

Purple Line FEIS - RECORD #301 DETAIL

First Name : Rob
Last Name : Langston
Email Address : creaturecat@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.

Rob Langston
139 Claybrook Dr
Silver Spring, MD 20902

Purple Line FEIS - RECORD #302 DETAIL

First Name : JIm
Last Name : Heller
Email Address : jrhell3@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.

JIm Heller
2810 Spencer Rd
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #303 DETAIL

First Name : Lynne
Last Name : Sherburne-Benz
Email Address : lsbenz@icloud.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.

Lynne Sherburne-Benz
8201 Hackamore Drive
Potomac, MD 20854

Purple Line FEIS - RECORD #304 DETAIL

First Name : Steve
Last Name : Katz
Email Address : emailkatz@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.

Steve Katz
11141 Hurdle Hill Drive
Potomac, MD 20854

Purple Line FEIS - RECORD #305 DETAIL

First Name : olivier
Last Name : delacour
Email Address : olivier.delacour@urs.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.

olivier delacour
5204 carlton street
bethesda, MD 20816

Purple Line FEIS - RECORD #306 DETAIL

First Name : Ann
Last Name : Greenbaum
Email Address : anngreenbaum@aol.com
Submission Content/Notes : Dear MTA:

A.1

This is a public health matter! We must support opportunities for physical activity, and increase alternative transportation. 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.

Ann Greenbaum
803 Trafalgar Rd
Towson, MD 21204

Purple Line FEIS - RECORD #307 DETAIL

First Name : Catherine
Last Name : Harvey
Email Address : cjsingley@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project AND to 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. Just as the Purple Line is an important connector for recreation, commerce, and commuters, so is the CCT. I am a bike commuter currently living in Bethesda and considering living in Silver Spring. The trail's completion and the Purple Line are two factors that I will weigh considerably in my decision. The FEIS should more clearly state that MTA will work with MCDOT and necessary stakeholders to ensure that the trail is built as promised.

Thank you.

Catherine Harvey
10654 Montrose Ave
Bethesda, MD 20814

Purple Line FEIS - RECORD #308 DETAIL

First Name : Jim
Last Name : Kohlenberger
Email Address : jkohlen@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.

Jim Kohlenberger
5441 Alta Vista Rd
Bethesda, MD 20814

Purple Line FEIS - RECORD #309 DETAIL

First Name : William
Last Name : Burns
Email Address : burnswc@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.

William Burns
501 E Wayne Ave
Silver Spring, MD 20901

Purple Line FEIS - RECORD #310 DETAIL

First Name : Eric
Last Name : Bader
Email Address : ericbader@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.

Eric Bader
1030 Lanark Way
Silver Spring, MD 20901

Purple Line FEIS - RECORD #311 DETAIL

First Name : Lance
Last Name : Matthiesen
Email Address : Lmatthiesen33@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.

Lance Matthiesen
7514 Radnor Rd.
Bethesda, MD 20817

Purple Line FEIS - RECORD #312 DETAIL

First Name : Lara
Last Name : Kaufmann
Email Address : lara.s.kaufmann@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.

Lara Kaufmann
11112 Hunt Club Drive
Potomac, MD 20854

Purple Line FEIS - RECORD #313 DETAIL

First Name : Alexander
Last Name : Shaw
Email Address : alexandersha@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.

Alexander Shaw
4552 S. Chelsea Lane
Bethesda, MD 20814

Purple Line FEIS - RECORD #314 DETAIL

First Name : Richard
Last Name : Reis
Email Address : rich.reis1@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, as well as the Purple Line itself.

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 Reis
711 Copley Lane
Silver Spring, MD 20904

Purple Line FEIS - RECORD #315 DETAIL

First Name : Tom
Last Name : Carty
Email Address : tcarty1@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.

Tom Carty
9903 Stoneybrook Dr
Kensington, MD 20895

Purple Line FEIS - RECORD #316 DETAIL

First Name : John
Last Name : Nolan
Email Address : jpnolan@american.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.

John Nolan
6618 Allegheny Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #317 DETAIL

First Name : Roger
Last Name : Reider
Email Address : reiderr@pobox.com
Submission Content/Notes : Dear MTA:

A.1

C.3

Folks, billions for the Purple Line, but nothing to complete the CCT. Cycling and cycling commuting are a viable part of the overall transportation solution. We need to get folks out of cars and into more sustainable alternatives. While cycle commuting isn't for everyone, if the facilities are available, a lot of folks will use them. That alleviated pressure elsewhere. Just a few percentage points of relief makes huge differences in the peak loads on the other alternatives. This helps everyone. Please include cycling infrastructure in your plans.

Roger...

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.

Roger Reider
14543 Jaystone Drive
Silver Spring, MD 20905

Purple Line FEIS - RECORD #318 DETAIL

First Name : edward
Last Name : lee
Email Address : edwardjunlee@gmail.com

Submission Content/Notes : The CCT is one of the reasons why i started to love cycling again. I grew up riding around neighborhoods leisurely to get around and just enjoy being on two wheels. i had a 15 year gap in between to where i started riding again. What had gotten me to start riding again? borrowing my friends bicycle and riding on the CCT! My love for cycling now has changed my whole life! I quit drinking, i quit smoking, started to diet so i can continue to ride and enjoy biking along the CCT with my friends and other cyclists. This trail was my opening gateway to a new life style, a new me. Please keep this trail open and have it completed for all of us cyclist, runners, roller bladers, commuters, leisure walks and just a quicker way to enjoy the urban life to city life. I thank WABA and everyone for keeping these trails safe in the past years for all of us. Lets continue to keep it up. Thank you

C.3

-Edward

edward lee
13401 ansel terrace #5-e
germantown, MD 20874

Purple Line FEIS - RECORD #319 DETAIL

First Name : Thomas
Last Name : Fulcher
Email Address : tfulcher@studley.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Thomas Fulcher
5419 Cathedral
Washington, DC 20016

Purple Line FEIS - RECORD #320 DETAIL

First Name : Brett
Last Name : Holt
Email Address : brettholt@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.

Brett Holt
21 Grant Avenue
Takoma Park, MD 20912

Purple Line FEIS - RECORD #321 DETAIL

First Name : Mike
Last Name : Zielinski
Email Address : mzielinski@usw.org

Submission Content/Notes : I'm writing in support of the campaign to Save the Trail. I live in Silver Spring and my family regularly uses the trail for hiking, biking and running. It's a beautiful spot and our community will be the poorer if the trees are taken down and the space is given over to trains. Please consider other alternatives to destroying this essential piece of our community.

C.3

E.11

Thank you for your attention.

Mike Zielinski

Purple Line FEIS - RECORD #322 DETAIL

First Name : Daniel
Last Name : Handwerker
Email Address : dan.handwerker@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.

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Thank you.

Daniel Handwerker
8704 Milford Ave
Silver Spring, MD 20910

Purple Line FEIS - RECORD #323 DETAIL

First Name : Glenda
Last Name : Kapsalis
Email Address : glenda@fotoGR.com
Submission Content/Notes : Dear MTA:

A.1

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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.

Glenda Kapsalis
223 Grant Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #324 DETAIL

First Name : Mitch
Last Name : Machiela
Email Address : mitchjunk@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.

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Thank you.

Mitch Machiela
8101 Needwood Road, #101
Derwood, MD 20855

Purple Line FEIS - RECORD #323 DETAIL

First Name : Glenda
Last Name : Kapsalis
Email Address : glenda@fotoGR.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.

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Thank you.

Glenda Kapsalis
223 Grant Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #325 DETAIL

First Name : Kevin
Last Name : McLeod
Email Address : deafscribe@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.

Kevin McLeod
2210 Phelps Rd #212
Adelphi, MD 20783

Purple Line FEIS - RECORD #326 DETAIL

First Name : Joshua
Last Name : Bernstein
Email Address : jgbern@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

Completing the Capital Crescent Trail is an absolutely essential project to supporting alternative transportation in the downcounty area. I bike to work every day using the existing partial trail, and it is a real shame that the trail does not continue all the way into downtown silver spring. This prevents many people from feeling comfortable to use cycling instead of other traffic-clogging options. A complete, paved bike path from silver spring to bethesda is essential to supporting cycling as an alternative transportation method for a large number of people.

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.
Joshua Bernstein
Bicycle commuter
8 Elwyn Ct.
Silver Spring, MD 20910

Joshua Bernstein
8 Elwyn Ct
Silver Spring, MD 20910

Purple Line FEIS - RECORD #327 DETAIL

First Name : Edward
Last Name : Bernstein
Email Address : bernstein@iriweb.org
Submission Content/Notes : Dear MTA:

C.3

I have been a resident of Montgomery County for more than 20 years and I am quite proud to be a citizen of such a terrific place to live, work and raise a family. A few years ago I moved from Silver Spring to Chevy Chase and have been struck by the change in my life simply by having access to the paved bike trails near my house.

I can now ride my bike 11 miles to work in safety. I can ride to shopping, I can meet friends in Bethesda and go for leisure rides on the weekend. During these times its nice to see how widely the path is used and how much business it brings to Bethesda. I know lots of Virginians who use the trail for an early ride with breakfast or lunch in downtown Bethesda.

Its a shame that the County does not provide the same benefits to Silver Spring. Completion of the bike path would bring the same economic benefits to homeowners and commuters in the Silver Spring area. I don't think its right that I had to move to a more affluent part of the county simply to enjoy a more affordable means of transportation.

Furthermore, completing the trail would provide access to new areas of entertainment as well as new parts of DC, increasing the use of the trails as a commuter path. This would reduce traffic, improve our health and reduce the stress on parking. It will also reduce the number of bicycles on East-West Highway and other heavily trafficked roads. This is good for bicyclists who are in danger and for motorists. As bicycles become more popular, and the increased traffic as well as increased health concerns have shown this to be the case throughout the United States, safe paths for bicyclists is increasingly important.

Every plan for the transportation hub in Silver Spring has included bike paths, to bring people to the Silver Spring businesses as well as the Red and Purple Lines. I hope this continues to be the case.
Thank you.

Edward Bernstein
3402 Pauline Dr
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #328 DETAIL

First Name : Rasto
Last Name : Brezny
Email Address : rasto@fotogr.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.

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Thank you.

Rasto Brezny
223 Grant Ave.
Takoma Park, MD

Rasto Brezny
223 Grant Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #329 DETAIL

First Name : edward
Last Name : lee
Email Address : edwardjunlee@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.

edward lee
13401 ansel terrace #5-e
germantown, MD 20874

Purple Line FEIS - RECORD #330 DETAIL

First Name : Michael
Last Name : Lichten
Email Address : lichtenmj@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 is an important bicycle commuter route during the week, as well as providing recreation for many Maryland residents. With the new addition of Capital Bikeshare stations in Montgomery County, it will become even more heavily used. It 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 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 also critical to an integrated transportation plan for the future.

Thank you.

Michael Lichten
7210 Maple Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #331 DETAIL

First Name : Nathaniel
Last Name : Kelso
Email Address : nvkelso@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 V. KELSO
Former chair,
Hyattsville Bicycle and Pedestrian Safety Committee

Nathaniel Kelso
PO Box 97
Hyattsville, MD 20781

Purple Line FEIS - RECORD #332 DETAIL

First Name : Paul
Last Name : Jolly
Email Address : pjolly@usa.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project, not only for the valuable transit improvement it will provide, but also 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 also very important..

Thank you.

Paul Jolly
7620 Old Georgetown Road #911
Bethesda, MD 20814

Purple Line FEIS - RECORD #333 DETAIL

First Name : Libby
Last Name : Jewett
Email Address : libbyjewett@aol.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Libby Jewett
5309 Wriley Rd.
Bethesda, MD 20816

Purple Line FEIS - RECORD #334 DETAIL

First Name : Mark
Last Name : Flugge
Email Address : mflugge@icfi.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.

Bicycling provides another local transportation options as well as health and community benefits---please ensure completion of the CCT.

Thank you.

Mark Flugge
4416 Rosedale Ave
Bethesda, MD 20814

Purple Line FEIS - RECORD #335 DETAIL

First Name : Neil
Last Name : Schirmer
Email Address : schirm@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.

Neil Schirmer
1502 Red Oak Drive
Silver Spring, MD 20910

Purple Line FEIS - RECORD #336 DETAIL

First Name : Jason
Last Name : Weakley
Email Address : weakley518@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.

Jason Weakley
2510 Jennings CT
Silver Spring, MD 20902

Purple Line FEIS - RECORD #337 DETAIL

First Name : Joshua
Last Name : Seidman
Email Address : jjseidman@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.

Joshua Seidman
5144 Newport Ave
Bethesda, MD 20816

Purple Line FEIS - RECORD #338 DETAIL

First Name : David
Last Name : Andrews
Email Address : dqandrews@wesleyan.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.

Exercise and outdoor space is critical for the well being of citizens in the community.

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

Thank you.

David Andrews
4800 Montgomery Avenue
Bethesda, MD 20816

Purple Line FEIS - RECORD #339 DETAIL

First Name : David
Last Name : Inouye
Email Address : inouye@umd.edu
Submission Content/Notes : Dear MTA:

A.1
C.3

I am a bicycle commuter, and help to keep the roads in the DC area less congested and improve the air quality by biking instead of driving. 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.

David Inouye
3304 Gumwood Drive
Hyattsville, MD 20783

Purple Line FEIS - RECORD #340 DETAIL

First Name : Richard
Last Name : B. Perry
Email Address : richardbperry@comcast.net

Submission Content/Notes : David....Excellently written Thanks for all your work.....Dick

----- Original Message -----
From: David Sherman
To: FEIS@purplelinemd.com
Sent: Wednesday, October 16, 2013 7:52 AM
Subject: FEIS COMMENT: Hamlet Place Cooperative, Chevy Chase MD

Purple Line FEIS Comments

Maryland Transportation Administration

Transit Development and Delivery

100 S. Charles Street

Tower Two, Suite 700

Baltimore, MD 21201

To Whom It May Concern:

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

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

We have addressed all Sections of the FEIS in this manner, and especially point out the 'Commitments' Paragraph (4.20) and it's

statement' to coordinate and consult with affected communities' as our opportunity to mitigate our impacts from this point forward. Our goal is to have a situation where we do not know the Purple Line exists either during construction or operation.

Sincerely,

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

Purple Line FEIS Comments

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

October 15, 2013

E.2

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

E.7

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

E.2

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

E.5

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

E.7

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

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

7.. VAU 1 description and Table 4-22 address visual impacts and state that much of the existing vegetation and tree canopy would be removed, and the existing embankment lowered. A 4' high retaining wall as indicated is not considered adequate mitigation along the 540' common border of Hamlet Place and the ROW including adjacent properties given the distance of the townhomes from the ROW. A

minimum 15' high wall and additional tree and vegetation plantings along the common border are required to mitigate the visual impact. Given the height of the trains and the nighttime operation, train riders can easily see into Hamlet Place living room and bedroom windows. Describe the effect the visual impact of a 10' or 15' wall on the overhead wiring of the trains or the impact of Purple Line lighting on Hamlet Place. What is the track grade above Hamlet Place ROW?

J.3

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

K.5

9.. Page 4-90 addresses collaboration with the Town of Chevy Chase on visual, noise and other effects. Hamlet Place Cooperative requests equal collaboration given it is more impacted than the Town of Chevy Chase. Identify a method for the MTA to coordinate with Hamlet Place on impacts and mitigations.

E.8

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

E.9

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

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

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

G.2

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

E.12

15.. Para 4.14 Water Resources
Figure 4-28 Wetlands, waterways, and Flood Plains. This Figure shows the area around Hamlet Place impacted by WUS gb-3, gb-4 and Coquelin Run. What is in the design to direct surface water from the Purple Line during construction and operations away from Hamlet Place. What mitigations are planned along the Hamlet Place border and our adjacent townhouse groups? What are the plans to enhance the channel of Coquelin Run to accommodate this increased runoff? Describe the existing conditions and future impacts of the Purple Line on WUS gb-3 and gb-4, and any planned mitigations for this. Describe the impact of the lowered existing surface buffer along Hamlet Place on groundwater control, and proposed mitigations.

E.13

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

17.. Para 4.17 Utilities

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

E.7

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

E.10

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

J.1

20.. Paragraph 4-20 Commitments How is Hamlet Place addressed within these general commitments? . Specific examples are;
Visual para 4.9: Page 4-169 states ' MTA will continue to coordinate and consult with affected communities regarding aesthetic treatments of the transitway effects'. How is Hamlet Place to be specifically included in this effort?

G

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

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

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

E.12

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

E.13

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

G

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

Section 5.1 When will Hamlet Place have access to a construction schedule of any level of detail showing activities in it's area in order that we can evaluate the continuing impact on our community over the 4 ½

years of construction? Table 5-1 is not adequate for this.

G

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

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

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

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

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

transitway east of Connecticut Avenue. Section 5.2.1 describes only general

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

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

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

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

J.3

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

Describe the new culvert at Coquelin Run.

G

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

higher ones ?

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

Connecticut Avenue overpass (eg where will the track begin to

elevate for this
overpass)?

D.2

5.3 Transportation Management Plan. How will Chevy Chase Lake Drive be impacted by Purple Line Construction ?

E.1

5.4 Environmental Compliance Plan: When will this Plan and it's updates be available to Hamlet Place to evaluate impacts and mitigations to our community ?

Purple Line FEIS - RECORD #341 DETAIL

First Name : Beverly
Last Name : Abreu
Email Address : b.abreu@cgiar.org
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project, which would bring downtown Silver Spring and Bethesda together both economically and culturally. As an avid cyclist and devoted environmentalist, completing the Capital Crescent Trail between Bethesda and Silver Spring is inextricably linked to this endeavor.

C.3

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

I support both the Purple Line and the CCT as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region. Commuter bicycling is growing exponentially in the District, and it only makes sense that both the county and the state capitalize on this trend.

Thank you.
Beverly Abreu

Beverly Abreu
11101 Georgia Ave
Wheaton, MD 20902

Purple Line FEIS - RECORD #342 DETAIL

First Name : Cristina
Last Name : Price
Email Address : cprice@inhand.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.

Cristina Price
30 W. Gude Dr., Suite 550
Rockville, MD 20850

Purple Line FEIS - RECORD #343 DETAIL

First Name : Teena
Last Name : Huang
Email Address : teenahuang@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.

Teena Huang
2706 Cool Spring Road
Adelphi, MD 20783

Purple Line FEIS - RECORD #344 DETAIL

First Name : Cara
Last Name : Grant
Email Address : Cara_D_Grant@mcpsmd.org
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Cara Grant
12112 Bluhill Rd.
Silver Spring, MD 20902

Purple Line FEIS - RECORD #345 DETAIL

First Name : Daniel
Last Name : Clark
Email Address : drclark18@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.

Daniel Clark
4910 Cushing Drive
Kensington, MD 20895

Purple Line FEIS - RECORD #346 DETAIL

First Name : Frederic
Last Name : Smoak
Email Address : fsmoak@nert.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.

Thank you.

Frederic Smoak
5409 Duvall Dr
Bethesda, MD 20816

Purple Line FEIS - RECORD #347 DETAIL

First Name : Randy
Last Name : Kubetin
Email Address : rkubetin@bna.com
Submission Content/Notes : Dear MTA:

A.1

C.3

I write to express my support for the Purple Line project as well as my strong support for the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring. I am a bicycle commuter and weekend bicycle and transit traveler and would use both this portion of the trail as well as the Purple Line to move between my home in Takoma Park and the commercial districts of Silver Spring and Bethesda.

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 also strongly 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.

Randy Kubetin
7103 Poplar Ave.
Takoma Park, MD 20912

Purple Line FEIS - RECORD #348 DETAIL

First Name : Timothy
Last Name : Finley
Email Address : tim.t.finley@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.

Timothy Finley
5 Hilltop Rd
Silver Spring, MD 20910

Purple Line FEIS - RECORD #349 DETAIL

First Name : Peter
Last Name : Mathers
Email Address : pmathers@pmathers.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.

Peter Mathers
3213 Flushing Meadow Terrace
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #350 DETAIL

First Name : Nancy
Last Name : Rhyne
Email Address : nrhyne@mgcapreit.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.

Nancy Rhyne
10708 Kings Riding Way T-4
Suite 230
North Bethesda, MD 20852

Purple Line FEIS - RECORD #351 DETAIL

First Name : Hanna
Last Name : Nilsson
Email Address : nilsson.hanna.m@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.

Hanna Nilsson
4300 Woodberry St
University Park, MD 20782

Purple Line FEIS - RECORD #352 DETAIL

First Name : Scott
Last Name : Goldman
Email Address : sbgoldman@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.

Scott Goldman
10426 Inwood Ave.
Silver Spring, MD 20902

Purple Line FEIS - RECORD #353 DETAIL

First Name : Bruce
Last Name : Lindsay
Email Address : bruce.lindsay@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.

Bruce Lindsay
8710 Cameron Street
Apartment 1219
Silver Spring, MD 20910

Purple Line FEIS - RECORD #354 DETAIL

First Name : Robin
Last Name : Frei
Email Address : rdfrei@aol.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Robin Frei
826 Summer Walk Dr
Gaithersburg, MD 20878

Purple Line FEIS - RECORD #355 DETAIL

First Name : amy
Last Name : ross
Email Address : arross@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.

amy ross
4411 maple avenue
bethesda, MD 20814

Purple Line FEIS - RECORD #356 DETAIL

First Name : Rob
Last Name : Lever
Email Address : roblever@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.

Rob Lever
4827 Wellington Dr
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #357 DETAIL

First Name : Kurt
Last Name : Becker
Email Address : beckdog@gmail.com

Submission Content/Notes : Dear MTA: In addition to agreeing to the text provided below by WABA, I thought I'd share that I have long supported the full length of the CCT. The section between Bethesda and Georgetown has become such a valuable resource, getting heavy use 14-16 hours a day by commuters in the early morning and evening and as a recreational trail during the rest of the day. I'm sure that once the Silver Spring to Bethesda section is paved and connected, it will see similar use.

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.

Kurt Becker
3703 Tilden Street
Brentwood, MD 20722

Purple Line FEIS - RECORD #358 DETAIL

First Name : Rob
Last Name : Ryan-Silva
Email Address : rob@ryan-silva.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. I live in Wheaton and bike to work in Bethesda, so this is of special interest to me -- I use the trail to get to work five days a week, all year round.

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.

Rob Ryan-Silva
7600 Wisconsin Avenue
Bethesda, MD 20814

Purple Line FEIS - RECORD #359 DETAIL

First Name : Dee
Last Name : Wong
Email Address : deeywong@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.

Dee Wong
21 Wilcox Ct
Silver Spring, MD 20906

Purple Line FEIS - RECORD #360 DETAIL

First Name : Walter
Last Name : Hillabrant
Email Address : whillabrant@ssinar.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.

Walter Hillabrant
8609 Second Avenue Suite 506B
Silver Spring, MD 20910

Purple Line FEIS - RECORD #361 DETAIL

First Name : Lili
Last Name : Liebstein
Email Address : liebstel@paho.org
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Lili Liebstein
11413 Cushman Rd
Rockville, MD 20852

Purple Line FEIS - RECORD #362 DETAIL

First Name : Michelle
Last Name : Hayes
Email Address : m1chellewh@aol.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Michelle Hayes
1500 Crest Road
Silver Spring, MD 20902

Purple Line FEIS - RECORD #363 DETAIL

First Name : Elizabeth
Last Name : Hisle-Gorman
Email Address : hislegorman@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.

Elizabeth Hisle-Gorman
7134 Carroll Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #364 DETAIL

First Name : Nancy
Last Name : Convard
Email Address : Nconvard@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.

Nancy Convard
9108 Quintana dr
Bethesda, MD 20817

Purple Line FEIS - RECORD #365 DETAIL

First Name : P.
Last Name : Alipio
Email Address : alipiop@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.

P. Alipio
Old Georgetown Road
Bethesda, MD 20814

Purple Line FEIS - RECORD #366 DETAIL

First Name : Blake
Last Name : Ratner
Email Address : bdratner@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.

Blake Ratner
11832 Hunting Ridge Court
Potomac, MD 20854

Purple Line FEIS - RECORD #367 DETAIL

First Name : Benjamin
Last Name : Casto
Email Address : bpcasto@smcm.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.
Benjamin Casto

Benjamin Casto
12605 Kembridge Dr
Bowie, MD 20715

Purple Line FEIS - RECORD #368 DETAIL

First Name : Ryan
Last Name : Lawson
Email Address : rcl8306@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.

Ryan Lawson
25 Elmcroft Ct., Apt. 107
Rockville, MD 20850

Purple Line FEIS - RECORD #369 DETAIL

First Name : Lisa
Last Name : Pierson
Email Address : lisa.pierson@dc.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Lisa Pierson
8101 Eastern Ave. Ap. 207
Silver Spring, MD 20910

Purple Line FEIS - RECORD #370 DETAIL

First Name : Michele
Last Name : Sartori
Email Address : michele.sartori@hoganlovells.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.

Michele Sartori
5623 Ogden Rd
Bethesda, MD 20816

Purple Line FEIS - RECORD #371 DETAIL

First Name : Carolyn
Last Name : Randolph
Email Address : cj.randolph2@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.

Carolyn Randolph
8405 16th St #209
Silver Spring, MD 20910

Purple Line FEIS - RECORD #372 DETAIL

First Name : Nakengi
Last Name : Byrd
Email Address : nakengi@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.

Nakengi Byrd
1133 East West Hwy
Silver Spring, MD 20910

Purple Line FEIS - RECORD #373 DETAIL

First Name : kristin
Last Name : zimmer
Email Address : zcounseling@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I support the Purple Line project because I support the accompanying work on 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.

Kristin Zimmer
Elson St. 20783

kristin zimmer
1607 elson st
adelphi, MD 20783

Purple Line FEIS - RECORD #374 DETAIL

First Name : Miles
Last Name : Padgett
Email Address : miles1903@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.

Miles Padgett
6706 Wilson Lane
bethesda, MD 20817

Purple Line FEIS - RECORD #375 DETAIL

First Name : Seth
Last Name : Pollack
Email Address : sethrpollack@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.

Seth Pollack
702 Wilson Ave
Rockville, MD 20850

Purple Line FEIS - RECORD #376 DETAIL

First Name : gary
Last Name : silversmith
Email Address : gary.silversmith@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.

gary silversmith
6610 radnor rd.
bethesda, MD 20817

Purple Line FEIS - RECORD #377 DETAIL

First Name : Greg
Last Name : Lewis
Email Address : lewisying@gmail.com
Submission Content/Notes : Dear MTA:

A.2

I write to express my opposition to the Purple Line project because it will destroy the Capital Crescent Trail between Bethesda and Silver Spring.

C.1

It is also too costly, especially since bus rapid transit is much more efficient and is likely to be deployed everywhere else in the county.

C.3

E.4

The project is a transparent attempt to promote development, particularly in Prince George's County. It is not an appropriate use of scarce tax dollars for mass transit, which I otherwise support.

K.2

Either deploy the bus rapid transit system along this route, or pursue extending the WMATA Metro Rail System.

K.3

K.4

As for the proposal to delegate responsibility to the private sector to build and manage the Purple Line, one need only observe how well that hasn't worked for the Silver Spring Transit Center.

Thank you.

Greg Lewis
510 Pershing Drive
Silver Spring, MD 20910

Purple Line FEIS - RECORD #378 DETAIL

First Name : Marti
Last Name : Scheel
Email Address : mls4business@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.

Marti Scheel
15J Laurel Hill Road
Greenbelt, MD 20770

Purple Line FEIS - RECORD #379 DETAIL

First Name : Jonathan
Last Name : Alexander
Email Address : jexander@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.

Jonathan Alexander
4213 Jefferson ST.
Hyattsville, MD 20781

Purple Line FEIS - RECORD #380 DETAIL

First Name : charlie
Last Name : richman
Email Address : crichman@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

We need the Purple line, and I support it fully.

C.3

I also believe we need a complete, paved, grade-separated Capital Crescent Trail between Bethesda and Silver Spring. This is not a casual amenity to be traded off against other priorities -- it's a vital connection in our increasingly multi-modal community.

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.

charlie richman
9515 Wadsworth drive
bethesda, MD 20817

Purple Line FEIS - RECORD #381 DETAIL

First Name : Keith
Last Name : Sargent
Email Address : ksargent2@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

I support the Purple Line, if the Capital Crescent Trail will be completed between Bethesda and Silver Spring. The Purple Line will provide an alternative to single occupancy vehicles, but completion of the CCT will provide an additional alternative for commuters.

C.3

I hope MTA will be able to work with MCDOT to ensure the trail is built as promised.

Sincerely,

Keith Sargent

Keith Sargent
11520 Joseph Mill Road
Silver Spring, MD 20906

Purple Line FEIS - RECORD #382 DETAIL

First Name : keith
Last Name : sargent
Email Address : ksargent2@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

If the Capital Crescent Trail will be completed between Bethesda and Silver Spring, then I will support the Purple Line. It will provide an alternative to single occupancy vehicles, but completion of the CCT will provide an additional alternative for commuters.

C.3

I hope MTA will be able to work with MCDOT to ensure the trail is built as promised.

Sincerely,

Keith Sargent

Purple Line FEIS - RECORD #383 DETAIL

First Name : James
Last Name : McNeely
Email Address : james_m1@verizon.net
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. I ride the Capital Crescent regularly and while I am not adamantly opposed to riding on gravel or occasionally mixing with car traffic, I'm a very experienced cyclist - and even then it's not optimum given the damage mud and gravel causes to bikes and the dangers posed by the heavy vehicular traffic in the D.C. area. If we are to encourage the growth of the CCT as a bicycle and pedestrian artery, and if it is to continue to take a significant number of cars off the road and to reduce the strain on our roads and public transit infrastructure, this trail has to be made inviting and safe for people.

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 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 population density and the Metro D.C. area requires that **all** of our transportation options be strong, and capable of supporting continued growth. Just as the Purple Line should ease the traffic strain on the northern Beltway and the surrounding surface streets, a safe Capital Crescent extension will ease the strain on those roads as well as on the Metro. The completion of the CCT as a viable bicycling connection is critical.

Thank you.

James McNeely

James McNeely
1640 Angus Court
Crofton, MD 21114

Purple Line FEIS - RECORD #384 DETAIL

First Name : Lizzie
Last Name : Johnson
Email Address : lizzie.m.johnson@gmail.com
Submission Content/Notes : Dear MTA:

A.1

C.3

I live in Silver Spring and use the Capital Crescent Trail to bike commute to northwest DC for my job because it is the only route I feel safe on across the Rock Creek Park area. My alternatives are East-West Highway and Military Road, both of which are high-speed, high-traffic car routes. It would be so helpful if the trail reached Downtown Silver Spring as the current marked route is exposed to heavy car traffic. The first section of the trail on Second St actually tells cyclists to use the sidewalk, which is ridiculous considering that so many pedestrians are on it during rush hour, and because bikes belong on the streets!

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.

Lizzie Johnson
614 Sligo Ave #411
Silver Spring, MD 20910

Purple Line FEIS - RECORD #385 DETAIL

First Name : Preston
Last Name : Nicole
Email Address : npreston@diabetes.org
Submission Content/Notes : Dear MTA:

A.1

Please complete the Capital Crescent Trail. It's such a benefit for so many people--I love taking my kids there for a long, safe bike ride. I don't want to have to go to Virginia--please give us great facilities here in Maryland!

C.3

I 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!
Nicole Preston

Preston Nicole
2907 Matapeake Drive
Upper Marlboro, MD 20774

Purple Line FEIS - RECORD #386 DETAIL

First Name : Allan
Last Name : Starr
Email Address : althewoodworker@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.

Allan Starr
14206 Parkvale Rd
Rockville, MD 20853

Purple Line FEIS - RECORD #387 DETAIL

First Name : Alan
Last Name : Huguley
Email Address : Huguleyaj@aol.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Alan Huguley
3705 woodridge ave
Silver spring, MD 20902

Purple Line FEIS - RECORD #388 DETAIL

First Name : Laura
Last Name : Brewer
Email Address : laurabrew@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.

Laura Brewer
4905 Iroquois St.
College Park, MD 20740

Purple Line FEIS - RECORD #389 DETAIL

First Name : Raul
Last Name : Quiros
Email Address : rsquiros1@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.

Raul Quiros
7 SUNRISE CT
ROCKVILLE, MD 20854

Purple Line FEIS - RECORD #390 DETAIL

First Name : Brandon
Last Name : Roberts
Email Address : brandon0386.roberts@libertymutual.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.

Brandon Roberts
13110 Briarcliff Ter. #601
Germantown, MD 20874

Purple Line FEIS - RECORD #391 DETAIL

First Name : Jeannine
Last Name : Anderson
Email Address : janderson@publicpower.org
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Jeannine Anderson
6915 Prince Georges Ave.
Takoma Park, MD 20912

Purple Line FEIS - RECORD #392 DETAIL

First Name : Alan
Last Name : Lloyd
Email Address : alloyd@gwu.edu
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.

Alan Lloyd
3903 Jeffry Street
Silver Spring, MD 20906

Purple Line FEIS - RECORD #393 DETAIL

First Name : Nik
Last Name : Sushka
Email Address : niksushka@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.

Nik Sushka
8215 Schrider St Apt#1
Silver Spring, MD 20910

Purple Line FEIS - RECORD #394 DETAIL

First Name : Rob
Last Name : Fredley
Email Address : rfredley@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.

Rob Fredley
5217 Belvoir Drive
Bethesda, MD 20816

Purple Line FEIS - RECORD #395 DETAIL

First Name : Daniel
Last Name : Peck
Email Address : dpeck@peckstudios.net
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project and the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring. This means less cars on the road!

C.3

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

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

Thank you.

Daniel Peck
719 Chesapeake Avenue
Silver Spring, MD 20910

Purple Line FEIS - RECORD #396 DETAIL

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

A.1

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

C.3

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

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

Thank you.

David Eisner
4308 Sheridan ST
University Park, MD 20782

Purple Line FEIS - RECORD #398 DETAIL

First Name : Adam
Last Name : Wegner
Email Address : adam.wegner@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.

Adam Wegner
7530 Hampden Lane
Bethesda, MD 20814

Purple Line FEIS - RECORD #399 DETAIL

First Name : Miti
Last Name : The Chevy Chase Land Company
Email Address : mtf@cclandco.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.

Miti The Chevy Chase Land Company
8401 Connecticut Avenue
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #400 DETAIL

First Name : Jonathan
Last Name : Foley
Email Address : jonathan.foley@opm.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Jonathan Foley
8816 Marywood Ave.
Silver Spring, MD 20910