative. With about 17,000 weekday maximum on-board load between Bethesda and Silver Spring, that suggests 2,050 one-way in the maximum hour. It would require 2.25 more lanes of local streets each way to handle this volume without Light Rail. The

congestion relief is obvious if you will think about it. Congestion may remain, but more people will get where they need to go quicker at less cost. In the A.M. peak, 8 of 15 inter-sections should see their Level of Service improve. Overall, we should see a 17 % improvement. With 2,050 peak hour riders one-way, that will require 17 Light Rail cars, but a six-minute Light Rail headway at peak will provide 20 cars, 102 or 103 per car, a very decent peak load. The FEIS is wrong to suggest 140 per car. They will fit, but uncomfortably, blocking the doors, delaying trains and ruining the schedule, discouraging passengers. It was also wrong to assume 140 passengers on an articulated bus. That is not acceptable with interminable delay and horrible public relations. In South America that causes riots at bus stations. A Light Rail car is 855 square feet outside dimensions, 7 square feet per permissible passenger. An articulated bus is only 510 square feet for 85 passengers, 6 square feet per passenger. Wheel housings get in the way, making the bus very cramped. Riders do not respond well to that. The Orange BusWay in San Fernando Valley has a hard time satisfying passengers with this volume of

ROUTES 4 SCHEDULES PUBLIC TRANSPORTATION

PLANNING • ECONOMICS

Purple Line Comment on the FEIS, Maryland Transit Administration -
24 Sept. 2013 - page 2

travel. It should have been a Light Rail Line but protesters persuaded their elected official to ban Light Rail by law. That evil law has been repealed and three new Light Rail lines and an extended subway are now under construction in Los Angeles. The Orange Bus Way is slowed to 18 miles per hour by its overcrowding so attracts only 19 annual rides per capita. A very similar Gold Light Rail Line from Union Station, L.A. to Sierra Madre averages 27 miles per hour and attracts 33 annual rides per capita, about 50 % better than the Bus Way. Our own Shirley Bus Way, now known as HOV lanes on 1-395 also has experienced dismal or worse failure. A Council of Governments -TPB graph shows a 67% decline in BusWay use from 1982 to 1996. In 1997, MetroRail was extended to Springfield, Va. where it picked up 500% more passengers than the BusWay despite more stops. Articulated buses cost about \$ 180 per bus-hour to maintain and operate so with 85 peak passengers, the cost per passenger is \$ \$ 2.12. Light Rail cars will cost \$ 240 per car-hour, but with 120 passengers, will cost only \$ 2.00 per rail passenger. This comparison, however, does not consider speed of travel. At 18 miles per hour the buses will require 50 % more than Light Rail at 27 miles per hour in L.A. so the bus cost becomes \$ 3.18 per passenger. This can be verified by the National Transit Data Base which reported 70 cents per passenger-mile Light Rail cost and 96 cents per passenger-mile Bus Rapid Transit cost. The Purple Line will need 135-minutes cycle time for a Light Rail train on 12- minute peak headway requiring 11.5 trains. To get the six-minute headway from Bethesda to College Park, another 7.5 trains will be required for a total cars scheduled of 38. With 15 % spares, the fleet will need 44 cars. At an average cost of \$ 863,836 per year, that will be \$ 38 million as stated in the FEIS. The peer group to verify this is \$ 784,208. The average cost is based on \$ 240 per car-hour times 3,600 annual car hours per car = \$ 863,836. With 1,5 million annual passenger-

miles per car, that comes to 42 cents per passenger-mile, about the same as Los Angeles at 53 cents, Salt Lake City at 50 cents, Minneapolis at 45 cents, Portland, OR. at 44 cents, Saint Louis at 43 cents, Denver at 42 cents and Phoenix at 36 cents. San Diego at 32

cents is too low to emulate. I believe some of San Diego's overhead cost is carried by their owner, Metropolitan Transit Development Board. In stark contrast, MetroBus was \$ 1.40 in

2011 and Ride-On was \$ 1.02. In Baltimore, the city buses were \$ 1.30. Saving 96 cents per passenger-mile on 90 million passenger-miles is worth \$ 86 million per year. That will support a \$ 1 billion bond issue at no cost to taxpayers.

We must also consider the clean air value of Light Rail. The law requires cleaner air. In Northern Virginia, audited tax collections certify a saving of 199 gallons of motor fuel per capita per year because of MetroRail and Virginia Railway Express. There are 500 million annual rail passenger-miles in Northern Virginia, each one saving 0.6 gallons. With 90 million annual passenger-miles on the future Purple Line, saving half as much as MetroRail, Marylanders will save 27 million gallons of motor fuel worth \$

100 million per year. This will support a loan of \$ 1.1 Billion. The whole cost of the Purple Line can be funded without net cost to taxpayers, To make sure of that, a study by Northern Texas University of Dallas and Portland found that Light Rail added \$ 75 million per mile to property values. Maryland property values may be higher than the western ones and values have risen lately so it might safe to assume that the Purple Line will add \$ 1.5 Billion to property values over and beyond what MetroRail has added. This will yield roughly \$ 18 million per year to local county income to more than cover the operating deficit of The Purple Line. The state will pay the rest with the recent tax increases for that purpose. With 22 million annual passengers, The Purple Line should have \$ 24 million annual fare revenue, leaving \$ 14 million of losses to pay

Purple Line Comment on FEIS- Maryland Transit Administration- 24th Sept'mb'r 2013- page 3

from the \$ 18 million added property tax collections.

To justify the operating and maintenance

cost of \$ 38, we must consider turning every other peak train back short at College Park. East of College Park, ridership is less than half of what it will be west of Silver Spring so only half the peak service is needed and justified. Even a reliable 12-minute headway will be far superior to present bus service. This schedule adjustment will permit single tracking the line east of College Park. A twelve-minute headway requires trains to pass every six minutes or about every 1.67 miles. A ten-minute mid-day headway will not match the 12-minute MetroRail headway so save waiting time at transfer stations. Put The Purple Line on a 12-minute base headway. This requires timed transfers a College Park, the busiest station on a 12-minute headway. It will save the transfer passengers five-minutes average waiting time. When Sacramento put its Light Rail lines on timed transfers with connecting buses, the whole system gained 38 %. That is too much to expect here, but more passengers are both likely and needed. While transfer riders will save 5 minutes on average, short trip rides will lose one minute for a net gain of one minute overall worth 2.75% more riders. The reduction in

construction costs should be up around \$75 million. To further reduce construction cost and aesthetic environmental impact, you also need to put a single track bridge over CSX at Silver Spring. It must be no longer than half-a-mile with 1.5 minutes running time to ensure good on-time performance. The CSX crossing is a nightmare and must be simplified. Single track east of College Park will improve travel safety. It will eliminate the possibility of careless people walking across one track into the path of a train on the other track. SAFETY FIRST.

Chevy Chase has again filed law suits to block the Purple Line but they must be ignored. Many years ago I attended and testified at a Montgomery County Planning Commission meeting where opponents of the Purple Line wanted exclusive use for the bike trail. The Montgomery County officials told them, on the record, in no uncertain terms that the railroad was bought to create a Light Rail line and no bicycle lobby was going to change that. Also, the Columbia Country Club filed two law suits to block the Purple Line and lost both of them. These delaying tactics must not be permitted to be repeated. Over twenty years the records have shown no basis for any more objections. The removal of trees is unfortunate but it is required by the bike trail proponents to make room for their trail. The tracks were there first with no harm to the trees. The right-of-way is for trains, not the bike trail and not the other way around. To further support the FEIS and The Purple Line, I want to assure that Light Rail is

a quiet means of transportation. I was Operational Start-up consultant for San Diego Trolley and did the prepreliminary planning for Baltimore's Central Light Rail Line. Generally, Light Rail is more like 81 decibels, compared to 82 for by buses accelerating. Sharp curve squeal by Light Rail can be damped by greasing the inside of the outside curved rail. The increase in property values disproves that Light Rail is harmful to neighbors.

I want to assure MTA that Light Rail is far superior to any bus facility for ridership, long term cost, safety and fuel economy. I was required to fund the South BusWay in Pittsburgh when I was Deputy Secretary of Transportation for Pennsylvania. They promised me 32,000 weekday passengers, up from 18,750, but it peaked during the Second Energy Crisis in 1982 with only 20,750. It has now declined to only 10,000, 47% below the previous local bus service. Bus service in Pittsburgh with three BusWays in

2011 cost \$1.47 per passenger-mile, even worse than MetroBus. Light Rail in Pittsburgh in that same area had 24,000 weekday passengers prior to the BusWay but now has 26,500, up 11%.

Purple Line Comment on FEIS - Maryland Transit Administration - 24 September 2013 - page 4.

despite a sharp population decline.

Relatively speaking, Light Rail is a clean energy system

E.8

but buses are not. Buses burn diesel fuel or other new ideas that still need polluting energy, other than electric trolley buses which are not under consideration here. Light Rail is absolutely clean. Yes, Light Rail uses some coal for making its electricity, but it is used more cleanly. Buses run on rubber tires with hysteresis. They average only 32 passenger-miles per gallon of fuel. Light Rail would average almost 40 passenger-miles per gallon but they do not use oil at all. Coal is only half of electric power fuel. Light Rail has a higher load factor. The end result is that coal fired electricity is cleaner than oil fired transit at the bottom line as well as less costly. It produces American jobs at home. We need that. Laboratory results are not wrong, but they are inapplicable to

operational modes with different energy efficiency. For example, Light Rail costs only four cents per passenger-mile for electricity but buses cost ten cents per passenger-mile for diesel fuel. This fully trumps laboratory results which do not consider user efficiency.

If capital funding is a major hurdle, solve it by creating a non-profit corporation like San Diego Trolley, Inc. to sell bonds to build the Purple Line. The Mass Transit Administration can make a long term lease agreement with the non-profit corporation that will fully fund the bonds so they will sell like Virginia Railway Express sold bonds. Federal aid should be sought with a proviso that there is no better use for federal funds than this very project. The State of Maryland can afford the lease of the non-profit corporation because it will save funds on bus service no longer needed. Surely bus service will still be needed but not in the present location and volume.

When bus riders shift to Light Rail, buses no longer patronized must be eliminated. The service will still be there but on rails.

I also want to comment on the 70 % low floor Light Rail car selection. This is important in winter operation. Axles with motors must be higher off the ground so that packed snow does not lift the car up enough to derail it in snow, particularly at grade crossings or on streets where motor vehicles have packed snow on the uncleaned tracks. There has been sufficient experience since 1929 that small wheeled cars derail in snow. The 95-foot long car is a good choice, but it should be nine feet or more wide. Narrow cars are not comfortable. Modern people need 18 inches per seat, 36 inches per double seat spaced an inch from the wall. That requires 74 inches from wall to wall for seats. The aisle must be at least 24 inches wide or more so no less than 98 inches are required. The wall thickness may take up six more inches. That totals 104 inches outside, 8 feet 8 inches minimum. Nine feet would be better.

The wider the aisle, the shorter the dwell time. Baltimore's cars are very good that way. Single track operation requires fail safe automatic train stop for block signals. It is also very helpful on double track to prevent rear-end collisions that otherwise seem to happen every so often. It need not be complicated or sophisticated. It has been in valuable service since World War I but has adopted more modern technology as technology has improved BUT we do not need over sophistication. Keep it simple but fully safe and effective.

•

Registered Professional Engineer
Emeritus Member, Transportation Research Board, Committee AP070.
E. L. Tennyson.pdf (351 kb)

Attachments :

Busway and LRT Ridership Estimates

BUSWAY RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals	Percent Change	Notes
Dan'l Boone, St. Louis	(Minimal use achieved. To be replaced by LRT.)				
Mark Twain, St. Louis	(Minimal use achieved. Has been replaced by LRT.)				
Edsel Ford I-94, Detroit	(Not successful, discontinued)				
John Lodge, Highway 10, Detroit	(Not successful, discontinued)				
Ardmore, Delaware County, PA	3,300	1967	2,800	-15.15%	1
Pittsburgh South	32,000	1977	14,500	-54.69%	
Pittsburgh East	80,000	1983	30,000	-62.50%	
Pittsburgh West	50,000	2000	9,000	-82.00%	2
Pittsburgh North (HOV)					
Shirley Highway, Northern VA	13,500	1970	4,500	-66.67%	3
LA Harbor Freeway I-110	63,000	1997	4,300	-93.17%	
San Berdo Freeway I-10	30,000	1980	21,000	-30.00%	
Totals	271,800		86,100	-68.32%	

Notes:

1. Projection equals rail performance prior to conversion to a busway.
2. Busway to be completed in 2001. Current estimate of 9,000 by 2002.
3. Projection data for bus routes 17 and 18.

LIGHT RAIL RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals	Percent Change	Notes
Baltimore Central	33,000	1992-1996	29,500	-10.61%	5
Boston Highlands Branch	12,000	1959	28,500	137.50%	6
Dallas DART	30,000	1998	38,000	26.67%	7
Denver RTD Route 101	25,500	2000	28,000	9.80%	6
Los Angeles Blue	50,000	1992-1999	58,000 ^{73,000}	16.00% ^{46%}	
Portland MAX	50,000	1999	63,000	26.00%	
Sacramento RT Metro	20,500	1988-1998	28,000	36.59%	
Salt Lake City TRAX	14,000	2000	20,000	42.86%	7
Santa Clara VTA	20,000	1992-1999	23,500	17.50%	
St. Louis MetroLink	36,000	1994	38,000	5.56%	8
Totals	291,000		354,500	21.82%	

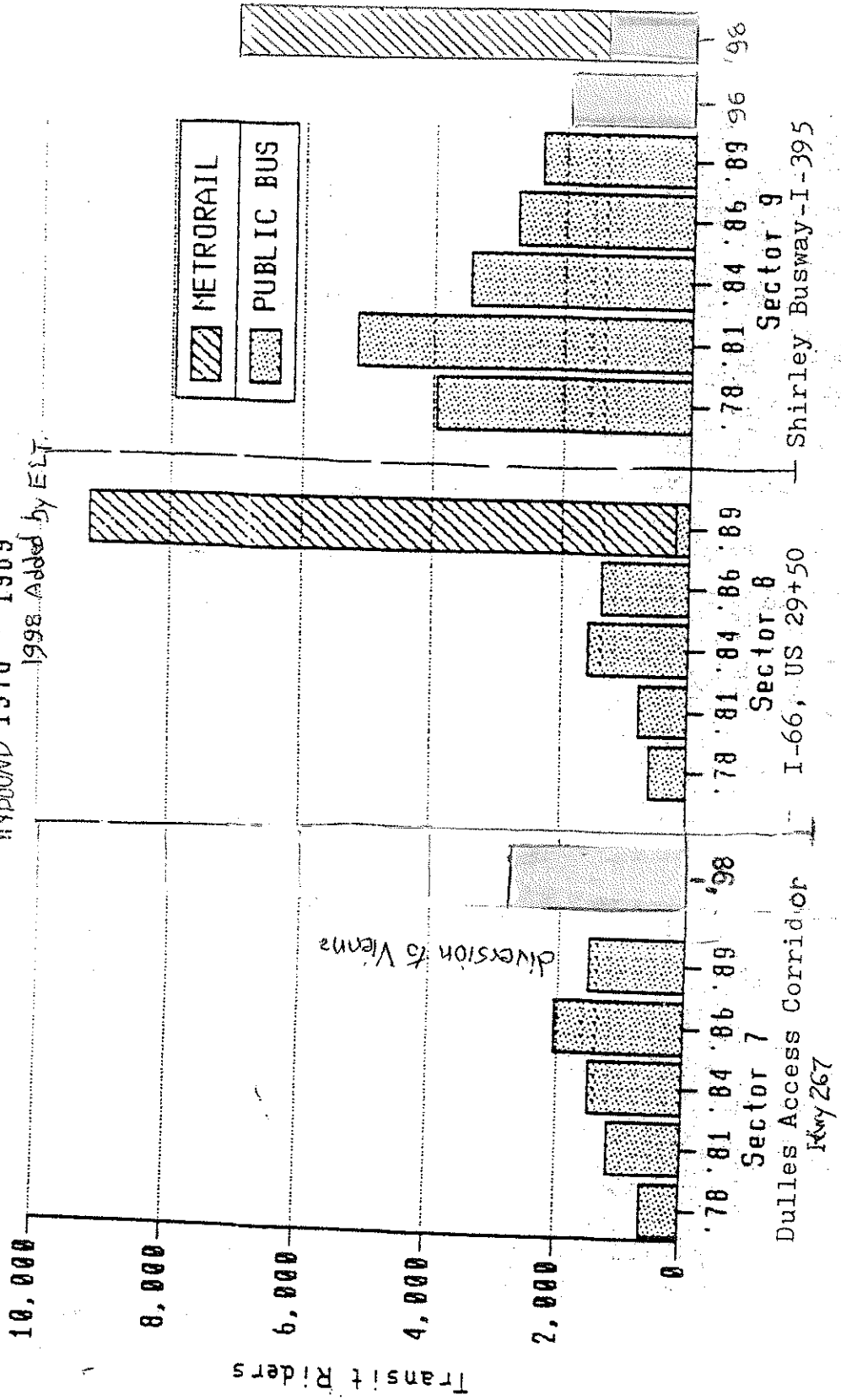
Notes:

5. Four planned stations have not been provided.
6. Cars operating at an uncomfortable maximum capacity until additional cars available.
7. Cars operating at an uncomfortable capacity until additional cars available.
8. Official estimate was 17,000 but an independent estimate was 36,000.

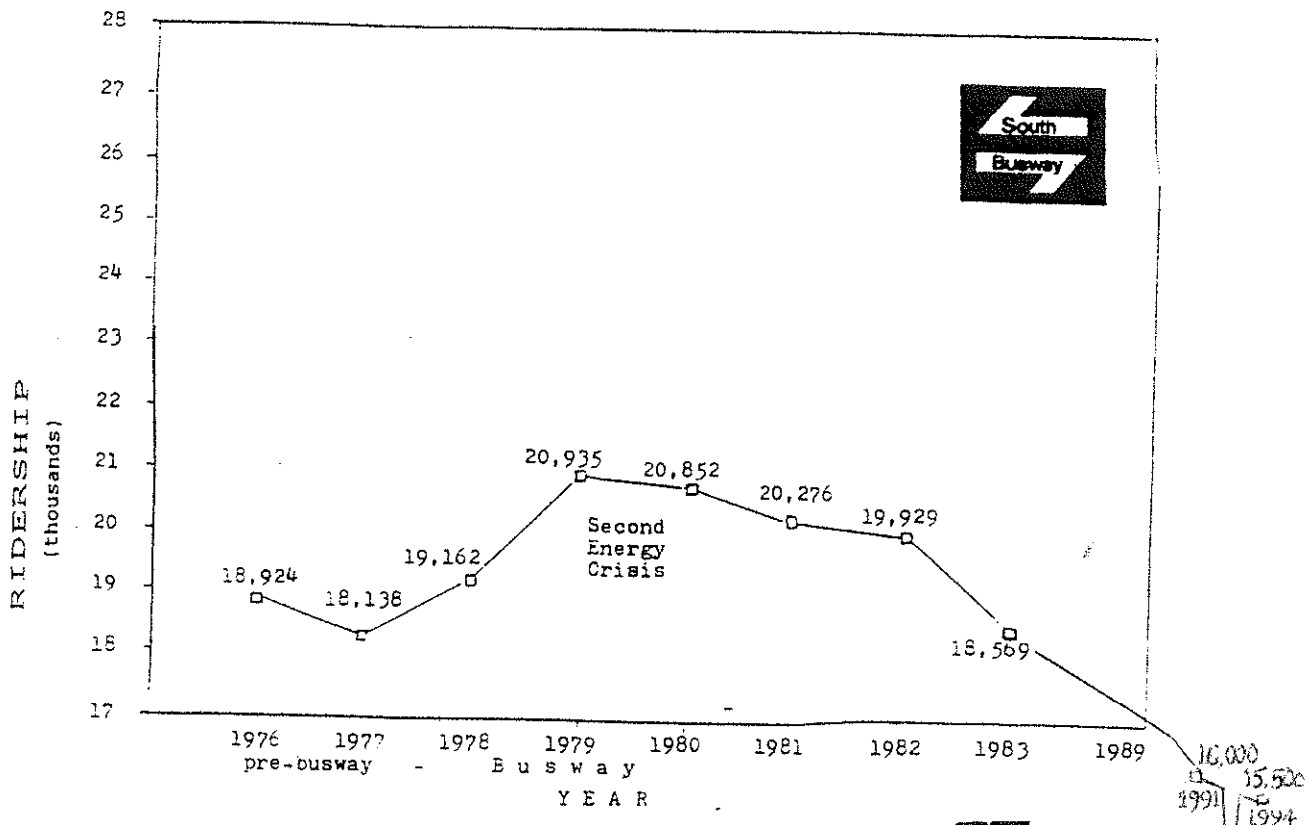
Sources:

Passenger Transport of APTA
 National Transit Data Base, FTA, US DOT §15
 "Mass Transit Magazine"
 "Metro" Magazine
 Simmons-Boardman Publishing Co.
 RTD Newsletters

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
 BELTWAY CORDON COUNT
 TRANSIT RIDER SHIP FOR VIRGINIA SECTORS 7-9
 INBOUND 1978 - 1989

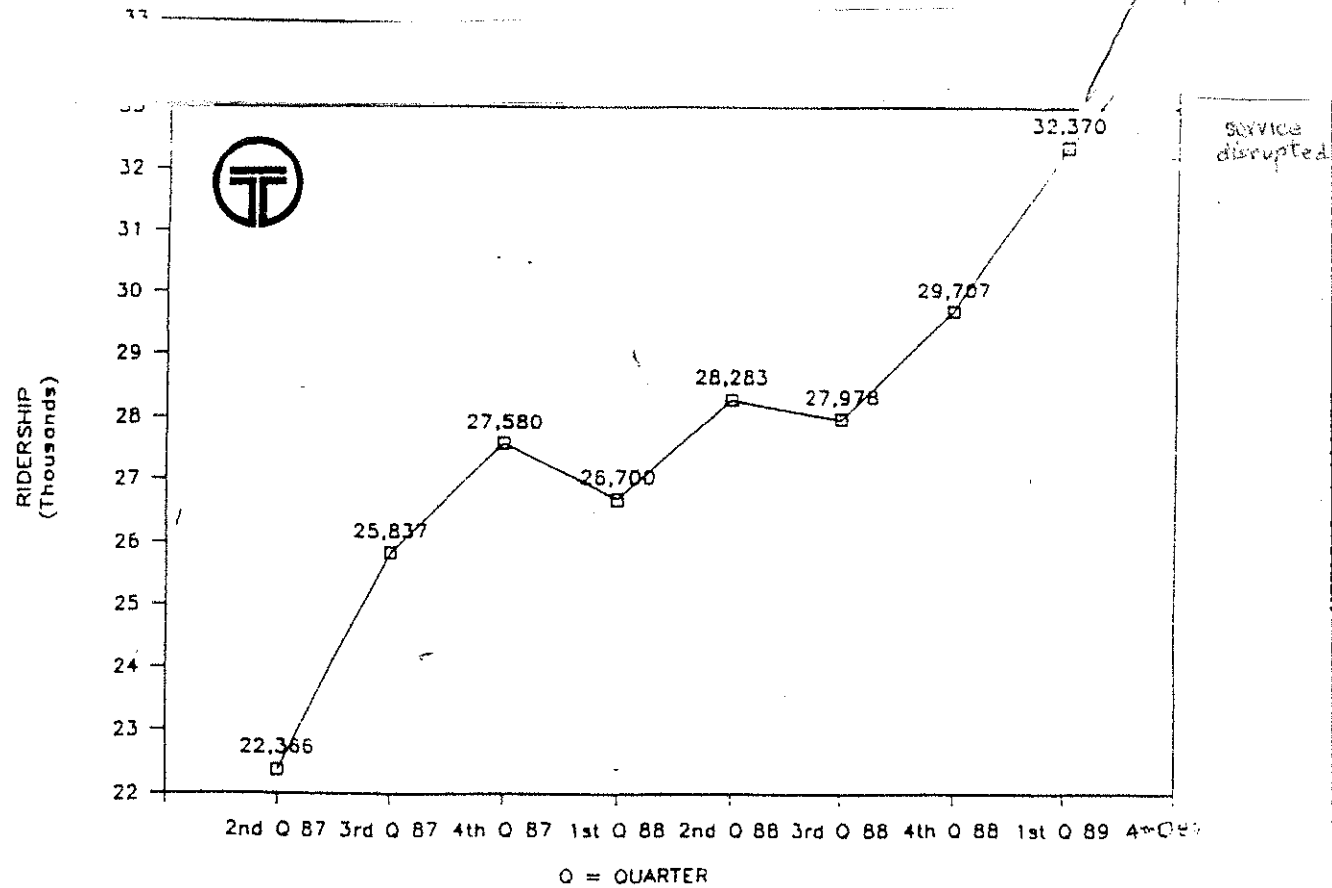


SOUTH BUSWAY RIDERSHIP



PITTSBURGH

AVERAGE WEEKDAY LIGHT RAIL RIDERSHIP



service disrupted

Q = QUARTER



Purple Line FEIS - RECORD #105 DETAIL

Comment Date : 10/3/2013
First Name : Kit
Last Name : Bonson
Address : 811 Gist Avenue
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : kbonson@earthlink.net

Submission Content/Notes : I support rapid bus transit, NOT the Purple Line. My neighbors and I have tried for nearly a decade to work with you all on the PL, but major deficiencies in planning still exist. First, taking ~160 houses and businesses just to reduce transit time between SS and Bethesda by 10 min is unethical and should not be implemented! I won't throw my neighbors under the train! Second the environmental impact is horrendous because if you take away travel lanes to dedicate them to the train, you will increase commuter time, frustration and exhaust output as people idle on the roads. The cost is prohibitive and should be spent on wiser, more integrated transit solutions. It's time to stop this fiasco and come up with a better mass transit solution that is less costly, less invasive and helps more people have an easier commute.

A.2

C.1

D.2

E.3

E.8

K.2

Purple Line FEIS - RECORD #106 DETAIL

Comment Date : 10/3/2013
First Name : Michael
Last Name : Robbins
Address : 607 Bonifant St
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : robbinsmba@gmail.com

Submission Content/Notes : Our family lives two short blocks up Dale from the proposed Purple Line station at Wayne and Dale. My wife and I strongly support the construction of an above ground station at this location. We would be happy to testify in person at any hearings.

A.1

F.1

Purple Line FEIS - RECORD #107 DETAIL

Comment Date : 10/3/2013

First Name : Amy

Last Name : Thompson

Address : 409 Pershing Drive

City : Silver Spring

State : MD

Email Address : athomptig@verizon.net

Submission Content/Notes : I live in the Wayne Avenue/Dale Drive area and while I would welcome a Purple Line station there I don't want our neighborhood disrupted. In the long term it would be worth the extra money to build the line underground. I guess I don't understand why there seems to be no long term thought put into the Purple Line. I'd rather not have it at all if it can't be done right. Just my thoughts.

C.1

C.2

Purple Line FEIS - RECORD #108 DETAIL

Comment Date : 10/4/2013

First Name : Lucien

Last Name : Johnson

State : MD

Email Address : lucien_j@yahoo.com

Submission Content/Notes : I feel the Purple Line should be between Silver Spring and New Carrolton. Montgomery County can use bus rapid transit to connect Bethesda and Silver Spring. This should reduce the cost of the Purple Line. Also, Maryland can avoid fights with people in Chevy Chase.

C.2

Purple Line FEIS - RECORD #109 DETAIL

Comment Date : 10/4/2013
First Name : Michael
Last Name : Uhlman
Address : 3905 Washington st
City : Kensington
State : MD
Zip Code : 20895
Email Address : Michaelsuhlman@gmail.com

Submission Content/Notes : As a Montgomery County resident I am strongly against this proposed solution for SS/Bethesda connectivity. Do they need a connection? Yes! Is this the best, or more importantly, the "right" way to solve it? Emphatically no! The connection between Silver Spring and Bethesda should be underground creating a loop within the red line metro. This would have the least environmental impact period. It would also resolve noise, light, and eyesore issues, as well as allowing current land owners along the route to keep their properties. And the many properties adjacent to the route would no longer be affected, maintaining their property values.

C.1

C.3

The extension of a rail line beyond Silver Spring to College Park and beyond passes through less urban environments, and so could travel above ground with less impact. This should be explored as a completely separate project, under separate funding. Earlier studies have shown that ridership in this "extension" zone would be substantially less than in the high traffic SS/Bethesda corridor.

So, split the project into two parts, fund the higher priority Bethesda/Silver Spring portion as an underground metro connection now and follow up with the rest of the extension as anew, separate project.

Thank You,
Mike Uhlman

Purple Line FEIS - RECORD #110 DETAIL

Comment Date : 10/4/2013

First Name : Jerry

Last Name : Withers

Address : 206 Dale Drive

City : Silver Spring

State : MD

Zip Code : 20910

Email Address : jerrybey@msn.com

Submission Content/Notes : Not completing the Dale Drive Station in the first phase does not provide service or environmental equity. It creates disruption without any benefit. the station should be built now!!!

F.1

Purple Line FEIS - RECORD #112 DETAIL

Comment Date : 10/5/2013
First Name : Kirstin
Last Name : Austin
Address : 9000 Louis Ave
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : kirstinkirk@yahoo.com

Submission Content/Notes : I live in North Woodside. I do not see a statement on the impact of sound, vibrations etc. on our neighborhood - why were we overlooked? The homes on Luzerne Ave are right on the tracks - they need a sound barrier/ wall at the back of their yards, just like Bethesda is getting. Please put in a sound wall for properties on Luzern Ave. Please don't tell me "it won't be that loud". The trains are already way too loud and vibrate our homes. Another set of train cars (even if electric) going by even more frequently will just add insult to injury. Please stop showing special preference to Bethesda and take our concerns seriously.

E.9

E.10

Purple Line FEIS - RECORD #113 DETAIL

Comment Date : 10/7/2013
First Name : Elsa
Last Name : Silverman
Address : 8605 Lynbrook Drive
City : Bethesda
State : MD
Zip Code : 20814
Email Address : ebsilverman@gmail.com

Submission Content/Notes : I question the efficacy of the project; I am concerned about the environmental effects and seeming disregard for individual and community preferences.

A.2

J.2

Purple Line FEIS - RECORD #114 DETAIL

Comment Date : 9/29/2013
First Name : William
Last Name : Hanna
Business/Agency/Association Name : Action Langley Park
Address : 1500 Merrimac Drive
City : Langley Park
State : MD
Zip Code : 20783
Email Address : actionlangleypark@yahoo.com

Submission Content/Notes : 29 September 2013

Purple Line Decisionmakers: Re FEIS

Environmental Impact: Of course, the word "environment" can mean many different things. For instance, it can mean air pollution-which widespread use of the light-rail system would presumably reduce. It might mean forcing businesses and residential homes to be torn down to make way for rail lines, stations, and more. It can focus on vehicular and pedestrian movement. Thus the Purple Line FEIS reports that new traffic signals are planned in the Langley Park area for University Boulevard Intersections with

G.2

Merrimac Drive, Lebanon Street, 14th Avenue, Guilford Road, and 24th Avenue. It can mean disruption during construction (and that will certainly be a problem for several years), noise from light-rail operation, and more. The Langley Park area certainly will be impacted by new construction, the construction process, the noise and vibrations of operation, and more. But the social impact will be the greatest.

E.9

Social impact: There is a discussion of the habitat and wildlife, but little discussion that we have discovered about the human habitat or the human wildlife. There is an "environmental justice" section, and this conclusion: "No disproportionately high and adverse effects on environmental justice populations. However, many of the commercial areas in the corridor are in environmental justice communities; MTA understands small, local, and EI businesses will require some unique engagement."

E.14

It is noted that 53 residential units and 60 commercial facilities will be displaced, and 2,000 jobs will be created. (Reserved for local residents??) Here's a key sentence: "A potential indirect effect of the Purple Line to [low income] populations would be a reduction in affordable housing as a result of redevelopment of existing housing and increased commercial rents and property values." And elsewhere in the report: "Adverse effects [include] increasing rents for businesses [and] loss of affordable housing." That's environmental injustice. So residents and business people should get ready for the bulldozers and probably business failures.

Langley Park specifically: There is a section of the "Social Effects and Land Use Planning Technical Report" that focuses on "the Langley Park Neighborhood," but unfortunately the transit researchers don't know where Langley Park is! The report states: "The Langley Park neighborhood is primarily in Prince George's County, but two of its ten census tracts are in Montgomery County." In fact, Langley Park is entirely within Prince George's County, and it has only three census tracts. Check census.gov! And believe it or not, the map of the neighborhood has the correct three-tracks area. How can the researchers be so incompetent?

The report staff apparently doesn't know what "community facilities" are in the real Langley Park. The report lists the Greater Grace Church but puts it in Hyattsville; it is in Langley Park. And it lists the Chillum-Adelphi Fire Company but puts it in Adelphi; it is in Langley Park. But there is no mention of the Langley Park Community Center, the Langley Park Boys and Girls Club, the Langley Park McCormick Elementary School, the community police facility on New Hampshire Avenue, and who knows what else the staff missed.

In Conclusion: How can one trust anything in the FEIS given the incompetence of just a small section of the report. Surely some people should be fired.

There is no accusation here that the report staff was paid off by interested public and private sector stakeholders.

A research team that gives a damn about the impact on the quality of life of residents and business people in the alignment corridor would almost surely produce a different document.

Alas, regardless of the FEIS or other documents, if the money becomes available from the Federal government or the private sector, the Purple

Line will be built, and that initially will lead to some displacement and over time gentrification that will force many of the residents of the Langley Park area to leave either because they are priced out of space or their apartments and business buildings will be torn down and replaced with more costly buildings. It is just a matter of time. The money needs of the county government and business people will be served. Of course, governments need money and businesses need profits. It's just a shame that there will be lots of losers, and the FEIS seems to justify the planned change in a somewhat magical way. Given the likely construction, perhaps starting in 2015, let's hope that the eventual result will have a high ridership so that as

far as mass transit is concerned,
Sincerely, J A / j

project is a success. But social justice and environmental justice are unlikely.

Attachments :

Bill Hanna.pdf (110 kb)

Action Langley Park

A non-profit 501c3 (pending) neighborhood coalition of residents, laborers, businesspeople, members of the clergy, and their allies
Telephone 301 405-4005, Email actionlangleypark@yahoo.com, c/o LPCC 1500 Merrimac Dr., Langley Park 20783

•From the desk of ALP Executive Secretary William J. Hanna, Ph.D.*

29 September 2013

Purple Line Decisionmakers:

Re FEIS

Environmental impact: Of course, the word "environment" can mean many different things. For instance, it can mean air pollution—which widespread use of the light-rail system would presumably reduce. It might mean forcing businesses and residential homes to be torn down to make way for rail lines, stations, and more. It can focus on vehicular and pedestrian movement. Thus the Purple Line FEIS reports that new traffic signals are planned in the Langley Park area for University Boulevard intersections with Merrimac Drive, Lebanon Street, 14th Avenue, Guilford Road, and 24th Avenue. It can mean disruption during construction (and that will certainly be a problem for several years), noise from light-rail operation, and more. The Langley Park area certainly will be impacted by new construction, the construction process, the noise and vibrations of operation, and more. But the social impact will be the greatest.

Social impact: There is a discussion of the habitat and wildlife, but little discussion that we have discovered about the human habitat or the human wildlife. There is an "environmental justice" section, and this conclusion: "No disproportionately high and adverse effects on environmental justice populations. However, many of the commercial areas in the corridor are in environmental justice communities; MTA understands small, local, and E J businesses will require some unique engagement."

It is noted that 53 residential units and 60 commercial facilities will be displaced, and 2,000 jobs will be created. (Reserved for local residents??) Here's a key sentence: "A potential indirect effect of the Purple Line to [low income] populations would be a reduction in affordable housing as a result of redevelopment of existing housing and increased commercial rents and property values." And elsewhere in the report: "Adverse effects [include] increasing rents for businesses [and] loss of affordable housing." That's environmental injustice. So residents and businesspeople should get ready for the bulldozers and probably business failures.

Langley Park specifically: There is a section of the "Social Effects and Land Use Planning Technical Report" that focuses on "the Langley Park Neighborhood," but unfortunately the transit researchers don't know where Langley Park is! The report states: "The Langley Park neighborhood is primarily in Prince George's County, but two of its ten census tracts are in Montgomery County." In fact, Langley Park is entirely within Prince George's County, and it has only three census tracks. Check census.gov! And believe it or not, the map of the neighborhood has the correct three-tracks area. How can the researchers be so incompetent?

The report staff apparently doesn't know what "community facilities" are in the real Langley Park. The report lists the Greater Grace Church but puts it in Hyattsville; it is in Langley Park. And it lists the Chillum-Adelphi Fire Company but puts it in Adelphi; it is in Langley Park. But there is no mention of the Langley Park Community Center, the Langley Park Boys and Girls Club, the Langley Park McCormick Elementary School, the community police facility on New Hampshire Avenue, and who knows what else the staff missed.

In Conclusion: How can one trust anything in the FEIS given the incompetence of just a small section of the report. Surely some people should be fired.

There is no accusation here that the report staff was paid off by interested public and private sector stakeholders.

A research team that gives a damn about the impact on the quality of life of residents and businesspeople in the alignment corridor would almost surely produce a different document.

Alas, regardless of the FEIS or other documents, if the money becomes available from the Federal government or the private sector, the Purple Line will be built, and that initially will lead to some displacement and over time gentrification that will force many of the residents of the Langley Park area to leave either because they are priced out of space or their apartments and business buildings will be torn down and replaced with more costly buildings. It is just a matter of time. The money needs of the county government and business people will be served. Of course, governments need money and businesses need profits. It's just a shame that there will be lots of losers, and the FEIS seems to justify the planned change in a somewhat magical way.

Given the likely construction, perhaps starting in 2015, let's hope that the eventual result will have a high ridership so that as far as mass transit is concerned, the project is a success. But social justice and environmental justice are unlikely.

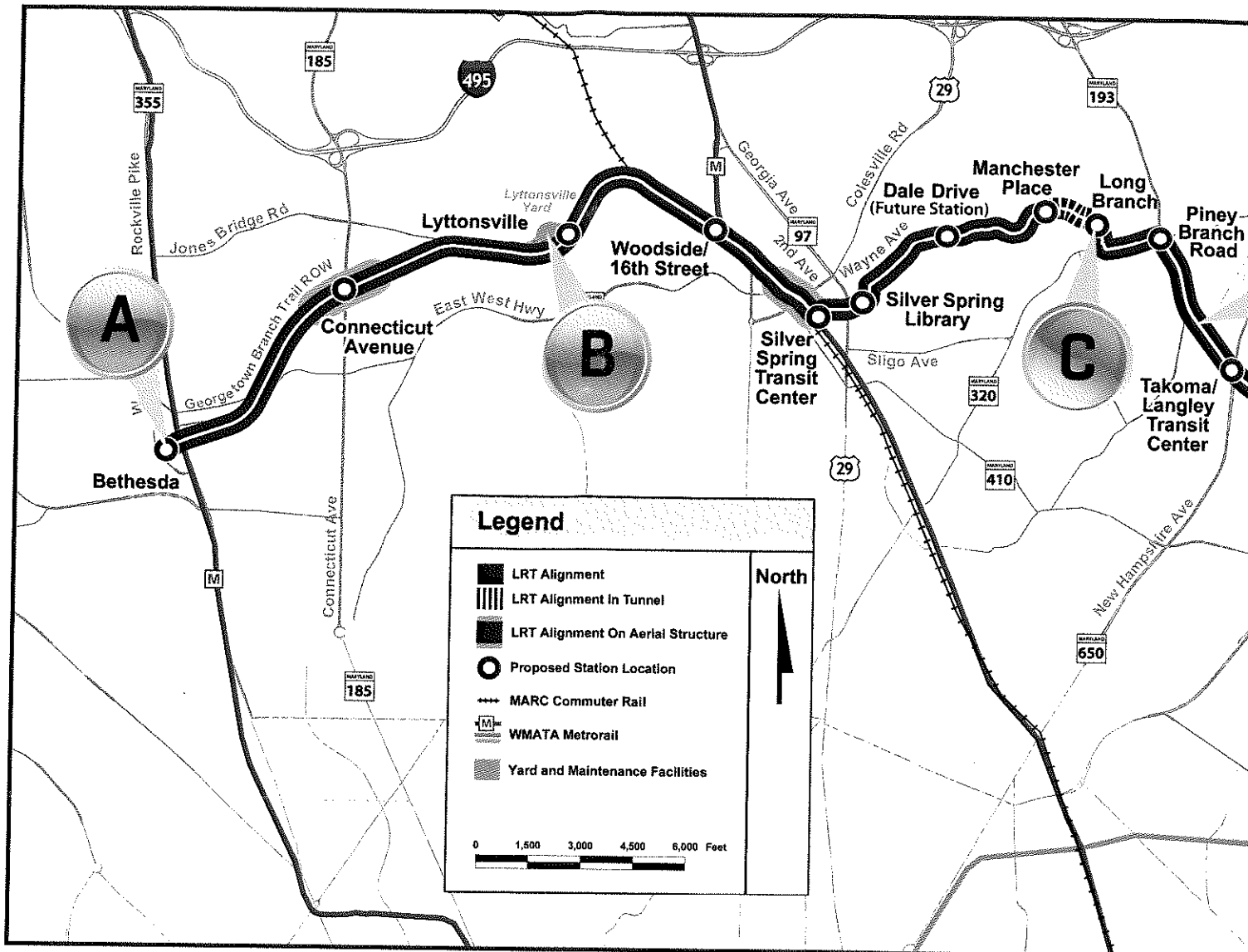
Sincerely,



Purple Line FEIS - RECORD #115 DETAIL

Comment Date : 10/2/2013
First Name : Jonathan
Last Name : St. Thomas
Address : 833 W. Pratt Street
Apt./Suite No. : 707
City : Baltimore
State : MD
Zip Code : 21201
Attachments : Jonathan St. Thomas.pdf (2 mb)

A.1



I AGREE WITH THE

A BETHESDA CHANGES

WAS planned to carry the trail through the tunnel above the transitway

Issue: Engineering constraints and high risks and costs associated with construction

NOW the trail continues on a surface route through Elm Street Park and there is a sidewalk through the tunnel

Benefits

- Pedestrian access maintained through area
- Financially feasible
- Less construction risk

Issue: Community concerns about size of facility, displacement of local businesses, and proximity to residential areas

NOW a storage facility and operations center located primarily west of Lyttonsville Place

Benefits

- Smaller facility
- Reduced community impacts
- Elimination of redundant functions at the two facilities
- Avoidance of additional business displacements

I LIKE THE CHANGES

C ARLISS STREET

WAS in the center of Arliss Street

Issue: County and stakeholder input on impacts to adjacent properties

I LIKE IT

NOW on the west side of Arliss Street

Benefits

- County and Stakeholder input
- Coordinated with the ongoing Sector Plan

D UNIVERSITY BOULEVARD

WAS in the median of a reconstructed 6-lane roadway with minimal sidewalks

Issue: Stakeholder concerns about walkable areas, pedestrian safety, and business and property impacts

NOW in the median of a 4-lane roadway with wider sidewalks and additional green buffers

Benefits

- Significantly reduced displacements and right-of-way impacts

NOW THAT WHAT I'M TALKING ABOUT

B LYTTONSVILLE YARD

WAS a storage yard and maintenance facility encroaching east of Lyttonsville Place towards Stewart Avenue

CONNECTING PEOPLE AND PLACES

PURPLE LINE

VOLUME 13 — SUMMER 2013

Progress

Final Environmental Impact Statement Available for 30-Day Public Review Period

The Federal Transit Administration (FTA) and the Maryland Transit Administration (MTA) have prepared the Purple Line Final Environmental Impact Statement (FEIS) and Draft Section 4(f) Evaluation for public availability and review. The FEIS summarizes the transportation and environmental impacts related to the implementation of a new east-west light rail transit line in Montgomery and Prince George's counties.

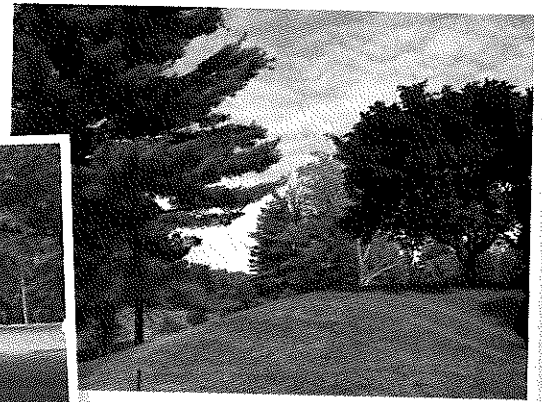
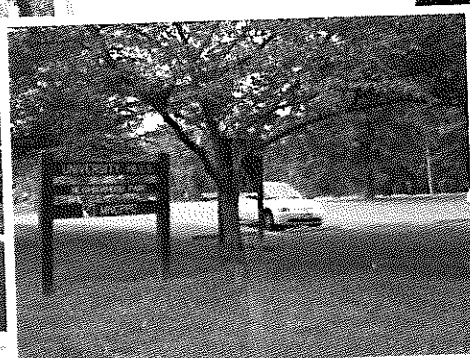
This document includes the purpose and need for the project, alternatives considered, identification of the Preferred Alternative, transportation and environmental considerations, and plans for implementing and constructing the Purple Line. Once finalized, the FEIS is the basis for federal environmental approval, which allows the Purple Line to continue toward construction.

Information in the FEIS has been presented to the public over the past four years as part of the ongoing public outreach efforts for the project. The FEIS will be available for public review on September 6 for a 30-day review period. Please check the Purple Line website at purplelinemd.com to find out more information on the review period. The public can provide comments on the findings of the FEIS and Draft Section 4(f) Evaluation. The document will be available at area libraries, MTA and other select locations. The document also will be available online at purplelinemd.com.

The public can choose one of three ways to provide formal comment on the FEIS document:

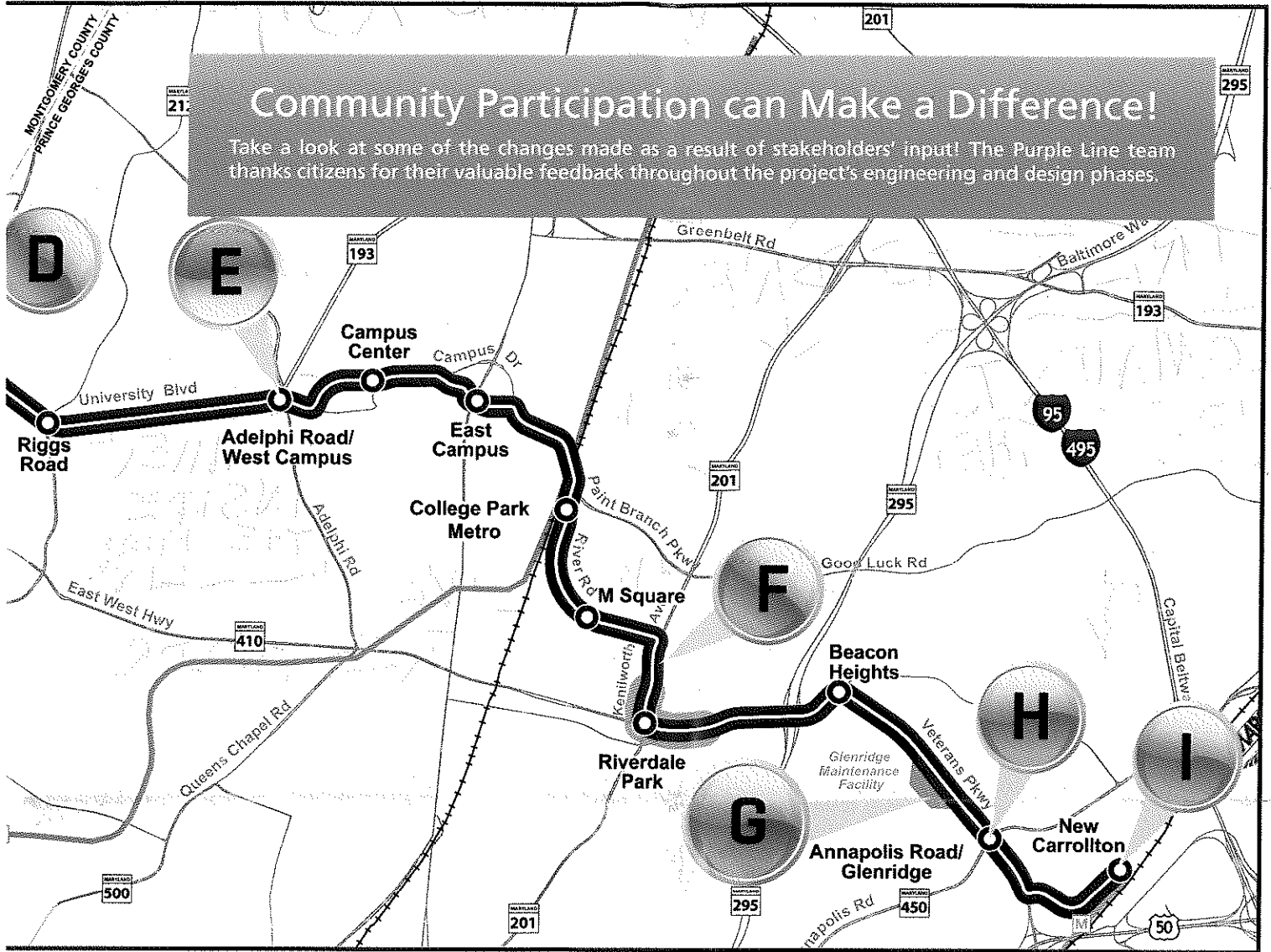
1. By completing an online comment form at purplelinemd.com
2. By sending an email to FEIS@purplelinemd.com with "FEIS COMMENT" as the subject heading
3. By sending your written comments to:
Purple Line: FEIS Comment
Maryland Transit Administration
Transit Development & Delivery
100 S. Charles Street, Tower Two, Suite 700
Baltimore, MD 21201

**Please Note: All comments, whether paper or electronic, will be given equal consideration.*



Community Participation can Make a Difference!

Take a look at some of the changes made as a result of stakeholders' input! The Purple Line team thanks citizens for their valuable feedback throughout the project's engineering and design phases.



- Narrower transportation corridor
- Improved pedestrian facilities and safety features
- Reduced impacts to residential and commercial parking
- Balanced needs of all users (pedestrians, motorists, transit)
- Most compatible with future sector plan improvements

E ADELPHI ROAD CROSSING

WAS grade-separated below Adelphi Road with the West Campus station on the south side of Campus Drive partially depressed behind a retaining wall

Issue: Concerns from the University of Maryland about the visibility of the station and its connection to campus

NOW at-grade across Adelphi Road with the station in the middle of Campus Drive

Benefits

- Improved visibility and safety at station
- Better visual connection to UMUC and Campus
- Better bicycle and pedestrian connections
- Reduced parking

F KENILWORTH AVENUE

WAS along the west side of Kenilworth Avenue with space for future roadway widening

Issue: Concerns about impacts to local businesses from roadway widening

NOW down the middle of Kenilworth Avenue with no additional future widening

Benefits

- Reduced number of displacements and right-of-way requirements
- Improved business access
- Improved bicycle and pedestrian facilities

G GLENRIDGE YARD

WAS a more "circular" storage yard and maintenance facility

Issue: Facility encroached on the school fields and was close to the park trail and pavilions

NOW a more linear maintenance facility

Benefits

- Avoidance of the school fields
- Farther from the park facilities
- Ability to give land to expand school fields
- Elimination of redundant functions at the two facilities

I LIKE THE CHANGES

COOL

I LIKE THE CHANGES

EMAIL: ~~jon~~ jonathan1957@vcos.com



Maryland Transit Administration
100 S. Charles Street
Tower Two, Suite 700
Baltimore, Maryland 21201

PSRST STD
PAID
WILMINGTON, DE
PERMIT NO. 1387

I NO LONGER LIVE AT THE
STREET ADDRESS BELOW



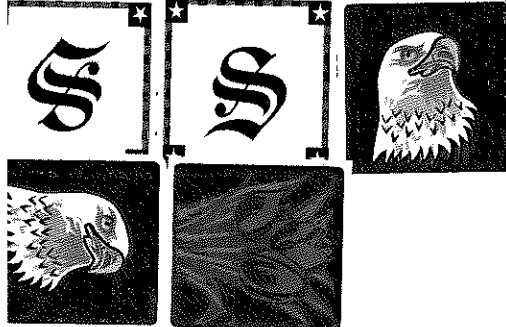
Jonathan St. Thomas
Or Current Resident
1120 Cleveland St
Baltimore MD 21230-1903



I HAVE
COMMENTS
INSIDE ON
THE PURPLE
LINE

I NOW LIVE
AT THIS STREE ADDRESS

MY COMMENTS
INSIDE ON THE
PURPLE LINE



Jonathan St Thomas
833 W Pratt St. Apt. 707
Baltimore, MD 21201-1098

Jonathan St Thomas
833 W Pratt St. Apt. 707
Baltimore, MD 21201-1098



Hi Kids! Visit:
purplelinemd.com/kidspage
All Aboard for Fun!

Purple Line For Kids

Hi Kids! I'm Mr. Plum! Visit the Purple Line Kids' Web Page to meet me and my friends on Purple Planet!

We will teach you interesting facts about the Purple Line light rail project, as well as tips on how to be a good light rail passenger. Purple Planet offers fun activities like Purple Line coloring pages; a word search with Penelope Porcupine; a trivia page with Purple Linus; and a maze where you can guide Purple Liam the Light Rail Train from station to station across Prince George's and Montgomery counties! Also, available in Spanish! **¡También disponible en español!**

If you have further questions, contact:

Purple Line Outreach Team
Maryland Transit Administration
(443) 451-3706
outreach@purplelinemd.com



Like us on Facebook:
facebook.com/marylandpurpleline

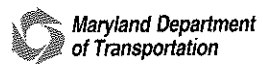


Follow us on Twitter:
[@purplelinemd](https://twitter.com/purplelinemd)

Para recibir información en español,
llame al número telefónico (443) 451-3705.

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor



Hundreds Attend 2013 Open House Meetings

As part of its continuing efforts to engage the public and provide the latest information about the Purple Line project, the Maryland Transit Administration (MTA) welcomed more than 350 Maryland residents to its spring Open Houses. The five open houses were held in early May along the project corridor in Prince George's and Montgomery counties.

Staff presented corridor-wide project information including modifications since the fall 2011 Open House meetings, as well as information to be included in the Final Environmental Impact Statement (FEIS).

Each meeting featured 84 feet of detailed aerial maps set on tables, providing attendees a great opportunity to better visualize and discuss with staff the planned alignment. Also



presented were updates on the project schedule; proposed station renderings; an explanation of the environmental process; light rail vehicle examples; business outreach and workforce development objectives; and an overview of the Art-in-Transit program. Attendees also participated in the "Sounds of Transit" presentation that featured audio comparisons of various rail systems to sound levels expected to be produced by Purple Line light rail vehicles.

Members of the Real Estate team were available to discuss property acquisitions necessary to build the project, as well as the right-of-way acquisition and relocation assistance processes. The team was able to refer to maps and answer specific questions regarding potential property impacts.

A total of 57 written comments were received from Open House attendees. If you missed the meetings or simply want to review the information again, maps and boards can be found at purplelinemd.com.



ANNAPOLIS ROAD CROSSING

IS grade-separated below Annapolis Road with the station under Annapolis Road

ISSUE: Concern about safety at station due to low visibility

NOW at-grade across Annapolis Road with the station to the east of Annapolis Road

Benefits
 • Improved visibility and safety of the station
 • Improved pedestrian access
 • Fewer utility conflicts
 • Significantly less disruptive construction during opening

I AGREE WITH THE CHANGE

ELLIN ROAD

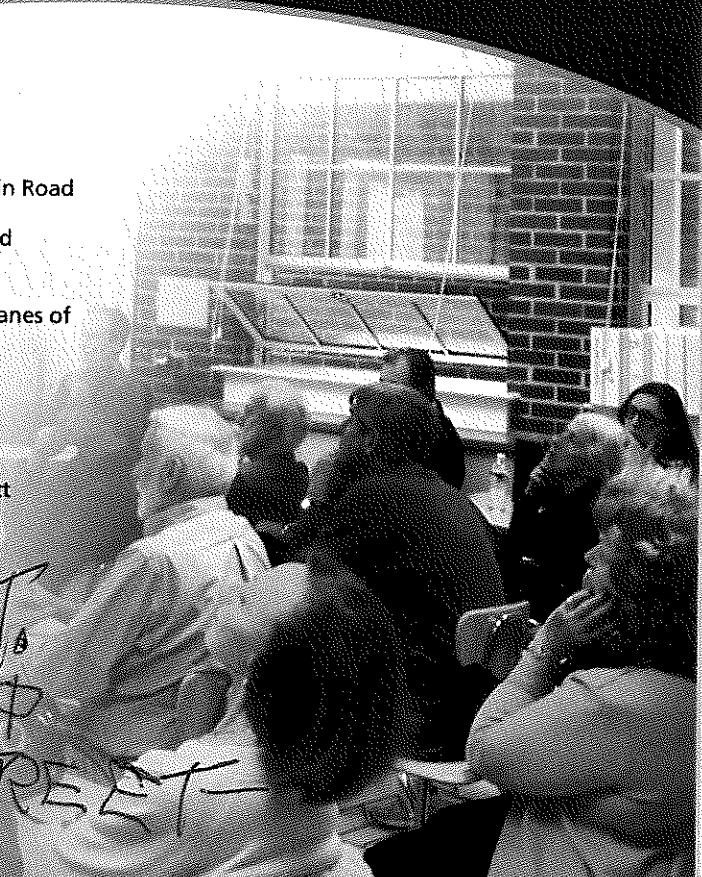
IS on the south side of Ellin Road

Issue: Proximity to Pepco substation and Hanson Oaks community

NOW mostly shared within the traffic lanes of Ellin Road

Benefits
 • Further from homes in Hanson Oaks
 • Reduced forest and stream impacts
 • Avoidance of significant utility conflict
 • Narrower transportation corridor
 • Improved pedestrian routes

I LIKE IT LIKE AN OLD FASHION STREET CAR LINE



Guide to the FEIS

The FEIS has nine chapters:

1. **Purpose and Need** - This chapter outlines the purpose of the project and the transportation needs that exist within the project study corridor.
2. **Alternatives Considered** - This chapter provides a summary of the alternatives developed and evaluated and also presents the No Build Alternative and the Preferred Alternative.
3. **Transportation Effects** - This chapter describes the existing transportation conditions and presents information for the short-term construction effects of the Preferred Alternative and mitigation, as well as the long-term effects and mitigation.
4. **Environmental Resources, Impacts and Mitigation** - Similar to the previous chapter, this chapter describes the existing resources and presents information for the short-term effects, as well as the long-term effects, of the Future No Build Alternative and Preferred Alternative and mitigation.
5. **Construction Activities** - This chapter provides information regarding possible construction activities and methods that could be used, schedule, the transportation management plan and environmental compliance plan.
6. **Draft Section 4(f) Evaluation** - This chapter describes MTA's proposed use of parks and historic properties protected by Section 4(f) of the USDOT Transportation Act.
7. **Indirect and Cumulative Effects** - This chapter describes effects indirectly caused by the project as well as the project role in affecting the environment in the context of other past, present and reasonably foreseeable projects.
8. **Public Involvement and Agency Outreach** - This chapter presents the public involvement activities and agency outreach that has occurred since the AA/DEIS.
9. **Evaluation of Alternatives** - This chapter compares the No Build and Preferred Alternatives in terms of how effective each is in meeting the purpose and need for the project. This chapter presents a trade-off discussion of the benefits and effects of the Preferred Alternative, and includes an equity discussion.
10. **AA/DEIS Comments and Responses, Appendix A** - This appendix presents the comments received during the AA/DEIS comment period (October 2008-January 2009), and includes responses to the comments.

The FEIS Technical Reports are available for public review (upon request) at the MTA-TDD offices located at 100 S. Charles St, Tower 2, Suite 700, Baltimore, MD 21201 or via the project website at purplelinemd.com. Any person with special needs, such as English language assistance or Braille should contact the MTA for assistance.

FEIS Document Availability Locations:

Printed copies of the FEIS will be available for public review at the following locations:

Bethesda Library

7400 Arlington Road, Bethesda, MD 20814

Bladensburg Library

4820 Annapolis Road, Bladensburg, MD 20710

Chevy Chase Library

8005 Connecticut Avenue, Chevy Chase, MD 20815

Greenbelt Library

11 Crescent Road, Greenbelt, MD 20770

Hyattsville Library

6530 Adelphi Road, Hyattsville, MD 20782

Long Branch Library

8800 Garland Avenue, Silver Spring, MD 20901

Maryland Department of Legislative Services Library

90 State Circle, Annapolis, MD 21401

Maryland State Archives

350 Rowe Boulevard, Annapolis, MD 21401

Maryland State Law Library

361 Rowe Boulevard, Annapolis, MD 21401

M-NCPPC - Montgomery County

8787 Georgia Avenue, Silver Spring, MD 20910

M-NCPPC - Prince George's County

6600 Kenilworth Avenue, Riverdale, MD 20737

New Carrollton Library

7414 Riverdale Road, New Carrollton, MD 20784

Silver Spring Library

8901 Colesville Road, Silver Spring, MD 20910

Silver Spring Civic Building

1 Veterans Place, Silver Spring, MD 20910

State Library Resource Center

400 Cathedral Street, Baltimore, MD 21201

Takoma Park Maryland Library

101 Philadelphia Avenue, Takoma Park, MD 20912

University of Maryland - Hornbake Library North College Park, MD 20740

Purple Line FEIS - RECORD #116 DETAIL

Comment Date : 10/8/2013
First Name : Leslie
Last Name : Downey
Address : 510 Ashford Rd.
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : lesliekdowney@gmail.com
Submission Content/Notes : Please build the Purple Line station at Wayne Ave. & Dale Dr. when you are building the Purple Line on Wayne. Most of us in the neighborhood would love to have that amenity!

A.1

F.1

Purple Line FEIS - RECORD #117 DETAIL

Comment Date : 10/9/2013
First Name : Thomas
Last Name : King
Address : 410 Windsor Street
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : tfking106@aol.com

Submission Content/Notes : As a local property owner and resident, I support the Purple Line, but urge that a station be included early in its development at Wayne Ave. and Dale Drive in Silver Spring. I think this is vital to maximise the utility of the line to those in this neighborhood.

A.1

F.1

Purple Line FEIS - RECORD #118 DETAIL

Comment Date : 10/9/2013
First Name : Michael
Last Name : Smith
Address : 419 Windsor St
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : mikesmith@windsor.com

Submission Content/Notes : I support a station at Dale Drive and Wayne Avenue as it will provide students, elderly, and able-bodied easy access to the new library, Metro, and transit center, as well as Bethesda.

A.1

F.1

Purple Line FEIS - RECORD #119 DETAIL

Comment Date : 10/9/2013

First Name : Susan

Last Name : McCauley

State : MD

Email Address : mekongtex@aol.com

Submission Content/Notes : We endorse proposals for a stop at Wayne&Dale!!

A.1

F.1

Purple Line FEIS - RECORD #120 DETAIL

Comment Date : 10/9/2013
First Name : Michael
Last Name : Ussery
Address : 607 Dale Dr
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : mussery@niaid.nih.gov
Submission Content/Notes : The purple line is only useful for us if there is a stop at Wayne and Dale!

A.1

F.1

Purple Line FEIS - RECORD #121 DETAIL

Comment Date : 10/9/2013
First Name : Jeanne
Last Name : Ireland
Address : 514 Ashford
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : Jeanneireland@yahoo.com

Submission Content/Notes : I strongly support a Purple Line station at Dale Drive. Without a stop at Dale Drive, families in our neighborhood are not likely to use the Purple Line given the distance to the next closest station. I moved to Silver Spring to be able to walk to as much as possible and for an urban lifestyle. A Purple Line stop at Dale Drive will only enhance the benefits of the neighborhood.
Thank you

A.1

F.1

Purple Line FEIS - RECORD #122 DETAIL

Comment Date : 10/9/2013

First Name : Larry

Last Name : Kupers

Address : 605 Dale Drive

City : Silver Spring

State : MD

Zip Code : 20910

Submission Content/Notes : My family is in favor of including a purple stop at Dale and Wayne in the initial installation of the line.

A.1

F.1

Purple Line FEIS - RECORD #124 DETAIL

Comment Date : 10/10/2013
First Name : Fergus
Last Name : Donaldson
Address : 501 Ashford Rd
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : fergusatwork@yahoo.com

Submission Content/Notes : The construction of the Purple Line in the vicinity of Wayne Ave and Dale Dr is going to have a significant impact on the local community. I strongly support the expansion of public transportation, but it is important that the new system maximize accessibility, in particular to the communities expected to make the most sacrifices to accommodate the new Purple Line. I therefore strongly urge that the FTA and MTA include a station at the corner of Dale Dr and Wayne Ave.

A.1

F.1

Purple Line FEIS - RECORD #125 DETAIL

Comment Date : 10/11/2013

First Name : Spencer

Last Name : Boyer

City : Silver Spring

State : MD

Zip Code : 20910

Email Address : spencerboyer@verizon.net

Submission Content/Notes : I support a stop at Wayne and Dale. It is vital to our community.

A.1

F.1

Purple Line FEIS - RECORD #128 DETAIL

Comment Date : 10/16/2013
First Name : Peter
Last Name : Schulz
Address : 902-L Blue Leaf Ct.
City : Frederick
State : MD
Zip Code : 21701
Email Address : igor_88@hotmail.com
Submission Content/Notes : We need this built yesterday!

A.1

Purple Line FEIS - RECORD #129 DETAIL

Comment Date : 10/16/2013
First Name : Paul
Last Name : Seltman
Address : 514 Ashford Road
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : pseltman@yahoo.com

Submission Content/Notes : Please consider making final the decision to have a stop at the intersection of Wayne and Dale. Without that stop, there is too large of a gap between Purple Line stops, which will decrease potential ridership. Wayne and Dale also is a major intersection with two schools, enabling families with school children in particular to take advantage of the stop. Please do not allow a very vocal minority of neighbors who oppose the Purple Line generally to prevent a stop at this location. If the stop is merely "studied" for the future, the stop is highly unlikely to ever happen. We should have a stop there at the beginning. Otherwise resentment toward the Purple Line only will grow in this neighborhood, as the neighbors will be subject to all the construction and traffic inconveniences of the Purple Line without any of the benefits.
Sincerely,
Paul Seltman

F.1

Purple Line FEIS - RECORD #130 DETAIL

Comment Date : 10/16/2013
First Name : Frank
Last Name : Lysy
State : MD
Email Address : eyesee99@yahoo.com

Submission Content/Notes : An environmental offset of equivalent and similar new park land should be required to compensate for the park land which will be effectively destroyed by routing the Purple Line on the current Capital Crescent bike path (also sometimes referred to as the Georgetown Branch bike trail) from Bethesda to the edge of Silver Spring.

E.5

C.3

Environmental offsets are required for public projects that take existing park land, but none has been planned here. While a new bike path would be constructed to parallel the new transit line, the park itself will be effectively destroyed. No compensation is planned for this, and the \$2.2 billion reported cost of constructing the Purple Line assigns a value of exactly zero for this park land.

But park land has a value, and compensation should be provided. An environmental offset would do this. While purchase of such land to add to our public parks would have a cash cost, this cash cost simply recognizes the costs that are being incurred when park land is being taken as if it were free.

Purple Line FEIS - RECORD #131 DETAIL

Comment Date : 10/16/2013
First Name : Jon
Last Name : Williams
Address : 4100 Blackthorn St
City : Chevy Chase
State : MD
Zip Code : 20815
Email Address : jonneilwilliams@gmail.com

Submission Content/Notes : My spouse, three children and I live within 100 yards of the proposed purple line. We spend much of our weekends biking and walking on the capital crescent trail. The current plan DOES NOT account for the noise pollution the trains will create. We will not be able to enjoy the trail with noisy trains strolling by. In addition, the plan calls for the removal of all the mature, beautiful trees on the trail. The trail is one of the main reasons we bought our house. The purple line will materially lower the quality of life for my family and many others who live near it. PLEASE PLEASE PLEASE reconsider the purple line. The current plan is completely unacceptable!

C.3

E.9

E.11

Purple Line FEIS - RECORD #132 DETAIL

Comment Date : 10/17/2013

First Name : Kenneth

Last Name : Daily

State : MD

Email Address : kmdaily@gmail.com

Submission Content/Notes : I strongly support the completion of the Capital Crescent Trail between Bethesda and Silver Spring including but not limited to paving and providing grade-separated crossings of major roadways.

C.3

Purple Line FEIS - RECORD #133 DETAIL

Comment Date : 10/17/2013
First Name : Saurabh
Last Name : Mahajan
City : Gaithersburg
State : MD
Email Address : smahajan53@gmail.com

Submission Content/Notes : It would be a tremendous mistake not to start the Purple Line from the preexisting MARC station in Gaithersburg; commuters from the Northern side of the County, along with commuters from Frederick, would have limited access to this proposed Purple Line as traveling to and from Bethesda during rush hour is a nonstarter. Bethesda residents can already just take the Metro Redline to get to Silver Spring or transfer to get to College Park and other stops on the proposed Purple Line. If you are going to make a new rail system, make it all encompassing and don't waste tax payer money on a system that will only provide convenience for a handful of people - don't make the same mistake you made on the ICC! It would behoove the committee to consider population dynamics within Montgomery County as population density growth in the Northern corridor will outpace Bethesda in the coming years. Without servicing this commuting population in Northern Montgomery County, already congested highways will continue to remain untraversable forcing individuals like myself that work in Washington DC to finally leave the County. The ICC has done little to alleviate the congestion on I-270 and I-495, a major new transportation line in Maryland should serve to eliminate congestion and provide accommodate commuters across the County and not just those who reside in Bethesda.

B.2

Purple Line FEIS - RECORD #134 DETAIL

First Name : Carolyn
Last Name : Williams
Email Address : cwilliams@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. I rode the trail to DC just two days ago and it is truly a gem for the region. Let's connect 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.

Carolyn Williams
6005 Anniston Rd.
Bethesda, MD 20817

Purple Line FEIS - RECORD #135 DETAIL

First Name : Hannah
Last Name : Hudson
Email Address : monalisapoet@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.

Hannah Hudson
4803 8th St NE
Washington, DC 20017

Purple Line FEIS - RECORD #136 DETAIL

First Name : Berenice
Last Name : Rushovich
Email Address : b.rushovich@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.

Berenice Rushovich
202 Old Crossing Drive
Baltimore, MD 21208

Purple Line FEIS - RECORD #137 DETAIL

First Name : Sean
Last Name : McBRide
Email Address : seanpmcb@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.

Sean McBRide
4217 29th St.
Mount Rainier, MD 20712

Purple Line FEIS - RECORD #138 DETAIL

First Name : Richard
Last Name : Suchoski
Email Address : ras002@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.

Richard Suchoski
10801 Lockridge Drive
Silver Spring, MD 20901

Purple Line FEIS - RECORD #139 DETAIL

First Name : Nick
Last Name : Merritt
Email Address : nmerritt@SIIA.net

Submission Content/Notes : I live in the Town of Chevy Chase and I love the Crescent Trail. It serves our community and surrounding communities. Please do no harm to it.

C.3

Nick Merritt
7702 Meadow Ln
Chevy Chase, MD
nmerritt@siia.net

Purple Line FEIS - RECORD #140 DETAIL

First Name : Stuart
Last Name : Simon
Email Address : ssimon@doc.gov
Submission Content/Notes : Dear MTA:

A.1

I wish to express my support for the Purple Line project and especially the associated work to complete the Capital Crescent Trail (CCT) from Bethesda to Silver Spring.

C.3

Completion of the CCT as a paved, grade-separated, safe connection between downtown Bethesda and downtown Silver Spring is a critical part of this project. This should and must be done regardless of final resolution of alignment and right-of-way issues. To ensure that this occurs, please amend the Environmental Impact Statement to more clearly state that MTA will work with MCDOT and necessary stakeholders to enable the CCT trail to be 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 piece of this innovative initiative to maximize efficient use of our urban corridors across the country.

Thank you.

Stuart Simon
8309 Raymond Lane
Potomac, MD 20854

Purple Line FEIS - RECORD #141 DETAIL

First Name : Jonathan
Last Name : Simon
Email Address : jsimon@chemonics.com
Submission Content/Notes : Dear MTA:

A.1

Hello from Chevy Chase. I am writing to express my strong support for the Purple Line project.

C.3

This new transit project is a win-win for our community. Not only will it provide clean, efficient mass transit that will reduce automobile traffic, but it will also result in the completion of the Capital Crescent Trail between Bethesda and Silver Spring.

I commute by bicycle to downtown DC every day on the CCT, but I currently avoid the unpaved section of the trail that runs between Silver Spring and Bethesda. Similarly, my wife and daughter don't use the trail on their bicycles because it is unfinished. That means they are taking the car to Bethesda more often, which is a shame.

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 a critical part of the transportation solution for our community.

Thank you very much.

Jonathan Simon
9105 Levelle Drive
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #142 DETAIL

First Name : PRESTON
Last Name : LITTLETON
Email Address : lap99h@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.

PRESTON LITTLETON
11907 WHISTLER COURT
POTO, MD 20854

Purple Line FEIS - RECORD #143 DETAIL

First Name : James
Last Name : Earl
Email Address : Jamie.earl@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I am a Silver Spring resident writing 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.

- Jamie Earl

James Earl
8800.1st Ave
Silver Spring, MD 20910

Purple Line FEIS - RECORD #144 DETAIL

First Name : Joel
Last Name : Martin
Email Address : waba@joelmartin.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.
Joel P. Martin

Joel Martin
5139 Dudley Lane
Bethesda, MD 20814

Purple Line FEIS - RECORD #145 DETAIL

First Name : Wayne
Last Name : Miller
Email Address : waynomiller@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.

Wayne Miller
10703 Kings Riding Way, #201
Apt 102
Rockville, MD 20852

Purple Line FEIS - RECORD #146 DETAIL

First Name : Sarah
Last Name : Dotson
Email Address : sjdotson@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project, largely because I support the accompanying work to complete the Capital Crescent Trail (CCT) 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. It should be completed regardless the details of the alignment and the ownership of the necessary right-of-way. 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 strongly support the Purple Line as a means of providing a much-needed fast, reliable--unlike the J buses--alternative to the use of single occupancy vehicles for east-west transportation in the region. And the completion of the CCT as a viable bicycling connection is critical. I don't own a car, so I rely on my bike and public transit. The J buses take a ridiculous amount of time to cross town due to traffic on East-West Highway, and the Georgetown Branch trail is impassible in bad weather. A paved, well-designed CCT trail AND the purple line are critical.

Thank you.

Sarah Dotson
8101 Flower Avenue #3
Takoma Park, MD 20912

Purple Line FEIS - RECORD #147 DETAIL

First Name : Benjamin
Last Name : Helmen
Email Address : bhelmen@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.

Benjamin Helmen
8904 Spring Ave
Lanham, MD 20706

Purple Line FEIS - RECORD #148 DETAIL

First Name : Greg
Last Name : Dwyer
Email Address : 21stcenturytraveler@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.

Greg Dwyer
4003 Oglethorpe St.
Hyattsville, MD 20782

Purple Line FEIS - RECORD #149 DETAIL

First Name : Betsy
Last Name : James
Email Address : be.james1@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.

Betsy James
5801 Conway Rd
Bethesda, MD 20817

Purple Line FEIS - RECORD #150 DETAIL

First Name : Katherine
Last Name : Lizotte
Email Address : K_Lizotte2@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.

Katherine Lizotte
1111 Army Navy Drive, Apt 307
Arlington, VA 22202

Purple Line FEIS - RECORD #151 DETAIL

First Name : lou
Last Name : viner
Email Address : lviner@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.

lou viner
6200 madawaska rd
Bethesda, MD 20816

Purple Line FEIS - RECORD #152 DETAIL

Email Address : ajriley514@verizon.net

Submission Content/Notes : Hello MTA,
I live in Sligo Park Hills, near Wayne and Dale drives.

C.4

E.7

A.1

I have a concern about the power sub station planned for Wayne avenue. I understand that it is very large and might be blocked from view in some manner. Since there is concern about noise 'humming' sound and about visual impact, I want to add my voice to those advocating for partial or full burial of the sub-station.

I also have concerns about the other noise events such as wheel squeal and synthesized announcements for the waiting public. Strong efforts to reduce these noises and environmental impacts on residents should be made. I suggest the use of directionally tuned speakers and low DB to reduce impact on local residents. Any special rails which reduce noise are requested.

I am also concerned about the look of Sligo Creek near the overpass of the PL. MTA and Mont Cnty should strive to make the setting a natural enjoyable view rather than a stone or cement culvert.

Thank You
James Riley
514 Mansfield Rd
SS, MD. 20910

Purple Line FEIS - RECORD #153 DETAIL

First Name : Elizabeth
Last Name : Kingery
Email Address : erkingery@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.

Elizabeth Kingery
7211 Rollingwood Drive
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #154 DETAIL

First Name : Ed
Last Name : Brandt
Email Address : ed.b.brandt@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.

Ed Brandt
Cummings lane
chevy chase, MD 20815

Purple Line FEIS - RECORD #155 DETAIL

First Name : Jim
Last Name : Russ
Email Address : simjue@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.

Jim Russ
9915 Maple Leaf Dr.
Montgomery Village, MD 20886

Purple Line FEIS - RECORD #156 DETAIL

First Name : James
Last Name : Zwiebel
Email Address : zwiebelj@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.

James Zwiebel
6317 Kenhowe Drive
Bethesda, MD 20817

Purple Line FEIS - RECORD #157 DETAIL

First Name : Justin
Last Name : Fry
Email Address : justinfry@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.

Justin Fry
8806 Stonebrook Lane
Columbia, MD 21046

Purple Line FEIS - RECORD #158 DETAIL

First Name : Robert
Last Name : Posner
Email Address : robertposner2@yahoo.com

Submission Content/Notes : Thank you for the chance to comment on the FEIS and the light rail Purple Line.

C.1

C.2

C.3

E.11

Almost daily, my Labrador, Tim and I walk on the Capital Crescent Trail, usually from our access in East Bethesda to the Rock Creek trestle bridge over Rock Creek. Or we may walk through the tunnel to Barnes Noble Café for coffee (me) and a shared scone. We walk the trail in summer, spring, winter and fall, enjoying each season as the towering trees and flowers of lush growth alongside reflect the seasons.

During the summer, branches of trail side trees shield walkers, runners, commuters, students, bicyclists and baby carriages. The tree canopy creates shadows that help to avoid intense heat and humidity. Fall creates a colorful mosaic of leaves falling on the Trail while the sounds of walkers and runners are muted by the rich tapestry. The Trail is hushed during winter as snow falling from the tall trees creates a crystalline shower. But above all, the sounds of scampering squirrels, cries of mating birds and the fresh green stalks and leaves of trees heralds the beginning of Spring.

Our linear park aka Capital Crescent Trail, is a joy that is shared by our communities, stretching from Silver Spring to Bethesda and Chevy Chase.

This urban park is well-used and cannot/should not be sacrificed so that a few riders can save a few minutes. Concluding the Purple line at the 16th Street station in Silver Spring accomplishes the purpose of a light rail connecting route from Prince George County to eastern Montgomery County.

Ending the Purple Line in Silver Spring connects westward travelers with METRO, buses, commuter trains and the center of Silver Spring.

Savings from the shortened route could be used to create Rapid Bus Transit routes from Silver Spring to Bethesda, serving the greatest congestion on Wisconsin Avenue at the Naval Medical Center and NIH.

Robert Posner

4304 Chestnut Street

Bethesda

Purple Line FEIS - RECORD #159 DETAIL

First Name : PETER
Last Name : KOKOPELI
Email Address : hobbess@shoutandsing.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project because I support public transit and the Capital Crescent Trail between Bethesda and Silver Spring. I am a regular bicycle commuter and Metro user.

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.

I support the Purple Line AND the completion of the CCT as a viable bicycling connection.

Thank you.

PETER KOKOPELI
6202 WILMETT ROAD
BETHESDA, MD 20817

Purple Line FEIS - RECORD #160 DETAIL

First Name : Jose
Last Name : Garcia
Email Address : ecuagarcia@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.

Jose Garcia
8409 Greenbelt Road apt 202
Greenbelt, MD 20770

Purple Line FEIS - RECORD #161 DETAIL

First Name : Jackie
Last Name : Nichols
Email Address : nicholsmail1@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.

Jackie Nichols
North Carolina Ave, NE
Washington, DC 20002

Purple Line FEIS - RECORD #162 DETAIL

First Name : Sandy
Last Name : Barsky
Email Address : ganibar@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.

Sandy Barsky
4549 N Chelsea Lane
Bethesda, MD 20814

Purple Line FEIS - RECORD #163 DETAIL

First Name : Chris
Last Name : Arndt
Email Address : chris@arndthome.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.

Chris Arndt
21090 Sugar Ridge Terrace
Boyd's, MD 20841

Purple Line FEIS - RECORD #164 DETAIL

First Name : george
Last Name : lin
Email Address : glin@gditweb.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.

george lin
8510 16th st
apt 313
silver spring, MD 20910

Purple Line FEIS - RECORD #165 DETAIL

First Name : Marc
Last Name : Gage
Email Address : mk12gage@gmail.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

The CCT must be completed as part of this project as a paved, grade-separated, safe connection between downtown Bethesda and downtown Takoma. 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 finally 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 extremely critical.

Thank you.
Marc Gage
East Montgomery County resident

Marc Gage
13761 Avonshire Dr
Silver Spring, MD 20904

Purple Line FEIS - RECORD #166 DETAIL

First Name : John
Last Name : Watson
Email Address : jwatson08@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.

John Watson
7310 Reddfield Court
Falls Church, VA 22043

Purple Line FEIS - RECORD #167 DETAIL

First Name : Tracy
Last Name : Threefoot
Email Address : t3foot@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.

Tracy Threefoot
12011 Old Bridge Rd.
Rockville, MD 20852

Purple Line FEIS - RECORD #168 DETAIL

First Name : howard
Last Name : spira
Email Address : h_spira@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.

howard spira
6204 Robinwood Road
Bethesda, MD 20817

Purple Line FEIS - RECORD #169 DETAIL

First Name : William
Last Name : Strang
Email Address : strangw@aol.com
Submission Content/Notes : Dear MTA:

A.1

Yes, this is canned email, but I fully and strongly support what it says.

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.
William Strang
7111 Braeburn PI
Bethesda, MD 20817

William Strang
7111 Braeburn PI
Bethesda, MD 20817

Purple Line FEIS - RECORD #170 DETAIL

First Name : Sarah
Last Name : Lanning
Email Address : splanning@yahoo.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 a critical component of the project.

Thank you.

Sarah Lanning
1708 Grace Church Rd.
Silver Spring, MD 20910

Purple Line FEIS - RECORD #171 DETAIL

First Name : Brian
Last Name : Horst
Email Address : brian@ihorst.com
Submission Content/Notes : Dear MTA:

A.1

As a non-car owning resident of Montgomery County who relies on my bike and mass transportation options for traveling around the region, 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.

Brian Horst
11514 Bucknell Dr. #204
Silver Spring, MD 20902

Purple Line FEIS - RECORD #172 DETAIL

First Name : Carolyn
Last Name : Avery
Email Address : clavery111@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.

Carolyn Avery
5325 McKinley St
Bethesda, MD 20814

Purple Line FEIS - RECORD #173 DETAIL

First Name : Veeraporn
Last Name : Vongkovit
Email Address : Vvongkovit@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.

Veeraporn Vongkovit
7811 fox gate ct
Bethesda, MD 20817

Purple Line FEIS - RECORD #174 DETAIL

First Name : Jonathan
Last Name : Tom
Email Address : jontom49@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, it would be a shame if Prince George's and Montgomery Counties don't support the Washington Metropolitan Area's trend toward becoming a bicycle friendly area.

Thank you,
Jonathan Tom

Jonathan Tom
2507 Amherst Road
Hyattsville, MD 20783

Purple Line FEIS - RECORD #175 DETAIL

First Name : Joe
Last Name : Golla
Email Address : jag2857@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.

Joe Golla
1605 Crawford Drive
Rockville, MD 20851

Purple Line FEIS - RECORD #176 DETAIL

First Name : Arthur
Last Name : Kaupe
Email Address : arthurkaupe@me.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.

Arthur Kaupe
14708 Myer Terrace
Rockville, MD 20853

Purple Line FEIS - RECORD #177 DETAIL

First Name : Mark
Last Name : Mazur
Email Address : m_mazur@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project and in particular the accompanying work to complete the Capital Crescent Trail (CCT) 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 MTA should work with all 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 Mazur
930 Wayne Ave #508
Silver Spring, MD 20910

Purple Line FEIS - RECORD #178 DETAIL

First Name : Betsy
Last Name : Heidenberger
Email Address : betsyrocket@verizon.net

Submission Content/Notes : I am writing to express my concern and strong disapproval of the Purple Line.

A.2

I live just off the trail and I use this trail daily.

E.2

To have such a huge project destroying so much property and unpleasantly alter the life for so many area residents for a propable relief of traffic congestion assuming this rail may be used by so many people? I vote adamantly no for this project with hopes the costs escalate and this will be dropped soon.

Betsy Heidenberger
USPTA Professional
h 301-951-0778
c 301-767-6624
betsyrocket@verizon.net
www.bheidenberger.usptapro.com

Purple Line FEIS - RECORD #179 DETAIL

First Name : edwin
Last Name : stromberg
Email Address : edwinstromberg@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.

edwin stromberg
512 new york ave.
takoma park, MD 20912

Purple Line FEIS - RECORD #180 DETAIL

First Name : Paul
Last Name : Jackson
Email Address : travelnjax@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.

Paul Jackson
700 Grandin Ave
Rockville, MD 20850

Purple Line FEIS - RECORD #181 DETAIL

First Name : Christopher
Last Name : Feehely
Email Address : feehely24@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.
Chris Feehely

Christopher Feehely
1201 East West Highway #416
Silver Spring, MD 20910

Purple Line FEIS - RECORD #182 DETAIL

First Name : Eric
Last Name : Reinhold
Email Address : n3nfs@arri.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.

Eric Reinhold
19104 Harkness Lane
Gaithersburg, MD 20879

Purple Line FEIS - RECORD #183 DETAIL

First Name : Emmanuel
Last Name : Jimenez
Email Address : emmanuelyjimenez@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.

Emmanuel Jimenez
5006 Acacia Avenue
Bethesda, MD 20814

Purple Line FEIS - RECORD #184 DETAIL

First Name : MARY
Last Name : WARD
Email Address : marhward@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.

MARY WARD
10916 Wickshire Way
Rockville, MD 20852

Purple Line FEIS - RECORD #185 DETAIL

First Name : Nathaniel
Last Name : Smith
Email Address : nathaniel.l.smith@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.

Nathaniel Smith
2215 Luzerne Ave
Silver Spring, MD 20910

Purple Line FEIS - RECORD #186 DETAIL

First Name : Philip
Last Name : Lippel
Email Address : phlippel@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.

Philip Lippel
6681 hillandale rd
chevy chase, MD 20815

Purple Line FEIS - RECORD #187 DETAIL

First Name : George
Last Name : Neighbors
Email Address : george@georgeneighbors.com
Submission Content/Notes : Dear MTA:

A.1

As a daily bike commuter without safe options in the Silver Spring area who often socializes in Bethesda, I support the work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

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.

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.

George Neighbors
116 sunnyside road
silver spring, MD 20910

Purple Line FEIS - RECORD #188 DETAIL

First Name : Tracy
Last Name : Snell
Email Address : smartwoman3@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.

Regardless of the outcome of the EI for the Purple Line, the completion of the CCT as a viable bicycling connection is critical. Users of the CCT have been waiting a long time for funding to be devoted to the completion of the CCT.

Thank you.

Tracy Snell
4530 Avondale St. #1
Bethesda, MD 20814

Purple Line FEIS - RECORD #189 DETAIL

First Name : Adam
Last Name : Daniel
Email Address : wabaa@jodam.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.

Adam Daniel
8416 Queen Annes Dr.
Silver Spring, MD 20910

Purple Line FEIS - RECORD #190 DETAIL

First Name : Ronald
Last Name : Alper
Email Address : ronea155@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.

Ronald Alper
6503 Barley Corn Row
Columbia, MD 21044

Purple Line FEIS - RECORD #191 DETAIL

First Name : Ronald
Last Name : Cohen
Email Address : cohen@gl.ciw.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.

Ronald Cohen
9105 Woodland Drive
Silver Spring, MD 20910

Purple Line FEIS - RECORD #192 DETAIL

First Name : Steve
Last Name : Goldstein
Email Address : slgoldstein@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.

Steve Goldstein
4103 Bradley Lane
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #193 DETAIL

First Name : Benjamin
Last Name : Sigrist
Email Address : bsigrist@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.

Benjamin Sigrist
12850 Rexmore Dr
Germantown, MD 20874

Purple Line FEIS - RECORD #194 DETAIL

First Name : Tessa

Last Name : Dinsmoor

Email Address : Adnorre@hotmail.com

Submission Content/Notes : Vibration and noise will be way above federal standards where I live, though the EIS does not mention my building, at 4242 East West highway, a building with 168 apartments.

E.9

E.10

Purple Line FEIS - RECORD #195 DETAIL

First Name : Katie
Last Name : Mencarini
Email Address : katherine.mencarini@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 Mencarini
16710 George Washington Dr
Rockville, MD 20853

Purple Line FEIS - RECORD #196 DETAIL

First Name : Suzie
Last Name : Moss
Email Address : suziemoss@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.

Suzie Moss
3517 Hamlet Place
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #197 DETAIL

First Name : Ed
Last Name : Patrick
Email Address : epatrick@vt.edu
Submission Content/Notes : Dear MTA:

A.1

C.3

As a resident of Takoma Park and a user of the Capital Crescent Trail, 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.

In the context of commuting, and based on the location of my residence in relation to the trail, its use can become challenging and in some cases impassible in inclement weather conditions. This is predominantly due to the unfinished condition of the segment 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.
Ed Patrick

Ed Patrick
716 Maplewood Ave
Apt 2
Takoma Park, MD 20912

Purple Line FEIS - RECORD #198 DETAIL

First Name : Barbara
Last Name : Sorkin
Email Address : bc92sorkin@verizon.net
Submission Content/Notes : Dear MTA:

A.2

C.3

E.2

I oppose the Purple Line project. Once again DC legislators are being penny wise and pound foolish (as when Metro was disabled by the failure to construct more than two parallel tracks on any given line, so that 20% or more of the entire Metro system is disabled every time there's a sick passenger on a single train). A surface system will not save passengers time, and will destroy the neighborhoods it divides. The additional cost to add an underground line will pay off big time if DC, providing the transit infrastructure that might someday allow DC and its suburbs to develop into a world class city.

If the Purple Line is built, the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring **MUST** be done - it will provide likely more rapid transit than the Purple Line, and while unattractive if there's snow on the ground, based on experience with Metro, snow will also stop the Purple Line - as likely will every rush hour. Dedicated lanes are nice, but don't help if intersections are gridlocked.

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 strongly **OPPOSE** the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, I even more strongly **SUPPORT** the **COMPLETION** of the CCT as a viable bicycling connection.

Thank you.

Barbara Sorkin
6760 Kenwood Forest Lane
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #199 DETAIL

First Name : Cindy
Last Name : Bar
Email Address : cindybar13@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.

Cindy Bar
6105 gloster road
bethesda, MD 20816

Purple Line FEIS - RECORD #200 DETAIL

First Name : Grace
Last Name : Palladino
Email Address : palladin20814@yahoo.com

Submission Content/Notes : I have my doubts about the calculations for future use of the Purple Line, but I have no doubt about the ecological and recreational value of the trail. And I am a person who regularly uses public transportation. You can cook the books however you want, but this plan is based on aiding developers not the public. If you were truly interested in transportation you would try running more express buses like the J1 and J4 before investing tax-payer money in this boondoggle.

B.1

C.1

C.3

E.4

E.11

E.14

K.5

It interests me that the county claims to want to protect trees and green space, but by clear cutting the area around the trail you will be destroying both. Others say there is a social justice issue, but the affordable housing that now exists won't be affordable once the developers step in. Destroying existing small businesses or using eminent domain to favor one group of businessmen over another -- or over residents -- doesn't seem like social justice to me.

Grace Palladino
4524 N. Chelsea Lane
Bethesda, MD 20814