

Purple Line FEIS - RECORD #801 DETAIL

First Name : Bruce
Last Name : Spiegel
Email Address : speegee@hotmail.com

Submission Content/Notes : I use the trail often and i would like it to stay the way it is. I believe the Purple Lone will destroy the trail or destroy its beauty. I enjoy the trail's quiet and natural beauty and i can't imagine that will remain with trains noisily wizzing by every few minutes.

C.3

Purple Line FEIS - RECORD #802 DETAIL

First Name : Amy
Last Name : Kostant
Email Address : amy@sciencecom.org

Submission Content/Notes :

C.3

E.5

E.9

D.5

C.1

C.2

The FEIS is flawed. For more than 20 years the Capital Crescent Trail has been enjoyed as a Park. The FEIS doesn't acknowledge the trail as an irreplaceable 20 acre natural resource. The Final Environmental Impact Statement should recognize how invaluable parks are in people's lives.

The FEIS also fails to recognize the noise disturbance a walker, runner or biker will endure alongside 27- trains each day traveling 50mph. The peaceful, tranquil setting it is today will be harmfully impacted by a train sound as often as every three minutes. From the New York Times:"...the scientific evidence shows that loud sound is physically debilitating. A recent World Health Organization report on the burden of disease from environmental noise conservatively estimates that Western Europeans lose more than one million healthy life years annually as a consequence of noise-related disability and disease." This type of disease is costly to a community, and preventive measures have always proved of value. Many children use this trail for play and to commute to school. I see this as an accident waiting to happen.

Put the transportation where it's needed most, rather than where the developers want it to be. It makes greater sense to put rapid bus transit on Jones Bridge Road - with raised (safe and attractive) shelters, and designated bus lane for fast, energy effecting buses.

Friends of the Capital Crescent Trail envision a world class trail and park system from Georgetown through Bethesda and connecting Rock Creek and downtown Silver Spring. According to this Final Environmental Impact Statement, the Capital Crescent Trail isn't worth saving.

Purple Line FEIS - RECORD #803 DETAIL

First Name : Guillermo
Last Name : Carmouze
Email Address : gjcarmouze@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.

Guillermo Carmouze
3309 sir thomas dr
silver spring, MD 20904

Purple Line FEIS - RECORD #804 DETAIL

First Name : Amy
Last Name : Holman
Email Address : amyh90@yahoo.com

Submission Content/Notes : Hello Purple Line staff,

K.5

I am a resident of the Seven Oaks-Evanswood neighborhood and I continue to be disappointed with the Purple Line planning process. It seems like the information comes out in small doses, leading me to believe that there is a lack of transparency in this process. The fact that the Chevy chase Country Club has secured some sort of an exception confirms this view, as does the recent disclosure that a large portion of the Spring Street businesses (many of which have been there since the mid-1990s when I moved to Silver Spring) will be razed for the Purple Line. I believe that this includes the recently-relocated post office.

A number of long-time residents of this community fought long and hard to ensure that we have a sense of community. An important part of this is to foster small businesses. That is why many of us fought against the mega mall proposed for downtown Silver Spring in the 1990s. We were successful in influencing the design of a town center.

Another issue of concern is preserving the character of the neighborhood and avoiding anything that could be a target of crime or gang tagging. You may not be aware that this is an issue of concern in our neighborhood, and we have worked closely and largely successfully with the Montgomery County authority to decrease targets of opportunity. My home is close to the proposed Wayne Avenue Power Substation site. We are concerned about the potential of this substantiation to compromise the character of the neighborhood by being a crime target, in addition to the noise and other negative aspects.

C.4

I write to ask that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. It is not just residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that is compatible with our area.

I appreciate your consideration of my views, as well as those of my neighbors. Please do not hesitate to contact me at this email address or at 301 814 4225 (cell) if you have any questions or comments.

Regards, Amy Holman
427 Pershing Drive, Silver Spring

>
>To: soeca@yahoogroups.com From: AEdwards0603@netscape.net
>Date: Fri, 18 Oct 2013 12:08:38 -0400 Subject: [soeca] Neighbors,
>please, on Oct 21 deadline, re Power Substation, we need you now. [3
>Attachments]
>[Attachment(s) from AEdwards0603@netscape.net included below]
>Hello neighbors from Anne Edwards on Greenbrier.

>
>
>We could use your help now, to keep the issue OPEN how and where
>to put the power for the Purple Line on Wayne Ave:
>
>
>Hard deadline is this Monday, Oct 21 to file any comment about the
>Purple Line's "Final Environmental Impact Statement".

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>
>I am writing today to ask if you would please - each - consider sending

a short email asking MTA to keep OPEN the issue of what to do about the Power Substation on Wayne so we end up with a plan more compatible with our nice area.

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>I am resending to you, and asking you to take a look, at the PDF "Status Report" sent a few days ago explaining what we have put in play on this issue, as we all ask simply for a better solution.

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>Keeping an issue "open" like this does NOT delay the Purple Line process. The "FEIS" itself can go ahead -- absolutely -- as planned into the federal funds process. We are just asking that it include a clear stipulation that issues, like this Traction Power Substation, are remaining OPEN to be worked out locally.

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>So we are asking you to file a "comment" by Monday to that end: Asking MTA to keep the TPSS issue open

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>What we have been working on is finding a better plan but we all need more time. We all only learned about this from MTA in late April.

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>MTA has been talking to us since, but they are not yet changing their original plan, to put the Traction Power Substation at Wayne at Cloverfield as an open-air installation surrounded by a long, high, fence or wall.

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>The attached PDF prepared for you by your neighbors shows options being used in other cities facing the same pickle: Needing power in a neighborhood that does not have a natural home for this kind of mechanical set up.

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>(Of great interest is the recent discovery that smaller "TPSS" units are available, which would make them way easier to absorb.)

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>So that is the discussion we want to continue with MTA.. That request to keep working toward a better solution is now supported by County Exec Ike Leggett, and our Councilmember Ervin, and our Annapolis delegation is getting involved.

>

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>But even their support is NOT enough to get this done. THIS NEEDS US.

>>

>>

>>Those very elected leaders are encouraging all of us to get-on-the-record with the MTA process, and file a comment by Monday. That is just how it works.

>

>

>I would like to offer this to you: I have been astonished, not in a good way, to learn how much weight is given to individual emails in a "public comment" process like this. Every professional among us, and there are many, understands that this is hardly a scientific sampling of public sentiment but, I have learned, these comments count as if the process were scientific. They are referred to and cited and invoked forever. Go

figure. But there you are. Personal observation.

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>So please, consider writing an email by Monday. Just a COMMENT.
>Doesn't need to be an engineering report.

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>You can write whatever you wish of course, but to be clear, you do not
>need to "vote" on an alternative now: Your comment would be helpful if it
>just endorses the request that MTA keeps working with us on a plan
>more compatible for the area.

>

>

>Attached:

>PDF about "TPSS Status Report" from your neighbors

>and recent letters from our County electeds.

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>Suggested "go to":

>The homepage of the Purple Line website directs you to the comment
>process.

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>It also directs you to all of the FEIS original documents, which are
>voluminous but really interesting.

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><http://www.purplelinemd.com/>

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>Our SOECA website (follow the "Purple Line" box on the homepage)
>has put links to multiple relevant documents and news articles.

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><http://www.soeca.org/>

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>Thank you so very much for listening.

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>Very sincerely,

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>Anne Edwards on Greenbrier

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Purple Line FEIS - RECORD #805 DETAIL

First Name : Maya
Last Name : Flaherty
Email Address : mjflaherty00@yahoo.com

Submission Content/Notes : To the Maryland Transit Administration,
I'm responding to the Wayne avenue tpss. You should not build a substation next to a school. It would be easy for students to get distracted by it instead of paying attention to class. Having a construction site next to your school for a few years doesn't exactly encourage learning. All the noise from construction could drown out the teachers' voices while they were trying to teach. They hate it enough when we students talk over them, so don't you think that this might get a little annoying? I happen to have gone to that school last year, and I know that they (as most schools do,) have a rule that is not to talk while the teacher is talking. If they don't even like that, it might be a little maddening to constantly have to talk over construction. Not to mention how bad it is for the environment! Tearing down and building new buildings requires a lot of fossil fuels, which when released into the air pollute, therefore further worsening the environment and possibly global warming.

C.4

G.2

E.8

Purple Line FEIS - RECORD #806 DETAIL

First Name : Fadi
Last Name : Doumani
Email Address : Fdoumani@yahoo.com

Submission Content/Notes : Hi,
The trail allows me to get my daily dose of oxygen, to clense my sight from the geometric chaos, to enjoy delightful smells and to listen to nature's constant musical improvisation!
SAVE THE TRAIL!

C.3

Purple Line FEIS - RECORD #807 DETAIL

First Name : Lesley-Alicia

Last Name : Delahunty

Email Address : none_so_pretty@hotmail.com

Submission Content/Notes : I want my grandchildren to be able to pick raspberries along the trail. I want them to be able to hike and to bike to the Little Falls Library and to the Little Falls Pool like their father did as a child.

C.3

Purple Line FEIS - RECORD #808 DETAIL

First Name : Owen
Last Name : McGleenan
Email Address : winychildinc@gmail.com

Submission Content/Notes : I like the trail because it has paths for me to go on and short cuts for me to explore and if there was a Purple Line there I couldn't get to places I really wanted to go while exercising in the woods. I also like to walk my dogs on the trail and look for caterpillars. And i also like to bike to place on the trail and you can;t do that well with trains there.

C.3

Owen age 7

Purple Line FEIS - RECORD #809 DETAIL

First Name : Tom
Last Name : Block
Email Address : thomasablock@gmail.com
Submission Content/Notes : Dear Purple Line Maryland:

C.1

If the Purple Line is to be built, it should be bus rapid transit, not light rail. Bus rapid transit would bring environmental, community and financial improvements. There is no real downside to the Purple Line as bus rapid transit. The route, the capacity, and the speed could all be identical.

The light rail plan creates numerous unnecessary problems, especially overhead wires, tracks in the ground (which are difficult for cyclists), the need to remove all nearby greenery because of the tracks and overhead wires, and worst of all the power substations. ALL of those problems are gone if the line is bus rapid transit, with the same dedicated right-of-way paths as planned for the Purple Line.

D.2

The Purple Line will be travelling in mixed traffic in Silver Spring, and if it should break down or if there should be an accident blocking its way, it will create huge unnecessary congestion. A bus rapid transit vehicle could change lanes and is more easily removed (in case of a breakdown).

Buses currently exist that have sufficient passenger capacity. Buses can be designed to be hybrid or fully electric; the most improved technology can be implemented much more quickly.

K3

Cost. The proposal for a public-private partnership does not make financial sense. When a private company raises capital, it must repay investors. The state and the counties can raise capital with fewer costs.

K.4

It may make sense for one contractor to do combined design and build. However, including a private company in public private partnership - for financing and operating is bad for taxpayers. If the Purple Line was implemented as a bus, the savings would be ENORMOUS and the service would be identical, and the public private partnership would not be needed because the cost would be much lower.

The Purple Line as bus rapid transit is a win-win-win. A win for transit riders, a win for the environment and a win for taxpayers.

Tom Block
Silver Spring, MD
--
Author/Artist
www.tomblock.com

Purple Line FEIS - RECORD #810 DETAIL

Last Name : Mary
Email Address : speedplay@comcast.net

Submission Content/Notes : I am writing as a regular user of the Capital Crescent Trail both as a runner and as someone who bikes the trail with their family. This trail is one of the busiest in our region for commuter bikers and absolutely packed with weekend recreational use! It has become a real "star" in the rail-to-trail success story and I appeal to you to not undo that by putting in a train line.

C.3

I also have to deal with the traffic in the area as a commuter but I believe we could easily accomplish the goal of the train without destroying all the beauty of the trail if we were to widen the trail to support a dedicated bus line.

C.1

Many other major cities in the world have a wonderful network of various public transport available and most include bus lines. Paris, the city that our own Washington DC was modeled after, has been able to achieve it's status as the most beautiful city in the world in part by using at least 4 different modes of transport that leave room for many parks and natural areas.

The wonderful green space that runs the length of the Capital Crescent would be decimated if the metro line goes through and that would be a travesty if we had other alternatives that would be less costly and still be able to keep the trail intact as a commuter and recreational haven.

Please add my name to the many voices calling you to halt plans to install the Purple Line Train and consider a wiser alternative!

Respectfully
Mary Foster

Purple Line FEIS - RECORD #811 DETAIL

First Name : walter

Last Name : giblin

Email Address : wjgiblinmd@aol.com

Submission Content/Notes : no to the purple line. keep our trees. buses make much more sense and much less costly and would save our precious trees a greenery!!!

C.1

E.11

Purple Line FEIS - RECORD #812 DETAIL

First Name : Sharon
Last Name : Lynch
Email Address : slynch@gwu.edu
Submission Content/Notes : Purple Line Officials:

C.4

This note is to register strong objection to the building of an above-ground power station for the Purple Line in the Wayne Ave and Pershing (approximately) area. This proposed structure is ugly and out-of-place in this pretty stretch of Wayne Ave. Another place needs to be found for it, or it needs to be buried underground.

C.1

Residents in this area wonder why our needs are so constantly ignored and why such an eyesore is contemplated for the Purple Line. I consider this transportation "solution" a huge waste of money and would prefer a less costly solution altogether (such as electric buses) but if you insist on disrupting our neighborhood with this transportation "solution", then at least make it aesthetically acceptable.

Thank you.

Sharon J. Lynch
713 Woodside Parkway
Silver Spring, MD 20910

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Best regards,

Sharon Lynch, PhD

Professor, GSEHD/George Washington University

Past President, NARST, A Worldwide Organization for Improving Science Teaching and Learning Through Research (formerly National Association for Research in Science Teaching)

Principal Investigator for a NSF project: Multiple Instrumental Case Studies of Inclusive STEM-focused High Schools: Opportunity Structures for Preparation and Inspiration (OSPri) with website: <http://ospri.research.gwu.edu>

Contact Information:
George Washington University
Graduate School of Education and Human Development
2134 G St. NW, Room 402
Washington, DC 20052
Phone: 202-994-6174

Purple Line FEIS - RECORD #813 DETAIL

First Name : Susan

Last Name : Andrea

Email Address : sandrea5@hotmail.com

Submission Content/Notes : I am opposed to placing any Traction Power Substation (TPSS) above ground anywhere on Wayne Avenue in Silver Spring, regardless of the size of the TPSS and regardless of how it would be "disguised." This kind of structure is totally inappropriate and unacceptable in a residential area of single-family homes. I believe any above ground TPSS on Wayne Avenue would have a negative effect. It simply does not belong in a residential area of single-family homes. It would be an encroachment and degrade the character and desirability of the neighborhood. The county has said it is committed to protecting our residential neighborhoods and the current proposal clearly flies in the face of that goal. Any TPSS on Wayne Avenue should be underground.
Susan Andrea402 Dale DriveSilver Spring, MD 20910

C.4

Purple Line FEIS - RECORD #814 DETAIL

First Name : Nancy
Last Name : Weber
Email Address : Neweberss@aol.com

Submission Content/Notes : From: Nancy Weber 9119 Flower Ave. Silver Spring Md. 20901
neweberss@aol.com (mailto:neweberss@aol.com)
phone- 301-585-4871

E.7

In the beginningand for a long time...I was supportive of the Purple Line.

Now it has turned into a Horror Show!

C.4

The visual clutter is awful. The humming power houses will be annoying, and the amount of money being spent is INSANE!

B.2

There are many other transportation needs that are emergenciesor will be soon...that need attention more than this cross-county light railroad.

Repair the aging bridges!

G.3

* Digging a tunnel through a steep bank on Wayne Ave. in Silver Spring and destroying two apartment houses is wrong. Mature trees will be lost and there will be serious disruption to the neighborhood during construction.

E.7

The waste of money to do this is absurd.

* Not allowing a left turn on Arliss from Flower will push neighborhood traffic to the back streets when we need to go to the Giant. THIS IS RIDICULOUS!

D.2

* Arliss is already a busy street and we do not need more disruption on it.

* Not allowing Piney Branch traffic to turn left on University Blvd. to reach the Beltway will push more rush hour traffic to Flower Ave. ...which already suffers from a huge volume of cut-through traffic. Again ...you are pushing traffic to the side streets to accommodate the Purple Line.

E.14

*It appears that Langley Park businesses will suffer greatly with the plans for that area. People who used to support the Purple Line there, are now against it for the damage it will cause.

K.2

*A lot of this disruption could be avoided by using BUSES in a designated lane.

C.1

Use the county-owned land from Bethesda to Silver Spring for light rail and use buses through the populated areas.

WE CAN'T AFFORD THIS. STOP SPENDING OUR MONEY RECKLESSLY!

DON'T MAKE OUR LIVES MORE DIFFICULT!

Nancy Weber

Purple Line FEIS - RECORD #815 DETAIL

First Name : Sandie
Last Name : Deighton
Email Address : SandieLee322@gmail.com

Submission Content/Notes : On the Noise Level – there is a serious design flaw. Land use along the line are grouped into 3 types. Types 1 & 3 have primary daytime use; and the measuring devices monitored noise during the day. Type 2 is “Residences and buildings where people normally sleep.....where nighttime sensitivity to noise is assumed to be of utmost importance” (Noise & Vibration Technical Report – Page 2-1) The flaw is that the metric used to monitor the noise averages day and nighttime noise together. IF “NIGHTTIME SENSITIVITY TO NOISE” is the defining characteristic for a separate category of land use – then the noise measurement MUST measure SEPARATELY for daytime & nighttime. It is a MAJOR concern at nighttime to have trains operating every 12 minutes in each direction until 1am (3am weekends) AND in addition to the track operating noise having the warning horns. “Much of the noise impact is derived from use of transit warning horns at stations and crossings, and eliminating the transit horn is not possible due to safety concerns” (page 22 FEIS)

E.9

K.5

I also have serious concern the projections made regarding ridership are based on data which is too old and thus lead to inaccurate conclusions. It appears to be another ICC where use projections have proved to be inaccurate. More current data is critical before billions are spent.

I RESENT the nomenclature of the "purple line" It misleads people to thinking this is PART of Metro -- which it is NOT.

Purple Line FEIS - RECORD #817 DETAIL

Email Address : amideap@yahoo.com

Submission Content/Notes : Your recent email about the FEIS comment deadline accidentally links to YOUR website and not the government site, which is:
<http://www.purplelinemd.com/en/studies-reports/feis-document/feis-comment-form>

incorrect web link

Purple Line FEIS - RECORD #818 DETAIL

First Name : Kenneth
Last Name : Simler
Email Address : simler@gmail.com
Submission Content/Notes : Dear MTA:

A.1

I write to express my support for the Purple Line project, both for the much-needed light rail line that is the centerpiece of the project, and for 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.

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

Thank you.

Kenneth Simler
207 Dogwood Avenue
Takoma Park, MD 20912

Purple Line FEIS - RECORD #819 DETAIL

First Name : Jennifer
Last Name : Gans
Email Address : jen.gans@gmail.com

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood whose home is one block distant from the proposed Wayne Avenue Power Substation site. I write to ask that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. It's not just us residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that's compatible with our area.

C.4

Thank you for your consideration,

Jennifer Gans

Purple Line FEIS - RECORD #820 DETAIL

First Name : Karen
Last Name : Dietrich
Email Address : kdietrichma@yahoo.com

Submission Content/Notes : Attached please find a comment letter from a group of residents on Kentbury Drive, Bethesda, in response to the Maryland Transit Administration's Final Environmental Impact Statement regarding the "Purple Line." If you have any questions, please contact:

Karen Dietrich
kdietrichma@yahoo.com

Geoff Sharpe
ghpsharpe@gmail.com

Judy Tso
tso.judy@gmail.com

Thank you.

Attachments : Karen Dietrich
PL FEIS comment letter Kentbury Residents - FINAL.pdf (209 kb)

October 20, 2013

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

Re: Comments from Kentbury Drive Residents Group on the Purple Line Final Environmental Impact Statement

Ladies and Gentlemen:

C.3 We are writing on behalf of a group of homeowners along Kentbury Drive in Bethesda (the “Kentbury Drive Residents Group” or “KDRG”) whose properties abut the Georgetown Branch Trail of the Capital Crescent Trail (the “Trail”). We appreciate this opportunity to share our comments, questions and concerns about the Purple Line Final Environmental Impact Statement (“FEIS”), released on September 6, 2013.

Kentbury Drive, located in the Columbia Forest neighborhood of East Bethesda, runs parallel to the proposed alignment for the Purple Line from East West Highway to the Columbia Country Club. As owners of property adjacent to the proposed alignment for the Purple Line, with homes as close as 50 feet from the proposed route, we will be uniquely and directly impacted by both the construction and operation of the Purple Line, as well as the proposed changes to the Trail.

B.1 E.11 The Purple Line project proposes to add another East-West connection between New Carrollton and Bethesda, ostensibly to ease commuting along this axis and to garner associated environmental benefits. However, according to the FEIS, the project brings no significant improvements to either: Commutes for the vast majority even with the Purple Line would be within ten minutes of the No Build alternative, and energy consumption is 99.967% of the No Build Alternative. Moreover, it is unclear from the FEIS whether the energy consumption numbers include the massive energy expenditures associated with construction and maintenance. These limited benefits come at significant cost, including adverse effects on historic properties, reduction in home values totaling in the tens of millions of dollars, further destruction of already besieged green space,

and removal of a trail system used by tens of thousands. That this project brings so little at such exorbitant cost calls into question the wisdom of the entire project.

Rather than focusing on the many fundamental flaws associated with the underlying justifications for the project, however, this submission instead addresses the potentially significant adverse impacts that the residents of Kentbury Drive can expect if the Purple Line is built. While, as noted above, this project may bring some slight benefit to some (measured in minutes for commutes that take an hour or more), it will have a significant adverse impact on those residing near the proposed line. As one such group, the KDRG seeks to have these impacts mitigated in the same manner as other neighbors (such as Columbia Country Club).

J.1 We are providing our comments and concerns about the FEIS as detailed below. We would be pleased to meet with officials from MTA and Montgomery County at any time to discuss how our concerns and mitigation recommendations can best be addressed.

Our comments will address the following areas:

- Noise
- Vibration
- Construction Impact
- Trees/Landscaping
- Aesthetic and visual impacts
- Safety
- Water runoff

We believe that there are deficiencies in the FEIS in several of these areas, as further discussed below, and we request that, before the Federal Transit Administration issues a Record of Decision, MTA be required to supplement the FEIS in the deficient areas.

K.4 In addition, to address the significant adverse effects likely to be suffered by Kentbury Drive residents, we make specific recommendations for mitigation measures. Because of the importance of these measures to the quality of life of Kentbury Drive residents, these mitigation measures should be made a part of the Record of Decision before this project receives further federal or state funding. Moreover, the mitigation measures should be explicitly included as requirements for the requests for proposals to be issued for in connection with the financing, construction and operation of the system. This is particularly important in light of MTA's plan to finance this project through a public-private partnership, where a private, commercial venture is likely to have strong incentives to save on construction costs by declining to incorporate into the design any mitigation measures that are not explicitly required.

Noise

The KDRG has reviewed the “Noise Technical Report,” which constitutes Chapter 4.11 of the FEIS, and the group has a number of strong concerns about both the methodology employed in the report and the resultant proposed design of the Purple Line. In particular, we are concerned about the following:

- Use of the hourly equivalent sound level (L_{eq}) as the sole metric for impacts on adjacent residences, which does not represent the actual outdoor impact of noise;
- Omission of predicted maximum sound levels (L_{max}), despite a recommendation from the Federal Transit Administration that they be included in the FEIS;
- Potential adverse health effects from the anticipated noise;
- Lack of detail on proposed mitigation measures for construction noise;
- Deficient design of the proposed noise barriers on the section of the Georgetown Branch right-of-way between Columbia Country Club and East West Highway; and
- Noise from catenary wires which will be above sound barriers and which was completely omitted from impact study.

Furthermore, it is unclear from the report whether the reported sound levels capture train travel in both directions, or only in one direction.

Noise from Train Operations

As is made clear in the “Noise Technical Report,” MTA has evaluated noise impacts on nearby properties using L_{eq} , the hourly equivalent sound level. The L_{eq} differs from L_{max} , the maximum sound level, and takes into account both the loudness and duration of sound events and averages¹ them over a period of 60 minutes. These noise levels are then compared with existing background noise levels to establish whether the noise levels are ‘impactful’ per the criteria published by the Federal Transit Administration (FTA)². However the L_{eq} , as an average does not accurately reflect the actual sound impact of the light rail. This point is actually alluded to by the FTA in the following statement:

It is recommended that L_{max} information be provided in environmental documents to supplement the noise impact assessment and to help satisfy the “full disclosure” requirements of NEPA.³

¹ Mathematically, this is not an average. See the computation on page 2-19 of the document in footnote 2, below.

² “Transit Noise and Vibration Impact Assessment,” Federal Transit Administration, 2006. FTA-VA-90-1003-06.

³ *Ibid.*, p. 3-9.

L_{max} sound levels are not included in the FEIS, despite the recommendation from FTA. However, on May 14, 2013, MTA held an open house at Bethesda-Chevy Chase High School to describe the project to the local community. At the meeting, the MTA acoustical engineer presented the L_{max} sound levels to the audience. As reported by MTA, the maximum noise level of the train experienced at a distance of 25 feet from the rail will be 87 dB(A) when the train is traveling at 50 mph. This is equivalent to an idling motorcycle or, as noted by FTA in their design manual, a jackhammer. It should also be noted that this noise level was predicted with the two noise mitigation measures currently proposed by MTA (short noise barriers and wheel skirts) already in place.

As the northern boundary of the right-of-way (ROW) is approximately 25 feet from the westbound rail line, the noise levels in the backyards of **Kentbury Drive residents, unless further mitigated, will be 87 dB(A) 260 times per day⁴.**

KDRG strongly objects to noise levels of this magnitude and duration, which will make use of our backyards untenable and could result in negative health impacts that are well documented. For example, the World Health Organization's Community Guidelines on Community Noise discuss noise-induced health effects such as sleep disturbance, cardiovascular and physiological functions, mental health effects, cognitive task performance, and memory deficits, and point out that the elderly, children, the sick or the disabled are particularly vulnerable.⁵ Noise researchers such as W. Babisch, who conducted a study on traffic noise and cardiovascular health, concurs, noting that "[i]t is widely accepted that noise may be detrimental to health if the daytime noise emission level exceeds 65 dB(A)."⁶

Two medical studies published this month in the British Medical Journal amplify our concerns.⁷ One study looked at airport noise and found that high noise areas (greater than 63 dB) had significantly increased risk for **stroke, coronary heart disease and cardiovascular disease** compared to areas where noise levels were lower. A second study reviewed hospitalizations for individuals aged 65 or older and found that every 10 dB increase in noise exposure was associated with a 3.5% higher rate of hospital admissions for cardiovascular disease. The authors noted that the effects were particularly marked above a noise level of 55 dB. As the FEIS states, the noise from the Purple Line will be significantly higher than 55 dB, unless further noise abatement measures are taken.

Since the Trail is even closer to the rail lines than our backyards, the noise levels on the Trail will be even higher. It is hard to imagine how this will remain an

⁴ Table 4 in the "Noise Technical Report", page 16, shows a total of 130 trips in each direction per day.

⁵ World Health Organization, Guidelines for Community Noise (1999).

⁶ Babisch W. Road traffic noise and cardiovascular risk. Noise Health [serial online] 10:27-33 (2008).

⁷ "Aircraft Noise and CVD: Two New Studies Bolster Link," *Medscape* (Oct. 9, 2013).

attractive community amenity under the current design, not to mention that there are serious safety concerns associated with the noise from passing trains (see mitigation recommendations below).

It is also unclear whether the Noise Technical Report has included the correct values for the hourly equivalent sound levels, since they appear to be based on only half the predicted number of trips per day along the Purple Line. MTA reports that;

“[t]otal daily operations were determined based on 6-minute headways during peak periods of the day (6 AM to 9 AM and 3:30 PM to 6:30 PM), 10-minute headways during off-peak periods (9 AM to 3:30 PM and 6:30 PM to 9 PM), and 12-minute headways during the late night and early morning periods (9 PM to 1:00 AM and 5 AM to 6 AM). This service frequency was used to predict future noise levels under the Preferred Alternative. (FEIS, Noise Technical Report, p. 15).

This information is consistent with the headway and trips data reported in table 4 on page 16. However, since this only represents travel in one direction, it appears that **half of the train trips** have been omitted in the calculation of the L_{eq} values in the report.

The MTA noise model also omits any contribution from the pantograph and catenary. This was reported by the MTA acoustical engineer at the open house on May 14. As the catenary wires are higher than the noise barriers in the current typical design, any noise generated by the pantograph will not be mitigated. As MTA has not evaluated the noise generated by the pantograph, it would appear that the values for L_{eq} in the report require further adjustment, and consequently further planning, for noise abatement.

Noise Barrier Design

Currently, the typical cross-section of the Purple Line between the Columbia Country Club and East West Highway is as follows:

- a short (+/- 4 foot) noise barrier south of the rail lines, in close proximity to the ROW boundary
- a pair of rail lines in the south half of the ROW
- the Trail in the northern half of the ROW
- a short (+/- 4 foot) noise barrier north of the Trail, in close proximity to the ROW boundary.

The noise barrier on the north side of the ROW is intended to protect the Kentbury Drive residents from train noise and is currently proposed approximately 16 feet north of the northern set of tracks. The optimal location for noise mitigation, however, would be as close to the train as possible, i.e. between the Trail and the tracks. As noted by FTA, any concerns about

reverberation between the body of the train and the noise barrier could be addressed by “increas[ing] barrier height, which is easy to obtain for such close-in barriers, and/or acoustical absorption on the source side of the barrier.”⁸

The KDRG are supporters and regular users of public transit. However, it is unreasonable that our community should be subjected to such high noise levels, of 87 dB(A) and higher, when there are clear and simple means for mitigation.

For these reasons, the KDRG requests that MTA commit to taking additional measures to mitigate noise and thereby protect the health, safety and welfare of residents who live in close proximity to the proposed Purple Line.

1. **In particular, we ask MTA to commit to a performance standard that would limit maximum train noise levels to 65 dB(A) measured 50 feet from the centerline of the tracks.** This could be achieved through a combination of changes to the noise barrier design, additional noise abatement measures such as green tracks, and reduction in train speed between Bethesda and Connecticut Avenue.
2. In addition, we ask MTA to relocate the noise barrier currently planned for the north side of the Trail to a location between the tracks and the Trail, i.e. closer to the train, where the barrier will most effectively block the noise from the train. There are two other reasons to relocate the northern noise barrier from its current location.

First, as noted above, the noise levels on the Trail will be in excess of 87 dB(A) every time a train passes. This is hardly in keeping with the vision for the Trail that has been put forth by MTA and Montgomery County (such as the potential positive health effects from the alleged increased use of the Trail by the community, touted in the FEIS). Moreover, the noise from the trains could be a safety issue for Trail users, who may not be able to hear warnings from fast-moving bicyclists, putting pedestrians (and particularly children) at risk. A noise barrier between the rails and the Trail would address these concerns, while also obviating the need for a fence between the rails and the Trail.

Second, the noise barrier as currently designed will need to include significant gaps at the Trail access points at Sleaford Park, Kentbury Way, and East West Highway to allow for planned pedestrian access points to the Trail. The homes adjacent to (and near) these gaps would, under the current design, be subject to levels of noise even higher than those noted in the FEIS or the reported 87 dB at the May 14 open house, since the noise would be completely unmitigated by MTA’s proposed noise barriers. In order to meet FTA requirements, MTA likely would have to mitigate the noise at these access points in other ways, including potentially by

⁸ FTA, p. 2-12.

constructing a separate noise barrier between the tracks and Trail along these access points. However, if the noise barrier were to be located between the Trail and the tracks along the entire length of the Kentbury Drive stretch, there would be no need for these gaps or the additional noise mitigation measures they would require.

3. In addition to changing its location, the noise barrier height should also be raised to maximize the sound attenuation it provides. Although MTA states that the current design will achieve a 4 dB noise reduction,⁹ FTA reports that “sound barriers for transportation systems are typically used to attenuate noise at the receiver by 5 to 15 decibels.”¹⁰ KDRG requests that MTA raise the height of the noise barriers to achieve the full 15 dB attenuation possible with the typical noise barrier design.
4. Finally we ask that the MTA treat residents fairly and with respect by sufficiently addressing noise mitigation during the design and construction phase, rather than being forced to do it retroactively when harm has already been done. We also believe that this is the most cost effective way forward. In this context, the experiences of Seattle Sound Transit may be instructive. In that case, actual noise levels when the rail began operating differed greatly from estimates – exceeding estimates by 10dB(A), which “equals a doubling of perceived loudness.” Local residents’ objections ultimately resulted in the retrofitting of homes, mitigation work on the tracks, and additional sound barriers costing \$6 Million to mitigate noise to acceptable levels.¹¹

Construction Noise

G.2

In addition to our concerns about the long-term operation of the Purple Line, we are troubled by the silence of the FEIS on potential impacts from construction noise. The FEIS states that construction will last over 5 years and will involve the use of heavy machinery along the Trail, but the FEIS provides no data regarding the potential noise levels and includes no details regarding potential mitigation measures. Our recommendations are as follows:

1. MTA must supplement the FEIS to provide information to the public regarding the potential construction noise impacts.
2. As further discussed in the “Construction Impact” section, below, the KDRG asks that MTA take certain steps to mitigate a variety of potential effects from construction, including noise. To ensure that the most creative

⁹ FEIS, p. 16.

¹⁰ FTA, p. 2-12.

¹¹ See, e.g., Mike Lindblom, “Sound Transit calls light-rail noise a public-health problem,” The Seattle Times (Sept. 25, 2009), found at: http://seattletimes.com/html/localnews/2009938600_trainnoise25m.html.

solutions receive appropriate consideration, and to avoid expensive future contract amendments, the KDRG recommends including specific construction noise mitigation requirements in the requests for construction proposals.

3. We request regular meetings with MTA during the construction process (similar to the frequency of meetings between MTA and Columbia Country Club), allowing KDRG and the MTA to identify systematically any relevant issues and to work collaboratively together to find solutions during the constructions process (see additional comments below under “Construction Impact”).

E.10

Vibration

The KDRG has reviewed the “Vibration Technical Report” (Chapter 4.12 of the FEIS) and has a number of concerns regarding the lack of specific detail in the report.

As noted in the technical report (p. 3), the “human threshold of perception is around 65 VdB.... However, human annoyance from vibration often occurs when vibration levels exceed the threshold of perception by only a small margin.” As noted in the report, a good number of existing houses along this stretch of the Purple Line are close enough (i.e. within 45 feet of the tracks) that they will be impacted by train vibration. It is also worth noting that landowners may well expand their houses, as permitted by applicable zoning regulations, which could result in more houses being closer to the tracks.

We ask that MTA commit to taking certain action as the design is finalized and the contractor is chosen and brought on board.

1. MTA should commit to a maximum vibration level of 65 VdB measured 50 feet from the centerline of the tracks once the Purple Line begins operations. MTA has already committed to taking measures to mitigate vibration levels in certain specific areas between the Columbia Country Club and East West Highway, and it would seem that little additional effort would be necessary to achieve a performance standard of 65 VdB and ensure equal treatment of all residents who may be impacted.
2. Throughout Bethesda, building larger homes on existing lots is becoming an increasingly common practice. To preserve the value of our properties, KDRG members must retain the option to build closer to the Trail on their existing lots. MTA should recognize that more residences ultimately may be closer than 45 feet of the rail line, and should address this fact by **minimizing vibration levels wherever the right-of-way abuts residential property**, not just in those areas where houses are currently in close proximity. Thus, the mitigation measures that MTA identifies on

page 25 (such as resilient fasteners, ballast mats, and resiliently supported ties/under-tie pads) should be utilized wherever homes legally may be built within 50 feet of the tracks.

3. Third, while MTA acknowledges that heavy construction operations will have a significant impact, it offers no specific mitigation measures. The topography between the Country Club and East West Highway will require the construction of extensive retaining walls, and it is quite likely that the wall design would be based on a pile and lagging system. As pile driving operations are among the most impactful construction operations in terms of both noise and vibration, MTA should commit to specific mitigation measures:
 - Select pile driving hammers to minimize ground-borne vibration;
 - Offer a monitoring regime to residents whose houses are within 75 feet of the construction limit of disturbance to document any cosmetic or structural damage from ground-borne vibration; and
 - Compensate residents for any damage due to construction-related ground-borne vibration.

Construction Impact

G.1

The construction process for the Purple Line has the potential to create a significant negative affect on the surrounding residential community. According to Chapter 5 of the FEIS, Overview of Construction Activities, construction of the Purple Line will take well over five years, not counting unanticipated delays. In addition, the FEIS states that surface and above ground construction will take place 6 days per week for 15 hours per day (7 days, 24 hours per day for underground / tunnel work). The transportation of materials by trucks also may take place 24 hours per day. (FEIS, p. 5-2).

The Georgetown Branch right-of-way is identified as “Construction Area 1” in the FEIS. Hauling routes are expected to surround the area, including along East-West Hwy, Pearl Street and Sleaford Road. One construction “access point” is identified in the FEIS to be located at the end of Sleaford Road, at the T-intersection with Kentbury Drive. According to the FEIS:

The potential for [construction] activities to affect the community often is greatest **at the access points** where the workers, materials, and equipment enter the staging areas or access points on the site and where equipment and unwanted materials leave the site. (FEIS, p. 5-2) (emphasis added).

The construction activities that are expected to take place in the Branch right-of-way include “heavy construction” that is described in the FEIS as follows:

Work in Construction Area 1 would require the construction of retaining walls to build the transitway and Capital Crescent Trail to the proposed grade. The construction of these walls requires the use of heavy equipment such as cranes, excavators, bulldozers, loaders, dump trucks, and when necessary rigs to install piles. (FEIS, p.5-6).

Beyond that, the FEIS provides no information about the timing, duration or potential effects of construction on the residents of Kentbury Drive. The FEIS is silent on the noise levels that residents are likely to experience from the trucks and heavy machinery, potential air pollution including exhaust fumes, dust or other particles, potential water contamination or other potential dangers. The Sleaford access point is also near one of the higher traffic bus stops in our neighborhood for Montgomery County Public Schools; which could make using this as an access point for heavy equipment dangerous. The FEIS is silent on potential mitigation measures to address any of these concerns.

In light of the above, the KDRG makes the following requests:

1. As noted above (“Noise”), the FEIS must be supplemented with information about the potential noise and vibration from construction and set forth specific measures to mitigate such impacts.
2. The phasing of construction should be designed to minimize the impact on any given neighborhood. Individual stations and short stretches of the line should be worked on at separate times rather than working on the entire line for the entire construction period. To ensure this, and to address our other concerns, the KDRG seeks to work collaboratively with MTA on construction planning and contractor selection. Only through participation with the planners and builders on the line will residents be able to work out reasonable solutions to problems as we see them. The KDRG seeks to have a representative to review and recommend modifications to construction plans as they develop; participate in the development of any requests for proposals or requests for qualifications for contractors; and review and contribute to the evaluation of proposals from prospective contractors bidding on the work.
3. Construction for 15 hours per day, six days per week is unacceptable. The Georgetown Branch right-of-way construction area and the Sleaford Road construction access point are located only a few feet away from the Kentbury Drive residents’ homes. Residents who live full time in these homes include individuals of all ages – from infants to the very elderly, and sleep disruptions likely to be caused by heavy construction that begins early in the morning and lasts late into the night have been shown to have serious health effects. Indeed, Montgomery County has recognized these and other adverse effects from unreasonable noise levels in adopting its noise ordinances which strictly limits noise levels that may reach

residential property lines to 65 dB(A) during daytime hours and 55 dB(A) during nighttime hours.¹² These noise ordinances – whether or not they are legally applicable to the construction work of the MTA – should be honored, given the long-term nature of these construction activities (over 5 years) within a densely populated residential area.

The KDRG therefore requests that the hours of construction be limited to 8:00 am through 5:00 pm on weekdays and 9:00 am through 4:00 pm on weekends. Moreover, MTA should study and provide information to the Kentbury Drive residents about the anticipated noise level and consult with residents and any necessary experts to determine appropriate mitigation measures related to construction noise.

4. As noted above, the FEIS is silent on other potential adverse effects from construction, including air and water pollution. The KDRG requests that MTA study and provide details in a supplemental FEIS regarding all such potential effects. In addition, all construction contracts must require air pollution from the site to be minimized by turning off equipment and vehicles not being used, using minimally polluting equipment and fuel, requiring frequent hosing to reduce dust and dirt in the air, and controlling runoff and silt through appropriate forms of erosion control.
5. Other potential construction impacts include the influx of workers and vehicles into the neighborhood. Parking is extremely tight in this area, and Kentbury Drive residents are required to have parking permits to park on the street. The KDRG requests that construction contracts specify that no equipment or passenger vehicles related to the construction work shall be parked on residential streets or in Sleaford Park. No equipment or other vehicles shall be left on the Trail after construction hours except in limited designated staging areas (e.g. at Connecticut Avenue and Pearl Street). In addition, in order to ensure safety of our neighborhood and to make sure only authorized personnel are in the vicinity, we request that all construction personnel wear badges clearly indicating that they are Purple Line related construction personnel and are authorized to be present at the construction site. Finally, the schedule of the work and any revisions to that schedule should be posted on-line and on-site, and neighborhood representatives should be kept informed of the nature, duration and impact of all phases of work.
6. During periods of particularly heavy construction and high impact on residents, MTA should pay to relocate temporarily any families living adjacent to the construction area.
7. Finally, Kentbury Drive residents and thousands of people in the surrounding communities make frequent use of the Trail for recreational

¹² <http://www6.montgomerycountymd.gov/dectmpl.asp?url=/Content/dep/community/noisemd.asp>

and commuting purposes. It is unacceptable that the Trail be closed in its entirety for the entire five-year construction period. The Trail or some designated, temporary substitute should remain open to the public throughout the construction process so that commuters and recreational users always have use of this established resources for our communities.

Trees/Landscaping

E.11

As its name implies, a principal attribute of the Columbia Forest neighborhood is the presence of many large trees, especially along and near the Trail. We have reviewed the sections of the FEIS related to forest conservation, including chapter 4.13 (“Habitat and Wildlife”) and Volume II (“Environmental Resource Mapping”). We remain concerned about the loss of tree cover along the Purple Line right-of-way, including impacts both to trees located within the public right-of-way and to privately owned trees whose critical root zones are likely to be impacted by construction activities.

The existing Trail between Bethesda and Connecticut Avenue, as well as the adjoining properties owned by residents of Kentbury Drive, include significant numbers of mature native trees, as well as many specimen trees (i.e. greater than 30 inches in diameter, measured at breast height) which require special consideration under Maryland law. While construction operations will necessarily impact many of the trees in the public right-of-way, care should be taken to minimize the impact to trees on private land.

Note that Maryland regulations on forest conservation (COMAR 08-19) require state agencies whose activities will disturb more than 40,000 SF of forest to submit to the Maryland Department of Natural Resources (“DNR”) a forest stand delineation, to identify existing forest cover and the environmental features of a proposed development site, and a forest conservation plan . The *Forest Stand Delineation Report for the Purple Line Rapid Transit Connection* was approved by DNR in 2011. While this document may include information on tree preservation consistent with the measures noted above, it was not made available by MTA for public review. This is a significant omission, and the public should have the benefit of this document when reviewing the FEIS as the impact to neighborhood trees is a significant concern to the community, and we are eager to help the MTA develop mutually acceptable plans for tree management.

In reviewing the Environmental Resource Mapping document in Volume II of the FEIS, it came to our attention that a number of specimen trees (as defined by Maryland DNR) have been omitted from the published maps. By way of example, there are two 36 inch tulip poplars directly adjacent to the Purple Line impact area near station point 344+50, and yet, neither is noted in the FEIS document. These have been located on a recent American Land Title Association survey and confirmed by a Maryland certified arborist. The KDRG would like to work with

the MTA to ensure that specimen trees are identified and given proper consideration as the design of the project moves forward.

In light of the above, the KDRG make the following recommendations:

1. In order to ensure that as many mature trees as possible are preserved, the following actions should be taken:
 - Conduct a tree survey to identify larger trees (equal to or greater than 12" diameter) whose critical root zones overlap the construction impact zone;
 - Create a tree preservation plan which would identify trees that should be saved, and establishing written guidelines for doing so;
 - Perform root pruning and fertilization of those trees that will be saved at least 12 months prior to construction in order to maximize their chances of survival;
 - Include appropriate tree protection measures (fencing, signage, etc.) in the plans and specifications for the construction contract; and
 - Establish an ongoing monitoring regime led by a certified arborist to ensure that those trees identified in the tree preservation plan are not impacted by construction operations.
2. The *Forest Stand Delineation Report for the Purple Line Rapid Transit Connection* document should be made available for review and comment before the end of the year.
3. The Environmental Resources Mapping document must be updated to reflect all relevant trees and should be submitted to residents and community groups for review and approval by next Spring.
4. We also wish to call to the attention of MTA two bills 35-12 and 41-12, recently enacted into law by the Montgomery County Council. While we understand that the applicability of these bills is limited, the passage of these laws, in the words of Councilman Berliner, "reflect the extraordinary importance of trees to our residents, and the environmental, aesthetic and economic value they add to our quality of life in Montgomery County."¹³ MTA and Montgomery County should voluntarily comply with the spirit of these laws, including by meeting the ratio of newly planted to destroyed trees as specified in Bill 35-12. In order to do so, MTA and Montgomery County may need to re-plant on adjacent homeowners' properties some of the trees that will be destroyed in the County right-of-way. We expect that our input will be sought as this plan goes forward.

¹³ "Leggett Signs Two Bills to Protect and Maintain Trees," Montgomery County News Release (July 30, 2013).

5. Finally, the FEIS is silent on the impact of construction operations on privately owned trees. As is widely understood in the construction industry, it is important to protect the critical root zones of desirable trees if they are to survive, whether they are specimen trees or not. If a tree is located on private property, MTA should make all reasonable efforts to avoid impacting the critical root zone of that tree. Thus, we request that the County arborist, or an arborist hired by the county at our recommendation and behest, investigate the impact of the proposed Purple Line through our neighborhood on the health of existing trees on private property. If it is not possible to preserve the trees on private property, MTA must compensate the landowner for both the value of the tree and the cost to have it safely removed and a replacement tree planted.

Aesthetic and Visual Impacts

E.7

The FEIS concedes that the Trail area is a “visually sensitive area” because of the mature trees and the prominence of the natural environment. (FEIS p. 4-79 to 4-80). The FEIS also concedes that there will be a “high level” impact on the area due to the removal of mature trees and existing vegetation. (FEIS p. 4-84). A “high level impact” is defined as

[a]n extensive change to visual character or quality, or substantial effect on a visually sensitive area. New visual elements would be generally incompatible with existing visual character and quality, resulting in a high level of viewer response. (FEIS p. 4-78).

The visual impact on the area behind the Kentbury Drive homes is described by the FEIS as follows:

The overall appearance of the right-of-way would be substantially changed from present conditions. In addition, the right-of-way would have a four-foot retaining wall ... Depending upon location and topography, views from the trail and of the trail from adjacent properties would be substantially altered or essentially eliminated due to either the removal of vegetation or the addition of retaining walls. (FEIS p. 4-85).

Even with this sobering description, however, the FEIS is misleading. Figure 4-18 indicates that mature trees will remain in areas immediately adjacent to the retaining walls, although the FEIS notes that virtually all trees will be removed within the entire right-of-way (FEIS p. 4-84), which extends approximately 5 feet beyond the retaining walls as currently designed. Indeed the MTA has represented at numerous community meetings that NO trees will remain in the right-of-way (and indeed, as discussed in the “Trees/Landscaping” section **above**, it is likely that any mature trees such as the ones pictured in Figure 4-18 that are currently located on private property are likely to be killed during construction of the Purple Line).

Yet, despite its dire predictions that the visual character and quality of the area will be destroyed, the FEIS fails to propose even a *single* solution or mitigation measure to salvage this valuable green space or to preserve the quality of this visually sensitive area. Indeed, the significant impacts on this area will forever change the character of the Trail and the backyards of every home along the Kentbury Drive stretch. In addition to losing their current view of mature trees (many over 80 years old) and dense vegetation, homeowners are facing the prospect of the construction of concrete retaining walls immediately adjacent to their backyards. And contrary to the FEIS statement that “the right-of-way would have four foot retaining walls,” (FEIS, p. 4-85), due to the topography in the area, several homes in the Kentbury Drive area actually are expected to have 15-25 foot tall concrete retaining walls within a few dozen feet of their backdoors, dramatically changing the visual character of their backyards from the current green, natural, park-like suburban surroundings to an environment dominated by concrete.

The FEIS also fails to provide any information about the visual characteristics of a number of the transitway elements, including (1) the appearance of the retaining walls and noise barriers, (2) the materials to be used and design of the fencing or other barrier to be built between the Trail and tracks, and (3) the design elements of Trail access points. These Trail access points include stairs to be built at the end of Sleaford Road (between 7901 and 4300 Kentbury Drive), a pedestrian tunnel to be constructed under the Trail and tracks at the same location, and a grade-level Trail entry point proposed between two homes at 7919 and 7921 Kentbury Drive. (See Fig. 2-11, identifying the two Trail entries as “Sleaford Road” and “Kentbury Drive”). In addition, there will be a set of stairs at the Trail underpass under East-West Highway, leading from the road and sidewalk down to the Trail. This access point is located adjacent to the property at 4310 Kentbury Drive. All of these access point elements are likely to have a significant negative visual impact on the adjacent homes and current park-like atmosphere but are ignored by the FEIS. No information is provided about the construction materials to be utilized, the size of any structures to be built, the lighting, fencing or other design elements.

In light of the omissions described above, the KDRG makes the following requests:

1. The FEIS vaguely states that “MTA will continue to coordinate and consult with affected communities regarding the aesthetic treatment of the transitway elements.” (FEIS Table 4.1). We request that we be provided with a guarantee that we will be formally involved in the design of all transitway elements with respect to aesthetic and visual impacts, including the appearance of retaining and noise walls, fencing, stairs, lighting, tunnel design and the like. This would involve regular meetings by MTA’s design professionals directly with affected residents and a pre-determined,

formal process for residents to elevate any important disagreements to their elected officials.

2. All retaining walls and noise barriers should be designed in an aesthetically pleasing manner, including through the use of natural colors, textures and designs, in order to replicate as much as possible the current park-like environment in which KDRG homes are located.
3. In all areas where homes will face retention or noise barriers taller than 6 feet, the design should include terracing, berms, and other landscaping solutions to mitigate the negative visual effects of tall concrete walls and replicate and restore the current visual effects of green vegetation. Indeed, according to the MTA, precisely these types of measures have been promised to Columbia Country Club:

To overcome the large difference in elevation, MTA will construct a series of shorter walls in a terraced configuration along part of the north side of the alignment. [The terraced area] would contain planting areas for suitable landscape materials. (FEIS p. 4-75).

The KDRG hopes and expects that the we will receive equal treatment in this regard.

4. To the extent such visual effects cannot be mitigated in the public right-of-way, homeowners should be provided with sufficient funds to permit them to take appropriate landscaping measures on their own properties to replace the lost vegetation and tree canopy and restore the current conditions. Indeed, it may be most cost effective to provide funds to residents even before construction begins to allow them to plant younger (i.e. inexpensive) trees now, allowing them to grow substantially by the time the Purple Line construction is complete.
5. On the north side of the Trail, along the backyards of KDRG households, MTA should re-plant trees and shrubs to create a natural barrier between the train and Kentbury Drive homes in order to restore at least a small portion of the green space to be destroyed along the Trail and our backyards. Furthermore, MTA should consult with homeowners to determine each homeowner's willingness to plant replacement trees in their backyards and pay for the cost of the trees.
6. With respect to the two proposed Trail access points along Kentbury Drive and the East-West Highway stairs to the Trail, residents should be formally involved in both design and safety/security issues. For example, at the Sleaford Road Trail access, a tunnel will be built under the entire right-of-way (a distance of approximately 70 feet or more). In addition, stairs are planned for access to the Trail, which will be elevated (20-30

feet) at this point. The visual appearance of this tunnel and staircase will have a significant impact not only on the immediately adjacent homes but on the East Bethesda community as a whole.

7. The KDRG believes that, with the exception of lighting *inside* the pedestrian tunnel planned for the Sleaford Road Trail access area, no lighting should be installed at these Trail entry points, as such lights would be intrusive for adjacent homeowners. Moreover, having these areas lit also could attract individuals to these areas at night even if the Trail entry points are officially closed, which could result in individuals loitering in these areas. We note that both of these areas currently serve as Trail access points for the community, including bicycle commuters, and no lighting exists. We see no reason to change this status quo.
8. Finally, the area at the Sleaford Road Trail access (currently known by residents as “Sleaford Park”) likely will attract a much higher number of users due to construction of stairs to replace the berm that currently must be climbed in order to access the Trail. This area therefore presents an opportunity to replace some of the green space that will be lost through the construction of the Purple Line. The area should receive formal designation as parkland, maintained by Montgomery County and/or the M-NCPPC, and the design for the area should include significant tree planting and low-maintenance landscaping to create a welcoming green space for community residents and Trail users. The East Bethesda Citizens Association and adjacent landowners should be specifically consulted in connection with the design of this green space.

Safety

D.5

The operation of the Purple Line and the related infrastructure changes pose potential safety hazards to the residents of Kentbury Drive, yet the FEIS does not address such potential safety issues. The KDRG requests that the following safety issues be considered and mitigated:

1. Tunnel Safety – In order to prevent accidents and deter crime inside the tunnel to be located at the Sleaford Road Trail access site, adequate lighting must be provided inside the tunnel 24 hours per day (but, as noted above, no other lighting should be provided at this access point). In addition, the tunnel must be locked during nighttime hours to prevent loitering or sleeping inside the tunnel. We propose that the tunnel be locked between the hours of 10 pm and 6 am, which are the same hours during which the existing tunnel under Wisconsin Avenue currently is locked. In addition, emergency call boxes should be located inside the tunnel in order to ensure that individuals who may need police or EMS assistance are able to contact 911 operators. These call boxes must be maintained and routinely tested to ensure they remain operational. We

also ask the same safety precautions be made for the rail and Trail tunnel that runs under East-West Highway, which is currently a place for loitering and drug use. This tunnel also must be locked during the times delineated above, and lighting and police call boxes should be installed.

2. Likewise, the stairs leading from East-West Highway to the Trail should be fenced off from adjoining private property to avoid people intruding onto private land, e.g. to take short-cuts through the community, etc. The stairs also should be gated and locked during the same hours as the Sleaford tunnel (see above).
3. Track safety – the Purple Line tracks must have adequate pedestrian barriers and walls from both sides to ensure that no individuals can access the tracks and injure themselves, and to prevent suicides and suicide attempts. Transit lines can be notoriously fatal. Los Angeles, for example, has struggled with track and transit safety. According to the Los Angeles Times in an article dated September 23, 2013 on the Blue Line:

The 22-mile line that connects downtown Los Angeles and Long Beach has the dubious distinction as the most fatal transit line in Southern California. Since its opening in 1990, the line has seen more suicides -- 31 -- than the county's four other light-rail lines combined. This year alone, there have been three suicides on the Blue Line. In the last 18 months, there have been seven.

E.12

Water runoff

The FEIS is silent as to the potential effects of the construction of the Purple Line on water runoff in the area of the Georgetown Branch trail right-of-way. The topography along the Georgetown Branch right-of-way and Kentbury Drive varies, with steep hills on either side of the Sleaford Road intersection with Kentbury Drive. Heavy rainfalls already result in significant water run-off on certain parts of the area. The increase in impervious surfaces due to the construction of retaining walls, tracks, etc., and the effect of heavy construction has the potential to cause significant changes in, and potentially increase, the water run-off along our homes.

In this context, the KDRG has the following recommendations:

1. MTA should make every effort to prevent water damage to Kentbury Drive homes and should provide guarantees that any damage from increased water run-off to Kentbury Drive residents (during and after construction) will be rectified, without cost to these residents.
2. The surface of the new Trail should be a permeable material such as permeable asphalt or permeable concrete to avoid adverse impacts on

adjoining properties, to prevent flooding and overflow as well as for environmental reasons in terms of toxic contaminants such as heavy metals, salt, organic molecules and nutrients. Likewise, the tracks should be built on grass or another natural, permeable surface for the same reasons.

3. MTA should design the water drainage system and swales to drain such that no standing water will remain for prevention of mosquito and insect breeding. MTA should ensure that water drainage is a 30-foot distance from trees on private property so that trees will not be drowned by excess water.
4. Consistent with the discussion above (“Construction”), the KDRG should be kept informed and consulted about construction plans, and, in that context, detailed drainage plans should be shared with the KDRG.

Finally, we request that MTA issue a supplemental FEIS to formally address the gaps and inconsistencies of information that are reflected in the comments in this letter and provide a complete accounting of impacts as is the duty of any agency that serves the interest of the citizens of Maryland.

In conclusion, we would also like to note that the Kentbury Drive residents endorse the comments from the following organizations:

- East Bethesda Citizens Association
- Coquelin Run Citizens Association

Thank you again for the opportunity to provide our comments in response to the FEIS. We look forward to discussing these comments and our requests for information and mitigation with MTA.

Sincerely,

Karen Dietrich
7901 Kentbury Drive
Bethesda, MD 20814
kdietrichma@yahoo.com

Geoffrey Sharpe
7919 Kentbury Drive
Bethesda, MD 20814
ghpsharpe@gmail.com

Judy Tso
7921 Kentbury Drive
Bethesda, MD 20814
tso.judy@gmail.com

On behalf of:

Sue Watkins and Jan Deardorff
4310 Kentbury Drive

Robert and Carol Schwartz
7913 Kentbury Drive

Sandy Wirt and Joanne Bowles
4304 Kentbury Drive

Frank Slazer
7915 Kentbury Drive

(cont'd)

Lee and Maribeth Eiden
4302 Kentbury Drive

Thomas Laryea
7917 Kentbury Drive

Karen Dietrich and Keith Boniface
7901 Kentbury Drive

Geoffrey Sharpe and Laurel Hatt
7919 Kentbury Drive

Mayuri Guntupalli and James Devaney
7905 Kentbury Drive

Patrick Kanold and Judy Tso
7921 Kentbury Drive

Scott and Michelle Harmon
7909 Kentbury Drive

William and Ann Dansie
8003 Kentbury Drive

Duane and Marci Young
7911 Kentbury Drive

Robert Haddad
8005 Kentbury Drive

Cc: Michael Madden, Purple Line Project Manager, Md. Transit Administration
Christopher Van Hollen, U.S. Representative, Md. 8th Congressional Dist.
Richard S. Madaleno, Md. State Senator, District 18
Sheila C. McDonald, Executive Secretary, Md. Board of Public Works
Ike Leggett, Montgomery County Executive
Roger Berliner, Montgomery County Councilmember, District 1
Arthur Holmes, Director, Montgomery County DOT
Françoise Carrier, Chair, Montgomery County Planning Board
Thomas Autrey, Montgomery County Planning Department

Purple Line FEIS - RECORD #821 DETAIL

First Name : Deborah

Last Name : Belsky

Email Address : deborahbelsky@gmail.com

Submission Content/Notes : Dear Governor,
Please see my attached letter in regard to the Purple Line.
Very sincerely,
Deborah S. Belsky, MD MPH

301 Wayne Place
Silver Spring, MD 20910
October 18, 2013

Purple Line FEIS Maryland Transit Administration
Transit Development & Delivery
100 S. Charles Street – Tower Two, Suite 700
Baltimore, MD 21201

Dear Governor,

In looking toward what some call “smart growth” and urban transit planning, the public health is left out of the discussion. What does public health have to do with the Purple Line as currently envisioned?

Public health deals with visual impact on neighborhoods, crowding, safety of pedestrians, quality of life, access to quiet and peaceful surroundings within neighborhoods and for schools, the impact of noise on hearing and stress, permanent transformation from suburban to urban life, environmental impacts on waterways and the natural surroundings, exercise trails and the natural environment, etc.

The Purple Line planning has entered into a phase that seems unlikely to be halted no matter the concerns that have been raised throughout the process by the citizens that are most deeply affected by its impact. The Park Hills Civic Association has done everything possible to point out flawed analyses in terms of ridership in the Wayne Avenue area and other concerns during the planning phase but, unfortunately, despite countless hours of meetings, preparation, and discussion, the Purple Line seems to be moving forward down the track toward construction. The Park Hills Civic Association and Evanswood Citizens Association understand that reality and are doing everything feasibly possible to ensure the best possible outcome despite fundamentally in opposition to the light rail “solution”.

K.5

Despite its extraordinary, unprecedented cost for a small area of use, despite its environmental impacts, Montgomery County with your support is headed toward the future with an expensive, yet antiquated light rail system with overhead wires as the solution to rapid transit woes in Montgomery County. For the price tag of a few miles of rapid transit light rail, Montgomery County could finance rapid bus transit throughout the entire county with clean energy buses.

C.1

Has anyone priced out what it would cost to ride the light rail system and keep it sustainable? Has anyone tried to do a public health impact analysis?

K.2

It is critical that the public health consequences of this light rail decision for Montgomery County be included in the analysis: 1,000,000 users of the Crescent Trail¹ annually will no longer benefit from the relatively serene tree canopy and trail to improve health and wellness throughout the year. Surfaces protected by tree canopy may provide 20-45 degrees Fahrenheit reduction in temperature than the peak temperatures of unshaded materials offering direct protection against heat illness. Let us not forget the obesity epidemic leading to increased chronic disease burdens and health care costs. Noise and vibration will permanently impact surrounding neighborhoods within 500 feet of the light rail

C.3

system, a stress that undoubtedly impacts numerous families who have lived in those communities for many years. The visual aesthetic transformation from tree covered suburban to urban living with overhead wires impacts wellness. Elevated stress hormones are linked to heart attack, cancer, and diabetes.

C.1

Simpler solutions are often better than complicated ones. While many individuals have placed their political and economic futures on the Purple Line as a light rail system, arguably, there are more

C.2

economical, quieter, less impactful methods of solving the East West corridor transit dilemma. Why not invest in a Red Line that becomes a Circle Line connecting Silver Spring to Bethesda underground? Why not invest in rapid transit buses that can be reassigned over years to come to mirror movements in citizen density? Why not consider the health and well-being of the citizens of the County and State for the long term? And why not consider an alternative that will not cost the citizens of the State so many transit dollars for so few miles and so many deleterious public health consequences.

Your kind and serious consideration of these points are appreciated.

Respectfully,

Deborah S. Belsky, MD MPH

(in a personal capacity)

¹Capital Crescent Trail/Georgetown Branch Trail Survey Report May 2007

²Akbari, H., D. Kurn, et al. 1997. Peak power and cooling energy savings of shade trees. *Energy and Buildings* 25:139–148.

Cc:

Councilmember, Valerie Ervin: Councilmember.ervin@montgomerycountymd.gov

County Executive, Isiah Leggett: ocemail@montgomerycountymd.gov

State Delegate, Sheila Hixson: sheila.hixson.annapolis@house.state.md.us

State Delegate, Tom Hucker: tom.hucker@house.state.md.us

State Delegate, Heather Mizeur: heather.mizeur@house.state.md.us

State Senator, Jamie Raskin: jamie.raskin@senate.state.md.us

Purple Line FEIS - RECORD #822 DETAIL

First Name : Sandie
Last Name : Deighton
Email Address : SandieLee322@gmail.com

Submission Content/Notes : I would like to refresh everyone's memory that fifty years ago, there was a movement to pave the C&O Canal to build a road for commuters. Thanks in large part to Justice William Douglas, today we have the C&O Canal Towpath. We are again faced with losing an irreplaceable natural resource to transportation development. What Douglas said in 1954 is equally relevant today referring to the Capital Crescent Trail: "It is a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol's back door — a wilderness area where man can be alone with his thoughts, a sanctuary where he can commune with God and nature, a place not yet marred by the roar of wheels and the sound of horns." Like Douglas, I challenge Purple Line Decision makers to personally walk the Capital Crescent Trail for a first hand experience of what could be lost.

A.2

C.3

Purple Line FEIS - RECORD #823 DETAIL

First Name : Dedun
Last Name : Ingram
Email Address : idedun@gmail.com

The FEIS is huge and very technical. The public was given an inadequate amount of time to try and review and digest it. Therefore, my comments are focused on the portion of the Purple Line that would be constructed between Bethesda and Silver Spring, and limited to only a few aspects.

C.3

1) THE FEIS fails to acknowledge that the right-of-way on which the Purple Line will be constructed currently is an operating park used by thousands each week and including hundreds of acres of trees. Many birds and other wildlife live there; migrating birds use it as a green flyway. The FEIS does not, as it should, properly account for the loss of all of those trees, which the MTA has repeatedly acknowledged will be the case and the resulting impact on wildlife. Indeed, the FEIS mischaracterizes the right-of-way as a former railroad which will be only minimally affected. In actuality, the right-of-way has not been a railroad for decades. Even when it was, it consisted of a single track down the middle of the area with berms on either side which were covered with trees. The Purple Line will consist of a double track and overhead power lines, and possibly some version of a hiker-biker trail between Bethesda and Silver Spring. The right-of-way for a good portion of this part of the Purple Line is only 60 feet wide. Even after construction is completed (during which all trees will come down), there will be no room for any replacement trees.

E.7

The full impacts of the construction of the Purple Line on residents along the Purple Line and on tree canopy and wildlife habitat is further underestimated because the terrain along much of the area drops off sharply and will need to be filled and then "retained". As the engineering work has not been done, the FEIS conveniently ignores the additional loss of tree canopy that will be necessary to construct retaining walls. Even without doing a full engineering study, estimates could have been developed to reflect these additional losses.

The FEIS should be corrected to properly acknowledge the loss of this very valuable urban forest.

E.11

2. The FEIS does not adequately address the degradation of wetlands and waterways. For example, between Bethesda and East-West highway there are perennial springs and enough accumulation to have a "stream"

E.12

perennially flowing along the current Capital Crescent Trail. Water from this area drains south into adjacent properties and provides some of the water in Coquelin Run.

D.2

G.1

G.2

3. The FEIS does not acknowledge the impact on traffic that construction of the Purple Line will have. The FEIS states that 100,000 new jobs will be created as a direct consequence of building the Purple Line. It also states that 60,000 rides will be taken on the line daily. This is “rides”, not “riders”. Hence, if one assumes that all riders are coming to Bethesda (which of course they would not be), and one further assumes (quite reasonably) that a rider would need to make a round trip, then we are talking about 30,000 riders. 100,000 new jobs and 30,000 riders’ means there would be 70,000 more people coming to Bethesda on the roads. A traffic nightmare. The MTA has repeatedly refused to provide an explanation of how their ridership numbers were derived; many consider them to be a gross overestimate.

K.5

The FEIS should provide a clear explanation of how ridership estimates were derived and not hide behind “proprietary software” claims. And it should acknowledge that it will not alleviate transportation issues but actually exacerbate them.

D.5

4) Construction of the Purple Line between Bethesda and Silver Spring will permanently divide long established neighborhoods. No crossing paths are being provided to allow neighbors on opposite sides of the track to reach each other. No crossings will be provided so that the many school children who currently cross the Trail to reach their schools can do so. This will put those children on narrow sidewalks along busy highways – not a safe solution. It is anticipated that many children will attempt to cross Purple Line tracks to avoid the much longer routes along the busy highways. Also not a safe solution.

E.9

E.10

5) The FEIS does not adequately describe or account for the noise and vibration that residents whose property abuts the Trail will be subjected to. In meetings with some residents, the MTA has acknowledged that decibel levels will be high, but this is glossed over in the FEIS. No adequate study of vibration appears to have been done.

B.1

This project has been an ill-conceived project from the first. It has been politically driven. If built, it will fail as a transportation system for

so many reasons. It will have many negative impacts, destruction of urban forest and wildlife habitat, degradation of wetlands, degradation of quality of life for all of those who live along it, loss of property and businesses for many along it. This boondoggle of a project should not be built. The current FEIS does not correctly represent the negative impacts of the project.

Sincerely,

Deborah Ingram

4411 Elm St.

Chevy Chase, MD 20815

Resident of this address for 26 years.

Purple Line FEIS - RECORD #824 DETAIL

First Name : Joann
Last Name : Cameron
Email Address : a2zestatesales@gmail.com

Submission Content/Notes : "I am a resident of the Seven Oaks-Evanswood neighborhood whose home is one block distant from the proposed Wayne Avenue Power Substation site. I write to ask that *MTA **keep OPEN the issue of what to do about the Power Substation on Wayne*. It's not just us residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that's compatible with our area."
Joann Cameron
604 Woodside Parkway
Silver Spring MD 20910

C.4

--
Joann Cameron
Accredited Member, International Society of Appraisers
A2Z Estate and Appraisal Services

Purple Line FEIS - RECORD #825 DETAIL

First Name : Prem
Last Name : Subramanian
Email Address : neuroeyemd@me.com

Submission Content/Notes : Dear Sir/Madam:

These comments are specifically directed at the projected impact of the proposed rail line in the area between downtown Silver Spring and the planned tunnel at Manchester Road, just east of Sligo Creek Parkway. I am a resident of the neighborhood and have lived here for over 15 years. I am thus very familiar with the area both before and after the development in the area surrounding the Silver Spring metro station.

C.4

1. The power substation that is planned for the area of Wayne and Cloverfield Rd will have a tremendous and detrimental visual and structural impact. The proposed building will be out of scale to surrounding homes. Its patently industrial appearance, including high fencing and a broad driveway for vehicle access, will be completely out of character for a single family residential neighborhood. Of note, there is no other substation along the route that will be placed in a such an inappropriate community context. Alternatives, including burying the substation or placing smaller substations at the Wayne Ave garage and near the elementary/middle school areas (both properties have the scale to absorb the visual impact of these structures much more readily) should be considered very seriously. This lack of consideration in the FEIS constitutes a major deficiency in the study.

E.11

2. The construction plan calls for moving the Sligo Creek streambed from its current location. The Sligo Creek watershed already suffers from excessive runoff created by the urbanization of the Silver Spring downtown area with loss of green space and construction of high density units. Construction runoff into the waterway has resulted in increased levels of pollution. To disturb this already fragile ecosystem, which includes a key tributary of the Anacostia Watershed (itself in a constantly perilous condition), is to create a serious negative impact on the environment that is not being mitigated in any way.

E.12

E.8

3. The FEIS pays little or no attention to the increased vehicular emissions and air pollution that will be generated by the rail line occupying lanes of traffic that serve as one of the only east-west routes inside the Beltway. Master plans in Montgomery County have by design inhibited east-west automobile travel, and this system will create a huge negative impact that will not only impede vehicular traffic but contribute negatively to air quality. Since the rail line is not projected to remove any vehicles from the road, the negative air quality impact must be considered further, and alternatives such as placing the entire system underground, despite construction costs, should be explored seriously.

Thank you for your time and attention.

Prem Subramanian
500 Dartmouth Ave
Silver Spring MD 20910

Sent from my iPad

Purple Line FEIS - RECORD #826 DETAIL

First Name : Pamela
Last Name : Esterson
Email Address : pamelaesterson@yahoo.co.uk

Submission Content/Notes : To lose the Capital Crescent Trail would rob the Bethesda/Chevy Chase neighbourhood of one the last bastions of serenity and sanity in the area. While I am all for increased public transport for the area, surely it is more cost effective to improve upon the existing Metro and Metrobus system rather than destroying a beautiful natural space, enjoyed by so many. The Purple Line's proposed building at Chevy Chase Lake is particularly abhorrent, and I cannot fathom how any sane city planner can expect the area to maintain the additional housing and traffic burden that would ensue should the existing plans be allowed to go through.

C.1

C.3

D.2

Purple Line FEIS - RECORD #827 DETAIL

First Name : Richard
Last Name : Rind
Email Address : rcrind@netscape.net

Submission Content/Notes : We are residents of the Seven Oaks-Evanswood neighborhood. We are writing to ask that MTA KEEP OPEN THE ISSUE OF WHAT TO DO ABOUT THE POWER SUBSTATION ON WAYNE AVENUE in Silver Spring until a reasonable solution can be worked out that is compatible with our neighborhood environment. We are concerned that the character of our neighborhood will be compromised by the proposed above-ground structure, as well as the property values of the surrounding homes. This is a neighborhood of family homes, not a business district, not an industrial park.

C.4

Therefore, we respectfully request that you keep working on this issue until a solution is found that is satisfactory to the residents of this community.

Thank you.

Richard and Joan Rind
315 Ellsworth Drive
Silver Spring, MD 20910

Purple Line FEIS - RECORD #828 DETAIL

First Name : Steven
Last Name : Versteeg
Email Address : SVERSTEE@GMAIL.COM

Submission Content/Notes : The Capital Crescent Trail for bicycling and the green spaces are what attracted me to purchase a house in this area. This is a resource that cannot be replaced. I do not believe that the plans to try to accommodate a bicycle path with the noise that the train creates will be viable alternative and will force bicyclists onto the busy roads. This is a decision that will adversely affect generations in the future at time that we are trying to increase the health of our citizens through exercise. Please reconsider your plans and allow this trail to remain as it is.

C.3

Sincerely,

Steven Versteeg

Purple Line FEIS - RECORD #829 DETAIL

First Name : Laura
Last Name : Foradori
Email Address : lforadori@gmail.com
Submission Content/Notes : Dear MTA:

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 Foradori
7303 Glenside Dr
Takoma Park, MD 20912

Purple Line FEIS - RECORD #830 DETAIL

First Name : Gabriela
Last Name : Pérez Báez
Email Address : liagabyan@yahoo.com

Submission Content/Notes : In this day in age, there is nothing that justifies the destruction of nature. Destroying 20 acres of wonderful, mature trees, and therefore the habitat they offer the local wildlife, is inadmissible.

I am not against public transportation. In fact, I am a strong advocate for public transportation, and I commute by public transportation to work on a regular basis. I think that the DC area sorely needs better public transportation. However, public transportation needs to be done in a smart way, and decisions need to obey the needs of the community, not the needs of developers.

C.1

There are many alternatives to running the purple line on the Georgetown Branch Trail. For instance, the train could be run on existing streets. It could even be run on East West Highway. A bus lane only on East West Highway as was done in many avenues in Mexico City to great success, could ease congestion quite cheaply. In fact, simply improving the very deficient bus service on the J1, J2, J3, J4 and Ride On 1 and 11 lines (did you know that every morning one has to wait for 1-4 out of service buses before one active bus comes by?).

C.2

E.4

You don't need to destroy the beautiful trees along the Georgetown Branch Trail. You can preserve them, and preserve the quality of life that it offers to Bethesda and Chevy Chase residents. All you need to do is be smart and listen to those who matter. Don't sell yourselves to the developers.

E.11

Purple Line FEIS - RECORD #831 DETAIL

First Name : Antoine

Last Name : Dunn

Email Address : antoinedunn@gmail.com

Submission Content/Notes : Put the purple line under ground where it belongs. Use congestion pricing on major arteries during rush hour to finance it (old georgetown, connecticut, 16th, georgia, colesville, etc..).

C.1

C.2

K.2

K.4

Purple Line FEIS - RECORD #832 DETAIL

First Name : JoAnn
Last Name : Lamphere
Email Address : jolamphere@verizon.net

Submission Content/Notes : As a 20 year resident of downtown Bethesda, I remain gravely concerned about the environmental impact of the proposed Purple Line. I do not believe that the public benefit of an uncertain ridership will ever be worth more than the value of what will be lost when the Capital Crescent Trail, in its current form, is wrecked. The Capital Crescent Trail is an immeasurable benefit to the health and well-being of lower Montgomery County residents. Recreation, clean air, trees, exercise, family time, etc. -- all lost in the never ending quest for more development and county revenue.

C.3

K.5

Purple Line FEIS - RECORD #833 DETAIL

First Name : Jeff
Last Name : Boswell
Email Address : jboswell@washingtoncitypaper.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 Boswell
1843 Irving St. NW
Washington, DC 20010

Purple Line FEIS - RECORD #834 DETAIL

First Name : Dan
Last Name : Herlihy
Email Address : Dan_herlihy@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.

Dan Herlihy
1704 35th street nw
Washington, DC 20007

Purple Line FEIS - RECORD #835 DETAIL

First Name : renee
Last Name : panagos
Email Address : rpanagos@gmail.com

Submission Content/Notes : Please do not use the capital crescent trail for any sort of rail or motorized transit. Continuing its use of it for bicycle commuters and other recreational activities is a wiser use of this natural resource. Once it is paved over, it cannot be reversed.

C.3

The noise, the loss of wildlife habitat, the disruption to the "biker beltway" is just silliness!

C.1

Please do not succumb!

C.2

Please consider Jones Bridge Road by Bethesda Naval Hospital as an alt route. Please use already existing roads. OR please think Long Term and make the purple line an under-ground train.

Thank you for your consideration.

Renee Panagos 301-664-9621 rpanagos@gmail.com

Purple Line FEIS - RECORD #836 DETAIL

First Name : Catherine
Last Name : Chatfield
Email Address : mystic1994@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.

Catherine Chatfield
3115 Hesel Drive
Silver Spring, MD 20906

Purple Line FEIS - RECORD #837 DETAIL

Email Address : joyceliza@aol.com

Submission Content/Notes : To: FEISCOMMENT PurpleLine and the Final Environmental Impact Statement (FEIS)
Cc: Councilmember, Valerie Ervin
County Executive, Isiah Leggett
State Delegate, Sheila Hixson
State Delegate, Tom Hucker
State Delegate, Heather Mizeur
State Senator, Jamie Raskin
Re: FEISCOMMENT : Comments about the Purple Line and the Final Environmental Impact Statement (FEIS)
From: JoyceNalewajk & Steve Feigenbaum,
downtown Silver Spring business owners, residents & property owners
Date: October 20, 2013

My husband, Steve Feigenbaum, and I (Joyce Nalewajk) live, work, and for the past 30 years, have owned two businesses in downtown Silver Spring. Our business offices are located off of Spring Street. Our house is on Queen Annes Drive, backing up against the houses on Wayne Avenue, in front of which the Purple Line would run. We love being in walking distance to everything the downtown Silver Spring has to offer, including a stop for DC's wonderful Metrorail system. Our employees love the fact that our offices are accessible by Metrorail and by bus.

When Metro was first created, the initial lines radiated out from a central Washington DC core, much like spokes in a bicycle wheel. The visionaries responsible for Metro likely assumed that someday, the spokes would be connected by new lines: rings running east-west, north south, as population and transportation needs arose. That's what subway systems in living, breathing, growing cities do – they grow and evolve with the city over generations. Subway systems in major cities worldwide – from New York to Paris – continue to add new lines to serve new needs. Washington's Metro is also continuing to grow: to serve its expanding transportation needs, the state of Virginia is building a new Metrorail line – the Silver Line. By adding on to Washington's world-class system, Virginia has ensured that it will share in our Capital City's success for centuries to come.

C.1

But Maryland has short-sightedly decided to do things on the cheap. Instead of building a new subway rail line – a Purple Line – that would directly tie into one of the world's best subway systems and tunnel underground to leave Silver Spring's stable middle-class residential neighborhoods undisturbed, it's instead decided to build a "new" "light rail/trolley" line. There has been talk of Maryland establishing other "cheap (cost-effective)" transportation lines: dedicated bus lanes, and additional light rail. So, while Virginia takes a long-term perspective and decides to tie its growth into DC's, and tie its growing transportation needs into Metro, Maryland has decided to play it cheap and build a spaghetti tangle of different kinds of public transportation lines that would only superficially connect to Metro via stop. Travellers do not like to transfer between transportation systems.

K.4

Worse yet, Maryland has decided to be even cheaper and fund the light-rail Purple Line with an unproven and unprecedented public-private partnership. Since public transportation has never proven profitable, this is doomed to failure. To attempt to achieve profitability, the proposed Purple Line's private partners will undoubtedly sacrifice both public safety and aesthetics. In comparison, Silver Spring's ill-fated Transportation Center, still unopened and plagued by construction problems, public safety issues, lawsuits and cost overruns, will look like a major, efficient success.

This new Purple Line light rail system would run at grade along Wayne

E.2

Avenue, the main artery in Seven Oaks-Evanswood, a near-century-old, civic-minded, crime-free, hard-working, middle-class neighborhood of diverse single family homes in downtown Silver Spring. The noise and disruption of this on-grade line will inevitably cause homeowners to sell their homes to speculators. Speculators will not maintain them and will press for the residentially zoned area to be rezoned for high-density or commercial construction. This will create commercial sprawl, siphoning business from the commercial core of downtown Silver Spring – which is NOT yet that stable, despite the millions of dollars and dozens of years that have been invested in it.

What do we suggest /request?

Please reconsider the Purple line: it is not too late to re-envision it as a tunneled, Metro rail line – not as light rail.

C.2

If the political powers-that-be refuse to waive from light rail, then tunnel the light rail line UNDER Wayne Avenue. Running it on grade will both disrupt downtown Silver Spring's residential community, which has served as the glue to stabilize all of downtown Silver Spring during that area's most troubled years, AND it will undermine the ongoing revitalization of downtown Silver Spring's commercial core, by encouraging commercial sprawl along the on-grade rail line.

E.2

K.4

Finally, we ask that you dismiss the idea of a public-private partnership to construct and run the Purple Line. This will create a nightmare for Maryland for far more than the 30-year term of the proposed unique contract. Construction and safety problems, fraud, cost overruns, lawsuits, and economic and/or social damage to all of the communities along the rail-line are not only possible but likely.

Virginia is thinking long-term, and putting up the money to tie its long-term prosperity, via Metrorail, with that of Washington DC. It is putting up the money to protect the future needs of both its citizens and its business community.

K.3

In contrast, Maryland is doing things on the cheap, creating a diverse jumble of transportation lines that will be difficult to navigate for people who want direct access to Metrorail and Washington DC. No one likes to transfer among different forms of transportation – when given a choice between located on Metrorail, or being located on another form of transportation from which you need to transfer to Metrorail, most businesses and individuals will choose Metrorail. Which means that most would choose Virginia over Maryland. By constructing the Purple Line on the cheap, Maryland is diminishing its attractiveness to businesses and residents, and permanently undermining the state's future growth. For a quality future, Maryland needs to invest substantially in public transportation that will serve and protect its citizens and convenience its businesses. If Maryland continues to work on the cheap, it will get what it pays for.

Best regards.

Joyce Nalewajk
Steve Feigenbaum
8418 Queen Annes Drive
Silver Spring, MD 20910

Attachments :

FEIS_Comment_Purple_Line_10_20_2013.pdf (59 kb)

To: FEIS COMMENT Purple Line and the Final Environmental Impact Statement (FEIS)
Cc: Councilmember, Valerie Ervin
County Executive, Isiah Leggett
State Delegate, Sheila Hixson
State Delegate, Tom Hucker
State Delegate, Heather Mizeur
State Senator, Jamie Raskin

Re: FEIS COMMENT : Comments about the Purple Line and the Final Environmental Impact Statement (FEIS)
From: Joyce Nalewajk & Steve Feigenbaum,
downtown Silver Spring business owners, & residents & property owners
Date: October 20, 2013

My husband, Steve Feigenbaum, and I (Joyce Nalewajk) live, work, and for the past 30 years, have owned two businesses in downtown Silver Spring. Our business offices are located off of Spring Street. Our house is on Queen Annes Drive, backing up against the houses on Wayne Avenue, in front of which the Purple Line would run. We love being in walking distance to everything the downtown Silver Spring has to offer, including a stop for DC's wonderful Metrorail system. Our employees love the fact that our offices are accessible by Metrorail and by bus.

When Metro was first created, the initial lines radiated out from a central Washington DC core, much like spokes in a bicycle wheel. The visionaries responsible for Metro likely assumed that someday, the spokes would be connected by new lines: rings running east-west, north south, as population and transportation needs arose. That's what subway systems in living, breathing, growing cities do – they grow and evolve with the city over generations. Subway systems in major cities worldwide – from New York to Paris –continue to add new lines to serve new needs. Washington's Metro is also continuing to grow: to serve its expanding transportation needs, the state of Virginia is building a new Metrorail line – the Silver Line. By adding on to Washington's world-class system, Virginia has ensured that it will share in our Capital City's success for centuries to come.

But Maryland has short-sightedly decided to do things on the cheap. Instead of building a new subway rail line – a Purple Line – that would directly tie into one of the world's best subway systems and tunnel underground to leave Silver Spring's stable middle-class residential neighborhoods undisturbed, it's instead decided to build a "new" "light rail/trolley" system. Recently, there has been talk of Maryland establishing other "cheap" ("cost-effective") transportation lines: dedicated bus lanes, and additional light rail. So, while Virginia takes a long-term perspective and decides to tie its growth into DC's, and tie its growing transportation needs into Metro, Maryland has decided to play it cheap and build a spaghetti tangle of different kinds of public transportation lines that would only superficially connect to Metro via stop. Travellers do not like to transfer between transportation systems.

Worse yet, Maryland has decided to be even cheaper and fund the light-rail Purple Line with an unproven and unprecedented public-private partnership. Since public transportation has **never** proven profitable, this is doomed to failure. To attempt to achieve profitability, the proposed Purple Line's private partners will undoubtedly sacrifice both public safety and aesthetics. In comparison, Silver Spring's ill-fated Transportation Center, still unopened and plagued by construction problems, public safety issues, lawsuits and cost overruns, will look like a major, efficient success.

This new Purple Line light rail system would run at grade along Wayne Avenue, the main artery in Seven Oaks-Evanswood, a near-century-old, civic-minded, crime-free, hard-working, middle-class neighborhood of diverse single family homes in downtown Silver Spring. The noise and disruption of this on-grade line will inevitably cause homeowners to sell their homes to speculators. Speculators will not maintain them and will press for the residentially zoned area to be rezoned for high-density or commercial construction. This will create commercial sprawl, siphoning business from the commercial core of downtown Silver Spring – which is NOT yet that stable, despite the millions of dollars and dozens of years that have been invested in it.

What do we suggest / request?

Please reconsider the Purple line: it is not too late to re-envision it as a tunneled, Metro rail line – not as light rail.

If the political powers-that-be refuse to waiver from light rail, then tunnel the light rail line UNDER Wayne Avenue. Running it on grade will both disrupt downtown Silver Spring's residential community, which has served as the glue to stabilize all of downtown Silver Spring during that area's most troubled years, AND it will undermine the ongoing revitalization of downtown Silver Spring's commercial core, by encouraging commercial sprawl along the on-grade rail line.

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Best regards.

Joyce Nalewajk
Steve Feigenbaum
8418 Queen Annes Drive
Silver Spring, MD 20910

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Cc: Councilmember, Valerie Ervin
County Executive, Isiah Leggett
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Best regards.

Joyce Nalewajk
Steve Feigenbaum
8418 Queen Annes Drive
Silver Spring, MD 20910

Purple Line FEIS - RECORD #838 DETAIL

First Name : warren
Last Name : chan
Email Address : warrenchan@yahoo.com
Submission Content/Notes : To those concerned,

C.3

After reviewing the FEIS document, I am writing to express my opposition to the proposed Purple Line (PL) route's proposed use of the Capital Crescent Trail (CCT). This proposed use of the CCT has ignored the gross impact that the trains would have on the recreational use of the CCT and the disruption to nature living on the CCT and people living in neighboring homes.

I am a resident of Bethesda and like my neighbors, I use the CCT almost daily for jogging, biking and hikes. The CCT is a rare and irreplaceable greenway in an urbanized corridor between Bethesda and Silver Spring. Routing the PL onto this narrow trail will destroy its viability as a greenway and its recreational use with light rail trains passing by at up to 50mph.

Other cities such as New York City with its High Line and Chicago with its lake front trails recognize that greenways in these urban expanses are essential to the quality of life and make cities more desirable, livable and valuable. This thinking must be adopted in preserving the CCT.

For those not familiar with the uniqueness of the CCT, I have attached a photo which I took in September while jogging of a deer on the CCT near Bethesda on a sunny weekday morning. How can we even think of putting trains on this narrow trail! The trains will disrupt nature and the lives of those living along the CCT.

Again, I am opposed to routing the PL along the CCT and urge that other options be used.

Sincerely,

Warren Chan



Purple Line FEIS - RECORD #839 DETAIL

First Name : Gary
Last Name : Stern
Email Address : Gary.stern@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.

Gary Stern
7112 Poplar Avenue
Takoma Park, MD 20912

Purple Line FEIS - RECORD #840 DETAIL

First Name : John
Last Name : Farrell-Kendrick
Email Address : Jjfkendrick@gmail.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

John Farrell-Kendrick
4671 34th st s
Arlington, VA 22206

Purple Line FEIS - RECORD #841 DETAIL

First Name : Collin
Last Name : Magnetti
Email Address : collin2985@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.

Collin Magnetti
815 Thayer ave apartment 1608
silver spring, MD 20910

Purple Line FEIS - RECORD #842 DETAIL

First Name : Maureen
Last Name : Jais-Mick
Email Address : jaismick1@verizon.net

Submission Content/Notes : Like many other trail users, I am not in favor of denuding the tree canopy, nor of having the noise of 200 trains per day running in what has been a recreation area for the past two decades. But I am also skeptical of the alleged public-private "partnership," in which the public (me) promises to pay back the private (developers and commercial interests) for their investment. Not much of a partnership - more like a loan. And based on my research on other light rail systems in the United States, it is a sure thing that the system will require an annual support payment from the State/County, which will be taken from other transportation projects. And finally, the development that will inevitably occur along the light rail line will, based on the history of Metro, take housing out of the financial range of many of those in the workforce. They will simply be priced out of the area where they now live.

C.3

E.14

K.3

K.4

The Purple Line, as it claims more land, more property, and increases in cost with every new report, needs to be seriously re-evaluated and perhaps cancelled.

Sincerely,
Maureen Jais-Mick
7017 Exfair Road
Bethesda MD 20814

Purple Line FEIS - RECORD #843 DETAIL

First Name : Russell
Last Name : Deighton
Email Address : russell@roofsolution.com

Submission Content/Notes : I use the trail every week either to commute by bicycle or to get away from the noise of the roads with my family. My biggest concern with the Purple line is the noise and frequency of the trains. I have always thought of the trail as an amazing place to get out of the noisy streets etc. By putting a train that will be going by at a high rate of speed it seems to defeat the purpose of green space.

C.3

In addition, I have learned there will also be large transformer substations along the trail as well. I can only imagine the rumbling and humming these will generate. I go by small neighborhood boxes the size of a trash can and hear the buzz they make.

C.4

Please don't take away this amazing asset the county has for an expensive train track where many other alternative and alternative routes are to be had.

Thank you ,
Russell Deighton

Purple Line FEIS - RECORD #844 DETAIL

First Name : martha
Last Name : schmidt
Email Address : mgeschmidt@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.

martha schmidt
12211 guinevere rd.
glenn dale, MD 20769

Purple Line FEIS - RECORD #845 DETAIL

First Name : Barbara
Last Name : Fendrick
Email Address : bfendrick@verizon.net

Submission Content/Notes : To wontenly destroy Montgomery County finest linear park, the Crescent Trail, is a disgrace in today's national "Save the Parks" environment.

C.3,

My family has used this Trail for many many years, walking, biking, talking, and other healthy activites. In the stupifying heat of summer, the Crescent Trail is a shady respite.

E.4

DO NOT destroy trees and SAFE recreation. WALKING or biking IS HEALTHY AND WITHOUT NOISE AND COST.

WHO WILL BENEFIT? DEVELOPERS! BUT NOT THE COMMON MAN, YOUR CONSTITUENTS.

It is never too late to think creatively.

Barbara Fendrick

Purple Line FEIS - RECORD #846 DETAIL

First Name : Julie
Last Name : Siegel
Email Address : jsiegel88@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.

Julie Siegel
6607 Gude Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #847 DETAIL

First Name : Kristen

Last Name : Conte

Email Address : kcl.conte@gmail.com

Submission Content/Notes : I live on Pershing Drive, roughly one block from the proposed location of a power substation on Wayne Avenue in downtown Silver Spring.

C.4

I am writing to ask that MTA keep this aspect of its plans for the Purple Line open and to continue to research alternative locations and alternative designs for this substation. Such a large piece of infrastructure should not be situated among single family homes.

Kristen Conte
klc.conte@gmail.com

Purple Line FEIS - RECORD #848 DETAIL

First Name : John
Last Name : Rittenhouse
Email Address : ritteya@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.

John Rittenhouse
16110 Bealle Hill rd
Waldorf, MD 20601

Purple Line FEIS - RECORD #849 DETAIL

First Name : Jack
Last Name : Detzner
Email Address : jdetzner@npwdc.com
Submission Content/Notes : Dear MTA officials,

C.4

I am writing to ask that you please keep open the issue of the proposed power substation on Wayne Avenue in Silver Spring. I understand that a decision to keep this issue open will not delay the Purple Line process, but it will give everyone the opportunity to review carefully the proposed plan and potential alternatives, and to determine a better solution for all parties and neighborhoods involved.

Thank you for your attention to this request,

Jack Detzner

Purple Line FEIS - RECORD #850 DETAIL

First Name : Barbara
Last Name : Stob
Email Address : barbara.stob@gmail.com

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood whose home is about four blocks from the proposed Wayne Avenue Power Substation site. I write to ask that *MTA **keep OPEN the issue of what to do about the Power Substation on Wayne*. It is not just us residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that's compatible with our area.

C.4

Thank you.

Barbara Stob
308 Hamilton Avenue

Purple Line FEIS - RECORD #851 DETAIL

First Name : John
Last Name : Butler
Email Address : John-Butler@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

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

Thank you.

John Butler
6029 Onondaga Rd.
Bethesda, MD 20816

Purple Line FEIS - RECORD #852 DETAIL

First Name : Carrie
Last Name : Stokes
Email Address : carriestokes@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

As an avid cyclist for both commuting and recreation, I am writing to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

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Thank you.

Carrie Stokes
15 Russell Rd
Cabin John, MD 20818

Purple Line FEIS - RECORD #853 DETAIL

First Name : Austin
Last Name : Cox
Email Address : Austin.Cox@gmail.com
Submission Content/Notes : Dear MTA:

A.1

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C.3

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Thank you.

Austin Cox
413 Belton Road
Silver Spring, MD 20901

Purple Line FEIS - RECORD #854 DETAIL

Email Address : ceekaye@aol.com

Submission Content/Notes : As a postscript to my note below, sent a short while ago, I understand the issue might be closed on Monday and I URGE you to keep this very serious matter open so it can be resolved in a satisfactory manner.
Thank you.
Cathy Kristiansen (see below for address details)

-----Original Message-----

From: ceekaye <ceekaye@aol.com>

To: FEIS <FEIS@purplelinemd.com>

Sent: Sun, Oct 20, 2013 10:15 am

Subject: TPSS planned for Wayne Avenue - PLEASE RECONSIDER!!!

C.4

As a resident of the SOECA neighborhood already greatly disrupted by the Purple Line plans, I urge you to refrain from further insult by locating a TPSS right in our neighborhood by Wayne Avenue, as planned. Please find an alternative location and even then, put it underground.

Thank you for considering this request.

Cathy Kristiansen
729 Dartmouth Avenue
Silver Spring
MD 20910

301-3578-4133

Purple Line FEIS - RECORD #855 DETAIL

First Name : Walt
Last Name : Roscello
Email Address : wroscello@gmail.com
Submission Content/Notes : Dear MTA:

A.1

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C.3

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

Given my travel patterns, I am far more likely to bring myself and my dollars to Silver Spring by using the CCT than on Metro, therefore I urge that any option considered preserve and complete the CCT corridor.

Thank you.

Walt Roscello
9217 Crescent Lane
La Plata, MD 20646

Purple Line FEIS - RECORD #857 DETAIL

First Name : Linda
Last Name : Mathews
Email Address : mathewslm@gmail.com

Submission Content/Notes : The Capital Crescent Trail is one of the DC Metropolitan area's best recreational resources. Men, women, and children of all ages use this trail for running, walking, and biking. Commuters use the trail, reducing the strain on traffic arteries leading from Montgomery County into the district. Creating a metro line along the trail is both unnecessary and destructive to the natural environment. Please consider a metro route that would be even more useful and that would not ruin the environment, such as a route from areas already built up, not natural park areas. Why not from White Flint to Wheaton?
Thank you for your consideration,
Linda Mathews

C.3

Purple Line FEIS - RECORD #858 DETAIL

First Name : Abigail
Last Name : Allen
Email Address : abigail.a.allen@gmail.com

Submission Content/Notes : The document on this is flawed. It does not consider the trail an important recreation area with its 20 acre forest, an irreplaceable natural resource. The trail is an invaluable resource in many of the county residents' lives.

C.3

E.9

Another flaw in the document is its failure to recognize the noise disturbance a walker, runner or biker will experience alongside trains traveling 50mph. The peaceful tranquil setting it is today will be harmfully impacted by a train sound 200 times a day. This is what an environmental impact statement is supposed to point out, but this one doesn't.

E.5

I am one of the many runners who use this trail regularly and take walks on it with my family. I am in support of the Purple line, but not when it comes at the cost of forest habitat and the tranquility of the Capital Crescent Trail.

Purple Line FEIS - RECORD #859 DETAIL

First Name : Edward
Last Name : Miron
Email Address : emiron@mac.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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 Miron
8905 Spring Valley Rd
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #860 DETAIL

First Name : Matt
Last Name : O'Toole
Email Address : mattotoole@letterboxes.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.

Matt O'Toole
11916 Gainsborough Rd
Potomac, MD 20854

Purple Line FEIS - RECORD #861 DETAIL

First Name : Joyce
Last Name : Sperling
Email Address : sperlingjoyce@yahoo.com

Submission Content/Notes :

E.9

G.2

C.3

K.5

Dear FEIS,
Please devote more serious study to the environmental impact of the purple line. There appear to be many environmental hazards regarding noise and air pollution both during construction and after. Please take into consideration the children who have been using the trail to walk and ride bikes to BCC High School. We do not have the power and the organization of the Country Club but we ask for consideration for the neighboring houses near the trail. We ask you to take very seriously and judiciously your appointment to be stewards of the public health of our community.

Thank you for reading this and for your efforts in our behalf,
Joyce Sperling
3212 Coquelin Terrace
Chevy Chase, MD 20815

Sent from my iPhone

Purple Line FEIS - RECORD #862 DETAIL

First Name : Julius W.
Last Name : Friend
Email Address : jwfriend@gmail.com

Submission Content/Notes : I have used the trail 4-5 times a week for 25 years. Its beauty is an important part of my life. The idea that all these beautiful trees would be destroyed is intolerable. Spending several billion dollars for light rail --it would certainly cost more than current estimates--makes no sense except to the people who would profit by building up north Chevy Chase and crowding Conn. Ave. even more. Buses would cost perhaps one-fourth as much. Don't people want buses? Do they really want a trolley? Much propaganda here. I hope the whole trolley project goes down the drain. We keep talking about ecology. The trail is a perfect example of a green lung we need, badly!

C.3

C.1

E.4

Purple Line FEIS - RECORD #863 DETAIL

First Name : Nancy
Last Name : Matthews
Email Address : nancy.l.matthews@gmail.com

Submission Content/Notes : In the light of information released fairly recently, it behooves the planners to conduct additional studies relating to the full impact of building and running the Purple Line along the proposed route. Issues related to tree canopy lost, vibrations from the running trolleys that affect the local community with respect to noise, structural damage to adjacent buildings, and other consequences affecting the local environment

E.10

D.2

in terms of disturbances to humans and wildlife all warrants very very serious look before an irreplaceable swath of natural habitat is sacrificed forever in the interest of a public transport system that appears to do very little to alleviate traffic issues in this 16-mile corridor.

C.3,

Thank you for your attention. I have lived on Coquelin Terrace since 1967 and have personally enjoyed the hiker-biker Capital Crescent Trail the runs behind my house on a daily basis. I observe commuters with brief cases, countless hikers of all ages, children, members of our Armed Forces working

E.11

at Walter Reed and USUHS jogging for their fitness routines, all enjoying the freedom of the trail. I hear birdsong, observe the changing seasons, and am thankful for this greenway in the midst of our urban setting.

Yours sincerely, Nancy L. Matthews. 3221 Coquelin Terrace, Chevy Chase, MD 20815

October 19, 2013

nancy.l.matthews@gmail.com

Purple Line FEIS - RECORD #864 DETAIL

First Name : Ken

Last Name : Bawer

Email Address : kbawer@msn.com

Submission Content/Notes : The purple line should either be underground or a bus rapid transit line. An above ground train along the Capital Crescent Trail will ruin this important recreation and bicycle commuting resource.

C.1

C.3

Purple Line FEIS - RECORD #865 DETAIL

First Name : Nancy
Last Name : Gehman
Email Address : NGehman@verizon.net

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood whose home is near the proposed Wayne Avenue Power Substation site. I am asking that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. It's not just us residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that's compatible with our area.

C.4

Nancy Gehman

Nancy Gehman Design | 627 Bennington Lane, Silver Spring MD 20910
| (301.585.1948 | 7 301.585.7055 | ngehman@verizon.net

Purple Line FEIS - RECORD #866 DETAIL

First Name : Mat
Last Name : Heyman
Email Address : mheyman56@gmail.com

Submission Content/Notes : To Whom it May Concern,
Having reviewed the FEIS for the Purple Line project, I want to share my grave concern about the likelihood that this project would have an irreversible, detrimental effect on the biodiversity and environment surrounding the Capital Crescent Trail, in particular. It is very clear to me that this project will result in increased air, water, and noise pollution -- and that it endangers the overall safety of the wildlife and human population in the area. Losing the large number of mature trees is a devastating impact. This is on top of the certain negative impact for users of the Trail, including me and my family. I have been a Montgomery County resident since 1984, and I moved to this area specifically because of the strong land use planning which preserved and supported green spaces. Having been a runner all of that time, I regularly use the trail, and now look forward to taking my grandchildren along the trail for walks. That will be dramatically less pleasant for all of us -- and impossible to do during construction of the Purple Line. The noise -- 87 decibels -- of passing trains will make it not only unpleasant, but also create a safety hazard. As it is, I and other runners and walkers rely on bicyclists to use their bells and to give vocal warnings when they approach us from behind. When a train is running alongside, there is absolutely no way that they will be heard. Inevitably, this will result in accidents and injuries. It's not a minor impact and will create a hazardous situation.
Please reconsider proceeding with this project in light of these environmental, health, and quality of life concerns.
Thank you.
Mat Heyman
5339 Strathmore Ave.
Kensington, MD 20895

C.3

E.8

E.9

E.12

E.11

Purple Line FEIS - RECORD #867 DETAIL

First Name : Leslie
Last Name : Hill
Email Address : Lhill753@gmail.com

Submission Content/Notes : I am a proponent of public transportation. I believe the roads are very congested because of all the cars and lack of public transportation infrastructure. That said, I do not believe you fund a very expensive light rail system- the purple line to solve this problem. Much of the current congestion is a north south problem, not an east west problem. While connecting Silver Spring to Bethesda is a good idea, I would much rather see smart buses that use special lanes on the roads. The cost of these buses and road improvements which are needed is far less than bringing in a new technology with the Purple Line. Additionally, to see the Capital Crescent Trail ruined not to return in similar form is a mistake. Countless hundreds use the trail daily, on the weekends it is more. In an age where we want to preserve our environment, it makes no sense to place the purple line along this trail. To see the trees clear cut along the route, will greatly increase cooling bills and increase noise. If this transit line is to aid lower income people access to Bethesda it fails in this regard as well. Many small businesses along the proposed purple line route will perish. The meager funding that will be allocated to these businesses is insufficient for many to relocate. In an environment of fiscal shortages, it is irresponsible to consider the purple line when less expensive more reasonable options are available.

C.1

C.2

C.3

E.14

Purple Line FEIS - RECORD #868 DETAIL

First Name : Thane
Last Name : McCann
Email Address : mccannthane@yahoo.com

Submission Content/Notes : The second and third order consequences of eliminating the trail will lead to immeasurable loss to the community.

C.3

These losses can be anticipated as a variety of factors to include:

1. Loss of surrounding property value
2. Loss of green space and its associated physical and mental health benefits

E.3

3. Creating/extending urban blight as current residents in the area move into the suburbs to enjoy greenspace

Overall its not clear that there is utility in this huge investment funding the train line.

Purple Line FEIS - RECORD #869 DETAIL

First Name : Bette
Last Name : Petrides
Email Address : bpetride@gmail.com

Submission Content/Notes : I have followed the discussion of the proposed Purple Line since I ran as a candidate for Montgomery County Council in 2006. I have been consistently disappointed in the quality of information and lack of openness state and county governments have provided during that time and am pleased to see that the Washington Post is finally airing some of the issues that citizens concerned about the impact of this project have voiced for some time, Lack of transparency appears closely linked to apparent lack of understanding of or interest in the impact the line will have on the communities through which it passes, which shown to be greater with each iteration of the plans. Now, the MDOT is seeking to assume responsibility and near-term cost for the project, creating more chaos..

J.2

C.1

1. It is time that cheaper, equally effective, less disruptive alternatives, eg. bus service, be revisited.

C.3

2. Public green space, which protects communities from noise and safeguards our water and air quality should be preserved, including the Trail.

C.2

3. Although it is one of the chief destinations in Bethesda, there is no reasonable connection between the proposed Purple Line and Navy Medical, where we are now treating hundreds of returned soldiers. One wonders why not, since parking for those who have served and staff is minimal. Perhaps more thought should be given to who we might actually serve with this project before it goes further,

There remains no clear evidence that the Purple Line will do much to improve traffic and no assurances of offsets, such as parks to benefit the communities affected, Noise pollution, traffic disruption, air and water degradation and dispossession of those living in those communities along the route is, however, assured and seems a poor trade off for the new development which appears to be the major underlying and unspoken beneficiary of the Purple Line.

Purple Line FEIS - RECORD #870 DETAIL

First Name : Wendy
Last Name : Wagner-Smith
Email Address : olopr@yahoo.com

Submission Content/Notes : Please do not mow down the invaluable trees along the trail! This is not only unjust, it is an aesthetic and environmental travesty! Without an environmental impact study, I cannot such broad scale tree removal is even legal.

E.11

Purple Line FEIS - RECORD #871 DETAIL

First Name : Sue

Last Name : Small

Email Address : small@umbc.edu

Submission Content/Notes : We need the trail to provide safe, public space for those who are willing and able to stop and breathe so that we do not experience the same behaviors we have just seen in our Congress and in our town.

C.3

Purple Line FEIS - RECORD #872 DETAIL

First Name : Diana

Last Name : Gorin

Email Address : diana.gorin@gmail.com

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood. I would like to ask that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. It is important to take the time to review all design options for a Substation that's compatible with our neighborhood and preserves it's character.

C.4

Purple Line FEIS - RECORD #873 DETAIL

First Name : terri
Last Name : lukas
Email Address : terri.lukas@gmail.com
Submission Content/Notes : To Whom It May Concern:

C.2

I object strenuously to the so-called "Preferred Alternative" of the Purple Line that MTA is proposing. Specifically, I object to it destruction of the linear park that has existed for 20 years, known as the Capital Crescent Trail, between Silver Spring and Bethesda. It is not necessary to destroy these acres of trees, and the path they shade in order to have a Purple Line. The alternative to run the Train on the streets, instead of on the Capital Crescent Trail, was never seriously considered. The FEIS states that population growth together with development in the watersheds that contain the Capital Crescent Trail will reduce the amount of parkland available to residents, on a per capita basis. So what is the response of MTA: to destroy 20 acres more of parkland for the densely populated areas between Silver Spring and Bethesda. This is lunacy, an insult to residents and users throughout the Metro area that use and enjoy the Trail. The so called "preferred alliterative" would turn the existing Georgetown Branch into a sidewalk, devoid of trees, and running next to two high speed trains. Furthermore, the FEIS did not measure the level of noise that any user of such a "trail- converted- into- a- sidewalk" would have to endure with the trains operating at the speeds recommended. Why? Probably because the noise would be shown to rise to "severe" levels. This is a grave omission from this so called environmental study and one which the authors of the report should try to explain. I have a multitude of other objections to this FEIS. In short, however, it should be soundly rejected, along with the "preferred alternative". We cannot afford to destroy the Capital Crescent Trail: it is a natural treasure that residents of the metropolitan area deserve to keep. So, hands off, MTA!

E.9

Terri Lukas, 4703 Morgan Dr, Chevy Chase, MD

Purple Line FEIS - RECORD #874 DETAIL

First Name : Imix
Last Name : Shish
Email Address : imix.shish@gmail.com

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood whose home is only one block away from the Wayne Street Power Substation site. I write to ask that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. This is an extremely important issue for local residents, riders of the line, and the greater Silver Spring and Montgomery county communities. Please keep it open and continue the dialogue.

C.4

Best,
Imix Shish
8507 Mayfair Place

Purple Line FEIS - RECORD #875 DETAIL

First Name : Laura
Last Name : Welch
Email Address : Laurawelch123@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 Welch
7118 cedar ave
Takoma park, MD 20912

Purple Line FEIS - RECORD #876 DETAIL

First Name : Brian
Last Name : Wolven
Email Address : bcwolgen@jhu.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.

Brian Wolven
9497 Clocktower Ln
Columbia, MD 21046

Purple Line FEIS - RECORD #877 DETAIL

First Name : Don
Last Name : Cuming
Email Address : cumingd@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.

Don Cuming
7814 Stratford Rd
Bethesda, MD 20814

Purple Line FEIS - RECORD #878 DETAIL

First Name : Carol
Last Name : Leventhal
Email Address : cleven@starpower.net
Submission Content/Notes : TO Whom It May Concern:

C.4

The Seven Oaks-Evanswood neighborhood deserves consideration regarding the proposed power substation planned for Wayne Avenue. This community has a right to an open discussion regarding the setting and design of such a facility. Do not close off discussion. We deserve better.

Carol Leventhal
9219 Manchester Road
Silver Spring, MD. 20901

Purple Line FEIS - RECORD #879 DETAIL

First Name : william
Last Name : suite II
Email Address : vsuitel@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.

william suite II
5015 newport ave.
bethesda, MD 20816

Purple Line FEIS - RECORD #880 DETAIL

First Name : H.S.

Last Name : Rosen

Email Address : Hhsrosen@msn.com

Submission Content/Notes : As a long-time resident in Montgomery County (40+ years), I have always enjoyed walking the Crescent Trail.

It's a little annoying that bikers do NOT observe the "speed" signs listed. But the natural beauty of the changing tree leaves and the view of new buds and flowers in the spring make the trail special and a wonderful special thing for residents and visitors!

C.3

Purple Line FEIS - RECORD #881 DETAIL

First Name : Chris

Last Name : Lawson

Email Address : skisinair@gmail.com

Submission Content/Notes : Forget the trolley. Too much congestion already. It will only make it worse. No more selling out to developers.

A.2

E.4

Purple Line FEIS - RECORD #883 DETAIL

First Name : Ann
Last Name : Wild
Address : 7104 Oakridge Ave.
City : Chevy Chase
State : MD
Zip Code : 20815
Email Address : Annlwild@aol.com

Submission Content/Notes : To Whom It May Concern:

In a nutshell. the environmental impact on the so-called Purple Line would vastly outweigh its highly touted and overrated numbers of potential users.

I think the so-called Purple Line (it's not part of Metro at all---you have to leave Metro to access it and then pay again) is ill-conceived---and certainly misnamed to confuse people to think that it is, indeed, a transfer within Metro.

C.3

At present the Capital Crescent Trail is a highly used, highly valued, and well-loved asset to the communities it serves. The Purple Line would require the teardown of many, many trees, which now provide the beauty and peacefulness that the Trail now offers its users and which they so highly value. It would take away a valuable green oasis that is SO needed by people given all the ongoing and future high-rise construction in, for example, the Bethesda area, which is increasingly becoming an ocean of concrete and glass.

D.5

In addition, the Purple Line would make the Trail virtually unusable because the narrowness of it would put bikers and walkers (some with strollers) in such close proximity that safety would be a serious issue.

E.9

In addition, homes along the Trail would suffer serious issues of constant train noise, and other homes and businesses would be taken down. The environmental cost is also a human cost. And to me, both speak to abandon the Purple Line in favor of other improved transportation options.

E.3

In the August 28, 2013, issue of The Gazette, the paper carried photos of sites where the various stations would serve. And for so many of them, there was nothing there---absolutely NO reason at all to get off the train unless you happened to live nearby (but how many people would that serve?). Frankly I was appalled to see the photos of the stations at destinations that virtually offer the rider no reason to get off the train.

B.1

Frankly, I believe that the Purple Line is and has been promoted by developers who simply want to build extensively on Connecticut Ave. That serves THEM, but not the PUBLIC riders of the train and the users of the Trail.

I also think that the likelihood that the Purple Line will move people from their cars to public transportation is minimal and perhaps ludicrous. It takes a lot, a whole lot, to get people out of their cars; and the Purple just isn't going to do it on the scale that is being projected.

C.1

I use public transportation because I am unable to drive. In my rides to Silver Spring, I have found the frequency of bus service to be adequate. Of course, for any well-used destination increased bus service and perhaps dedicated bus lanes would be most welcome. But we don't need to

build the
Purple Line to serve those few destinations, when improved bus service
would
do the job.

I hope you will weigh the severe negative impacts---both environmental
and
human---of the Purple Line against what I believe is a false projection
that the line would attract sufficient riders and move people from cars to
public transportation.

Thanks very much for your consideration. Please save the Trail.

Ann Wild
7104 Oakridge Ave.
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #884 DETAIL

First Name : Bob
Last Name : Neuman
Email Address : Neumanco1@gmail.com

Submission Content/Notes : This project echoes the disaster that is the ICC. No one uses it; the fare predictions are farcical; the cost to taxpayers is absurd. The Purple Line may be well intended, but it is based on a cost structure that is totally wrong. The fare income, even if it reaches the total envisioned by MTA will only cover 17% of the operating costs. Is a private organization going to invest hundreds of millions in this business model? Of course not. Cut the losses. Build Rapid Bus Lanes.

A.2

C.1

Purple Line FEIS - RECORD #886 DETAIL

First Name : Peter
Last Name : Perenyi
Email Address : pperenyi@verizon.net

Submission Content/Notes : Please do not rush a decision on the substation at Wayne Avenue Silver Spring. We need time to work out an acceptable solution. As it stands this thing is a large ugly humming monstrosity that no neighborhood would want to live with.

C.4

PeterPperenyi

713 Woodside Parkway Silver spring.

Purple Line FEIS - RECORD #887 DETAIL

First Name : zaida
Last Name : hernandez
Email Address : zaidalisa@verizon.net

Submission Content/Notes : I do not understand that it that now when government and people in general talk about how to conserve the environment, the Maryland Govt wants to kill trees. I use the trail every day and enjoy the peace and the fresh air from the trees. Please have the purple line running out of the trail. Thanks

C.3

Purple Line FEIS - RECORD #888 DETAIL

First Name : Susan
Last Name : Andrea
Email Address : sandrea5@hotmail.com

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood in Silver Spring. I am writing to ask that MTA keep OPEN the issue of what to do about the power substation on Wayne Avenue in Silver Spring. It's not just local residents, but the county as well, that will benefit from preserving the character of our neighborhood by assuring a substation location/design that's compatible with our area.

C.4

Susan Andrea402 Dale DriveSilver Spring, MD 20910

Purple Line FEIS - RECORD #889 DETAIL

First Name : Meghan
Last Name : McAvoy
Email Address : meghan.mcavoy@ncf.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.

Meghan McAvoy
1200 Blair Mill Road
Silver Spring, MD 20910

Purple Line FEIS - RECORD #890 DETAIL

First Name : Gil
Last Name : Toombes
Email Address : get1@cornell.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.

Gil Toombes

Gil Toombes
1756 East-WEst Highway
Silver Spring, MD 20910

Purple Line FEIS - RECORD #891 DETAIL

First Name : John
Last Name : Haslinger
Email Address : jphasl@yahoo.com

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood whose home is one and a half blocks from the proposed Wayne Avenue Power Substation site. I write to ask that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. The residents of Chevy Chase and Bethesda have been appeased with very costly changes to the Purple Line plan. This Power station would be the only one located in a residential area. Wayne Ave already will be faced with huge changes just by having the train run down their street. This sub-station could be buried as has been done in other transit systems in the US and abroad. It's not just us residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that's compatible with our area.

C.4

John Haslinger
809 Bonifant St.
Silver Spring, MD 20910

Purple Line FEIS - RECORD #892 DETAIL

First Name : Mark
Last Name : Clauss
Email Address : markclauss@yahoo.com

Submission Content/Notes : I don't think the FEIS really assessed the environmental value of this trail that will be destroyed by the Purple Line.

C.3

The green space and relaxing environment to get away from all the cars, traffic and noise pollution that is now increasing becoming Montgomery County could not have really been taken into account. The Capital Crescent trail is a 20 acre forest and irreplaceable as a natural resource as the building in Bethesda and Silver Spring continues.

E.9

I use this trail everyday to commute to work. My kids walk on the trail to school and we take bike rides as a family on the trail at least twice per month. Did you really think about degraded experience a user of the trail after the purple line will encounter -- the noise pollution from fast trains will make this trail no longer enjoyable. It will not longer be a way to get away from the bustle of the area we live in. That would be such a shame for this generation and the future ones.

Please find a different solution to the traffic problems, save what little green space we have left!

Thanks for hearing me out. Mark, Sarah, Alexa and Jack Clauss

Purple Line FEIS - RECORD #893 DETAIL

First Name : Maeva

Last Name : Marcus

Email Address : maevamarcus@verizon.net

Submission Content/Notes : I understand fully the need for a quick way to get across the county, but surely the so called "experts" can find a less disruptive method than tunning a train along a beautiful green trail. I have lived in Montgomery County since 1968 and have used the trail since it opened. How you can say that people will still be able to walk/run/bike along the trail,even when the trains are running is very hard to understand. Sure people will be able to use the trail, but who would want to with trains running by every few minutes. Even if it weren't dangerous, the whole experience of using the trail would be ruined. Bethesda has been so urbanized that we need to keep some green areas for people to relax in. New York City is doing everything it can to create more green spaces. Montgomery County is destroying those spaces. It's shameful.

C.3

Purple Line FEIS - RECORD #894 DETAIL

First Name : Eileen

Last Name : Begin

Email Address : send2@cs.com

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood which is one block distant from the proposed Wayne Avenue Power Substation site. I write to ask that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. It's not just us residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that's compatible with our area.

C.4

Eileen Begin
314 Ellsworth Dr.
Silver Spring, MD 20910

Purple Line FEIS - RECORD #895 DETAIL

First Name : Jennifer
Last Name : Presley
Email Address : jenniferbpresley@gmail.com

Submission Content/Notes : I am a resident on Woodside/Pershing, within two blocks of the proposed Wayne Avenue Power Substation site. I am writing to ask that MTA extend the period of deliberation about the location and design of this power substation (or smaller multiple substations) because the current plan will detrimentally impact the wonderful single-family residential community the abuts the proposed location. We were unaware of this power substation until the open house for the community in April. There has to be a better option than dumping this monstrosity right at the gateway to our community.

C.4

Thank you

*Jennifer B. Presley, *
*700 Woodside Parkway
Silver Spring, MD 20910
301 920 2151 (also Fax)*

Purple Line FEIS - RECORD #896 DETAIL

First Name : Genevieve P.

Last Name : Connell

Email Address : jnjconnell@aol.com

Submission Content/Notes : The Capital Crescent Trail is an irreplaceable haven of peace and nurturance for thousands of citizens who walk or bike the trail. The County Government will be irresponsible if they go through with finding private funds to build a light rail for unknown ridership which adds increased congestion to Chevy Chase and Bethesda. Please leave our trail alone. Instead, use restricted and fast bus lanes for transportation needs.

C.3

C.2

C.1

Purple Line FEIS - RECORD #897 DETAIL

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

Submission Content/Notes : I am a resident of the Seven Oaks-Evanswood neighborhood whose home is one block distant from the proposed Wayne Avenue Power Substation site. I write to ask that MTA keep OPEN the issue of what to do about the Power Substation on Wayne. It's not just us residents, but the County as well, that will benefit from preserving the character of our neighborhood by assuring a Substation location/design that's compatible with our area.
James Ehrman

C.4

Purple Line FEIS - RECORD #898 DETAIL

First Name : Lane

Last Name : Smith

Email Address : lanesmith0@gmail.com

Submission Content/Notes : As a property owner near the Purple Line Wayne Avenue station, I request that the MTA keep OPEN the issue of what to do about the Power Substation on Wayne AVenue and leave its location and appearance to be resolved locally. Thank You, Lane Smith

C.4

Purple Line FEIS - RECORD #899 DETAIL

First Name : Walter T
Last Name : Winslow
Email Address : terry.winslow2@verizon.net

Submission Content/Notes : I cross the Capital Crescent Trail at Lynn Drive several times per week, and I enjoy walking on it even though I do it less than I did when I was younger. I cannot believe that such a rare suburban trail with its beautiful and environmentally beneficial trees is slated for destruction. And destruction is what the Purple Line would cause. It may be possible to create an ugly but safe way to cross the Purple Line, but the planners and developers are kidding themselves or simply lying to us when they suggest that the Trail will continue to be a place where people can enjoy a pleasant walk or vigorous workout. The noise, the safety issues, the loss of trees, the ever-growing costs make it clear that this project was ill-conceived from the beginning and that attempts to ameliorate its harmful environmental and its harm to peoples' enjoyment have been unsuccessful.

C.3

Respectfully, and with lingering hope for change,

Terry Winslow
7201 Maple Avenue
Chevy Chase, MD

Purple Line FEIS - RECORD #900 DETAIL

First Name : Michael
Last Name : Donnellan
Email Address : e_identity@hotmail.com

Submission Content/Notes : The FEIS does not omits any discussusion of and/or fails adequately address many very real environmental impacts of the proposed purple line. The Capital Crescent Trail is an invaluable recreation area with its 20 acre forest an irreplaceable natural resource. I personally have used the trail as a bicycle commuter and recreational bicycle rider for the last eleven years. In conversations with others, I have previously described the trail as an amazing and beautiful greenway that connects Maryland to the city. The Capital Crescent trial is a unique asset for this region--I have never seen the equal of the the beauty and convenience of the trail in any other city. The FEIS fails to recognize the true value of the the Capital Cresent Trail and how that will be destroyed over a significant portion by removal of all mature trees.

C.3

E.9

The FEIS is also flawed in that fails to recognize the noise disturbance a walker, runner or biker will endure while using the trail in close proximity to LOUD trains traveling at 50mph. This is an importantant environmental impact of the proposed Purple Line that the FEIS simply fails to consider.

Please reject this fawed FEIS.