

Purple Line FEIS - RECORD #502 DETAIL

First Name : ANDREA
Last Name : ALDERDICE
Email Address : ANDREA.ALDERDICE@Inf.com

Submission Content/Notes : I am a 5th generation Washingtonian, presently living in Silver Spring. I have lived in DC, Bethesda, Potomac, and after 55 years recently moved to be closer in to the city and all it affords. Many "boomers" are taking this step, after years of paying Montgomery County taxes, to be able to walk and exercise near our homes to our closest city. My husband and I both work in and own commercial property in Silver Spring and are looking forward to the Purple Line coming.

C.3

I was distressed to hear that the Capital Crescent Trail now may be in jeopardy of stopping before it reaches Silver Spring. As I understand it there are options for an off-road CCT that bypasses the CSXT right-of-way, should CSXT refuse to cooperate on the trail. Please commit to designing and building the best feasible off-road CCT extension into downtown Silver Spring, in coordination with Montgomery County, consistent with the promises that have been made to the community for over two decades.

Thank you,

Andy Alderdice
1002 S. Mansion Drive
Silver Spring, MD 20910
301-466-5898

Purple Line FEIS - RECORD #503 DETAIL

First Name : Lynn
Last Name : Raskin
Email Address : lraskin@comcast.net

Submission Content/Notes : The rider usage has be estimated for cars traveling on the beltway. However, no parking lots are provided for people using the Purple Line. Therefore the Purple line will not be a convenient substitute form of transportation for auto users. Furthermore, it would be more efficient for Metro, which has a right of way already along the Beltway, to build this line. The placement of the Purple line stations would be better served by

C.2

C.3

linking to existing Metro stations (such as NIH). The loss of the Capitol Crescent Trail to the purple line in Chevy Chase and Bethesda is an incalculable loss and the current plan disturbs residential neighborhoods and will create horrendous traffic patterns for years.

Best wishes,

Lynn

Lynn Raskin Sells Notable Homes

Lynn Raskin
image001.jpg (15 kb)

Attachments :

Purple Line FEIS - RECORD #504 DETAIL

First Name : Chris
Last Name : Campbell
Email Address : campbellc4@gmail.com

Submission Content/Notes : The only thing I see here that I would change is adding or moving a stop to the National Archives II building. It is located along Adelphi Ave just north of the "Adelphi Road West Campus" stop that is currently marked on the planned map.

C.2

The Archive II building brings a lot of people into the area. Both federal workers and public visitors from all over the world. Having a stop at the Archive II building would be the better choice for those commuters and help give the project a more stable revenue flow.

Without a atop at the Archive II building most if not all of those federal workers will continue to use the current bus routes to commute and the public visitors will most likely still have to take a bus to the nearest rail station. If it is cheaper to ride the C8 bus to the College Park Station why would I want to get off the bus at University Drive to get on the Purple Line? I wouldn't and that can add up to a lot of lost revenue over the total of even one month.

I request / suggest that the Purple Line include a stop for the National Archives and Records Administration Building II located at.
8601 Adelphi Road
College Park, MD 20740

Thank you for your time.
Chris M. Campbell

Purple Line FEIS - RECORD #505 DETAIL

Email Address : Motichand.Dyal@kp.org

Submission Content/Notes : Dear Purple Line Team,
I am the owner of one of the Arliss Knolls townhouses located on Arliss Street Silver Spring. In your Summer 2013 Purple Line news bulletin, it is noted that the line will now run on the west side of Arliss Street. I have also read that the town houses along Arliss Street will either become eminent domain or be bought up by commercial developers. I am very concerned about not knowing what exactly will happen to my home of twenty two years. The last Purple Line planning design I saw for the Arliss Street Long Branch vicinity, was that the area where the Arliss Knolls townhouses are located will become a common area with benches etc. Much information is available online about the Purple Line, but the Arliss Knolls townhouse residents know very little about what will happen to their homes.

F.7

Can you please advise what plans are being proposed for the Arliss Knolls Townhouses on Arliss Street and whether these plans are final. Thank you in advance for your response.

Motichand Dyal
Patient Financial Services
Financial Controls Manager
2101 East Jefferson Street
Rockville, MD 20852
Phone: 301-816-6271
FAX: 301-388-1751

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Purple Line FEIS - RECORD #507 DETAIL

First Name : Jennifer
Last Name : Bellis
Email Address : jbluebellis@gmail.com

Submission Content/Notes : As a Montgomery County taxpayer and a property owner I believe the Purple

C.1

Line is needlessly expensive, and unacceptably intrusive and invasive, especially when there is a much better and cheaper option--a dedicated bus lane.

My understanding is that long ago, before the financial collapse of 2008 changed the economy, the much less problematic dedicated bus line was rejected because, "people don't like buses." If that was ever true it's changed, especially with the advent of the very comfortable, clean and inexpensive buses that go from the Washington area to NYC. I used to be a train only person, but like everyone I know I've changed.

C.4

The cost of constructing a dedicated bus line is significantly less than the train option, and the result is more flexible and less of a neighborhood intrusion. The unpopular, loud, unsightly and invasive electrical stations wouldn't be needed, and if there was ever an emergency, or local event, or community building recreational activity (like a bikeathon or marathon) the extra traffic lanes could temporarily be put to good use--not so with train tracks.

A dedicated bus lane would also mean less long term expense and inconvenience. Bus lanes require less expensive maintenance than train tracks, so fares could be kept lower, tax revenue could be put to other uses, and passengers would not be inconvenienced while the work on the tracks and trains is being done. The Metro trains have become expensive to ride and on weekends the system is inconvenient to the point of almost being useless because of maintenance work. The people I come into contact with are increasingly riding the bus lines instead of the Metro trains.

Besides these practical concerns which I have had since I first learned about the Purple Line plans, I recently found I have a personal reason for opposing the project as it is now conceived--the electrical substations along Wayne Avenue will be one block from my home. I am angry about the negative impacts that will have on my community, degrading both the quality of life and taxpayer property values.

Well planned and smoothly functioning public transportation will enhance Montgomery County. A dedicated bus lane would serve this purpose, but the Purple Line light rail option is too costly and disruptive in both the short and long term to be good for our neighborhoods.

Jennifer Bellis

9121 Saffron Lane

Silver Spring, MD 20901

Purple Line FEIS - RECORD #510 DETAIL

First Name : Pamela
Last Name : Roscoe
Email Address : roscoe@jacobssf.com

Submission Content/Notes : Hello,
Our firm would like to see the Structural Plans for the Purple Line project.

Information
Request

We downloaded and reviewed the plans on
<http://www.purplelinemd.com/en/studies-reports/feis-document> FEIS Document - Volume II.

In the Index and within the package it mentions STR for Structural Drawings, but they are not included. Are they available for viewing?

Sincerely,

Pamela Roscoe

Pamela J. Roscoe, CPSM
Marketing Manager
www.jacobssf.com<<http://www.jacobssf.com>>

Submission Content/Notes : As a Montgomery County taxpayer and a property owner I believe the Purple Line is needlessly expensive, and unacceptably intrusive and invasive, especially when there is a much better and cheaper option--a dedicated bus lane.

My understanding is that long ago, before the financial collapse of 2008 changed the economy, the much less problematic dedicated bus line was rejected because, "people don't like buses." If that was ever true it's changed, especially with the advent of the very comfortable, clean and inexpensive buses that go from the Washington area to NYC. I used to be a train only person, but like everyone I know I've changed.

The cost of constructing a dedicated bus line is significantly less than the train option, and the result is more flexible and less of a neighborhood intrusion. The unpopular, loud, unsightly and invasive electrical stations wouldn't be needed, and if there was ever an emergency, or local event, or community building recreational activity (like a bikeathon or marathon) the extra traffic lanes could temporarily be put to good use--not so with train tracks.

A dedicated bus lane would also mean less long term expense and inconvenience. Bus lanes require less expensive maintenance than train tracks, so fares could be kept lower, tax revenue could be put to other uses, and passengers would not be inconvenienced while the work on the tracks and trains is being done. The Metro trains have become expensive to ride and on weekends the system is inconvenient to the point of almost being useless because of maintenance work. The people I come into contact with are increasingly riding the bus lines instead of the Metro trains.

Besides these practical concerns which I have had since I first learned about the Purple Line plans, I recently found I have a personal reason for opposing the project as it is now conceived--the electrical substations along Wayne Avenue will be one block from my home. I am angry about the negative impacts that will have on my community, degrading both the quality of life and taxpayer property values.

Well planned and smoothly functioning public transportation will enhance Montgomery County. A dedicated bus lane would serve this purpose, but the Purple Line light rail option is too costly and disruptive in both the short and long term to be good for our neighborhoods.

Jennifer Bellis

9121 Saffron Lane

Silver Spring, MD 20901

Purple Line FEIS - RECORD #511 DETAIL

First Name : Mike
Last Name : Nash
Email Address : MANCPA@GMAIL.COM

Submission Content/Notes : > -----
> From: Mike Nash[SMTP:MANCPA@GMAIL.COM]
> Sent: Tuesday, October 01, 2013 10:37:20 AM
> To: MTA Purple Line
> Subject: Agreement with country club at Conn Ave
> Auto forwarded by a Rule
>
> Does the Purple Line have authority to make agreements like this one
I
> read about in the Washington Post in secret or without public comment
> ?
>
> Please provide cite. Thanks
>
> Sent from my iPhone
>
>

Information
Request

Purple Line FEIS - RECORD #512 DETAIL

First Name : Isaac
Last Name : Hantman
Email Address : neweyesack007@comcast.net

Submission Content/Notes : _____

From: new zak <neweyesack007@comcast.net>
Sent: Saturday, September 28, 2013 2:32 PM
To: Purple Line FEIS
Subject: FEIS -- NOISE & Safety

Sirs,

attached are my comments on the draft Final EIS the MTA has done for the porposed Purple Line.

thank you for your attention and response

Subject Purple Line Safety and FEIS noise control issues

Dear Sirs,

This letter is confined to the issue of train generated noise; especially in the area between the west side of the tunnel under Wisconsin Ave and the east side of the Columbia Country Club.

E.10

This area has many residences on both the northern and southern sides of the proposed Purple Line Right of Way (ROW) which are extremely close to the ROW. These detached residences were not built to withstand vibration or block out high decibels of sound as the ROW has been a very quiet all the 41 years I have lived at the above address, and well before that. Additionally there are literally hundreds of residents of the Riviera Apartment building whose rear property line is but 15 -30 feet away from the ROW. Thus hundreds, perhaps thousands of residents will suffer serious noise and vibration from 5:30 AM until 12:30 PM (the proposed Purple Line hours of operation) which will among other things greatly disturb their ability to sleep through the night.

E.9

The above facts render the FEIS proposed 4 foot high sound barrier on the south side of the ROW ineffective and the lack of any sound barrier on the north side even more so; it is completely unacceptable to the nearby residents

D.5

What is needed instead is an 8 ft high noise barrier on the South side of the trail and an 8 foot high, transparent, SAFETY and NOISE barrier between the train tracks and the hiker biker trail (now planned to be on the North side of the Tracks) most of the way from the above mentioned tunnel and the golf course.

SAFETY will be greatly enhanced by the inclusion of an 8 foot high, TRANSPARENT,

C.3

Noise barrier between the tracks and trail. Safety must be an overriding concern especially since the trail in this area is heavily traveled by BCC High School students who are teenagers and prone to taking excessive risks ! Only an 8 foot high TRANSPARENT barrier will be sufficient to deter young, agile, risk taking teenagers from being present on the tracks. The same is true for the toddlers being cared for on properties immediately abutting the ROW south of Montgomery Ave and on the North side of the tracks. Furthermore since the trail is so heavily used and sometimes crowded accidents and collisions do occur which might cause a pedestrian or biker to be thrown onto the tracks and in the path of an oncoming train. The proposed barrier would prevent that. The TRANSPARENT nature of the sound/safety barrier(s) would make the project more attractive and non-claustrophobic as sight lines would be maintained.

You are URGED to visit the incredibly highly effective TRANSPARENT noise and safety barrier on the north side of the north span of the Wilson Bridge which carries 12 (TWELVE) lanes of traffic (mostly heavy trucks) between Alexandria, VA and National Harbor, MD. The barrier runs from the Alexandria Plaza (near the intersection of S. Royal and Jefferson Streets to the Potomac Rover waterline and is between the northernmost lanes of traffic and the Bridge's hiker biker 'trail'. You will be amazed at what you don't and do hear during your short walk

Lastly, it is extremely difficult to understand the reasoning for MTA proposing a noise barrier on the south side of the project but not on the north. An explanation would be appreciated

Yours truly,

Isaac Hantman'
new eyesack007@comcast.net<mailto:eyesack007@comcast.net>'

Purple Line FEIS - RECORD #513 DETAIL

First Name : Jan
Last Name : Thomas
Email Address : jan@janthomas.com
Submission Content/Notes : Please be responsible and look to the long term, not just to the convenience of today!

C.1

This line should be built underground! Bethesda and Silver Spring are now Urban. Once they were suburban but not anymore. Putting the Purple line above ground here is as crazy as putting all the downtown subway above ground. You will be dividing the County, creating bearers, limiting the possibilities, for generation after generation to come. Subways should be underground. Who wants a train running through this part of Montgomery County? We want a Subway! If you can't afford to do it underground, wait! Find the money and do it right the first time!

I hope someone has the courage and believes in possibilities enough to propose this!

Jan Thomas

11-26-12 New Colored Logo JPEG

Jan - 301-520-5179 <mailto:Jan@JanThomas.com>
Jan@JanThomas.com
www.JanThomas.com
Long and Foster Real Estate, Inc.
Bethesda Office, 7700 Old Georgetown Road, Bethesda, MD 20814
Long & Foster - 240-497-1700
Fax - 888-407-5248

Attachments : image002.jpg (11 kb)

Purple Line FEIS - RECORD #515 DETAIL

First Name : Austin

Last Name : Lee

Business/Agency/Association Name : Spring Beer & Wine

Email Address : austinlee78@hotmail.com

Submission Content/Notes : My name is Austin Lee and I am the owner of Spring Beer & Wine. I'm extremely concerned about my business. Due to the proposed demolition of Spring Center located on the 8600 block of 16th Street, Silver Spring, MD, I stand to lose my business and the life savings that my family and I invested into our business. The only compensation I stand to receive are relocation and re-establishment costs. This is hardly just compensation for a business that my family and I have worked to build and grow through the years. Relocating is not a equitable solution. Trying to find a new location is not an easy task and even if I do find a suitable location the hurdles associated with trying to build and grow a new business during these difficult economic times is like playing Russian roulette with our livelihood. I will keep it short for now, however this is an issue that will continue to grow and fester until a fair and just compensation package is proposed. Sincerely,
Austin Lee

E.3

E.14

Purple Line FEIS - RECORD #517 DETAIL

First Name : Caleb
Last Name : Kriesberg
Email Address : cenwood@aol.com
Submission Content/Notes : Mike Madden and/or To Whom Else This May Concern:

C.3

Greetings. I was a volunteer member of the Purple Line Advisory Group to the Park & Planning Commission a few years back. I have been concerned about the planned destruction of the forest along the Trail between my current home in Silver Spring and my childhood home of Bethesda.

C.1

One of my ideas or suggestions that matched the State's was to have NO CATENARY WIRES ALONG THE TRAIL. This would allow shade trees one day to return there, and even for large shade trees to be planted there.

This was the best compromise I could come up with. Now I've heard from the mayor of Chevy Chase, and from activists I support, that this plan has been abandoned, that there would be wires there. I consider this policy reversal a betrayal.

E.11

Please do what you can -- which is more than you're proposing -- to maintain a forest along the bike trail.

Best,
-Caleb Kriesberg
Thayer Ave
Silver Spring 20910
301-305-5572

Purple Line FEIS - RECORD #518 DETAIL

First Name : C.
Last Name : Minor
Email Address : cyminor@yahoo.com

Submission Content/Notes : I must first say that I was excited about the purple line being developed because I was hoping that it would alleviate some of the i95 and i495 highway traffic by making the metro area more accessible to the outer metro area (Upper Mont. Co. & Howard Co), but looking at the plans it does nothing but connect the existing metro line to each other (So. Mont & PG). People who travel into the city from Columbia, Laurel, Beltsville are still left to contend with interstate traffic and those who don't use the inter-county toll road. I drive 30 mins to get to the green line and then connect to the red to get to Bethesda and that totals 1 hour and 30 mins one way (not including traffic). I still don't chose to drive, but it's really not a benefit to drive in the 30 mins of traffic just to get to the Green line to get to the probably still congested purple line that's going to have 30 stops before I get to where I have to go and it will still take an hour. I don't understand. This seems useless. (much as the red lines U shape with nothing in between, and now 30 year later another useless 20 million dollar project which 30 years later won't allow the convenience of a straight line)

B.1

My suggestion: start the purple line through new carrollton, but bring it out toward bowie/Laurel area, through Beltsville and down to silver Spring then over to Bethesda. At least it would open up the transit system and allow the local highway drivers to park and ride instead of have to take the highway 30 mins to a park and ride.

Thanks

Purple Line FEIS - RECORD #519 DETAIL

First Name : Frank
Last Name : Sheehan
Email Address : francissheehan@yahoo.com
Submission Content/Notes :

From: Frank Sheehan <francissheehan@yahoo.com>
Sent: Thursday, September 26, 2013 3:07 AM
To: Purple Line Outreach Team
Subject: My Thoughts on the Purple Line

C.1

I'm opposed to the Purple Line-well, at least in its present form. I'm not against mass transit, but the current proposal for the Purple Line just does not dream big.

C.2

Whatever is built should be part of a rail line that encircles the entire city, not just connect Montgomery and Prince Georges counties. I'm not the only one who has bigger aspirations for the Purple Line/circle line either, considering part of the Wilson Bridge is reserved for a future rail line and Gubernatorial candidate, Doug Gensler, has recently said he is committed to bringing MetroRail to National Harbor in Prince Georges County. I imagine whatever is built would part of this future circle line.

The current proposal for the Purple Line would be too slow to be part of a line that line. If high-speed rail, like MetroRail is built around the city, what would be the role of the Purple Line? Who would use it if there were a faster option?

Shouldn't any money we spend on mass transit be part of a bigger solution that serves the entire Washington region?

Frank Sheehan
francissheehan@yahoo.com

Purple Line FEIS - RECORD #521 DETAIL

First Name : Eleanor C.
Last Name : Demasco
Email Address : eleanor.c.demasco.civ@mail.mil
Submission Content/Notes : Sir,

Information
Request

I have made several attempts to access the Purpleline FEIS report through this website and purplelinemd.com website and been unsuccessful. The Garrison has been requested to review and submit comments. Is it possible to send this document to us via email? Please feel free to call me if you have any questions.

Eleanor C. Demasco
Master Planner
USAG Forest Glen
Office: (301) 295-7315
Fax: (301) 295-7306
eleanor.c.demasco.civ@mail.mil

Purple Line FEIS - RECORD #522 DETAIL

First Name : Fred
Last Name : Zbar
Email Address : fzbar@comcast.net

Submission Content/Notes : The purple line should NEVER be built for it's intrusive nature on the existing population along the Crescent Trail. It will also overwhelm the community for new services. An additional problem will be the issue of theft & holdups.

A.2

C.3

E.2

The Chevy Chase & Bethesda communities will hold the politicians accountable.

Most sincerely yours,
F. Zbar

Purple Line FEIS - RECORD #523 DETAIL

First Name : Robert
Last Name : Posner
Business/Agency/Association Name : East Bethesda Community Association
Email Address : robertposner2@yahoo.com
Submission Content/Notes : Attached is the comment of the East Bethesda Community Association regarding the Purple Line's FEIS.

Robert Posner

EBCA

THE EAST BETHESDA COMMUNITY ASSOCIATION'S (EBCA) POSITION ON PROPOSED PURPLE LINE

C.3 The EBCA's past position on the possible conflict between the tree-lined Capital Crescent trail and the proposed Purple Line's use of the Trail was "Save the Capital Crescent Trail".

Now that the Final Environmental Impact Study (FEIS) was released by the State after several years in the making, there is sufficient information to clarify the EBCA position.

C.2 The State's plan is based on projected future ridership travelling east-west in Prince George County and Montgomery County. The Purple Line ends in Bethesda, near Bethesda Row. It does not effectively attack the growing congestion of commuter traffic around NIH and the Navy Medical Center.

E.11 The proposed Purple Line will remove the mature trees that shade walkers, runners, bicyclists and strollers on the Capital Crescent Trail during the heat of summer months and severely reduce our community's canopy. The Trail, as we know it, is to be replaced by an exposed 12 foot wide cement sidewalk separated from the noise and motion of light rail trains by a 4 foot high wall. The replacement sidewalk is to be 12 feet wide with 2 feet on either side of the cement for plantings.

The total effect of a combined sidewalk and train tracks is a concrete swath about 30 feet wide exclusive of retaining walls and fencing.

In effect, our community will lose the Capital Crescent Trail while massive north-south commute congestion on Wisconsin Avenue, Old Georgetown Road and Connecticut Avenue remains.

C.1 **PROPOSED: THAT EBCA REMAINS OPPOSED TO THE USE OF THE CAPITAL CRESCENT TRAIL RIGHT-OF-WAY BY THE PROPOSED PURPLE LINE AND URGES THE STATE TO ADDRESS TRAFFIC CONGESTION AROUND THE NIH AND NAVAL MEDICAL CENTER.**

September 18, 2013

Purple Line FEIS - RECORD #525 DETAIL

First Name : Chester
Last Name : Williams
Email Address : chester.williams1@gmail.com
Submission Content/Notes : To whom it may concern,

A.1

I think the Purple Line is an excellent project, and, after weighing the benefits to society with the cost to the environment, I think that this light rail line is favorable, and should be strongly considered for federal approval and funding.

Sincerely,

Chester Williams

Purple Line FEIS - RECORD #527 DETAIL

First Name : Nathan
Last Name : Arnold
Email Address : nwarnold@yahoo.com

Submission Content/Notes : After reviewing the recent FEIS for the Purple Line, I want to express my disappointment that no one explored the value of running the purple line underground from Connecticut Avenue to Wisconsin Avenue in Bethesda. It would mitigate the sound, save the trees and create a better way of life for resident. The cost may be higher, but I bet people would have said the same when the original Metro stations were built. Can you image Bethesda station above ground -- and how the community would have built up around it? It would not be nearly as residential.

C.2

C.3

E.3

C.1

I think your "study" is shortsighted and has rose-colored glasses. Also, the new plan for downtown Bethesda is about as confusing as it gets and full of contingencies that no one can understand. I've read articles about it and seen your maps and have no idea how it will actually look. Maybe take a few hours and do a 3-d map...and please continue to explore all options.

Nathan Arnold
Bethesda, MD

Purple Line FEIS - RECORD #528 DETAIL

First Name : Pat
Last Name : Leibowitz
Email Address : pleibowitz@yahoo.com
Submission Content/Notes : Begin forwarded message:

J.2

From: Pat Leibowitz
<pleibowitz@yahoo.com<mailto:pleibowitz@yahoo.com>>
Date: September 19, 2013, 9:22:11 AM EDT
To: "outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>"
<outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>>
Subject: Note from Pat Leibowitz
Reply-To: Pat Leibowitz
<pleibowitz@yahoo.com<mailto:pleibowitz@yahoo.com>>

Frankly, I can't beleive what a cheap shot it was to have a special "Purple Line for Kids" You offer the children coloring pages etc with a cute logo at the same time you are taking away a valuable park, walking/ biking path that many children enjoy.

E.4

I think I would like to have an accounting of how much money has been spent on publicity to convince us that this Purple Line is worth it. I know it is worth it to the Chevy Chase Land Company and all the people who are employed in this endeavor. I still remains to be seen if it is worth it to us tax payers.

Sincerely, Pat Leibowitz

Purple Line FEIS - RECORD #529 DETAIL

First Name : Daniel
Last Name : Schwartz
Email Address : schwartz_daniel@hotmail.com

Submission Content/Notes : I am opposed to the Purple Line for a variety of reasons.

A.2

E.1

B.1

K.2

E.2

K.5

- 1) I dislike the negative environmental impact that will result.
- 2) I think the project is too costly and not beneficial.
- 3) I am concerned about the high numbers of people that will commute and travel to my Silver Spring neighborhood and Montgomery County. This will increase congestion. It is important to note that many more people will be coming from Prince Georges County to Montgomery County for work rather than the other way around.
- 4) I am concerned about the quality level of the people who influx into my neighborhood.
- 5) I am adamantly opposed that a stop is planned at the future Silver Spring library. That is right where I live. If there has to be a purple line, the stop at the Silver Spring library is not necessary because the metro stop is only two blocks away.
- 6) The Purple Line will undo the trend of improving Silver Spring and making it a desirable place to live and work. Silver Spring is still in a transition state and the Purple Line will result in degradation and regression.

Sincerely,

Dan Schwartz 930 Wayne Ave# 809 Silver Spring, MD. 20910
301 493-8504
Email: schwartz_daniel@hotmail.com

Purple Line FEIS - RECORD #531 DETAIL

First Name : Beth
Last Name : Shapiro
Email Address : bethskorner@gmail.com
Submission Content/Notes : Begin forwarded message:

From: Beth Shapiro
<bethskorner@gmail.com<mailto:bethskorner@gmail.com>>
Date: September 17, 2013, 7:40:31 PM EDT
To: "outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>"
<outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>>
Subject: Purple Line comment

Hi,

A.1

As a lifelong resident of Bethesda and a current resident of Silver Spring, I as nicely and respectfully as possible, explore whoever makes the decisions around here to "just build the darn Purple Line already!"

Thanks. I know there are many hoops and hurdles to cross in this process but its been years and years.

Thank you.
Beth K. Shapiro

Purple Line FEIS - RECORD #532 DETAIL

First Name : MATTHEW
Last Name : PICARD
Email Address : PicarM@holycrosshealth.org

Submission Content/Notes : To whom it may concern:
I am opposed to the purple line. It does not make financial or environmental sense. The expected resources for this project are simply not going to be available. The state of Maryland should not count on any Federal funding. By re-routing the current trail to Elm Street Park and placing the purple line in the Bethesda tunnel you are destroying a wonderful urban bikeway path.

A.1

C.3

K.3

K.4

Matthew Picard, MD
Kensington, MD

Trinity Health MailGate made the following annotations

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Purple Line FEIS - RECORD #533 DETAIL

First Name : Mary
Last Name : Gardiner
Email Address : mary.gardiner@mac.com
Submission Content/Notes : Please don't destroy our trail.
I am NOT in favor of the Purple Line!

A.2

C.3

Sincerely,
Mary Gardiner
Montgomery County Resident

Sent from my iPhone

Purple Line FEIS - RECORD #534 DETAIL

First Name : Mary Ann
Last Name : Fiaher
Email Address : maryannfisher4@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.

Mary Ann Fiaher
5501 Scioto Road
Bethesda, MD 20816

Purple Line FEIS - RECORD #535 DETAIL

First Name : Ellen
Last Name : Cornelius
Email Address : eccornie@yahoo.com

Submission Content/Notes : Please maintain a quiet and tree-lined Capital Crescent Trail. I love the trail, especially the section that is near the Town of Chevy Chase. In fact, it is one of the reasons that I moved to this area of Montgomery County. Thanks, Ellen

C.3

E.11

E.7

Purple Line FEIS - RECORD #537 DETAIL

First Name : Zachary
Last Name : Skigen
Email Address : spam.sucks.hard+WABA@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.

Zachary Skigen
1401 Blair Mill Rd #315
Silver Spring, MD 20910

Purple Line FEIS - RECORD #538 DETAIL

First Name : Dominic
Last Name : Barranca
Email Address : BarranCAD@GAO.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.

Dominic Barranca
9602 Bristol Ave
Silver Spring, MD 20901

Purple Line FEIS - RECORD #539 DETAIL

First Name : Eddie
Last Name : Hyder
Email Address : eddiehyder@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.1

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.

Eddie Hyder
1311 Dilston Rd.
Silver Spring, MD 20903

Purple Line FEIS - RECORD #540 DETAIL

First Name : Clara
Last Name : Vega
Email Address : clara.vega@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.

Clara Vega
5302 burling terr
bethesda, MD 20814

Purple Line FEIS - RECORD #541 DETAIL

First Name : Henry
Last Name : Schuster
Email Address : mhenryschuster@gmail.com
Submission Content/Notes : Dear MTA:

A.1

As a Montgomery County resident and avid user of the Capital Crescent Trail for my bicycle commuting, 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.

Henry Schuster
7500 Bybrook Ln
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #542 DETAIL

First Name : Lou
Last Name : Hostler
Email Address : lhostler@bread.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.

I also feel that during construction of the Purple Line, every effort must be made to continue providing bikers, runners and walkers with a safe route between Silver Spring and Bethesda. This is a major bicycle commuter route and a major trail used by parents and their children to get outside and enjoy nature. This must be allowed to continue during construction.

Thank you.

Lou Hostler
2133 Bucknell Ter
Wheaton, MD 20902

Purple Line FEIS - RECORD #543 DETAIL

First Name : ken
Last Name : stewart
Email Address : kensrun@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.

ken stewart
1224 Crockett lane
silver spring, MD 20904

Purple Line FEIS - RECORD #544 DETAIL

First Name : Jeff
Last Name : Lodge
Email Address : jeffreylodge@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.

Jeff Lodge
10312 Strathmore Hall St #T2
Rockville, MD 20852

Purple Line FEIS - RECORD #545 DETAIL

First Name : Frank
Last Name : Velez
Email Address : frank.velez@nih.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Frank Velez
2717 East West Highway
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #546 DETAIL

First Name : Ryan
Last Name : Moreland
Email Address : rjm163@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 Moreland
6321 Johns Lane
Dunkirk, MD 20754

Purple Line FEIS - RECORD #547 DETAIL

First Name : Tim
Last Name : O'Neill
Email Address : timon111549@msn.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.

Tim O'Neill
26800 Ridge Road
Damascus, MD 20872

Purple Line FEIS - RECORD #548 DETAIL

First Name : Laurie
Last Name : Lemieux
Email Address : laurie@proteusbicycles.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.

Laurie Lemieux
92 Ridge Rd
Greenbelt, MD 20770

Purple Line FEIS - RECORD #549 DETAIL

First Name : Taylor
Last Name : Williamson
Email Address : rtwilliamson@gmail.com

Submission Content/Notes : I saw on Greater Greater Washington that the FEIS raised the proposition of not completing the CCT into downtown Silver Spring. Regardless of the training alignment (i.e. using CSX right of way or not) The trailing needs to be completed and connected to the MBT. Not doing so will be a breach of the trust that we, as residents of Silver Spring, put into the Purple Line project.

C.3

Thanks,
Taylor Williamson

Purple Line FEIS - RECORD #550 DETAIL

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

Submission Content/Notes :

From: Grace Palladino <palladin20814@yahoo.com>
Sent: Friday, September 13, 2013 1:42 AM
To: Purple Line Outreach Team
Subject: The Purple Line Project

A.2

K.2

Please do not count me as a supporter of this boondoggle. What a waste of taxpayer money. Grace Palladino

Purple Line FEIS - RECORD #552 DETAIL

First Name : Steve
Last Name : Schmal
Email Address : schmals@verizon.net
Submission Content/Notes :

From: Steve Schmal <schmals@verizon.net>
Sent: Sunday, September 15, 2013 4:12 AM
To: Purple Line Outreach Team
Subject: Comment on Purple Line Newsletter

To Whom It May Concern:

We received Vol. 13 of the Purple Line Progress newsletter in the past week, and I feel compelled to comment.

I support the Purple Line. However, I am really bothered by what I see as an attempt, in the newsletter, to whitewash some of its impact, specifically the impact on the Crescent Trail.

A.1

C.3

J.3

The three bucolic pictures that are on the front of the newsletter simply do not belong there. They mislead the public. The Purple Line is very much needed, but it will make the current trail a much less pleasing environment. There is no getting around this. Trees will have to be taken down. The trail will be narrower. Trains will be whizzing by (albeit quietly). Much as I like the trail as it now is, I recognize that the need for east-west movement of large numbers of people is more important. But let's at least be honest in how all this is presented.

Steve Schmal
Chevy Chase

Purple Line FEIS - RECORD #553 DETAIL

First Name : Donald
Last Name : Titus
Email Address : donalddtitus@verizon.net
Submission Content/Notes :

From: DONALD TITUS <donalddtitus@verizon.net>
Sent: Monday, September 16, 2013 11:04 AM
To: Purple Line Outreach Team
Subject: Comment on PURple Line Progress

Sirs:

1. I just received the Summer 2013 issue of the Purple Line Progress.

C.3

2. On the first page are three photographs showing idyllic scenes. I don't understand the purpose of them, especially, the one on the left showing a section of the Georgetown Branch Trail. Purple Line construction will eliminate this trail since there are no funds for its replacement. The Purple Line will also eliminate the other two idyllic scenes.

C.2

3. There must be a better route for the Purple Line through Bethesda and Chevy Chase than to eliminate the well used hiker-biker Georgetown Branch Trail. Who wants to hike or bike by large streetcars which will run every few minutes?

Donald Titus
donalddtitus@verizon.net
3504 Hutch Place
Chevy Chase, Maryland 20815-4736
(301)652-6806

Purple Line FEIS - RECORD #555 DETAIL

First Name : JS
Last Name : Ganibar
Email Address : ganibar@hotmail.com

Submission Content/Notes :

From: JS Ganibar <ganibar@hotmail.com>
Sent: Tuesday, September 17, 2013 1:22 AM
To: Purple Line Outreach Team
Subject: The Purple Line Project

E.7

It appears that the impact of the purple line will be much greater than first known. Will it resemble the Baltimore rail line, in the look of overhead lines, tracks, power stations and other infrastructure?

Be Well,

Sandy

Purple Line FEIS - RECORD #556 DETAIL

First Name : A. Wes
Last Name : Siegner
Email Address : ASiegner@hpm.com

Submission Content/Notes : I am a resident of the Town of Chevy Chase and use the running/hiking/biking trail that the Purple line will run on. While this project is being billed as not displacing the trail, the changes to the trail, including the massive tree removal and passing trains, effectively destroy the trail for the thousands of people who use this trail daily and weekly for recreation and enjoyment, to say nothing of the effect on residents and businesses along the trail, some of whom will be displaced and others whose privacy will be disturbed. The benefits to commuters and others are hypothetical and, to the extent real, could better be served by a bus route while preserving the trail.

C.1 C.3 E.4

The trail will make a few people rich while inconveniencing scores of others. I am opposed to the Purple Line.

A. Wes Siegner, Jr.
Hyman, Phelps & McNamara, P.C.
700 13th Street, N.W.
Suite 1200
Washington, D.C. 20005
202-737-4289 (w)
202-737-9329 (f)
301-943-9815 (c)
asiegner@hpm.com<mailto:asiegner@hpm.com>
www.hpm.com

This e-mail is sent by a law firm and may contain information that is privileged or confidential. If you are not the intended recipient, please delete the e-mail and any attachments and notify us immediately.

Purple Line FEIS - RECORD #557 DETAIL

First Name : Gerald

Last Name : Johnson

Email Address : geraldjohnson130@gmail.com

Submission Content/Notes : I want more information about the purple line I am sending this message this Gerald Johnson

Request for
information

From my Android phone on T-Mobile. The first nationwide 4G network.

Purple Line FEIS - RECORD #558 DETAIL

First Name : Fred
Last Name : Zbar
Email Address : fzbar@comcast.net

Submission Content/Notes : I have NEVER seen a project in Maryland - Montgomery County + that has more of a negative impact for those who live in the area & nearby to the Purple Line. It has environmental impacts & those hurting the quality of life. The "destruction" of the Crescent Trail for all intents & purposes is just one more example of how misguided leaders of this County are.

A.2 C.3

E.2

When you add to this the massive costs of the project & the negative impacts to citizens who are in the Purple Line's path, you wind up with absolutely nothing to be proud of.

K.2 K.3 K.4

No telling what the tax consequences will be when the project gets in financial trouble.

ALL IN ALL - a huge loser & one that can motivate many to leave the area for good.

Most sincerely yours,
Frederick Zbar
Chevy Chase, MD

Purple Line FEIS - RECORD #559 DETAIL

First Name : Elaine

Last Name : Raue

Email Address : elaineraue@icloud.com

Submission Content/Notes : It appears to me that the Purple Line will be creating more problems than it will be solving while a lot of official time and money is spent on studying it, not to mention the huge amount of money that will be spent on implementation. Don't we have better ways of spending our time and money and solving our transportation issues?

K.2

B.1

Sent from my iPad

Purple Line FEIS - RECORD #560 DETAIL

First Name : Ben

Last Name : Beach

Email Address : benhbeach@gmail.com

Submission Content/Notes : I run and ride my bike on the trail and cherish it, so I do NOT want to see it diminished by loss of canopy, reduced width, or noise. We are very

C.3

lucky

to have this bit of nature in such a dense urban area, and I urge you to do

EVERYTHING you can to minimize the loss. I am a mass transit fan, but that

K.2

doesn't mean every project makes sense. I'm also concerned about the taxpayer (state & US) cost.

Purple Line FEIS - RECORD #561 DETAIL

First Name : James
Last Name : Ehrman
Email Address : sjehrman@msn.com

Submission Content/Notes : This comment is based on a rapid and limited review of the Final Environmental Impact Statement, augmented by information in a page 1 article in today's edition (September 15) of the Washington Post entitled, "Purple Line would leave more than tracks in areas."

C.4

E.2

The subject of this comment involves discussion in "Traction Power Substations and other Ancillary Facilities" on page 4.22 and related Chapter 4 ("Environmental Resources, Impacts, and Mitigation") discussion on pages 4.9, 4.10 and 4.33 dealing respectively with "Visual Resources," "Noise/Vibration" and "Avoidance and Minimization/Mitigation."

Language in "Traction Power Substations and other Ancillary Facilities" states that "...the Preferred Alternative would introduce several other ancillary elements to the study area, including signal bungalows, catenary poles and wires, and traction power substations [my emphasis]. The latter must be spaced at approximately one-mile intervals along the transitway. Because these facilities are small and located generally along existing transportation rights-of-way, it is not expected that surrounding land uses would be affected."

Language in the referenced "Visual Resources" subsection reads: "An extensive change to visual character constituting a high visual effect would occur along the Georgetown Branch right-of-way, along Wayne Avenue [my emphasis]...." It further reads: "MTA will continue to coordinate and consult with affected communities regarding the aesthetic treatments of the transitway elements...."

The "Noise" subsection has language that states: "The traction power substations will be designed in accordance with MTA design criteria intended to minimize the noise from transformer hum." The "Vibration" subsection notes "Vibration impacts to three properties" -- none of which involve Wayne Avenue.

The "Avoidance and Minimization" subsection states: "MTA will coordinate with UMD, Rosemary Hills Elementary School, Sligo Creek Elementary School, and Silver Spring International Middle School to minimize disruptions to the extent reasonably feasible."

COMMENT: The impression I gather from these citations is that MTA either does not consider the visual, noise and vibration impacts of the projected Wayne Avenue traction power substation to be significant or else it is deliberately understating the probable impacts about which, to the best of my knowledge, MTA has never "coordinate[d] and consult[ed]" our affected community.

Full disclosure: Our home on Woodside Parkway is a block away from the Wayne Avenue traction power substation site. We are not disinterested observers.

James Ehrman

Purple Line FEIS - RECORD #562 DETAIL

First Name : Mike
Last Name : Ezban
Email Address : mikeezban@yahoo.com
Submission Content/Notes : Sent from my iPhone

Begin forwarded message:

Resent-From:
<FEIS@purplelinemd.com<mailto:FEIS@purplelinemd.com>>
From: Michael Ezban
<mikeezban@yahoo.com<mailto:mikeezban@yahoo.com>>
Date: September 15, 2013, 3:00:51 PM EDT
To: <FEIS@purplelinemd.com<mailto:FEIS@purplelinemd.com>>
Subject: FEIS COMMENT

C.4

The proposed power substation at Wayne and Greenbrier must be buried, at a minimum.

Madden's quote in the post article, stating that the power stations will cause no detrimental health effects to residents is either willful ignorance or a lie. EMF is real and harmful, especially for the young children.

Michael

Purple Line FEIS - RECORD #563 DETAIL

First Name : Doris
Last Name : Toolanen
Address : 4507 W. Virginia Ave.
City : Bethesda
State : MD
Zip Code : 20814
Email Address : lewistoolanen@gmail.com

Submission Content/Notes : Sent from my iPhone

Begin forwarded message:

Resent-From:
<FEIS@purplelinemd.com<mailto:FEIS@purplelinemd.com>>
From: DM toolanen
<lewistoolanen@gmail.com<mailto:lewistoolanen@gmail.com>>
Date: September 15, 2013, 2:38:57 PM EDT
To: <FEIS@purplelinemd.com<mailto:FEIS@purplelinemd.com>>
Cc: DM Toolanen
<lewistoolanen@gmail.com<mailto:lewistoolanen@gmail.com>>
Subject: FEIS COMMENT

Hi,

I am against purple line as it is proposed today, even if I am very positive to more public transportation.

It seems to me that the purple line project is not the smartest decision to go for.

My reasons are

I. environmental impact.

C.3

E.1

- 1. Temperature regulator. It is unwise to cut down so many mature trees. The canopy provided at Crescent trail, from Silver spring to Bethesda, which I know best, provides a fantastic oasis especially in the Summer heat. The temperature is probably 10 degrees less on the trail than outside the trail.

E.8

- 2. The tree canopy takes up a lot of toxins and CO2 from the congested city air.

- 3. Esthetic and recreation importance.. The trail is beautiful and useful because of the trees. Who would care for walking or cycling on a trail next to a wall and the noise from the light rail trains_??? Not me or my family. Today the trail is used by thousands of people for both recreation as well for cycling to work, or to run errands.

C.1

II. Economical inefficiency.

- Has MD Transportation Authority made an unbiased comparison study of developing Rapid Bus transit system instead of building a light rail?

I have found many different cities , all over the globe, from New Zealand and Australia to Sweden and other European countries, where studies have shown that it was more economical to develop a bus system than to build train system.

Buses are more flexible. Buses can pick up people where they live, and drop them off where they need to go.

Modern Buses are often a smarter decision from an environmental standpoint, compared to to trains. To build railroads are very costly, and demand huge amounts of resources to manufacture,install, and maintain. Buses an have hybrid engines, or run on pure electricity.

Buses can be put in during demand only, rush hours for ex. Take out existing lanes for cars to be used by buses only, to give bus users another advantage compared to car users.

Thank you,

Doris Toolanen
4507 W. Virginia ave

Bethesda, MD 20814

Purple Line FEIS - RECORD #566 DETAIL

First Name : Lenore
Last Name : Larson
Email Address : lenorel35@yahoo.com
Submission Content/Notes : Begin forwarded message:

From: Lenore Larson
<lenorel35@yahoo.com<mailto:lenorel35@yahoo.com>>
Date: September 14, 2013, 5:45:32 PM EDT
To: "outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>"
<outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>>
Subject: loss of trees
Reply-To: Lenore Larson
<lenorel35@yahoo.com<mailto:lenorel35@yahoo.com>>

E.11

Our grand children and their friends are saddened at the prospect of losing so many beautiful trees to accommodate more traffic and pollution. This is NOT beautifying our county, just the opposite.

Purple Line FEIS - RECORD #567 DETAIL

First Name : fawaz
Last Name : saraf
Email Address : fawazsaraf@yahoo.com
Submission Content/Notes : To whom it may concern,

Please find below my comments in response to the recently published Purple Line FEIS:

The proposed elevated crossing over Connecticut Avenue will result in a highly objectionable eyesore to be located within what is currently a relatively quaint "feel". The neighbors will be saddled with a bridge structure over Connecticut that will very likely include relatively deep superstructure (girders) to carry the heavy loads of the light rail. There are several alternatives to this objectionable elevated structure:

- 1 – Cut and cover tunnel under Connecticut Ave.
- 2 – A bridge on Connecticut Ave over the light rail (similar to 1 above except such a bridge can have longer spans that will alleviate any life safety issues typically associated with tunnels).
- 3 – To provide additional clearance for the light rail under Connecticut Ave, the profile grade on Connecticut Avenue can be slightly modified (perhaps raised by 5' to 10').

C.2

I am sure there will be attempts to mitigate the visual impacts of the elevated structure over Connecticut through the use of "aesthetic" treatments of the bridge elements. Frankly, my experience with these "aesthetic" treatments has been that they give the structure a "faux" look and indeed, in most cases, a well-proportioned, concrete and steel structure (without the faux form liners) would have resulted in a more aesthetically pleasing structure.

E.7

Regards,
Fawaz k Saraf
4853 Chevy Chase Drive
Chevy Chase, MD 20815

CC: Councilmember Roger Berliner

Purple Line FEIS - RECORD #568 DETAIL

First Name : Eric
Last Name : Hirschhorn
Email Address : elhirschhorn@gmail.com

Submission Content/Notes : The FEIS reveals what many have long suspected: The trail that runs in the existing right of way effectively will be rendered useless. The trees ALL will be cut down, for one thing. Also, given the width of the right of way, it's difficult to see how there will be space for two tracks, a protective barrier, and a trail. Finally, the many years of promises by the State of Maryland and many elected officials (yes, Mr. Berliner, I mean you, among others) that there would be room in the Bethesda tunnel for the trail have turned out to be--and I'm being polite here--untrue.

C.3

B.1

K.2

The benefits for this line remain to be demonstrated. The costs are starkly portrayed in the FEIS and are ample evidence that the line should not be constructed.

Purple Line FEIS - RECORD #569 DETAIL

First Name : Brian
Last Name : Frankel
Email Address : brianfrankel@hotmail.com
Submission Content/Notes : Against it.

A.2

I do not want this purple line. It is a waste of money, a horrible use of land, a bad implementation of an idea, and an environmental mistake.

NO, NO, NO to the purple line.

Brian A. Frankel
2210 Washington Ave, 103
Silver Spring, MD 20910

Luck is the product of hard work, ability, and dedication.

This communication may contain confidential, proprietary or legally privileged information. It is intended only for the person(s) to whom it is addressed. If you are not an intended recipient, you may not use, read, retransmit, disseminate or take any action in reliance upon it. Please notify the sender that you have received it in error and immediately delete the entire communication, including any attachments.

Purple Line FEIS - RECORD #570 DETAIL

First Name : Marina

Last Name : Hall

Email Address : marinahall@yahoo.com

Submission Content/Notes : After reading the latest conclusions last week(in the Wash Post, about the negative impact the purple line is going to have after completion I must say that the whole project is a VERY BAD idea. The statistical presuppositions speak for themselves. The question is whose interests are being promoted at all costs with a total disregard for the consequences?
M. Hall

A.2

Purple Line FEIS - RECORD #571 DETAIL

Email Address : bjellos8329@comcast.net

Submission Content/Notes : i live on grubb rd in silver spring
i will say "no thank yo very much" to the purple line
way too much construction and destruction for what will end up as very
little difference
how's that inner county connector ding for all the problems it caused
people.
no purple line

A.2

Purple Line FEIS - RECORD #572 DETAIL

First Name : darrell
Last Name : bjellos
Email Address : bjellos8329@comcast.net
Submission Content/Notes : please NO purple line
thank you

A.2

Purple Line FEIS - RECORD #573 DETAIL

First Name : Dean and Karen
Last Name : Cooper
Email Address : coolcoops@juno.com
Submission Content/Notes : Begin forwarded message:

From: Dean and Karen Cooper
<coolcoops@juno.com<mailto:coolcoops@juno.com>>
Date: September 12, 2013, 10:27:57 PM EDT
To: <outreach@purpleline.com<mailto:outreach@purpleline.com>>
Cc: <coolcoops@juno.com<mailto:coolcoops@juno.com>>
Subject: feis document

Dear Mike and employees,
I just reviewed the feis and by now all of you must be aware of the contents. I have supported this project for years and only in the last week saw that bells will ring when a train nears a station and at some intersections. The stops will also be announced on a PA system. This will occur 70 times a day. Really? This train will run through neighborhoods. Who is in charge that you could even consider this to be a realistic plan? This information is not written by some NIMBY group. This is the real feis.

E.9

You held so many community meetings over the years and this is the first time this level of detail is appearing. This feis must be revised and a more sensible approach taken so that we are not assaulted by constant noise. There must be other cities that use a similar trains that takes neighborhood issues into account and arrives at a solution that meet the needs of riders and the surrounding areas. You really need to go back to the drawing board on this one.

Sincerely,

Karen Cooper

One Weird Trick

Could add \$1,000s to Your Social Security Checks! See if you Qualify...
<<http://thirdpartyoffers.juno.com/TGL3132/5232783f3ab5a783f32f2st04vuc>>
<<http://thirdpartyoffers.juno.com/TGL3132/5232783f3ab5a783f32f2st04vuc>>

Purple Line FEIS - RECORD #574 DETAIL

First Name : Meg
Last Name : VanDeWeghe
Email Address : meg.vandeweghe@gmail.com
Submission Content/Notes : Begin forwarded message:

From: Meg VanDeWeghe
<meg.vandeweghe@gmail.com<mailto:meg.vandeweghe@gmail.com>>
Date: September 12, 2013, 10:31:40 PM EDT
To: "outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>"
<outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>>
Subject: The Purple Line makes no sense

A.2

B.1

E.4

K.2

In addition to ruining the walking trail, this proposed line will never make money and will be a waste of taxpayer funds. Many of us will fight this line to the end, and will make sure that anyone who votes in favor of it is not re-elected. The Purple Line only benefits Chevy Chase Land Development - the rest of us who are taxpayers and voters lose! Very bad public policy!!!

Purple Line FEIS - RECORD #575 DETAIL

First Name : May
Last Name : Kesler
Email Address : keslerpt@gmail.com

Submission Content/Notes : Begin forwarded message:

From: May Kesler <keslerpt@gmail.com<mailto:keslerpt@gmail.com>>
Date: September 13, 2013, 12:01:15 AM EDT
To: "outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>"
<outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>>
Subject: Protest purple line

A.2

J.1

How do we stop this awful project? How do we protest to people that will listen?

May Kesler MTh,PT
3016023551

Purple Line FEIS - RECORD #576 DETAIL

First Name : Sarah
Last Name : Smith
Email Address : ssmith@lowellschool.org
Submission Content/Notes : Begin forwarded message:

From: Sarah Smith
<ssmith@lowellschool.org<mailto:ssmith@lowellschool.org>>
Date: September 13, 2013, 8:35:04 AM EDT
To: "outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>"
<outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>>
Subject: Reaction to Environmental Impact Report

C.1 C.2 C.3 D.5 E.9 K.3
K.4

As a resident of the Town of Chevy Chase I am writing to express my dismay at the damaging environmental impact the rail project is projected to have. Not only will neighborhoods along its path lose their mature tree canopies, the noise will have a significant detrimental effect not likely to be mitigated by a four-foot barrier wall. The speeds of the trains, up to 50 mph, will also make using the Capital Crescent Trail unappealing and possibly unsafe. The ever-escalating cost of the project, which is STILL unfunded is alarming. A clean fueled bus running along Jones Bridge Road is a better, more affordable option and might have been in operation by now had that been the transportation choice years ago. Sarah Smith
Sent from my iPad

Purple Line FEIS - RECORD #578 DETAIL

First Name : Mary-Margaret
Last Name : Patterson
Email Address : mmpattsn@erols.com

Submission Content/Notes : Dear Federal Transit Authority: As the FEIS so clearly shows, severe degradation of the environment will follow if the Purple Line is built and allowed to operate as planned. The environmental price is too high. Think about nice cheap buses using clean natural gas, for example. Far worse than the constant noise in a densely inhabited area and the lack of safety and continuity for walkers and bikers along the Capital Crescent Trail is the unnecessary destruction of so many of our mature trees. This is not one tree, it is hundreds and probably thousands. These trees are responsible for keeping this area as people-friendly as it still is despite the shocks of BRAC and runaway development and exponentially increased traffic. Trees are not just something that look nice; they are vital to HEALTH particularly in urban areas. These mature trees-which took decades and decades to grow-give off life-sustaining oxygen that cleans the air of its increasing load of pollutants. This contributes mightily to keeping the community one in which citizens can still live reasonably healthy lives walking, biking and playing games in both large and small nearby parks.

C.3

E.8

E.11

E.4

K.3

K.4

To proceed in the manner described to build the Purple Line in this time of obvious global warming and climate change is suicide for this area. Public land, that belongs to us all, will be denuded so that a few commuters can save a few minutes on their commutes and -and perhaps this is paramount-so that developers can squeeze even more bucks out of the high rises they will build because of this "light rail." Public money is being used to "seed" this rail line because the huge \$2.2 billion expense can only be afforded with private money and its operation is to be handed over to a private concern.

Please consider also, who in their right mind would want to walk or bike so close to such frequent, noisy, whizzing trains separated in places only by a metal fence?

The Montgomery County Council has failed its citizens by approving this and the state is betting its money on it. Clearly, the Federal Transit Authority is the court of last resort to save the kind environment that once made the Washington metro known as a "City in the Woods." Send this back to the drawing board; otherwise, this huge important area where so many people live and work is on target to become just another sun-baked, noisy, gritty, concrete jungle. I have lived in this Village of North Chevy Chase community for 35 years and it is unbelievable that a formerly progressive local government puts increasing tax revenues from such development ahead of its duty to represent and protect the citizens who already live here and those who will live here in the future.

Sincerely,

Mary-Margaret Patterson

9011 Montgomery Ave.

Chevy Chase, MD 20815

Purple Line FEIS - RECORD #579 DETAIL

First Name : Charles
Last Name : Whitehead
Email Address : cew789@aol.com
Submission Content/Notes : Begin forwarded message:

From: Charles Whitehead
<cew789@aol.com<mailto:cew789@aol.com>>
Date: September 11, 2013, 10:40:07 PM EDT
To: "outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>"
<outreach@purplelinemd.com<mailto:outreach@purplelinemd.com>>
Subject: The Purple Line Project

C.2

C.3

I understand the important of mass transit. Nevertheless, ruining the Capital Crescent Trail is an abomination. An appropriate compromise is a single track line with passing places like Chevy Chase Lake and the Brookville Rd Stations.

Charles Whitehead, Chevy Chase West

Sentertheless from my i

Purple Line FEIS - RECORD #580 DETAIL

First Name : Carol
Last Name : Roberts
Email Address : caroloroberts@verizon.net
Submission Content/Notes : Begin forwarded message:

From: caroloroberts
<caroloroberts@verizon.netmailto:caroloroberts@verizon.net>
Date: September 11, 2013, 5:08:16 PM EDT
To:
<outreach@purplelinemd.commailto:outreach@purplelinemd.com>
Subject: Purple Line
Reply-To: caroloroberts
<caroloroberts@verizon.netmailto:caroloroberts@verizon.net>

WOW. That's a lot of money and a lot of disruption for relatively low ridership - even as projected to 2020. Looks more like a boondoggle than a plan.

A Disgruntled Taxpayer

K.2

K.5

Purple Line FEIS - RECORD #581 DETAIL

First Name : Rich
Last Name : McManus
Email Address : rtpmcman@gmail.com

Submission Content/Notes : I would like to register my objection to this project on the grounds of its gargantuan cost, small likelihood of improving transit/relieving congestion, reckless additions at Chevy Chase Lake to an overburdened area and wanton industrialization of what is now highly valued parkland between Silver Spring and Bethesda.

A.2 **B.1**

C.3

May not an inch of it be built, and may it go unfunded by the federal government.

Rich McManus
2800 Terrace Drive
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #584 DETAIL

First Name : S.
Last Name : Flank
Email Address : sflank@alum.mit.edu

Submission Content/Notes : I believe that the Environmental Impact statement is incomplete and inaccurate, because it omits a) the significant negative impact of losing a crucial bicycle transportation connection if CSX right-of-way is not granted for the planned route of the Capital Crescent Trail and b) does not consider alternative routes for the CCT in the event of CSX right-of-way disputes.

C.3

I hope these shortcomings will be fixed during the remainder of the EIS process.

Sincerely,
--Shalom Flank
(Frequent CCT user)

Purple Line FEIS - RECORD #587 DETAIL

First Name : Leo

Last Name : Brusco

Email Address : leobruso@landcommercial.com

Submission Content/Notes : Your link to purple line does NOT work

Leo Brusco, SIOR, President Direct: 301-952-9705
<http://www.landcommercial.com/>

Broken web link

Purple Line FEIS - RECORD #588 DETAIL

First Name : Timothy J.
Last Name : Choppin
Email Address : TChoppin@mayerbrown.com

Submission Content/Notes : The FEIS for the Purple Line has presented a "false choice" completing the Capitol Crescent Trail (CCT) that it is dependent on obtaining right-of-way from CSXT. There are options for an off-road CCT that bypasses the CSXT r.o.w. should CSXT refuse to cooperate on the trail. Please ask MTA to commit to designing and building the best feasible off-road CCT extension into downtown Silver Spring, in coordination with Montgomery County, consistent with the promises it has made to the community for over two decades.

C.3

Timothy J. Choppin
1999 K Street, NW
Washington, DC 20006
(202) 263-3238
tchoppin@mayerbrown.com

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Purple Line FEIS - RECORD #589 DETAIL

First Name : Bryan
Last Name : McCann
Email Address : bm85@georgetown.edu

Submission Content/Notes : Purple Line Planners,
I have been a Purple Line supporter since I moved to Rosemary Hills eleven years ago, in large part because I looked forward to a paved and completed commuter bicycle trail connecting Silver Spring and Bethesda. If the Purple Line planning goes forward without a paved, safe bicycle trail from Rosemary Hills to downtown Silver Spring, I will instantly go from longtime supporter to energetic opponent. There are two good options for building a paved bicycle trail from Rosemary Hills to downtown Silver Spring, one using CSX right of way and one using public right of way through Washington Mews. Please find a way to get one of these built.
Thanks,
Bryan McCann
Rosemary Hills

C.3

Purple Line FEIS - RECORD #590 DETAIL

First Name : Leo

Last Name : Brusio

Email Address : leobrusio@landcommercial.com

Submission Content/Notes : The links to report do NOT work

My home is available, settled at condo 5 Park Pl, Annapolis, only here 4 months of year.

<<http://calvertcountywaterfront.com/>> <http://calvertcountywaterfront.com>

Leo Brusio, SIOR, President 301-952-9705

Attachments : Purple Line FEIS Announcement Sept 4 2013.pdf (373 kb)

[Request for information](#)

PURPLE LINE Update



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

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

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

Information in the FEIS has been presented to the public over the past four years as part of the ongoing public outreach efforts for the project. The FEIS will be available for public review on September 6. The public can provide comments on the findings of the FEIS and Draft Section 4(f) Evaluation. The document will be available at area libraries, MTA and other select locations. The document also will be available online at purplelinemd.com.

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

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

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

FEIS Document Availability Locations:

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

Bethesda Library

7400 Arlington Road, Bethesda, MD 20814

Bladensburg Library

4820 Annapolis Road, Bladensburg, MD 20710

Chevy Chase Library

8005 Connecticut Avenue, Chevy Chase, MD 20815

Greenbelt Library

11 Crescent Road, Greenbelt, MD 20770

Hyattsville Library

6530 Adelphi Road, Hyattsville, MD 20782

Long Branch Library

8800 Garland Avenue, Silver Spring, MD 20901

Maryland Department of Legislative Services Library

90 State Circle, Annapolis, MD 21401

Maryland State Archives

350 Rowe Boulevard, Annapolis, MD 21401

Maryland State Law Library

361 Rowe Boulevard, Annapolis, MD 21401

M-NCPPC - Montgomery County

8787 Georgia Avenue, Silver Spring, MD 20910

M-NCPPC - Prince George's County

6600 Kenilworth Avenue, Riverdale, MD 20737

New Carrollton Library

7414 Riverdale Road, New Carrollton, MD 20784

Silver Spring Library

8901 Colesville Road, Silver Spring, MD 20910

Silver Spring Civic Building

1 Veterans Place, Silver Spring, MD 20910

State Library Resource Center

400 Cathedral Street, Baltimore, MD 21201

Takoma Park Maryland Library

101 Philadelphia Avenue, Takoma Park, MD 20912

University of Maryland - Hornbake Library North

College Park, MD 20740

Contact the Purple Line Outreach Team at 443-451-3706 or outreach@purplelinemd.com.

Para recibir información en español, llame al número telefónico 443-451-3705, donde los miembros de nuestro equipo estarán disponibles para responder a sus preguntas en su mismo idioma.

September 4, 2013



This is an automated message. Please do not reply. Questions or comments should be directed to: outreach@purplelinemd.com
To unsubscribe from this mailing list, please send an e-mail to outreach@purplelinemd.com with the subject "UNSUBSCRIBE".

Purple Line FEIS - RECORD #592 DETAIL

Last Name : Tsubatakarnowski

Email Address : tsubatakarnowski@gmail.com

Submission Content/Notes : I would a copy of the FEIS for purple line.

Sarah Tsubata

Sent from my iPhone

Request for information

Purple Line FEIS - RECORD #593 DETAIL

Comment Date : 10/17/2013
First Name : Neil
Last Name : Gladstein
Address : 516 Ashford Rd
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : ngladstein@iamaw.org
Submission Content/Notes : A Purple Line on Wayne Ave. should have a stop and Wayne & Dale.

A.1

F.1

Purple Line FEIS - RECORD #594 DETAIL

Comment Date : 10/17/2013
First Name : Jack
Last Name : Petrash
Address : 3106 Edgewood Road
City : Kensington
State : MD
Zip Code : 20895
Email Address : novainstitute@verizon.net

Submission Content/Notes : I love my job, but it is my commute that thrills me. It's the air on my face,

C.3

the fresh feel of the morning, the smell of pine needles — the deer and the fox I have passed — the hawks, the goldfinches and the Baltimore orioles that I have seen. I love my ride to work because it is on a bike. I started riding the Capital Crescent Trail 15 years ago with my daughter when she was in second grade. With her trailer bike safely attached behind me, we made our way from our home in Kensington to the Washington Waldorf School near MacArthur Boulevard, where I am a teacher and where she was a student. We loved our ride through downtown Bethesda each morning watching the delivery trucks unload and the shops open. And we loved watching our bike trail grow. We cheered when they put the bridge over River Road (and my wife breathed a sigh of relief). And we cheered again when they opened the tunnel under Wisconsin Avenue, and once more when the trail was connected with Silver Spring. And as the bike trail was established we saw its use grow. To me this was a wonderful example of, "If you build it, they will come."

Each morning I ride the trail and see students biking to Westland Middle School and B-CC High School and as a teacher I know they will be more alert and attentive in their morning classes. I pass joggers, walkers of all ages, moms and dads with strollers, and so many bicycle commuters, and I think of the savings.

It is not just the savings in gas, not just the reduction in car emissions, but a savings of thousands of dollars in medical expenses made unnecessary because of healthy exercise. There is also the money saved in unneeded therapy because exercise releases endorphins that make us feel better about our work and ourselves. In addition, there is the money saved in blood pressure and cholesterol medications and anti-depressants and, I am sure, in prevented surgeries.

I am so grateful for this Capital Crescent Bike Trail. I just cannot understand why the Planning Board, the Montgomery County Council, and Gov. Martin O'Malley need to trade our trail for light rail when there are other alternatives. There are so few things that exist solely for the well being of the individual citizen today.

This trail has everything I need and I know I am not alone in that feeling. It provides quiet time amidst the trees — a protected green space in the heart of our busy and stressful county. The trail is perfect, except for one thing. It will soon be drastically changed if business interests that want to develop Chevy Chase Lake have their way.

Jack Petrash, Kensington

Purple Line FEIS - RECORD #596 DETAIL

Comment Date : 10/18/2013
First Name : Juanita
Last Name : Newell
Address : 8307 Oakford Place
City : Silver Spring
State : MI
Zip Code : 20910
Email Address : curtiancalltv@verizon.net

Submission Content/Notes : I am not in favor of the Purple Line because I moved to Silver Spring in 1975 because of the rustic nature of the city. With the development, crime has increased, car break-ins are a regular occurrence, as well as home invasions. I don't go downtown because of the unruly crowd, that are not neighborhood residents. I am afraid to walk home from Silver Spring metro because it is unsafe and I read about children and adults being accosted. Crime will dramatically increase if the Purple Line train is developed down Wayne Avenue. It is overcrowded now, and accidents happen too frequently at Dale Drive and Wayne Avenue. The noise, pollution, and disruption to our neighborhood will be devastating.

A.2

E.2

E.9

Purple Line FEIS - RECORD #597 DETAIL

Comment Date : 10/18/2013
First Name : Asheesh
Last Name : Misra
Address : 2031 Hanover St.
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : misra108@gmail.com

Submission Content/Notes : The plans for the Talbot St. Bridge (North Woodside/Rosemary Hills) are totally unacceptable, absurd and destructive the communities. A 41 foot wide bridge will not fit in that space with out significant destruction to the communities and increased traffic.

F.4

Purple Line FEIS - RECORD #598 DETAIL

Comment Date : 10/18/2013
First Name : Thomas
Last Name : Flammia
Address : 604 Cloverfield Place
City : Silver Spring
State : MD
Zip Code : 20910
Email Address : tevens301@hotmail.com
Submission Content/Notes : Keep the TPSS issue open!

C.4

Purple Line FEIS - RECORD #599 DETAIL

Comment Date : 10/18/2013
First Name : Sheila
Last Name : Jaskot
Address : 620 greenbrier drive
City : sivler spring
State : MD
Zip Code : 20910
Email Address : jaskotfox@yahoo.com

Submission Content/Notes :

C.4

J.1

I am very concerned about having an electrical traction power substation above ground in a dense residential neighborhood at the corner of Wayne and Greenbrier Drive. I do not have any assurances that it won't be a big black box with chain link fencing or even a large fence hiding the box, thus destroying the charm of the area. An unattended building will only attract people to the property who don't belong. When there are legitimate people on the premises, i also don't have any assurances that large trucks will be coming in and out of the facility throughout the day. There are other alternatives that have been presented by neighborhood groups and I believe that MTA is not taking the concerns of residents seriously enough. I don't see any movement that you are serious about looking at other options that have been presented. Obviously the power substation will affect the property value on my home. As you are aware, first impressions are important to any potential homebuyer. A substation across the street will not help our home value. 2nd: I am concerned that I will be living with a constant hum 24/7 - and louder in the summer when more AC is required to cool the facility. 3rd: Has there been an environmental assessment done on the site? If so you might want to clue in the people who live in the surrounding area. I would encourage MTA to keep talking to residents about their concerns.

Purple Line FEIS - RECORD #600 DETAIL

Comment Date : 10/18/2013

First Name : sheila

Last Name : jaskot

State : MD

Email Address : jaskotfox@yahoo.com

Submission Content/Notes : I just submitted comments to the website including a comment with regards to the environmental assessment. I want to retract that comment as I now see the statement on line.