

Purple Line FEIS - RECORD #901 DETAIL

First Name : Patricia
Last Name : Branson
Email Address : Patricia.branson@gmail.com

Submission Content/Notes : Do we want a greener environment for ourselves and those who will follow us amidst the rapid urbanization of our community? Have we lost open spaces for healthful recreation as these changes occur? Do we value those thousands who commute daily on the Capital Crescent, who improve their own qualities of life as well as limiting their contribution to the carbon footprint of an urban center? Do we encourage the quiet and solace of a walk, a stroller ride, a jog, a bike ride on this precious sliver of the natural world?

C.3

How can any individual, group, or governmental body justify the destruction of such an amenity that contributes to the welfare of the whole community? It is myopic; it is economically obtuse; it threatens the future good.

Purple Line FEIS - RECORD #902 DETAIL

First Name : Diarmaid
Last Name : McGleenan
Email Address : dmcgleenan@gmail.com

Submission Content/Notes : I'm all for public transit in this age of global warming. I'm finding it very difficult, however, to reconcile the need for an east-west connection of the Red Line spurs with the environmental devastation that would occur if the Purple Line were to be built.

C.2

When I ride that wooded trail now, seeing the Baltimore Oriole fly overhead, it makes me wish instead for an asphalt bike/pedestrian route that stretches to at least Silver Spring, and the use of east-west BRT on our existing roadways. I cannot in good conscience allow you to proceed with the trashing of this "urban parkland" with its many specimen trees and abundant wildlife, to be replaced with a light rail of dubious ridership and horrendous noise.

C.3

C.1

I vote for dedicated BRT lanes and an asphalt hiker/biker trail from Bethesda to Silver Spring. As for the drivers (of which I am also one) whining about fewer lanes, they've had it their way for much too long. The car is no longer king. We can't afford to trash this precious urban parkland, and for environmental reasons we can't afford to let the car reign.

Sincerely,
-Diarmaid McGleenan
7908 Chelton Rd
Bethesda, MD 20814
301-941-1334

Purple Line FEIS - RECORD #903 DETAIL

First Name : joseph

Last Name : kenary

Email Address : jkenar@hotmail.com

Submission Content/Notes : Please accept this as my comment on the proposed Purple Line.

K.5

C.3

Earlier I commented on the MTA's projected 60,100 daily boardings spread across 21 stations over an 18-hour day - in 2030. Pretty thin. I also observed that, given the figures, this project seems to go forward mindlessly, of its own momentum, void of critical analysis.

I neglected to comment on the project's effect on the Crescent Trail, a widely used, urban jewel of a park dropped in our lap a generation ago with the abandonment of the old rail spur line. I recall the trains carrying coal to the Georgetown power plant lumbering through at 5mph, about twice a week.

In that connection I commend your attention to another urban rail line, actually a former rail line, now the Promenade Plantee, in Paris. It can be viewed via Google, as well as the April, 2006 edition of National Geographic. Like the Crescent Trail, it courses through the city to the benefit of it's residents. The City of Light gave life to the Promenade Plantee. The MTA plans death to our urban jewel. How ironic. And tragic. And foolish.

Stop the insanity. Do the sensible thing. Abort the mission.

Joseph Kenary
Chevy Chase, MD

Purple Line FEIS - RECORD #904 DETAIL

First Name : Andrew
Last Name : O'Hare
Business/Agency/Association Name : East Bethesda Citizens Association
Email Address : AOhare@cement.org
Submission Content/Notes : Sir/Madam,

Attached please find the comments of the East Bethesda Citizens Association on the Purple Line FEIS. I may be reached at (202) 270-0094 or aohare@cement.org<mailto:aohare@cement.org> to address any questions regarding the organization's views.

Regards,
Andy O'Hare
Chair, EBCA Capital Crescent Trail Committee

Attachments : EBCA Comments on FEIS 10-13.pdf (100 kb)

East Bethesda Citizens Association

P.O. Box 41020
Bethesda, MD 20824

October 21, 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 of the East Bethesda Citizens Association (EBCA) on the Purple Line Final Environmental Impact Statement

Dear Sir/Madam:

Thank you for providing EBCA with an opportunity to share the community's thoughts on the Purple Line Final Environmental Impact Statement ("FEIS"), released for comment on September 6, 2013. EBCA further appreciates the additional time provided by MTA for public comment on this very important document.

EBCA, founded in the 1930s, is one of Montgomery County, Maryland's original community associations. EBCA represents more than 1200 homeowners, residing north of East West Highway, east of Wisconsin Avenue, south of Jones Bridge Road and west of Columbia Country Club.

The Georgetown Branch right-of-way (aka the Capital Crescent Trail ("trail")), runs along the southern border of the community. More than 25-30 homes either abut or are across the street from the trail. In addition, hundreds of East Bethesda residents are regular trail users and appreciate the mature tree canopy and park like setting provided by the trail in the middle of an urban environment. Accordingly, EBCA and East Bethesda residents are very interested in the Purple Line project and, particularly, are concerned about the impact the Purple Line will have on the trail and trail experience.

EBCA has had the opportunity to review the FEIS and would like to share perspectives on a number of issues that directly impact the community, including:

- Access Points to the Trail
- Trail/Transit Construction and Trail Availability
- Trail/Transit Noise and Trail Safety

- Trail Aesthetics and Maintenance.

Prior to elaborating on EBCA's views on these topics in detail, please note that the comments of the Kentbury Drive Residents Group (KDRG) are hereby endorsed by EBCA and incorporated by reference.

1. Access Points to the Trail

C.3

The FEIS explains that there will be two access points to the trail along Kentbury Drive in East Bethesda, one at Kentbury Way and one at Sleaford Road. EBCA is pleased that these access points will be re-designed and engineered to make them more permanent for all trail users. We respectfully request that the access points not be lit at the intersections to the trail, so to avoid disturbing the adjacent homeowners and to keep from bringing unnecessary attention to these points after dark. While the trail is not officially closed at dark, these access points should generally be used only during daylight hours. If, however, lights are installed, they should be designed to avoid disturbing adjacent homeowners.

D.5

Regarding the Sleaford Road access point, we understand that there will be a tunnel constructed under the trail/transit to facilitate access to the trail from East West Highway. While EBCA does not oppose this improvement, the community is concerned about the safety issues posed by a 50-60 foot tunnel in a residential neighborhood. We realize that the tunnel will have to have lighting, though we request that the lighting be confined to the tunnel itself. In addition, the community requests that the tunnel be equipped with gates on both ends and that the tunnel be opened in the morning (no earlier than 6:00 a.m.) and closed at night (no later than 10:00 p.m.) to prevent loitering. These accommodations would be the same as those employed today for the trail tunnel under Wisconsin Avenue. The Bethesda Urban Partnership is currently under contract with Montgomery County for this daily open and close service. EBCA would suggest a similar arrangement be made here for this new tunnel. Finally, an emergency call box in the tunnel may be a good protective measure.

Lastly, we request that some type of privacy barrier be erected separating the trail access points from the adjacent homes to facilitate both safety and security. EBCA recommends that MTA and the county work with the adjacent homeowners to devise a solution tailored to the specific location and homeowner's desires. Regarding the Sleaford Road underpass, East Bethesda would welcome some park like improvements to this space in conjunction with trail/transit construction, including, low maintenance landscaping and perhaps benches.

2. Trail/Transit Construction and Trail Availability

Information on details related to how the trail and train will be constructed, the timing for construction and the staging of construction materials and personnel are very

limited in the FEIS. EBCA has a number of specific requests regarding construction, as follows:

J.1

- EBCA would like to be provided the opportunity to engage directly with MTA and its construction contractor, perhaps as part of a community advisory committee, on construction details and mitigation measures to address EBCA concerns, once the construction contractor is selected

G

- Construction in residential areas must be limited to the hours of 8 a.m. to 5 p.m., weekdays and 9 a.m. to 4 p.m. on weekends (if there will be work on the weekends)
- Construction vehicles, such as large dump trucks, will not be allowed to idle on neighborhood streets at any time
- Heavy construction equipment, such as front end loaders and bulldozers, will not be parked in neighborhoods, including Sleaford Park
- Construction access to the trail/transit right-of-way shall be from Connecticut Avenue or Pearl Street
- Construction employees will not be allowed to park on neighborhood streets
- All construction workers will have clearly visible identification
- Monthly updates on the status of construction activity and plans for the next month will be provided to EBCA and the homeowners adjacent to the trail.

Finally, it is very important to EBCA and all East Bethesda residents that the trail be available for use for the greatest extent possible during construction. EBCA would find it very objectionable for the trail through our community to be unavailable during the entire trail/transit construction period.

3. Trail/Transit Noise and Trail Safety

EBCA has reviewed the information in the FEIS regarding projected noise levels on the trail and in the area adjacent to the trail. EBCA further understands that the Federal Transit Administration's noise assessment methodology targets an AVERAGE noise level over an extended period of time, thus allowing for noise peaks to be averaged with non-peak noise levels to compute an average number, which may then approach ambient noise levels. While MTA may have correctly computed the average noise levels using the FTA criteria, these averages have no bearing on the actual experience of individuals who may be using the trail or residing in areas adjacent to the trail.

E.9

G.2

EBCA understands that there will more than 139¹ trains running in both directions along the right-of-way during a typical day. The peak noise level when a train

¹ Table 4 in Technical Report: Noise, page 16. It is unclear whether this is only for one direction. If so, the impacts would be much more severe with almost 280 daily trips.

passes by is expected to be almost 90 decibels. One cannot comfortably carry on a conversation at 90 decibels. An individual using the trail will be exposed to these peak noise levels as frequently as every three minutes, and East Bethesda residents with homes adjacent to the right-of-way will permanently lose the benefit of quiet backyards. EBCA does not find this to be acceptable.

Trail users should not be exposed to peak noise levels approaching 90 decibels. EBCA believes that noise mitigation measures to minimize the noise exposures need to be factored into the trail/transit design. Specifically, EBCA endorses the construction of an acoustic noise barrier,² at least 10 feet high, between the trail and the transit line. This will help to mitigate noise for trail users and adjacent residents and ensure the separation of trail users from the transit line, facilitating safer trail use. **[Please note: The wall height may need to be higher than 10 feet to account for noise emanating from electric catenary wires, a noise source which was totally ignored in the FEIS noise analysis.]** Importantly, this type of noise mitigation will also significantly reduce noise exposures at the trail access points and for homes adjacent to these points in contrast to the current MTA plans of placing noise barriers at the interface between the trail and adjacent properties. This latter configuration would create breaks in the noise barriers at the trail access points. Lastly, access to the transit right-of-way, necessary should there be an emergency, may be facilitated by creating occasional gates in the noise barrier (perhaps every 100 yards or so).

EBCA is also aware that train speed is a significant contributor for the noise level and that noise levels decrease as train speed decreases. The projected 45 mph speed of trains through East Bethesda should be reduced to 30 mph or less to mitigate the noise levels in tandem with the recommended noise barrier designs.

4. Trail Aesthetics/Maintenance

EBCA understands that while MTA and its construction company will build the trail/transit complex, Montgomery County will finance trail construction and retain the responsibility to maintain the trail long-term. EBCA believes that trail aesthetics should be a key consideration at the time of construction. Through the construction of the Purple Line, EBCA and East Bethesda residents will lose the quiet linear park the community has become accustomed to over the past 25 years or so. This permanent loss needs to be properly accounted for with ample investment and careful consideration of the experience of future trail users and residents adjacent to the trail. To that end, EBCA respectfully requests that the following accommodations be made to enhance the post-Purple Line trail aesthetics and experience:

² EBCA encourages MTA to consider the application of barriers similar to those used on the Wilson Bridge to minimize noise exposures to bicyclists crossing the bridge adjacent to the highway.

- A “green” median should be installed between the wall separating the trail from the transit line and the trail itself. This may include perennial shrub and flower plantings and trees, that, at maturity, will be tall but not interfere with catenary wires
- Benches should be placed at equal intervals along the trail, perhaps every 50 yards
- Careful consideration should be given to proper engineer drainage for precipitation to avoid ponding of water on the trail and any negative impact on plantings in a “green” median, or adverse effects on adjacent homeowners.

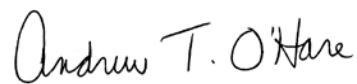
Regarding the interface between the trail and adjacent properties, EBCA believes that a privacy fence, complimented with landscaping between the fence and the trail, should be constructed. As these matters will have to be discussed as part of the trail/transit construction, EBCA’s interests should be adequately represented if the association and adjacent homeowners are afforded the opportunity to participate in a construction advisory committee, as noted above under Item 2.

5. Conclusion

EBCA again appreciates the opportunity to provide these comments to MTA. Please contact Andy O’Hare at (202) 270-0094 or aohare@cement.org to address any questions you may have regarding the views of EBCA on these matters. Thank you for considering our perspectives.

We believe that a meeting with MTA to review the community’s recommendations would be most helpful and EBCA will reach out to the project director to make the necessary arrangements.

Sincerely,



Andrew T. O’Hare
Chair, EBCA Capital Crescent Trail
Committee

Cc: Mike Madden, Purple Line Project, MTA
Roger Berliner, Montgomery County Councilmember, District 1
Rich Madaleno, MD Senator, District 18
Chris Van Hollen, MD 8th Congressional District
Arthur Holmes, Director, Montgomery County DOT

Purple Line FEIS - RECORD #905 DETAIL

First Name : Karen
Last Name : atabek
Email Address : Karenatabek@gmail.com

Submission Content/Notes : The trail is most definitely an invaluable recreational resource! With so much construction that is destroying recreation areas as well as invading the homes and living spaces of many animals, the trail has been a solace of nature. It is always so well used and enjoyed by many. It would be a huge shame to lose it forever!

C.3

Purple Line FEIS - RECORD #906 DETAIL

First Name : Ian
Last Name : Kelly
Email Address : ikelly731@aol.com

Submission Content/Notes : In most cities around the world, light rail shares the road with cars. That's why they're called street cars. Maryland is making a tragic mistake by putting the PL on the Capital Crescent Trail. Light rail cannot coexist with a trail. It will destroy the trail's greatest assets -- its width, its surface, its quiet, and, most importantly, its leafy shade covering. It's the same as destroying a 20 acre forest -- except this one is used for transportation and recreation by thousands of residents. Build the street car line, but put it where it belongs -- on the streets.

C.2

C.3

I'm convinced the public does not appreciate what will happen when you start building the PL. When you all start clear cutting hundreds of mature trees, there will be a very strong -- and negative -- reaction from your constituents.

Purple Line FEIS - RECORD #907 DETAIL

First Name : Carol and John
Last Name : Anderson
Email Address : cbajsa@verizon.net

Submission Content/Notes : I hope that you have realized the trains will impact our homes as well as the trail. Also, if you read the FEIS carefully, you will find that it is not just the homes that are adjacent to the trail that will be affected but also the other homes in your neighborhood. Our homes will be subjected to noise and vibration from these trains and we are asked to "trust" the MTA that it will be acceptable. As homeowners and residents of Montgomery County we should be accorded the same considerations that have been given to Columbia Country Club and to the University of Maryland. Noise and vibration mitigation techniques are to be mandated for the University of Maryland. These same noise and vibration mitigation techniques should be mandated for the design and construction for that portion between Bethesda and Connecticut Avenue.

E.9

E.10

K.5

Purple Line FEIS - RECORD #908 DETAIL

First Name : Alan
Last Name : Landay
Email Address : alan_landay@yahoo.com

Submission Content/Notes : This trail is one of the premier resources in Montgomery County. In terms of people wanting to visit or live in this county, this trail should be high on the list of what makes the county inviting and livable. It is difficult to put a price on this, but it certainly benefits the county economically, as well as all the ways that it benefits users of the trail.

C.3

To seriously spoil this trail due to the addition mass transit would be a huge mistake. If a transit project is to be approved alongside or near the trail, the impact should be minimal. A noisy trail, despoiled of trees and other scenic factors would be ruinous. As for transportation, the trail IS transportation for many bicycle commuters (a much greener option than a train or automobiles.) I feel that the full impact of the commuter rail has NOT been considered.

Purple Line FEIS - RECORD #909 DETAIL

First Name : Walter
Last Name : Holemans
Email Address : walter.holemans@gmail.com

Submission Content/Notes : I use the trail everyday to commute between Silver Spring, Bethesda, Georgetown and Virginia. Not only do I avoid adding another car to the congested roads, I gain the piece of mind one gets from such a beautifully forested trail. There is nothing like it! It is rare and worthy of preservation.

C.3

Purple Line FEIS - RECORD #910 DETAIL

First Name : Ernesto
Last Name : Solana
Email Address : ernesto.solana@gmail.com

Submission Content/Notes : This last small patch of forest inside the beltway must be saved! We need the trees, the trail for families and commuters to enjoy and safely enjoy the outdoors. he city needs these lungs. I truly cannot believe the narrow lane will fit tracks, trails and trees. Who can trust those developers that pretend that those nice drawings will become reality!

C.3

Purple Line FEIS - RECORD #911 DETAIL

First Name : Howard
Last Name : Sachs
Email Address : hsachs@starpower.net

Submission Content/Notes : 10/18/2013 Thank you for your work on this project. We strongly oppose destroying the beautiful quiet tree lined park that is the current trail. Thousands use it daily for nearly 2 decades. I bike on it almost every day. There is no way a two lane train track is going to fit in with this beautiful but narrow park. It will be turned into a narrow concrete depressing throughway.

C.3

I grew up in Miami. I saw a similar project come to fruition. It was a billion dollar light rail that planners said would bring great things to the city. Twenty five years later it is a concrete eyesore barely used and wasteful of millions of dollars of tax subsidies each year. I have read about a similar system in Seattle with similar destructive outcomes.

Please save our park. Keep these trains out of it. Consider something else like buses. Howard Sachs/Tricia Sachs/Rachel Sachs/Jennifer Sachs 4200 Leland Street Chevy Chase Md

Purple Line FEIS - RECORD #912 DETAIL

First Name : Seth
Last Name : Ayers
Email Address : seth.ayers@gmail.com

Submission Content/Notes : The CCT is an invaluable recreation asset and an irreplaceable natural resource. Public transport is an important asset as well but there are other options for the purple line then to destroy the CCT, such as building it in the center of East/West highway as Virginia is doing out to Dulles Airport.

C.3

Purple Line FEIS - RECORD #913 DETAIL

First Name : John

Last Name : Marcus

Email Address : John-Marcus@Verizon.net

Submission Content/Notes : The Purple Line is a poorly thought out idea that benefits developers and will take away the beauty and the peacefulness of the bike trail. Rapid bus is a better solution. We need to get back to that.

C.1

Purple Line FEIS - RECORD #914 DETAIL

First Name : TJ
Last Name : Banks
Email Address : tj1banks@gmail.com

Submission Content/Notes : Green space is increasingly limited in Montgomery County, let alone green space that is used daily by multitudes of residents. Squandering vast amounts of public money on a White-Elephant-To-Be that serves only the interests of developers, creates massive north-south traffic disruptions, *and* destroys dwindling green space is absurd -- a disaster. Were the fabled, not-actually-connected-to-the-Metro-system 'Purple Line' to go through, with the anemic ridership and all-around ineptitude that are sure to follow, am looking forward to MoCo and Md. state politicians crafting their talking points about how they, personally, actually had "deep misgivings about the project all along..." However, then again, maybe some of those same politicians will see there is actually a compelling leadership mantle to be assumed -- that of halting a pointless public works disaster in the making -- this is one for the record books -- and the kudos such a brave, forthright stance will bring. Here's hoping...

C.3

Purple Line FEIS - RECORD #915 DETAIL

First Name : edward

Last Name : leisher

Email Address : ed@agencyone.net

Submission Content/Notes : Please leave the trail as is, my family and I use it just about everyday.

C.3

Purple Line FEIS - RECORD #916 DETAIL

First Name : Claude
Last Name : LaVallee
Email Address : claudelavallee@me.com
Submission Content/Notes : Please save the Capital Crescent Trail!

C.3

Like more and more people, I don't own a car so my bicycle serves as my main mode of transportation. I depend on the Capital Crescent Trail to safely and pleasantly get me from my home in Bethesda to various points along the trail, whether for work, shopping or socializing. Without this trail, I doubt I would dare to cycle to Silver Spring for a movie, for example.

D.3

There are very few ways for people on bicycles to safely travel, away from fast, motorized traffic in our region. With more and more people settling in this area, demands on our transportation infrastructures will continue to increase, and appropriate cycling and multi-use trails are an invaluable tool to help reduce motorized traffic congestion, not to mention pollution (noise, air, water and even visual). If the trail were to be denuded of trees and exposed to the loud, fast and frequent passing of trains, the peaceful and beautiful setting which attracts so many current users would vanish and use of the trail would surely decline, defeating its purpose.

Cycling infrastructure such as the Capital Crescent Trail should be preserved and even expanded to encourage more people to use it, not the opposite.

Thank you

Purple Line FEIS - RECORD #917 DETAIL

First Name : Regina
Last Name : Spallone
Email Address : rlspall@hotmail.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Regina Spallone
12724 Eldrid Place
Silver Spring, MD 20904

Purple Line FEIS - RECORD #918 DETAIL

First Name : Lynn
Last Name : Lichtenstein
Email Address : ls122@verizon.net

Submission Content/Notes : Our comments on the FEIS are attached and below.

Lynn and Jules Lichtenstein

A.2

The
Federal Transit Administration
2013
U.S.
Department of Transportation

October 18,

D.2

E.2

The
Maryland Transit Administration
Maryland
Department of Transportation

E.9

Re: Comments on the Purple
Line Final Environmental Impact Statement and Draft Section 4(f)
Evaluation (August 2013).

E.11

Dear Sirs and Madames:

The
FEIS and supporting documents show there will be repeated loud noise
from the proposed
station at Bethesda and also at the other proposed stations from five or
six
o'clock a.m. to midnight or even as late as three o'clock a.m. The transit
warning horns will be blaring
every six, ten, or twelve minutes for trains going in one direction and
twice
that for trains going in both directions. The Public Address system will
be blasting. And there will be buzzing substations every
mile along the route.

The FEIS states there
is no mitigation for the horns at stations.[1] The Public Address system
will depend on
"proper use" to prevent annoyance to residential communities adjacent
to
stations.[2] There is unspecified mitigation for the buzzing
substations.[3]

Studies done for the
FEIS along the Georgetown Branch right-of-way[4] in
the Town of Chevy Chase show that, along the right-of-way, the noise
level is
currently 45 to 60 decibels over a 24-hour period[5]—the
noise level of a small town residential area, a suburban residential area,
or a
quiet urban residential area. [6] The studies were done only along the
Georgetown Branch right-of-way,[7] and not anywhere else in the Town
of Chevy Chase. It is even quieter in the Town away from the
locations where the noise measurements were taken.

The FEIS does not show
the decibel level of the transit safety horns. However, such horns range
from 85 to 110 decibels and even more.[8] A 110-decibel horn produces
a sound wave that
is 80 decibels at 2,000 feet and 74 decibels at 4,000 feet[9] and
interferes with speech starting at 7,000 feet from the track. Such noise

will be audible within most of the Town.[10]

The FEIS shows that noise levels from the proposed station in Bethesda will have a severe impact on the Town.[11] The Town consists of FTA Category 1 and Category 2 land uses—parks that require quiet and residences and buildings where people normally sleep and where “sensitivity to noise is of the utmost importance.”[12] The transit warning horns (and probably also the PA system) will increase the noise level in the Town from the current range of 45-60 decibels to a range of 74 decibels or more. This amount of increased noise is substantial and renders the impact of the proposed Purple Line on the Category 1 and 2 land uses in the Town severe.[13]

The noise from the Purple Line will be especially disturbing at night. The noise level at night is substantially lower in the Town than it is in the daytime.[14] The noise from the horns and the PA will travel through most of the Town through most of the night and will make it impossible to sleep.

The FEIS also shows that the Purple Line will require cutting practically all of the trees along the right-of-way,[15] as leaves interfere with the operation of the train. The picture of the proposed Purple Line in the FEIS with trees bordering the train is inaccurate and misleading.[16] There won't be any trees near the tracks if the proposed Purple Line is built.

The FEIS estimates that travel time will be reduced for those using the proposed Purple Line to go east-west from New Carrollton to Bethesda. The FEIS makes no estimate of the additional time it will take commuters and others to go north and south on Wisconsin and Connecticut Avenues if the proposed Purple Line is built. The proposed Purple Line will result in increased congestion at both the proposed Bethesda[17] and Chevy Chase Lake stations that will result in increased travel times for a much larger number of commuters than those that might use the proposed Purple Line.

The Purple Line, as currently proposed, will make the Town of Chevy Chase unlivable. It will subject the Town to repeated loud noise from the proposed Bethesda station for which there is no effective mitigation. The proposed Purple Line is destructive of the environment in the Town as it will destroy large stands of trees along the right-of-way that will never be replaced. The proposed Purple Line will also add substantially to commute and

travel times for north-south travelers on Connecticut and Wisconsin Avenues. The proposed Purple Line has severe negative impacts on the Town of Chevy Chase.

For these reasons, the Purple Line, as currently proposed, should not be built in the Town of Chevy Chase. For the same reasons, it should not be built in the residential neighborhoods between Silver Spring and Chevy Chase Lake. The costs exceed the benefits by a substantial margin.

With dismay at the destruction of a livable neighborhood, the Town of Chevy Chase,

Lynn and Jules Lichtenstein
4209 Rosemary St.
Chevy Chase, Maryland 20815

[hard
copy with signature to be mailed]

[1]Purple Line
Final Environmental Impact Statement and Draft Section 4(f) Evaluation,
Vol. I, Federal Transit Administration (FTA) and the
Maryland Transit Administration (MTA), (August 2013), [FEIS] p. 4-108.

[2]Ibid.

[3]FEIS, Vol. III,
Noise Technical Report, p. 17 (traction power substations in the FEIS, or
TPSS).

[4]The Georgetown Branch right-of-way is currently used
as a trail for hiking and biking and is known as the Capital Crescent
Trail.

[5]"Noise Assessment Presentation," The Maryland
Department of Transportation, February 27, 2013 to the Town of Chevy
Chase MAG
[Mitigation Advisory Group] Meeting, Slides 11-16.

[6]FEIS, Vol. III,
Noise Technical Report, Figure 1, Typical Transit and Background Ldn
Sound
Levels, p. 4.

[7]FEIS, Vol. I, p.
4-103.

[8]Utsand/sandiego.com/news,
"Train's Horn Has Locals Sounding Off," Steve Schmidt, July 19, 2009.

[9]www.apwa.net, "Is Train Horn
Noise a Problem in Your Town?" John W.P. Redden, APWA [American
Public Works
Association] Reporter, September 2005 (graph, Conventional Train Horn
Noise,
Intensity vs. Distance). Most of the

Town is within 4,000 feet of the proposed Bethesda station. ADC Street Atlas, Montgomery County, Map 5407 (Scale: 1 inch equals 2,000 feet) (2010).

[10] Most of the Town is within 4,000 feet of the proposed Bethesda station. ADC Street Atlas, Montgomery County, Map 5407 (Scale: 1 inch equals 2,000 feet) (2010).

[11] FEIS, Vol. I, Figure 4-26, Noise Impact Criteria for Transit Projects, p. 4-102.

[12] FEIS, Vol. I, p. 4-101.

[13] FEIS, Vol. I, Figure 4-26, Noise Impact Criteria for Transit Projects, p. 4-102.

[14] See, for example, "Noise Assessment Presentation," The Maryland Department of Transportation, February 27, 2013 to the Town of Chevy Chase MAG Meeting, Slides 11-16.

[15] FEIS, Vol. I, pp. 4-84 and 4-85.

[16] FEIS, Vol. I, Figure 4-18, Capital Crescent Trail [with the proposed Purple Line], p. 4-85. Even the newsletter announcing the FEIS shows a picture of the right-of-way as a dirt trail closely bordered by woods, something that exists now, but will be destroyed by the proposed Purple Line. "Purple Line Progress," Vol. 13—Summer 2013, front page, picture at the bottom on the left (Maryland Transit Administration).

[17] As one source puts it: "Every day this station [the proposed Bethesda station] will bring thousands of people to Wisconsin Avenue, Elm Street, Woodmont Avenue, and Bethesda Avenue." All of this foot traffic will cause added delays to north-south traffic on Wisconsin Avenue which has relatively little foot traffic at present. Quotation from Bethesda Purple Line Station Minor Master Plan Amendment, Staff Draft, Introduction (Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, Introduction, MCPB, Item No. 4, Date: 9.26.13).
Comment son FEIS 10-17-13 rev1.docx (24 kb)

Attachments :

Purple Line FEIS - RECORD #919 DETAIL

First Name : Daniel
Last Name : O'Laughlin
Email Address : danagnes1@yahoo.com

Submission Content/Notes : The tail is too important to write off in order to do better business at the expense of a wonderful recreation area that cannot be replaced. It's not a "not in my back yard" issue but one for everyone in the region.

C.3

Daniel

Purple Line FEIS - RECORD #920 DETAIL

First Name : Deloris

Last Name : Koziol

Email Address : dkoziol@mac.com

Submission Content/Notes : Please do not destroy the Capital Crescent Trail. It is a national treasure and would be destroyed if a rail line is installed. The peace and quiet for bikers, runners, and walkers would be destroyed.

C.3

Purple Line FEIS - RECORD #921 DETAIL

First Name : Phil
Last Name : Reding
Email Address : pjreding@gmail.com
Submission Content/Notes : Hi,

C.3

Since moving to this area from Tennessee 17 years ago, my family and I have spent countless hours enjoying the tranquility and beauty of the Capital Crescent Trail, sometimes on foot, sometimes on bike. The Trail provides a wonderful, peaceful escape from our urban area. This is where we have created wonderful family memories. The Trail is one of the true natural treasures of the DC metro area.

Within this context, I'm reminded of the words of Joni Mitchell: "...they paved paradise and put up a parking lot." While not exactly a parking lot, the proposed path of the Purple Line threatens to "urbanize" this beautiful trail thereby diminishing its appeal. Please re-consider the impact that the Purple Line will have on The Trail.

Thank you.

Phil Reding

Purple Line FEIS - RECORD #922 DETAIL

First Name : Erica

Last Name : rubenstein

Email Address : Ericalovesblue@gmail.com

Submission Content/Notes : I'm a runner and I enjoy the trail just the way it is. Please keep us informed.

C.3

Purple Line FEIS - RECORD #923 DETAIL

First Name : Rita

Last Name : Eisenberg

Email Address : Eisenberg.rita@gmail.com

Submission Content/Notes : Without the trail I would lose my sanity. It is my place to gain serenity

C.3

Purple Line FEIS - RECORD #924 DETAIL

First Name : Gerald

Last Name : Link

Email Address : aizkids@comcast.net

Submission Content/Notes : I VOTE AND HAVE FOR 55 straight YEARS and I am against the rail. I use the trail at various times and always see many people using the trail-
-small big and everything in between.

C.3

Purple Line FEIS - RECORD #925 DETAIL

First Name : Bradford
Last Name : Castro
Email Address : bradfordcastro@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.

Bradford Castro
4511 Avondale Street
Bethesda, MD 20814

Purple Line FEIS - RECORD #926 DETAIL

First Name : jim
Last Name : hunt
Email Address : jim@kensingtonhunts.com

Submission Content/Notes : The Capital Crescent Trail is an irreplaceable jewel that can't be replicated once the ill conceived Purple line is put in place. Politicians should step back and really assess the gift the citizens have in this stretch of peace and tranquility in a bustling metropolis. I know it's part of a politician's DNA to try to blow as much money as possible on any project to boost their professional profile and be able to say "look what I did", but in this instance they should try to once do the right thing. Alternatives for something other than light rail exist, there is no replacing the CCT. The Purple Line will no doubt be another Boondoggle, little used and a sure money loser, that will do nothing to ease traffic on the beltway.

C.3

Purple Line FEIS - RECORD #930 DETAIL

First Name : John
Last Name : Loonsk
Email Address : john.loonsk@gmail.com

Submission Content/Notes : I do not think that current crescent trail transit plans come close to addressing the needs of the hiker and biker users of the trail. The air rights tunnel issue and the sharing of the path have not been addressed as proposed in the initiation of this discussion. With this much money being proposed to build a transit line, more reasonable accommodation of hiker/biker interests should be attainable.

C.3

D.3

Purple Line FEIS - RECORD #931 DETAIL

First Name : Brian
Last Name : Kim
Email Address : briangkim@yahoo.com

Submission Content/Notes : The FEIS authors and reviewers know that it is flawed. It does not consider the trail an invaluable recreation area with its 20 acre forest an irreplaceable natural resource. This stretch has been used as a park for over 20 years and they lack the consideration of how invaluable it is in people's lives.

C.3

Another flaw in the document is its failure to recognize the noise disturbance a walker, runner or biker will endure 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.

We envision a world class trail and park system from Georgetown through Bethesda and connecting into downtown Silver Spring. According to this Final Environmental Impact Statement, the Capital Crescent Trail isn't worth saving. We all know better, the Trail serves a vital purpose in our community.

Purple Line FEIS - RECORD #932 DETAIL

First Name : Joan

Last Name : Bacharach

Email Address : jbacharach@yahoo.com

Submission Content/Notes : Please look for an alternate to the Purple Trail. If constructed, it will make a lot of people miserable and deprive them of a treasure.

A.2

Purple Line FEIS - RECORD #933 DETAIL

First Name : Gordon
Last Name : King
Email Address : gsking@mrisk.com

Submission Content/Notes : The trail is a vital part of the area. Many bike to work safely. Gives all the residents a safe natural place to bike beside unsafe streets. Economically contributes to the value of the area to why people move there.
It gives the local wildlife a safe place to travel too.

C.3

Purple Line FEIS - RECORD #934 DETAIL

First Name : Doug

Last Name : English

Email Address : dougenglish@hotmail.com

Submission Content/Notes : Keep the trail! Put the Purple Line underground. If you can't do it right, don't do it at all.

C.1

C.3

Purple Line FEIS - RECORD #935 DETAIL

First Name : Cary
Last Name : Lai
Email Address : clai6@juno.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.

Cary Lai
9730 Glen Ave Unit 104
Silver Spring, MD 20910

Purple Line FEIS - RECORD #936 DETAIL

First Name : Joanna
Last Name : Miles
Email Address : joanna.miles@gmail.com
Submission Content/Notes : Dear MTA:

A.1

As a cyclist who frequently uses the Capital Crescent Trail, I write to express my support for the Purple Line project because I support the accompanying work to complete the Capital Crescent Trail between Bethesda and Silver Spring.

C.3

The trail is an excellent resource for cyclists in the area, but needs to be completed. I often ride from Silver Spring to Bethesda on this trail on the weekends, and while I enjoy it a great deal, the gravel is often washed out and dangerously uneven. The road crossings get congested with bikes and cyclists. It would be much better if the trail were paved, well maintained, and had safer, more convenient street crossings.

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.

Joanna Miles
8547 Bradford Rd
Silver Spring, MD 20901

Purple Line FEIS - RECORD #937 DETAIL

First Name : Tony
Last Name : Camilli
Email Address : anthony.camilli@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.

Tony Camilli
737 Thayer Ave
Silver Spring, MD 20910

Purple Line FEIS - RECORD #938 DETAIL

First Name : Jeff
Last Name : Dalhoff
Email Address : jeffdalhoff@hotmail.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Jeff Dalhoff
507 Deerfield Avenue
Silver Spring, MD 20910

Purple Line FEIS - RECORD #939 DETAIL

First Name : Erin
Last Name : McGleenan
Email Address : emcglee@gmail.com

Submission Content/Notes : I use the trail daily - walking my dogs, riding bikes with my son, or just taking an out of the way walk to downtown Bethesda. The idea of the trail being destroyed brings me to tears. This past summer my son and I spent hours biking all over the trail, stopping and looking for spicebush swallowtail butterflies and caterpillars, who make their home along the trail on the hundreds of spicebush plants that line it. These will all be destroyed when the Purple Line is built. Please don't take away this treasure that is the trail!!

C.3

-Erin McGleenan

Purple Line FEIS - RECORD #940 DETAIL

First Name : Steve
Last Name : Nothwehr
Email Address : nothwehrs2@gmail.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Steve Nothwehr
117 South Adams St
Rockville, MD 20850

Purple Line FEIS - RECORD #941 DETAIL

First Name : Hope
Last Name : Peek
Email Address : hope.peek@aol.com

Submission Content/Notes : FEIS addresses many issues; all that have already been addressed for over the 14 years I have lived on Susanna Lane - and I believe that is one of the reason why the line has not been built yet because there has never been enough information provided regarding the 2 issues of projected ridership and the number of trees to be eliminated. Rock Creek Park is the last park remaining in southern Montgomery County; so why are we giving up this resource? Would New York City give up Central Park to put in another subway line? I don't think so. I don't understand why the powers that be don't regroup and pick another location for the purple line. There is Rockville and existing tracks close to the beltway that could connect alittle further up the Red Line. Could a conclusion with the FEIS be that it would be best to find another location for the Purple Line?

C.3

Hope Peek

Hope Peek, Associate Broker, GRI, CRS
REMAX Realty Services, 301-652-0400
301-728-7234/hopepeek@remax.net/hopepeekhomes.com

Purple Line FEIS - RECORD #942 DETAIL

First Name : Richard
Last Name : Cushwa
Email Address : rcushwa@msn.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Richard Cushwa
10625 August Ct
Williamsport, MD 21795

Purple Line FEIS - RECORD #943 DETAIL

First Name : Christy
Last Name : Wright
Email Address : christeewright@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.

Christy Wright
3707 Endicott Pl
Springdale, MD 20774

Purple Line FEIS - RECORD #944 DETAIL

First Name : Margaret
Last Name : Mangum
Email Address : margm727@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.

Margaret Mangum
14909 Lear Lane
Silver Spring, MD 20905

Purple Line FEIS - RECORD #945 DETAIL

First Name : Robert
Last Name : Bertera
Email Address : berterar@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.

Robert Bertera
1725 Shilling Ln
Silver Spring, MD 20906

Purple Line FEIS - RECORD #946 DETAIL

First Name : scott
Last Name : wilson
Email Address : scottwilson6100@lycos.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. Do not use the bait and switch tactic used on the ICC and claim later that the bike trail is ecologically too intrusive while building a much more intrusive transportation improvement.

C.3

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

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

Thank you.

scott wilson
42nd place
hyattsville, MD 20781

Purple Line FEIS - RECORD #947 DETAIL

First Name : Beth
Last Name : LeaMond
Email Address : bleamond@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.

Beth LeaMond
36H Ridge Rd
Greenbelt, MD 20770

Purple Line FEIS - RECORD #948 DETAIL

First Name : Shanks
Last Name : Mira
Email Address : mshanks@cdc.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Shanks Mira
14143 Pleasant View Drive
Bowie, MD 20720

Purple Line FEIS - RECORD #949 DETAIL

First Name : Elizabeth
Last Name : McKinnon
Email Address : clanmckinnon@yahoo.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Elizabeth McKinnon
7108 Brookville Rd
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #950 DETAIL

First Name : Sonia
Last Name : Stines
Email Address : soniastines@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.

Sonia Stines
16813 Cashell Road
Olney, MD 20832

Purple Line FEIS - RECORD #951 DETAIL

First Name : Darren
Last Name : Janifer
Email Address : darren.janifer@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.

Darren Janifer
1835 Manorfield Ct
Bowie, MD 20721

Purple Line FEIS - RECORD #952 DETAIL

First Name : Vernon
Last Name : Anderson
Email Address : andersonve@mail.nih.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Vernon Anderson
12803 Theresa Dr
Colesville, MD 20904

Purple Line FEIS - RECORD #953 DETAIL

First Name : Andy
Last Name : Sullivan
Email Address : stickymbiscuit@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.

Andy Sullivan
711 Gist Ave
silver spring, MD 20910

Purple Line FEIS - RECORD #954 DETAIL

First Name : David
Last Name : Carrier
Email Address : davidjcarrier@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. I commute every day on the CCT between my home in Kensington and my job in Arlington.

C.3

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

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

Thank you.
David Carrier

David Carrier
4000 Wexford Dr.
Kensington, MD 20895

Purple Line FEIS - RECORD #955 DETAIL

First Name : Thomas
Last Name : Graves
Email Address : thomasagraves@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.
Thomas Graves

Thomas Graves
14917 McKnew Road
Burtonsville, MD 20866

Purple Line FEIS - RECORD #957 DETAIL

First Name : Sandy
Last Name : Barsky
Email Address : ganibar@hotmail.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

While I do NOT support the Purple Line as a means of providing alternatives to the use of multiple occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is critical.

Thank you.

Sandy Barsky
4549 N Chelsea Lane
Bethesda, MD 20814

Purple Line FEIS - RECORD #958 DETAIL

First Name : Jono
Last Name : Sirovatka
Email Address : js983z@nih.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.
Jonathan Sirovatka

Jono Sirovatka
4865 Battery Lane
Apt. 31
Bethesda, MD 20814

Purple Line FEIS - RECORD #959 DETAIL

First Name : dwight
Last Name : king-leatham
Email Address : dwiking@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.

dwight king-leatham
4510 Dalton Rd
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #960 DETAIL

First Name : Peter
Last Name : Eriksson
Email Address : erikssop@mail.nih.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Peter Eriksson
5508 Dowgate Court, #T2
Rockville, MD 20851

Purple Line FEIS - RECORD #961 DETAIL

First Name : betsy
Last Name : reinstein
Email Address : betsyreinstein@yahoo.com

Submission Content/Notes : To Whom it may concern:

C.3

The Capital Crescent Trail is a true gem that I and my family have enjoyed for many years. It was a huge selling point when we decided to buy our house. Just in my family alone, we ride our bikes on the trail, we take walks with friends, and my husband, who is starting a new job, will have the perfect green commute riding his bike from Bethesda to Silver Spring.

I do not even want to fathom how adversely the changes that are being proposed will impact our lives and the lives of so many. Trains running alongside the trail will completely change the trail and I have deep concerns about the implications on health, safety, and loss of biodiversity.

Beautiful, undeveloped places like the trail are too rare as it is. Although I recognize the purple line plan is going forward, I wish we could find an alternative that would preserve this treasure for us and for future generations. What is currently being proposed will be a huge and irreversible loss.

Thank you,
Betsy Reinstein Dewey

Purple Line FEIS - RECORD #962 DETAIL

First Name : Phil
Last Name : MacWilliams
Business/Agency/Association Name : Coquelin Run Citizens Association
Email Address : phil_macwilliams@hotmail.com
Submission Content/Notes : Attached please find the Coquelin Run Citizens Association's comments to the Purple Line FEIS. Any response can be directed to me at the address provided in the letter, and to my personal email address: phil_macwilliams@hotmail.com.

Thank you.

Phil MacWilliams, on behalf of the Coquelin Run Citizens Association

Attachments : Coquelin Run Comments to Purple Line FEIS.pdf (697 kb)

Coquelin Run Citizens Association

Coquelin Run Citizens Association
P.O. Box 151572
Chevy Chase, MD 20825
www.coquelinrun.org

Via Fed-Ex and Email

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

October 17, 2013

Re: Comments on the Purple Line Final Environment Impact Statement (FEIS)

I. Introduction

The Coquelin Run Citizens Association (CRCA) is the local citizens association for the unincorporated residential area of Chevy Chase, Maryland that runs primarily along Jones Mill Road (between Park View Road and East West Highway) and Jones Bridge Road (between Jones Mill Road and Manor Road). Our community is largely nestled against Rock Creek Park and the Georgetown Branch Trail. In fact, there are over forty (40) homes in our community that are directly adjacent to the Georgetown Branch trail (between the wooded “paper road” of Coquelin Run Parkway and Rock Creek Park),¹ with dozens more in close enough proximity to be adversely impacted by the noise, vibration, and visual impacts of the Purple Line, as well as by the disruptions that will occur during the lengthy construction phase. In addition, there are hundreds of residents in our community that are regular trail users and appreciate the mature tree canopy and park-like setting provided by the trail in the middle of an urbanizing environment. Therefore, we have a strong interest in ensuring that the adverse impacts of the Purple Line, which is slated to run through our community over 200 times per day around the clock, are minimized.

Our review of the FEIS yields two overarching observations. First, the FEIS is deficient in that it fails to adequately describe the Purple Line’s impact to our community and the environment in terms of vibration levels, noise, tree loss, and other visual impacts. Second, the FEIS fails to contain sufficient and concrete commitments by the MTA to additional mitigation measures, including measures aimed at further reducing noise and vibration levels; preventing tree loss and damage; re-establishing the tree canopy following construction; placing reasonable limitations on construction activities; and by issuing clear design guidelines that will ensure all transitway elements are as aesthetically pleasing as possible.

¹ In particular, homes on Brierly Court, Jones Bridge Road, Jones Bridge Court, Jones Mill Road, Susanna Lane, Coquelin Terrace, and West Coquelin Terrace.

Coquelin Run Citizens Association

Therefore, before the Federal Transit Administration (FTA) issues a Record of Decision, it should require that the FEIS be supplemented to include: (1) the results of the additional studies and/or analyses demonstrated below as being necessary; and (2) clear and binding commitments to additional mitigation measures, as agreed to following a sufficient period of time for the MTA to meet with representatives of affected communities (including CRCA) and their elected representatives at the Federal, State, and County levels.

The latter is especially important. Vague promises by the MTA to further coordinate with affected communities during the Final Design phase simply will not do. By that point the Record of Decision (which sets forth the scope of work) will have already issued, and there will no longer be a clear mechanism for affected communities to obtain binding commitments to design changes and other mitigation measures. This concern is even greater now that the MTA plans to finance this project through a public-private partnership (P3). The MTA has acknowledged that the private company that constructs and operates the Purple Line will seek to maximize its return on investment by identifying so-called "efficiencies" that lead to lower construction and operation costs. The translation is obvious: find ways to do things cheaper. Under these circumstances, a private company will have no incentive whatsoever to depart from the scope of work as set forth in the Record of Decision and agree to design changes and mitigation measures aimed at reducing the impact to the community and making the project as aesthetically pleasing as possible.²

Indeed, as everyone is well aware, the MTA recently entered into a legally binding agreement with the Columbia Country Club in which certain design changes, mitigation measures, and limitations on construction activities were agreed to. We also understand that the MTA and the Chevy Chase Land Company also have reached a deal regarding the construction of a tunnel under the Purple Line to accommodate the Chevy Chase Land Company's desire for

² At least one County agency has wisely picked up on this issue and shares our exact concerns. As the Montgomery County Department of Parks observed in its comments to the FEIS:

Bids on the project will be based on the Scope of Work identified in the ROD and the contractor will be obligated to fulfill those commitments. Due to the fact that this will be a public private partnership, whereby MTA will continue to "own" the project, but a private contractor will be responsible for both constructing the project and operating the transit line, it will be difficult to negotiate additional mitigation and minimization measures during the design process that were not spelled out in the ROD.

Memorandum dated 10/14/2013 from Montgomery County Department of Parks to Montgomery County Parks Commission, at p. 2 (available at <http://www.montgomeryplanningboard.org/agenda/2013/agenda20131017e.html>)

This memorandum further observes: "One lesson learned from working on the Intercounty Connector (ICC) was that commitments for minimization and mitigation measures should be well defined during the FEIS process and confirmed in the record of decision (ROD)." (Ibid. at p. 3.)

Coquelin Run Citizens Association

an interior road (between Manor Road and Chevy Chase Lake Drive) to facilitate the re-development of its shopping center. Therefore, fairness dictates that the MTA continue to work with affected communities and legally bind itself to additional mitigation measures by incorporating them into the FEIS. We trust that our elected representatives (copied on this letter) will see just how imperative it is that additional mitigation measures are developed soon and are committed to in writing in the FEIS, and that they will assist us in this effort.

With that said, our specific comments to the FEIS are as follows:

II. Comments to the FEIS

1. Vibrations

While the noise levels of the Purple Line have been a great source of concern for many communities (including ours), the FEIS reveals that perhaps an even greater threat to the well-being and quality of life of nearby residents is the vibrations caused by the Purple Line as it runs through our community over 200 times per day, at virtually all hours of the day and night. The MTA has often promoted the idea that light rail is quieter than heavy rail, but the same is not true with respect to vibrations. As the FEIS explains: "The Purple Line project would introduce LRT (light steel-wheel urban transit trains) into areas that currently do not have this source of vibration. Typical LRT trains produce similar vibration levels as heavy steel-wheel urban transit trains since they both have similar axle suspension systems." (FEIS Vol. III, Vibration Technical Report at p. 4.) The FEIS also states that this vibration can cause "windows, pictures on walls, and/or items on shelves to rattle" and that these occurrences can be "intrusive to building occupants." (Ibid.) The FEIS also acknowledges that train speed is a major cause of vibration.

Given that the MTA plans to run the train at top speed on the segment of the Georgetown Branch right-of-way that runs through our community, it appears that the homes in our community could be among those most affected by vibrations. Yet, the FEIS contains no assessments regarding the projected vibration levels to be experienced by the dozens of homes in our community that are adjacent to the Georgetown Branch right-of-way. The closest monitoring station (S6) was on Chevy Chase Lake Drive, close to the Connecticut Avenue Station. This failure to specifically study the expected vibration levels in our community leaves us in the dark as to what the vibration levels will be, how these vibration levels compare to existing conditions, and whether these vibration levels will be in excess of the Federal threshold of 72 VdB. If the vibration levels of the Chevy Chase Lake Drive monitoring station (S6) are any indication, it appears to be a virtual certainty that many homes in our community will experience a great increase in vibration over 200 times per day that will be very close to (and may very well exceed) the FTA's threshold for "unacceptable" levels of vibration.

Therefore, it is imperative that specific vibration analyses be performed for each of the homes in our community along the Georgetown Branch right-of-way (specifically, between Coquelin Run Parkway and Rock Creek). Based on the results of these studies, the MTA should evaluate what mitigation measures, such as speed restrictions, should be implemented.

Finally, it should be noted that the FEIS's characterization of vibration levels below 72 VdB as having "no impact" is extremely misleading. The FEIS explains that "[t]he human

Coquelin Run Citizens Association

threshold of perception is around 65 VdB” and “human annoyance from vibration often occurs when vibration levels exceed the threshold of perception by only a small margin.” (FEIS Vol. III, Vibration Technical Report at p. 3.) Given the very low (indeed, practically non-existent) vibration levels that currently exist in our community along the trail, any perceptible vibration levels at all (especially when occurring over 200 times per day at levels that are near or above the federal threshold of 72 VdB) would be a drastic change to the current environment and certainly should be viewed as having an “impact” on one’s quality of life and well-being.

2. Noise

a. The Failure to Describe the Actual Noise Levels of the Purple Line

With respect to vibrations levels, the FEIS acknowledges that in terms of “human annoyance,” there is a “relationship between the number of daily events and the degree of annoyance caused by ground-borne vibration.” The same obviously is true when it comes to exposure to noise, but the FEIS speaks only in terms of average decibel levels throughout the day. By describing the noise of the Purple Line in terms of average decibel levels, the FEIS allows for noise peaks to be averaged with non-peak noise levels to compute an average number that is far lower than what nearby residents will actually hear at very regular intervals around the clock. (In fact, it appears that the actual noise levels of the Purple Line will be at least 87 decibels, even after accounting for noise panels and wheel skirts, which is much higher than the average decibel levels stated in the FEIS.) For that same reason, the FEIS’s description of the adverse impacts to health and well-being that occur at various decibel levels is not very helpful, as it does not answer the more pertinent question of what impacts to health and well-being occur when subjected to the actual noise levels of the Purple Line at the actual intervals at which the train passes by each day (in both directions).

Therefore, the FEIS needs to specify: (1) the actual decibel levels while the Purple Line is travelling through our community, and (2) the potential impacts to health and well-being of being subject to those particular noise levels at those particular intervals around the clock. It is this approach, rather than the approach used in the FEIS, that will more accurately demonstrate the noise impact of the Purple Line. Even if the approach used in the FEIS complies with the FTA’s regulations, the actual noise levels should be clearly stated so that residents and their elected officials will have a more realistic picture of the potential noise impacts of the Purple Line.

b. Additional flaws with the MTA’s noise analysis

Because of additional flaws with the MTA’s noise analysis, the noise levels of the Purple Line are not accurately stated in the FEIS. In particular:

1. First, the FEIS acknowledges that the noise created by the Purple Line could be even greater in certain spots where there are turns and/or the train is going up or down (and thus accelerating or braking). Certainly, there will be such spots in our community, considering that the train is to go under Jones Mill Road and then begin its ascent toward Connecticut Avenue. However, the FEIS does not specify where these spots are expected to be or what the increased noise levels are expected to be. Nor does the FEIS set forth any concrete commitment or

Coquelin Run Citizens Association

procedures for identifying these spots and crafting appropriate mitigation measures before the Purple Line is built, or after construction if additional mitigation measures prove to be needed.

In fact, because the projected noise levels of the Purple Line are really just educated guesses, nobody knows for sure what exactly they will be when the Purple Line is operating. Certainly one can envision a situation where the noise levels will be higher than anticipated, thus calling for additional mitigation measures after the Purple Line is built. Therefore, the MTA should commit to studying the noise levels of the Purple Line along the Georgetown Branch right-of-way after it is built and fashioning additional noise mitigation measures where needed.

2. Second, the noise analysis does not account for any noise emanating from electric catenary wires, instead focusing only on noise emanating from the wheels.

3. Third, it is unclear from the FEIS what the noise levels will be when two trains are simultaneously passing the same spot (which is sure to happen numerous times throughout the day, given the frequency at which trains will be running).

These additional sources of noise need to be analyzed in order for the true noise levels of the Purple Line to be known.

It also should be noted that the summary of projected noise levels at each of the study areas along the Georgetown Branch right-of-way states that "green" tracks will be used (FEIS Volume III, Technical Report, Noise Table 5 at p. 18-20), leading the reader to believe that the use of green tracks has been committed to. However, the FEIS does not firmly commit to using green tracks along this segment of the route; rather, the FEIS only refers to green tracks as a possibility being looked into. Given that green tracks could reduce noise levels, the MTA should commit to using them throughout the entirety of the Georgetown Branch right-of-way.

3. Noise Mitigation Measures

a. Noise panels between the tracks and residences

The FEIS notes that the MTA will use four-foot tall noise panels along the Georgetown Branch right-of-way. It was extremely disappointing to see that these noise panels will result in only a reduction of four decibels, and that there was no analysis of the additional noise reduction that could be achieved through higher noise panels (e.g., at 6 feet, 8 feet, etc.). Likewise, there does not appear to be any evaluation of how alternative methods of sound reduction (such as by extending the retaining walls higher instead of affixing noise panels at the top) could further reduce the noise levels of the Purple Line. The MTA should analyze the extent to which further noise reduction could be achieved by higher noise panels and/or different materials.

b. Noise panels between the tracks and the trail

Given the frequency at which trains will be running and their peak noise levels, trail users cannot comfortably carry on a conversation or enjoy a walk, run, or bike ride in such an environment. Simply put, the trail experience following the construction of the Purple Line will stand in stark contrast to the current trail experience. Furthermore, such noise levels while using

Coquelin Run Citizens Association

the trail is a safety issue, as trail users may not be able to hear other trail users, including warnings from fast-moving bicyclists, putting pedestrians (and particularly children) at risk.

Therefore, the MTA should implement the same noise mitigation devices between the trail and the transit line that it plans to implement between the transit line and adjacent properties. This type of noise mitigation will have the extra benefit of significantly reducing noise exposures for homes adjacent to the trail, as well as blocking the visual impacts of a train passing by every few minutes.

4. Tree Loss

a. Loss of trees in the Georgetown Branch right-of-way

The three-mile long Georgetown Branch right-of-way has been aptly described as a 20-acre, park-like woodland in a rapidly urbanizing environment. The construction of the Purple Line will result in the complete clear-cutting of hundreds of trees (far more than just the 143 "specimen trees" mentioned in the FEIS). However, the FEIS does not clearly identify the exact number of trees that will be lost along the Georgetown Branch right-of-way. This flawed approach raises two issues:

First, without a more accurate accounting of the tree loss caused by the construction of the Purple Line, the precise obligations of the MTA under applicable Federal, State, and local laws to mitigate tree loss and to perform re-forestation are not known (and, frankly, are probably being greatly underestimated at this point).

Second, while the Purple Line has been promoted as having the environmental benefit of taking cars off the road (and thus reducing pollution caused by driving), the MTA needs to quantify the already existing environmental benefits in terms of air pollution absorption and storm water retention currently provided by the trees in the Georgetown Branch right-of-way. The question of whether the Purple Line will be a net environmental benefit cannot be known until, among other things, the loss of the naturally occurring environment benefits provided by the trees currently in the Georgetown Branch right-of-way is more clearly quantified.

b. Trees on Private Land

The FEIS contains no survey of trees on private land adjacent to the Georgetown Branch right-of-way, nor does it analyze the extent to which such trees may be damaged or killed as a result of construction activity. Therefore, the MTA should: (1) conduct a tree survey to identify trees on private property whose critical root zones overlap the construction impact zone; (2) create tree protection measures (fencing, signage, etc.) in the plans and specifications for the construction contract; and (3) enact a monitoring system to ensure trees identified in the survey are not impacted by construction operations. To the extent privately owned trees are damaged during the construction process, the MTA must commit to compensating the landowner for the value of the tree, the cost to have it safely removed, and the cost of planting comparable replacement trees.

Coquelin Run Citizens Association

5. Ridership Projections

The environmental benefits of the Purple Line turn in large part on its ridership (since the assumption is that ridership, to some extent, equals a reduction in car trips). However, the MTA's methodology for ridership projections remains a complete mystery to the reader of the FEIS. Moreover, simple math and local knowledge calls the ridership projections into question. For example, the MTA projects 2,300 boardings per day at the Connecticut Avenue station. However, the Chevy Chase Lake Sector Plan recently adopted by the Montgomery County Council calls for a net increase of about 1200 residential units within the sector, thus bringing the maximum possible number of residential units (over the next 20 years or so) within the entire sector (which extends far beyond those immediate areas in walking distance to the Purple Line) to not much more than the projected number of boardings at the station.

To put it in layman's terms, something just isn't adding up. It just does not seem possible for the number of boardings to be almost equal to the number of residential units within a one-mile radius. Even an assumption that only half of the nearby residents will use the Purple Line each day would be wildly optimistic. It is reasonable to believe that the same flaws probably exist for the ridership projections at other stations. Simply put, any sort of environmental benefits of the Purple Line cannot be known without knowing the ridership numbers; and how these ridership numbers have been calculated has yet to be explained in sufficient detail. Until this occurs (perhaps through commissioning an independent review of the MTA's methodology for calculating ridership), the question of how the environment benefits of the Purple Line stack up to the environmental degradation caused by its construction simply cannot be known.

6. Aesthetics

The FEIS acknowledges that the Georgetown Branch Trail area is a "visually sensitive area" because of the mature trees and the prominence of the natural environment." (FEIS Volume I, Chapter 4 at p. 78.). The FEIS also acknowledges that there will be a "high level" impact on the area due to the removal of mature trees and existing vegetation. (Ibid. at 84.) However, the FEIS fails to commit the MTA to identifying and preserving the mature trees within the Georgetown Branch right-of-way that can possibly be spared. The FEIS also fails to commit the MTA to a tree re-planting and landscaping plan to be implemented within any remaining portion of the right-of-way not utilized for this project. Even if there is only ten feet of right-of-way left over, that should provide ample space for tree planting.

Furthermore, the FEIS fails to provide any information about the visual characteristics of a number of aspects of this project, let alone commit the FTA to any design criteria. In particular, the FEIS does not specify the appearance of and materials to be used in "transitway elements" such as: (1) the retaining walls and noise barriers, (2) the fencing or other barriers to be built between the trail and tracks; (3) trail access points, including ramps, and (4) the elevated portion of the rail and trail as they ascend above grade towards Connecticut Avenue. Instead, the FEIS vaguely states that "MTA will continue to coordinate and consult with affected

Coquelin Run Citizens Association

communities regarding the aesthetic treatment of the transitway elements.” (FEIS Volume I, Chapter 4, Table 4.1 at 4-6.)³

Therefore, the FEIS should include specific design criteria and mitigation measures that legally bind the MTA to the following:

1. All retaining walls and noise barriers should be designed in an aesthetically pleasing manner, including the use of natural stone, textures and designs that are compatible with the residential environment, and are designed with the intention of preserving as much as possible the wooded and rustic environment that currently exists and is intended to be achieved again once construction is complete. The precise design guidelines should be determined and committed to after consultation with representatives from affected communities along the Georgetown Branch right-of-way (including CRCA) and their elected officials at the Federal, State, and County level.
2. To the extent right-of-way remains unused for the rail or trail, commit to planting as many trees as is ecologically possible within the unused portion of the trail.
3. Provide funds to homeowners whose property is adjacent to the Georgetown Branch right-of-way for the purpose of planting trees and shrubs along the property lines abutting the right-of-way in order to replace the lost vegetation that currently provides a visual buffer from the trail.

7. 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 right-of-way. 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. Given that runoff from the project will flow directly into Coquelin Run and Rock Creek, this is a vitally important issue. Therefore, the MTA should commit to the surface of the new trail being a permeable material such as permeable asphalt or permeable concrete, and to the tracks being built on grass or another natural, permeable surface (which likely would help mitigate the noise and vibration issues described above).

8. Construction Activities

The FEIS is silent on the potential adverse effects from construction, including air and water pollution, 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. However, it is abundantly clear that the

³ The FEIS states only that “the right-of-way would have four foot retaining walls.” (FEIS Volume I, Chapter 4 at p. 85). However, due to the topography, several homes along the right-of-way (including several in our community) will have retaining walls at least 15 feet high near their backyards, dramatically changing the visual character of the wooded and secluded environment currently enjoyed.

Coquelin Run Citizens Association

construction process for the Purple Line has the potential to create a significant negative effect on our residential community. According to Chapter 5 of the FEIS, 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. Furthermore, the FEIS states that construction of the rail and trail in our community will require the use of heavy equipment such as cranes, excavators, bulldozers, loaders, dump trucks, and when necessary rigs to install piles.

Subjecting a quiet, residential community to this sort of noise and disruption is entirely unacceptable. Residents who live full time in these homes include individuals of all ages, and sleep disruptions likely to be caused by heavy construction that begins early in the morning and lasts late into the night will have serious health effects. Therefore, construction activities should be limited to 8:00 am through 5:00 pm on weekdays and 9:00 am through 4:00 pm on weekends.

III. Conclusion

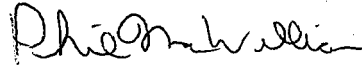
Before a Record of Decision is issued, the FEIS must be supplemented to include the results of the additional studies demonstrated above to be necessary, and to include firm commitments to various mitigation measures. In particular, the FEIS must be supplemented to include:

1. Vibration studies for the residences along the Georgetown Branch right-of-way;
2. A summary of the actual noise levels of the Purple Line (expressed in terms of the actual decibel levels at specific distances from the centerline of the rail), based on a noise analysis that take into account the additional noise created by the catenary wires and the increased noise levels that occur when two trains are in the same vicinity;
3. An analysis of the additional noise mitigation that can be achieved through the use of taller sound panels and/or different materials;
4. A commitment to using grass tracks in the segment of the project running along the Georgetown Branch right-of-way;
5. A more precise survey of the actual tree loss that will occur within the Georgetown Branch right-of-way as a result of construction;
6. A precise analysis of the environmental benefits currently provided by the trees within the Georgetown Branch right-of-way in terms of air pollution absorption and storm water retention;
7. A full disclosure and explanation of the methodology used to determine the ridership projections;
8. Following meetings with representatives of affected communities and their elected representatives, a firm and detailed commitment to a tree-loss prevention plan and tree re-planting plan (as more fully described above at pages 7-8), and a firm and detailed commitment to design criteria relating to the appearance of and materials to be used in various transitway elements (as more fully described above at pages 7-8); and

Coquelin Run Citizens Association

9. An agreement to limit construction activities according to the constraints set forth above at pages 8-9.

Sincerely,



Phil MacWilliams
President
Coquelin Run Citizens Association

cc (via email):

Christopher Van Hollen, Jr., U.S. Representative, Maryland 8th Congressional District

Richard S. Madaleno, Jr., Maryland State Senator, District 18

Ike Leggett, Montgomery County Executive

Roger Berliner, Montgomery County Councilmember, District 1

Michael Madden, Purple Line Project Manager, Maryland Transit Administration

Purple Line FEIS - RECORD #963 DETAIL

First Name : Sudhindra
Last Name : Bengeri
Email Address : dhin2pa@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.

Sudhindra Bengeri
2206 Quinton Rd
Silver Spring, MD 20910

Purple Line FEIS - RECORD #964 DETAIL

First Name : Jacek
Last Name : Nowakowski
Email Address : jnowakowski@ushmm.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.

Jacek Nowakowski
9525 STARMONT RD
Bethesda, MD 20817

Purple Line FEIS - RECORD #965 DETAIL

First Name : Andrew
Last Name : Medley
Email Address : andrewmedley@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.

Andrew Medley
8914 1st Ave
Silver Spring, MD 20910

Purple Line FEIS - RECORD #967 DETAIL

First Name : Alex
Last Name : Zajac
Email Address : zajac.alex@gmail.com

Submission Content/Notes : As a long-time resident of the Bethesda-Chevy Chase area, write to you to express my concern for the proposed changes to the Capital Crescent Trail by way of the construction of the purple line.

C.3

D.3

I use the Capital Crescent to bike to work every weekday and would be significantly inconvenienced by construction along the trail. A purple line that is unfriendly to bikers and pedestrians will force me to drive and put another car on the crowded roads.

E.9

Additionally I am very concerned about the noise from the trains and how it will affect the safety of those walking and biking along side of them. Loud train noise could lead to collisions when pedestrians pass each other.

D.5

In summary, I'm not in favor of the purple line and believe that the Capital Crescent should be improved and commuters incentivized to use it instead of a rail line.

Thanks.

-Alex Zajac

Purple Line FEIS - RECORD #968 DETAIL

First Name : Steve
Last Name : Van Pelt
Email Address : steve.van.pelt@ed.gov
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

Thank you.

Steve Van Pelt
4213 Queensbury Rd.
Hyattsville, MD 20781

Purple Line FEIS - RECORD #969 DETAIL

First Name : Sally
Last Name : Kelly
Email Address : salkelly@earthlink.net

Submission Content/Notes : I support E/W transport, but the current Purple Line design is a very poor solution both functionally and creatively. It unnecessarily increases environmental cost and negative impacts to neighboring residents and businesses, while decreasing user friendliness and safety for bikers and pedestrians.

C.2

A design should be considered which placed the much-used and loved Capital Crescent trail OVER the tracks, with the tracks remaining in their existing location. This is not an expensive tunnel solution. Please read on.
Benefits:

1. A simple bridge type construction for the trail over the tracks would more effectively separate pedestrians/bikes for safety, while improving their experience: up near the trees instead of beside the noisy trains.
2. Frequent access points would be easier to achieve at more locations, using stairs and ramps rather than actually crossing the tracks, making it much safer for those who need to cross the track and more flexible to meet needs as they arise over time.
3. Saving trees and maintaining biodiversity. In fact, biodiversity could be enhanced with plantings on berms and planted along the trail, similar to a green roof.
4. Low buffering berms already exist in many locations and could continue to be used for safety and sound mitigation. Increased sound buffering with no additional cost! New berms could be added where needed.
5. Elevated trail above the tracks would serve to mitigate sound, especially if additional enclosure was provided from beneath the trail to the berm or track.
6. An elevated trail would keep falling leaves off the tracks by covering them. Much preferable to cutting hundreds of mature trees....
7. Cover/protect electrical lines above the trains and under the trail rather than bury them under the tracks. Easier to service, and cheaper to build.

E.2

I urge you to reconsider this design option. A visit (even virtual) to New York City's High Line would be very instructive. It's not too late to go back to the drawing board to mitigate conflict (and costly legal battles) create some ³win-win² opportunities, save time and money, and make Maryland a leader in creative, environmentally friendly solutions to urban travel.

Sally Kelly
Chevy Chase, MD

Purple Line FEIS - RECORD #970 DETAIL

First Name : Jennifer
Last Name : Loss
Email Address : jlossifer@hotmail.com
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

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

.....Please support the CCT. Cycling has become a safe viable alternative to driving in the area, and this will only make it better. I often commute via bicycle, and appreciate having dedicated trails for bikes for safety and enjoyment. Commuting via bicycle is win-win for everyone. It's great for our health, the environment and for reducing auto traffic. I am a regular user of the the trail, and other regional trails. Please support the CCT!!! Thank you.

Sincerely,

Jennifer Loss

Thank you.

Jennifer Loss
8201 Flower Ave. #3
Takoma Park, MD 20912

Purple Line FEIS - RECORD #971 DETAIL

First Name : Brandis
Last Name : O'Neal
Email Address : brandis.oneal@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.

Brandis O'Neal
80 Seaton PI NW
Washington, DC 20001

Purple Line FEIS - RECORD #972 DETAIL

First Name : Reuben
Last Name : Snipper
Email Address : reuben01@morden-snipper.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.

Reuben Snipper
705 Erie Ave
Takoma Park, MD 20912

Purple Line FEIS - RECORD #973 DETAIL

First Name : brian
Last Name : metzger
Email Address : BRIANJMETZGER@GMAIL.COM
Submission Content/Notes : Dear MTA:

A.1

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

C.3

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

While I support the Purple Line as a means of providing alternatives to the use of single occupancy vehicles for east-west transportation in the region, the completion of the CCT as a viable bicycling connection is also critical. Montgomery County has a unique opportunity to lead by example in the development of more sustainable and reasonable development by utilizing its local resources and existing infrastructure including the existing parks and bicycling network to create an exceptional transit system for its residents. The sprawl must stop and redevelopment of close in communities prioritized.

Thank you.

brian metzger
1103 dryden st
Silver Spring, MD 20901

Purple Line FEIS - RECORD #974 DETAIL

First Name : Jessica
Last Name : Tunon
Email Address : jess2non@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.

Jessica Tunon
5710 Black Hawk Drive
Forest Heights, MD 20745

Purple Line FEIS - RECORD #978 DETAIL

First Name : Carol
Last Name : Jones
Email Address : caroljones@starpower.net

Submission Content/Notes : 1. Wayne Avenue Power Substation site : I am a resident of the Seven Oaks-Evanswood neighborhood whose home is a couple of 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'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

F.1

2. Proposed Dale Ave Station: I am located 1 block from Wayne and Dale and 6 blocks from Bonifant and Fenton, the site of the library station. In a time of fiscal restraint, the Dale Ave station would serve very few people in this single-family home area, and would shorten their distance to a station by at most 6 block walk. For the small number of participants in the current density, this does not pass the benefit-cost test we need to apply for such public investments. This is PUBLIC transportation, not private door-to-door transportation. This stop only makes sense if the plan is to create high density development in the area, which has been denied by those involved. To widen Wayne to accommodate a future stop there is also an inappropriate expenditure of public money (ie costs exceed benefits) unless the purpose is to create a high density development zone where there are now single-family houses.

Carol Jones
730 dartmouth ave
Silver Spring MD 20910

Purple Line FEIS - RECORD #979 DETAIL

First Name : Anne

Last Name : Vorce

Email Address : avorce@aol.com

Submission Content/Notes : Attached are our FEIS Comments.

Thank you.

Anne Vorce and Bill Shaw

Attachments : MTA_FEIS-Comment_letter.doc (31 kb)

618 Bennington Drive
Silver Spring 20910
October 21, 2013

Dear MTA,

We are residents of the Seven Oaks-Evanswood neighborhood. We live within walking distance of the Purple Line and the nearby Traction Power Station, as currently planned.

We are writing to comment on two critical issues raised by the Final Environmental Impact Statement:

C.4

- (1) The location of the Traction Power Station and
- (2) The environmental challenges to our watershed (including tree canopy and impervious surface threats) raised by the construction of the Purple Line

E.12

1, Location of the Traction Power Station

We are writing to urge you to keep the location of the Traction Power Station (TPSS) open for the time being until a solution can be found which is acceptable to the neighborhood that has to live every day with the consequences. Your 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 – will not be compatible with this neighborhood.

In addition to making a change in the location, we also understand that smaller TPSS units are available, which would make them fit more easily into the surrounding area.

We understand that our position is supported by County Executive Ike Leggett and our Councilmember Valerie Ervin. Our Annapolis delegation is also becoming interested in our viewpoint.

2. Watershed Impacts on Sligo Creek and Federal Clean Water Act Compliance

Our community is located in the heart of the Sligo Creek sub-watershed of the Anacostia Watershed. What happens around here ultimately shows up in our drinking water and contributes to the health of the Chesapeake Bay. Many efforts and a lot of money are currently being devoted to restoration of our watershed. We are talking about what goes into the water as well as the tree canopy that protects it. It would be tragic – if not idiotic – to undercut our watershed in the name of the environment.

To limit environmental harm, the Purple Line route through the Sligo Creek sub-watershed must be carefully designed and constructed through close coordination with our local watershed groups (the Friends of Sligo Creek, the Neighbors of the Northwest Branch of the Anacostia, the Anacostia Riverkeeper, the Potomac Conservancy, to name a few), M-NCPPC Montgomery County Planning Department's environmental staff, the Department of Environmental Protection, the Department of Permitting Services stormwater and sediment control permit review, with oversight and coordination from the Maryland Department of the Environment and the Maryland Department of Natural Resources in order to fully comply with federal Clean Water Act mandates.

* That being said, we support improvement of our bus system rather than the considerably more expensive and on balance less environmentally sound Purple Line as the best solution to improve east-west mass transit at a time of global warming and fiscal pressures.

For a start, as far as we can tell from the information you provided, the relocation of Sligo Creek now planned is unnecessary and disruptive to its restoration. This planned activity is not trivial and we would like to understand better why no alternative is preferable.

Moreover, MTA must work with DEP and the Montgomery County Planning Department to assure compliance with federally mandated Total Maximum Daily Loads (TMDLs) allowed under the Clean Water Act. Sligo Creek, in particular, is subject to pollutant loading limits defining maximum amounts of pollutants that it can receive in order to meet water quality standards.

The County is about to renegotiate its MS4 Permit with the State, in which it is expected to be under pressure to meet even more stringent pollution targets. Montgomery County DEP is charged locally with administering the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit Program, an EPA regulatory program administered in Maryland by the Maryland Department of the Environment. The program is intended to reduce and eliminate pollution from rainfall runoff, which flows through storm drain systems to local streams, ponds, and other waterways. Specifically, the goal of the MS4 Permit program is to restore and maintain the chemical, physical, and biological integrity of the nation's waters, as defined in the Clean Water Act, by controlling previously uncontrolled sources of pollution across the landscape that are transported by rainfall runoff or stormwater. It would be unfortunate to say the least if the County MS4 Permit were either undermined or treated separately from any environmental pressures created by the Purple Line Construction, as now planned.

More specifically, during tunnel construction at Manchester and Wayne, bridge construction over Sligo Creek on Wayne, Best Management Practices and additional measures must be taken to completely control sediment and erosion, as well as restricting the flow of toxins, trash, and other materials that will impair Sligo Creek beyond the TMDLs set by the Environmental Protection Agency (EPA). Sediment control has been given stronger teeth by the recent State changes, adopted by the County earlier this year.

Moving beyond the construction phase, use of "green tracks," including infiltration under the tracks, in sensitive areas such as Sligo Creek will work to reduce heavy metals, salt, organic molecules, and nutrients from entering the creek.

Stormwater runoff from impervious surface is the fastest rising source of pollution in the Chesapeake Bay. The good news is that under Maryland's Stormwater Management Act of 2007, the requirement for stormwater management and sediment control for projects has changed its focus. The Purple Line project will present an opportunity to implement stormwater management practices that are presently absent.

Thank you for your consideration.

Sincerely,

Anne Vorce and Bill Shaw

Purple Line FEIS - RECORD #980 DETAIL

First Name : cynthia
Last Name : parker
Email Address : SSTbooks@aol.com

Submission Content/Notes : To Purple Line FEIS MTA :

E.14

E.9

E.10

G.2

D.5

For over 20 years sellers in Silver Spring Books have enjoyed congenial and beneficial relationships with the community, neighboring businesses and Montgomery County. Now it seems that we may be negatively impacted by the Purple Line. We and our customers are concerned that the potential financial impact on us may be devastating. The noise and vibrations could impact stability of books on shelves. The ability of customers to access the store may be difficult or dangerous. Please consider this in planning and contact us with any changes.

Thank you,
Cynthia Parker

Purple Line FEIS - RECORD #981 DETAIL

First Name : Tina
Last Name : Slater
Business/Agency/Association Name : Action Committee for Transit
Email Address : slater.tina@gmail.com
Submission Content/Notes : Resending (had misspelled FEIS e-mail address below).

----- Forwarded message -----
From: Tina Slater <slater.tina@gmail.com>
Date: Mon, Oct 21, 2013 at 5:44 PM
Subject: FEIS Comments - Action Committee for Transit Supports the Purple Line
To: FEIS@purplinesmd.com
Cc: county council <county.council@montgomerycountymd.gov>, county executive
leggett <ike.leggett@montgomerycountymd.gov>, sheila.hixson@house.state.md.us, Tom Hucker <tom.hucker@house.state.md.us>, Heather Mizeur <heather.mizeur@house.state.md.us>, Jamie Raskin <jamie.raskin@senate.state.md.us>, Governor Martin O'Malley <mom@gov.state.md.us>

Dear MTA:

The Action Committee for Transit was founded 27 years ago, primarily to push for the concept of a trolley line between Bethesda and Silver Spring. Since that time, the concept has grown into the 16-mile, Bethesda to New Carrollton, light rail Purple Line.

ACT eagerly awaits the funding and start of construction of this long awaited East-West transit project.

Please find our letter of comments attached.

--- Sincerely,
Tina Slater, President

Action Committee for Transit

www.actfortransit.org

slater.tina@gmail.com
301-585-5038

Attachments : ACT.Ltr.FEIS PL Comments.2013-10-21.pdf (63 kb)

A.1

Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

Purple Line
Maryland Transit Administration
100 S. Charles St., Tower Two, Suite 700
Baltimore, MD 20201

Dear MTA:

The Purple Line will provide a missing East-West, cross-suburban mass transit link. It will connect suburban communities and job centers, providing a quality alternative to driving on the congested Beltway. By linking major suburban centers and existing rail and bus lines, the Bethesda-to-New Carrollton light rail line will cut travel time for tens of thousands of area residents. For example, travel time from Langley Park to Bethesda will drop to about 22 minutes, far faster than is possible today by car or by bus. Trains will go between Silver Spring and Bethesda in 8½ minutes. Daily ridership on the Purple Line is projected to be 69,000 in 2030 and 74,500 in 2040.

The Purple Line will offer shorter commutes, less pollution, stations that support walkable communities, and the opportunity to "finish the trail" so that people can walk or bike between Silver Spring and Bethesda. Further, money spent to build and operate the Purple Line will stay close to home and pay wages to Marylanders, instead of going overseas to pay for imported oil.

The Purple Line supports Maryland's technology-based economic development strategy by linking the University of Maryland to the economic engines of Bethesda and Silver Spring. Residents near the Purple Line stops will have access to all these key job centers and their many thousands of jobs.

The gas tax increase voted by the legislature in March will provide the state's share of the cost, and is timed to yield maximum revenue in 2015 and 2016 when construction starts. Action Committee for Transit (ACT) will be following closely the various funding options that the State is reviewing. ACT eagerly awaits the beginning of Purple Line construction.

Sincerely,



Tina Slater, President
Action Committee for Transit

www.actfortransit.org

slater.tina@gmail.com

301-585-5038

Purple Line FEIS - RECORD #982 DETAIL

First Name : Doreen Cantor
Last Name : Paster
Email Address : doreencp@sunnydoor.net

Submission Content/Notes : Thank you for producing and distributing this FEIS. I am a neighbor, living in the surrounding community (about 2 blocks from the planned path of the Purple Line in downtown Silver Spring) and I appreciate the opportunity to provide input.

E.2

In general, I support mass transit in general and the Purple Line in particular. However, I am very concerned about several environmental aspects of the Purple Line in downtown Silver Spring. These concerns are heightened because I see major modifications made to other portions of the Purple Line to minimize impacts on existing communities and businesses. While I appreciate the design changes made to date to accommodate the Silver Spring community, these modifications are not similar to the scale of the accommodations made elsewhere, particularly in the western portion in Chevy Chase and Bethesda. While the Silver Spring community, in general, does not have the financial resources to threaten legal action as do some of these other communities, we now find ourselves disproportionately burdened by impacts. Given that our community has been designated as an Environmental Justice area, and already has less green space, denser housing, older low-income housing with associated environmental stressors (e.g., poorly-maintained lead paint), and other issues, I feel that care should be taken to ensure that the effects on the downtown Silver Spring community - and the residential community in particular - are no greater than the effects along any other point on the line.

E.9

E.10

C.4

E.11

E.12

E.14

Currently, our residential neighborhoods which lie along the Wayne Avenue corridor will disproportionately bear the brunt of the Purple Line's impact. This is the only stretch of the 16-mile rail line where trains will travel close to front doors of homes in long-established neighborhoods while sharing lanes with cars on a county road. I ask that the Maryland Transit Administration do more to more significantly reduce, and is possible eliminate, adverse impacts including:

- noise,
- vibration,
- a large power substation plopped in a residential area (regardless of costume),
- watershed degradation,
- loss of open green space on public school property (SSIMS),
- elimination of mature tree canopy,
- loss of private property and right-of-way green space, and
- vulnerability of upzoning for the residential area around a proposed station.

Otherwise, it is not fair, and it is not right. And it is not what is being done in our sister communities to our west (particularly but not solely as documented in recent newspaper articles), which already bear less of an environmental burden.

In addition to requesting more effective actions to alleviate the above environmental concerns and others, I also agree with the neighboring citizen associations and request that MTA establish a working group with residents to meet monthly on design, implementation, construction and operation issues as we embark together on building a new transit system

E.3

J.1

in our region. Further, I request that this working group be tasked with developing and coming to consensus on improvements that will be implemented, as opposed to simply checking a box for public input.

Again, I support public transit and I look forward to having the Purple

Line, IF it is done correctly, with respect for our community and with respect for principles of environmental justice.

Thank you for consideration of these comments.

Doreen Cantor Paster
703 Hankin Street
Silver Spring, MD 20910

Purple Line FEIS - RECORD #984 DETAIL

Last Name : Don
Email Address : donnieupstate@yahoo.com
Submission Content/Notes : MTA & FTA:

C.3

I live in Virginia and frequently bike the Capitol Crescent Trail with my buddies.

We spend money in Bethesda and Chevy Chase during these rides.

If the Purple line gets approved we will no longer ride in Maryland, and certainly won't spend any money there.

You simply do not share our values of protecting green spaces for recreation.

Your values are transporting people from strip malls to big box retail. Pathetic.

Shame on you.

Donnie
Northern Virginia

Purple Line FEIS - RECORD #985 DETAIL

First Name : Marsha
Last Name : Meehan
Email Address : mgm.list.mail@verizon.net

Submission Content/Notes : After years of supporting the Purple Line (despite its proximity to my home and some fairly direct-hitting adverse ramifications), I met the existing, operative Capital Crescent Trail. It is now one of my favorite places to walk (of the flat variety; I also like the "dirt" and varied terrain of Rock Creek Park); and I delight that I can set out for a walk not far from my home in Silver Spring, and alight in Bethesda.

C.3

I am greatly concerned that the trail, as it will be left following the Purple Line, will be no such entity that I would care to visit. I am also concerned for the people whose homes abut the trail / proposed P.L. route. It also seems that the habitat of the area--for birds and other small entities--would be greatly altered; to the detriment of these creatures?

My understanding is that the trail was intended to be adjunct to the Purple Line. Personally, I've come to love it as it is--and have difficulty imagining it as a desirable walking environment once the Purple Line is running, many trips each day, directly alongside, and very near, it.

I don't know what the answer is, but feel compelled to express this opinion, in hopes the trail can somehow be preserved--as much as possible, in its current state. It is a precious asset to our area.

Thank you for your consideration to my concern..

Purple Line FEIS - RECORD #986 DETAIL

First Name : Krysten
Last Name : Jenci
Email Address : CaliforniaKJ@hotmail.com

Purple Line FEIS - RECORD #987 DETAIL

First Name : David
Last Name : Cranor
Email Address : volcrano@gmail.com

Submission Content/Notes : Dear MTA:

A.1

C.3

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

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

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

Thank you.

David Cranor
307 Kentucky Ave SE
Washington, DC 20003

Purple Line FEIS - RECORD #989 DETAIL

First Name : Darian
Last Name : Unger
Email Address : darianunger@yahoo.com
Submission Content/Notes : Dear MTA:

As a strong supporter of the Purple Line, I want to thank you for considering our comments regarding the FEIS.

I eagerly await the funding and start of this long-awaited East-West transit project and expect that it will replace thousands of cars on the roads. I also express my hope that the project will be done thoughtfully and with construction that is sensitive to the community so that the Purple Line can serve as a model of successful public transit.

D.3

C.4

E.14

E.3

E.11

Part of being thoughtful and sensitive to the community means:

- * ensuring safe pedestrian access across Wayne avenue, especially at the corners of Fenton Street, Cedar Street, Dale Drive, and Sligo Creek Parkway.
- * considering either burying the TPSS along Wayne Avenue or replacing it with smaller stations along the route
- * ensuring that the TPSS near the Silver Spring Transit Center does not impede development (or can be built over) in an area targeted for high density
- * mitigating the effects on local businesses on the East side of Montgomery County that will be negatively impacted by construction
- * working constructively with the county to assist affected homeowners and renters
- * preserving as many trees as possible along the route

Many thanks for your thoughtful consideration.

Sincerely,
Darian Unger
8204 Cedar St.
Silver Spring, MD 20910

Submission Content/Notes : Please save the Trail and do not move forward with plans for the Purple Line. Even with modifications for a running/biking trail, the Purple Line will destroy this invaluable resource for Montgomery County. Please see the article I wrote below about the trail, which was published in the Washington Post in April 2008. I urge you to preserve this beautiful asset for future generations. Sincerely - Krysten Jenci

C.3

<http://www.washingtonpost.com/wp-dyn/content/article/2008/04/23/AR2008042302090.html>

Scenic Trails, Strong Community and Vibrant Diversity Equal Love for Montgomery

Krysten Jenci and her son, Benjamin, 4, in March on the Chevy Chase portion of the Crescent Trail, which is also popular with bicyclists and bird-watchers.

Krysten Jenci and her son, Benjamin, 4, in March on the Chevy Chase portion of the Crescent Trail, which is also popular with bicyclists and bird-watchers. (By Lois Raimondo -- The Washington Post)

Thursday, April 24, 2008

Trails, Parks And Recreation

Finding Serenity Off the Road

I moved to Bethesda from Arlington in 1995. It took only a few weeks to discover the allure of downtown Bethesda and the Capital Crescent Trail. I was a novice to the world of running, and the trail beckoned me to run just one mile at first: to River Road and back. In the summertime, the emerald-green trees protected me from the hazy Washington sun.

In the fall, the trail was lined with deep orange, crimson-red and canary-yellow leaves that mysteriously led me to run to the Dalecarlia Tunnel, six miles away.

Soon I was training for a marathon, running round trip from downtown Bethesda to Georgetown every Saturday morning. I trained dutifully for the big race -- stretching my legs near the Barnes & Noble on Bethesda Avenue and faithfully grabbing my granola bagel from Bethesda Bagels after a long run.

Running in the first Montgomery County Marathon in the Parks was a phenomenal experience. My husband awaited my finish on the Capital Crescent Trail in downtown Bethesda. I picked up my pace when I saw him and felt so proud as I completed the final mile. The trail that saw me through one meager mile at the beginning of my journey had now led me to complete 26.2 miles. It was tremendously satisfying.

Running helped me find peace during hectic times at work and at home. The trail was a place to think, dream and find balance. But as life became more complicated, there was less time for running.

Several years later, we were blessed by the arrival of Benjamin, a beautiful baby boy. With his birth on a cold December afternoon, we spent our first few months in the cocoon of our home. I quickly found myself again drawn to long walks, pushing Benjamin in his stroller on our neighborhood trail. After a difficult winter with a new baby, the April cherry blossoms in the Kenwood neighborhood along the trail ushered in a wonderful new stage in our lives. Benjamin would gaze at the cherry

blossom wonderland, and I once again found serenity on the trail. We greeted friends and neighbors on the streets of downtown Bethesda and felt embraced by our community.

The Capital Crescent Trail is like an old, faithful friend. It has encouraged me to take on new challenges, given me peace and tranquility, and helped me deal with being a new mother.

Krysten Jenci

Bethesda

Purple Line FEIS - RECORD #990 DETAIL

First Name : Daniel
Last Name : Handwerker
Email Address : dan.handwerker@gmail.com
Submission Content/Notes : To whom it may concern,

I have several comments in response to the FEIS:

C.3

1. The parallel trail for pedestrians and cyclists between Bethesda and downtown Silver Spring has long been a key part of the Purple Line project. The FEIS notes that if they cannot get CSX right-of-way, then one alternative is to not build a separate trail from the Talbot Ave Bridge to downtown Silver Spring. I do not consider this an acceptable alternative. Perhaps alternative routes for a trail are necessary, but an option where the rail, but not the trail is built, should be removed from consideration.

2. The existing Georgetown Branch trail between Lyttonsville and Bethesda isn't just recreation path. It is a significant commuter artery with significant use all year. The FEIS notes that efforts will be made to build in stages, but I wanted to stress the importance of keeping the trail closed for as short a time as possible. My biggest concern is the section of the Georgetown Branch trail from the current eastern terminus to Jones Mill Road. For this section, there are no easy on-road detours. Closure of the subsection from Grubb Rd to Jones Mill Road would turn a flat 0.5 mile trail into a 1 mile detour down and up steep hills. I am well aware that it takes time to knock down and rebuild the bridge in this section, but efforts should be made to ensure that build-time in this section is minimized with a priority to reopen the trail even if track work continues.

E.11

3. I could find little mention of adding tree cover and shade along the trail. It was recently reported that the section through the golf course east of Connecticut Ave will have extra space for sound and vibration dampers. Will this make it harder to plant trees near the trail in this section? Tree shade is vital for keeping trail safe on hot days and will probably also help moderate air conditioning needs on the trains.

I am looking forward to taking the completed Purple Line and commuting on the trail!

Sincerely,

Daniel Handwerker
8704 Milford Ave
Silver Spring, MD 20910
301-588-1849
dan.handwerker@gmail.com

Purple Line FEIS - RECORD #991 DETAIL

First Name : Mary G.
Last Name : Clay
Email Address : marymgclay@aol.com

Submission Content/Notes : The trail is a part of our community. It has been a part for many years and used by young and old, why would anyone consider eliminating one of the few parts of our community that has natural beauty and is used by all.

C.3

Purple Line FEIS - RECORD #992 DETAIL

First Name : Randall
Last Name : Bosin
Email Address : ranbos@gmail.com

Submission Content/Notes : I live right behind where the Purple Line will run. I frequent the trail as a walker and biker and attended a local meeting about the Purple Line progress. They spoke of 2 years of disruption for construction (when pressed; they didn't seem to have a clear answer to this initially) The story about the trail and how the Purple Line will affect it seems to keep changing. The latest version calls for less foliage and separation between the two. At points, like the tunnel under Wisconsin Avenue, there is clearly not enough room to have a decent hiker/biker path and the Purple Line co-exist. Further, I live near the proposed station at Lytonsville. In this area we will bear a disproportionate amount of the ongoing noise from train (maintenance and other operations at the terminal center at all hours, on top of the disruption and noise of construction and having hundreds of trolley cars go by every day and night.

C.3

E.14

B.1

People on the Western end of the Purple line will reap few benefits from the Purple Line, since few are traveling West to East, yet will reap many of the problems, like encroachment on the Capital Crescent trail. The whole project has been oversold (mainly a way to move cheap labor from poorer areas in places like Prince Georges to wealthier areas where there might be work, where, for example, Nanny's and restaurant workers and day laborers might find jobs. However once current illegal immigrants, who comprise a significant portion of this labor market achieve legal status their continuing to be a source of cheap labor for areas like Bethesda and Chevy Chase will be called into question. Meanwhile, few living on the Western end of the line have much need or interest in traveling to the Eastern End.

Furthermore, there are buses that transport people East to West (and vica versa) that run down East West Highway, so the need for this disruptive line is doubtful.

In sum, I am convinced that the Purple Line will negatively impact on the trail and the overall ecosystem and environment in the area and that these concerns have been downplayed by the proponents and the media and the local and state authorities, who say they support the trail's survival, but seem far more committed to a new way to move cheap labor to where it is most sought or needed. I have no doubt that the apartment complex I live in which is right off the trail will be adversely affected during and after the long construction process..

Thank you for considering my input on this matter.

Purple Line FEIS - RECORD #993 DETAIL

First Name : Ann
Last Name : Cowgill
Email Address : Ann.m.cowgill@gmail.com

Submission Content/Notes : My husband and I are strongly opposed to the Purple Line. We use the trail on a daily basis for walking our large dog, bike riding and exercise walking. We see deer and fawns, fox with their offspring, chipmunks, and a variety of other animals while the birds sing in the background. The sunlight filters through the green tree canopy above and dapples on the trail users below. We moved into this neighborhood and to this location mostly to find a well established community that was within walking distance to downtown Bethesda.

C.3

The peacefulness that we have enjoyed on the trail will be shattered if the Purple Line is it in. The green, mature canopy above will unnecessarily be ripped down, a wide area of mature trees will be razed, cement will replace the small streams and the bird songs will either evaporate or be drowned out by the loud, penetrating mechanical noise of the Purple Line train every few minutes up until 1 AM and starting again at 5 AM (as per the plahnners who met with residents at BC-C High School several months ago).

B.1

There are other alternatives such as buses which are already operating successfully today between Bethesda and Silver Spring as testified by architect Sara O'Neil-Manion and offer a far more economical and environmentally supportive means of travel.

Purple Line FEIS - RECORD #994 DETAIL

First Name : John
Last Name : Watson
Email Address : jwatson20070101@gmail.com

Submission Content/Notes : Don't build the Purple Line on the trail.

D.2

Building the Purple Line will drive up traffic -- a rebuilt Chevy Chase Lake will bring more parking places, more cars, and will make the outbound commute worse.

C.3

Building the Purple Line will destroy a trail used day and night by walkers, runners, cyclists, young and old, kids walking home from school, commuters.

No matter what they say, building the Purple Line will destroy the trail. You can't walk or bike next to a roaring train -- try it some time.

C.4

No matter what they say, building the Purple Line will adversely impact neighborhoods. Look at the proposed traction power stations.

No matter what they say, residents don't want it - business interests do.

Finally, destroying the trail is an irreversible decision. Once it is built, the trail is gone forever.

Don't build it.

Purple Line FEIS - RECORD #996 DETAIL

First Name : Loch
Last Name : Trimingham
Email Address : trimingham@mac.com

Submission Content/Notes : We live on the west coast, but have walked the trail. We found it a surprising urban nature escape from the immediate surroundings of the city. It would be a shame to spoil this for a noisy, short segment of a railway line.
PLEASE consider keeping this treasure

C.3

Purple Line FEIS - RECORD #998 DETAIL

Business/Agency/Association Name : Kefa Cafe

Email Address : kefacafe@att.net

Submission Content/Notes : We are the owners of Kefa Cafe on Bonifant St. We are concerned that the purple line will have major negative impact on our business that are not addressed in the FEIS.

E.14

E.9

E.10

Our front door is only about four feet from the proposed train lane. The FEIS did not do studies on the noise or vibrations on Bonifant street. So we cannot ask for mitigation of the impacts.

F.6

We are also concerned about the poles blocking our customer access.

Purple Line FEIS - RECORD #1000 DETAIL

First Name : Georgia
Last Name : Guhin
Email Address : gbguhin@gmail.com

Submission Content/Notes :

K.2

K.5

E.3

C.4

D.3

I'm writing to urge you to reconsider the Light Rail Purple Line Project. While I am in favor of investment in mass transit, I believe that the financial situation in Montgomery County obligates us to use our dollars wisely. Projects that do not promise high ridership and that are unlikely to remove a high number of individual vehicles from our roadways are not wise investments. Furthermore, years before shovels strike the ground the estimated costs continue skyrocket. In addition, it's clear that the planners chose to not illustrate a number of factors that should have been considered from the inception of the project including; the number of homes and businesses that would be destroyed, the many power stations that would be forced into neighborhoods, the dangerous pedestrian crossing between B-CC and the Town of Chevy Chase, and the huge number of trees that would be felled to accommodate the noisy intrusion.

Why are county planners promoting far more cost-effective and adaptable smart bus lines in other areas of the county, but not here?

E.11

Why are planners so eager to destroy a beautiful and well used resource, while NYC has the good sense to build the High Line, which has beautified a large swath of the city? The High Line is the kind of development that we could use to promote tourism and well-being of local inhabitants.

Georgia Guhin
4006 Rosemary St
Chevy Chase, MD 20815

Purple Line FEIS - RECORD #1001 DETAIL

First Name : Al
Last Name : Carr
Email Address : alfred.carr@gmail.com

Submission Content/Notes : Purple Line FEIS comments submitted by Delegate Al Carr

Maryland's 18th Legislative District

Comment #1:

According to the FEIS, the purpose of the Purple Line project includes the following:

“Provide faster, more direct, and more reliable east-west transit service connecting the major activity centers in the Purple Line corridor at Bethesda, Silver Spring, Takoma/Langley Park, College Park, and New Carrollton,

Provide better connections to Metrorail services located in the corridor, and

Improve connectivity to the communities in the corridor located between the Metrorail lines”

F.3

Unfortunately the implementation of the purple line will worsen north-south travel along the Connecticut Avenue corridor for pedestrians, transit users and motor vehicles.

Over the objections of citizens and communities along the Connecticut Avenue corridor, the Montgomery County Council approved the Chevy Chase

Lake Sector plan which includes a large increase in the intensity of development contingent upon construction of the purple line. This land use

plan was found to be “out of balance” regarding the sufficiency of the local roadway network. The plan calls for widening of Connecticut

Avenue and East West highway which will hurt pedestrian safety, especially for students of nearby public schools. The County has not identified plans to improve north south transit service on Connecticut Avenue and instead allowed WMATA to reduce the frequency of the L7/L8 bus service in 2009.

Rather than improving transit service in the Connecticut Avenue corridor, the Maryland Department of Transportation facilitated the growth of single

occupancy vehicle traffic by devoting scarce state funding to the widening

of Connecticut Avenue near Jones Bridge Road. This project proceeded over

the objections of local communities, state legislators, the planning board and despite the availability of newer, more accurate traffic count data questioning the need for the widening.

Comment #2:

The implementation of the purple line will come at the expense of fares and improvements to MARC commuter rail service in Montgomery County.

B.2

The MARC Brunswick line provides access to Metrorail, downtown Silver Spring and other destinations for thousands of riders. Despite consistent increases in ridership, the Maryland Transit Administration eliminated holiday service and cut mid-afternoon Brunswick line train service from five days per week to Friday only. The Maryland Transit Administration has also diverted capital funds from MARC to the purple line. If ridership and revenue on the purple line fall short of projections, payments to the private partner will be made up by increasing fares on other state transit services which include MARC. The Maryland Department of Transportation has also scaled back long-term plans to improve MARC commuter rail service in Montgomery County when you compare the 2007 MARC Growth and Investment Plan with a revision published in 2013.

Comment #3:

C.1

The purpose and need statement states that bus service “is often slow and unreliable because it operates on a congested roadway system ... The constraints of traffic congestion, lack of opportunity to increase roadway capacity, ... limit the solutions which could be used to address the needs described above.”

Congestion on corridor roadways and the reliability of bus service are areas that the state and county could choose to address. The state and the county have failed to implement or advance improvements for the east west J1, J2, J3 and J4 bus lines identified by the Washington Metropolitan Area Transit Authority in its Priority Corridor Network report. Improvements proposed in the report include: “transit signal priority and queue jumpers. Branding to create a unique transit identity”

Comment #4:

The purple line could result in reduced funding for Montgomery County’s Ride On Bus service. The MTA is negotiating with Montgomery County for a \$110M contribution toward the up-front funding required to implement the purple line. If Montgomery County contributes tens of millions of dollars toward purple line construction, this could come at the expense of the preservation and expansion of Ride On Bus service. If the purple line overruns its construction budget, this could require additional contributions from Montgomery County which could further hurt Ride On Bus service as well as other county funded transportation services.

Purple Line FEIS - RECORD #1002 DETAIL

First Name : Jerome
Last Name : Glick
Email Address : jng4080@rit.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.

Jerome Glick
4117 Isbell Street
Silver Spring, MD 20906

Purple Line FEIS - RECORD #1004 DETAIL

First Name : Fern
Last Name : Shepard
Email Address : fern.shepard@gmail.com

Submission Content/Notes : The FEIS is inadequate because it fails to consider all of the impacts of the proposed project on the Capital Crescent Trail. We have so little park space available in lower Montgomery County, and even less connected green space for safe walking and biking with pets and children away from cars. These spaces not only are rare, they are heavily used and once they are gone, they are not replaced.

C.3

The FEIS fails to consider the loss of this irreplaceable recreation space, especially with the loss of other parkland in lower Montgomery County (such as the imminent loss of Saul Road Park) and the increasing urbanization of the immediate area with the NIH/Walter Reed expansion. These are cumulative losses, with cumulative impacts from increased noise, loss of trees, increased runoff, increased traffic, increased urban heat, and increased density caused directly and indirectly by the project. The FEIS fails to look at the big picture of how this project will affect lower Montgomery County now and into the future, and it fails to evaluate the cumulative impacts to quality of life caused by the direct and indirect impacts of the project.

For all of these reasons, a new FEIS is needed to fully inform the public and decision makers of the impact of this project.

Sincerely,

Fern Shepard
9608 Old Spring Road
Kensington, MD 20896

Purple Line FEIS - RECORD #1008 DETAIL

First Name : Iain
Last Name : Shuker
Email Address : sasurfer@att.net

Submission Content/Notes : I am an avid user of the dedicated bicycle path that the purple line is proposed to destroy. I use this path to commute to work, reducing my carbon footprint. When I started biking this route 10 years ago there were only about half the number of people that I now see commuting with me to work. I see this trend to continue into the future as fuel become more expensive and the next generation is more aware of the impacts of burning fossil fuels and the benefits of exercise.

C.3

D.3

This FEIS does not adequately quantify the negative impact on bicycle traffic that this proposed purple line would have. Unlike the quantification of automobile, bus and the proposed purple line passengers, this assessment makes no effort to quantify the future bicycle commuting. As a result the analysis is incomplete.

Purple Line FEIS - RECORD #1009 DETAIL

Last Name : boortrill
Email Address : boortrill@att.net

Submission Content/Notes : Given the information in the FEIS report, I do not support adding to the Crescent Trail. Who wants to be bombarded by train noise and fewer trees when using it? Not !! I also don't support the Purple Line for the same reasons.

C.3

Purple Line FEIS - RECORD #1010 DETAIL

First Name : Linda
Last Name : Bryant
Email Address : lbryan5@attglobal.net

Submission Content/Notes : The Capital Crescent Trail is widely used by bikers, hikers, walkers, joggers, from Georgetown in DC through Bethesda, MD, Chevy Chase, MD, and beyond. It's sole use should remain as a trail and park system.

C.3

There should NOT be a light rail system where the Capital Crescent Trail is! Putting a light rail system here would destroy it's use as a trail. The noise would be unbearable to any bikers, hikers, runners, etc. next to it.

SAVE THE TRAIL for bikers, hikers, walkers, joggers!

Purple Line FEIS - RECORD #1011 DETAIL

First Name : S.
Last Name : McMahan
Email Address : ssmclaugh@hotmail.com

Submission Content/Notes : Please don't destroy this beautiful and priceless linear park in our ever-urbanizing area. Have you walked the length of the Capitol Crescent Trail, especially between Jones Bridge Road and Bethesda, under the cathedral-like canopy of old-growth trees? If you have, you would agree that preserving this precious natural resource is worth it, especially given the fact that other options were available (including aligning the "light rail" along Jones Bridge Road and connecting to Bethesda via a terminus at the BRAC-imposed expansion of Walter Reed National Naval Medical Center). That solution made sense. Let's not let the developers mar our landscape for future generations. Have the courage to lead like Justice William O. Douglas, who recognized the value of the C&O Canal corridor and fought successfully to preserve it as park land for our nation. You can do the same for those of us who live, work, and play in this area, as well as for future visitors to our great neighborhood by fighting to preserve The Capitol Crescent Trail between Bethesda and Silver Spring. Take a walk soon and then decide, but at least take a walk so you know what you are destroying. Follow Justice Douglas's example, below:

C.3

1950s Justice William O. Douglas opposed plans to use the C & O Canal corridor to construct a super highway into Maryland. He recognized the historical, cultural, geological, and botanical significance of the C & O and he challenged opinion-shapers of his day to walk the length with him and decide for themselves if it should be destroyed.
1954 Justice Douglas leads the walk and gains support, which resulted in the formation of the C & O Canal National Park.
1961 C & O Canal named a national monument

Purple Line FEIS - RECORD #1014 DETAIL

First Name : Dr.
Last Name : Ned L. Gaylin
Email Address : gaylin@umd.edu

Submission Content/Notes : The CCT is a magnificent and vital asset to the greater DC area. As a 78 year old, triking it is a integral part of my efforts to maintain my well-being. The destruction of the flora along the trail would detract enormously from its beauty and destroy a delicately balanced ecology.

C.3

Purple Line FEIS - RECORD #1015 DETAIL

First Name : Cindy

Last Name : Arnson

Email Address : cindya2@starpower.net

Submission Content/Notes : Please do not destroy the beauty of the trail or its availability for recreational use.
Thank you.

C.3

Purple Line FEIS - RECORD #1016 DETAIL

First Name : Mary

Last Name : McDaniel

Email Address : mbgmcd@msn.com

Submission Content/Notes : Why would you take away such a beautiful space.? So many people enjoy the trail every day, all day - all year!

C.3

Purple Line FEIS - RECORD #1017 DETAIL

Comment Date : 10/15/2013
First Name : Elizabeth
Last Name : Spencer
Address : 8712 Susanna Lane
City : Chevy Chase
State : MD
Zip Code : 20815
Submission Content/Notes : Elizabeth Spencer
8712 Susanna Lane
Chevy Chase MD 20815

October 15, 2013

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

Dear Comment Reviewer:

I grew up on Susanna Lane, and 20 years ago I bought a house on the same street and am raising my family here. I remember the once-a-day route of the train when I was growing up. Each day that train was a big event on our street. It was large and noisy, and to a child very exciting. Of course, that will be far different from the many times a day on double tracks the Purple Line will nm. It is inconceivable what a loss to our quiet neighborhood construction and operation of the Purple Line will be.

Once the Purple Line finally is completed there is a persistent question of noise from the metal wheels on the metal tracks. At one community meeting Mr. Madden suggested that the noise might be heard easily and at an unpleasant level up to four blocks away. This would occur whenever the trains are ascending or descending from grade level as they will be at the Jones Mill Road crossing. Will outdoor living be unpleasant in the homes adjacent to or near the Purple Line? Since the trains are projected to run frequently, I assume in some locations the noise would be particularly intrusive in what are now quiet residential settings. Many neighbors are already talking about leaving the area. This is a neighborhood that we know each other's names and have holiday events together.

E.9

B.1

I do not think that the project benefits and the extraordinary cost of the Purple Line justify in any way the tremendous and potentially permanent disruption to the quality of life in our neighborhood and extrapolating from that, in locations all along the Purple Line, either during construction or after the project is complete. Please help stop this waste of time and money, and protect our neighborhood by stopping the Purple Line.

Sincerely,

Purple Line FEIS - RECORD #1018 DETAIL

Comment Date : 10/22/2013

First Name : Saurabh

Last Name : Mahajan

State : MD

Submission Content/Notes : It seems very odd to me that on the heels of the ICC disaster, why Maryland continues to proceed with plans that would not reduce congestion on major roadways. The Purple Line is connecting urban areas that already have, albeit not great, metro access. Although this does present another avenue of travel for residents in those urban locations, overall this seems like a very flawed plan which will cost the state \$2.2B and will certainly not have a major impact for most the residents in Montgomery/Prince George's County.

A.2

Purple Line FEIS - RECORD #1019 DETAIL

Comment Date : 10/8/2013
First Name : John & Carol
Last Name : Anderson
Address : 4110 Edgevale Court
City : Chevy Chase
State : MD
Zip Code : 20815

Purple Line: FEIS Comment Maryland Transit Administration Transit
Development & Delivery 100 S. Charles Street
Tower Two, Suite 700
Baltimore, MD 21101

Re:Property:

Owners:

4110 Edgevale Court
Chevy Chase, MD 20815
John and Carol Anderson

To the Maryland Transit Administration:

This letter of comment and objection to the Final Environmental Impact Statement (FEIS) for the Purple Line is written to request specific and required modifications to the construction criteria of the project as it traverses within feet of the valuable residential property of our clients, John and Carol Anderson, as well as dozens of other properties on both sides of the proposed transit way between East West Highway and the Columbia Country Club Golf

E.10

Course in Bethesda. The FEIS reflects that the expected vibration from the passing trains on Mr. and Mrs. Anderson's single-family home will exceed the applicable federal maximum and will negatively impact the habitability of the home and substantially diminish its value. In addition to the Anderson's property, as currently planned, the Purple Line will similarly cause substantial damage to millions of dollars' worth of single family residential properties adjacent to the Capital Crescent Trail as the trains of the Purple Line transit the narrow right-of-way. As explained below, this damage is avoidable. Indeed, the fair and reasonable solution to the potential damage is contained within the FEIS itself.

K.5

Mr. and Mrs. Anderson's property at 4110 Edgevale Court is one of many single-family residential properties adjacent to the Georgetown Branch right-of-way-the current Capital Crescent Trail (CCT). Although the State will not be required to take any of the Anderson's property by eminent domain as it already owns the Georgetown Branch right-of-way, the State should use appropriate design and construction elements to minimize the damage to not only Mr. and Mrs. Anderson's single-family home, but the dozens of other valuable properties located within feet of the planned Purple Line transit way.

G.2

Mr. and Mrs. Anderson's property is a single story rambler built in 1950. It is located on a cul-de-sac adjacent to the CCT. There is direct access to the trail through the back gate of the property. Due to the curvature of Edgevale Court and the location of the property on the cul-de-sac, the rear of the house is located approximately 10 feet from the edge of the CCT right-of-way. With the construction of the Purple Line and the placement of the tracks, the house will be located just 35 feet from the southern set of tracks. Further, more than 70 Purple Line trains are anticipated to pass by the Anderson's property daily-every 6 minutes during peak periods. It should be noted that the vibration study area for federal projects extends 150 feet on either side of the Purple Line for residential land uses, which underscores the close proximity of the Anderson's property and the detrimental impact that the project will

have if specific "refinements" to construction which will dampen project-related vibration are not mandated.

The FEIS (Table 4-31. Impacted Property Locations) specifically identifies 4110

Edgevale Court as a property where the predicted vibration caused by the Purple Line will exceed the maximum federal standards for vibration. And it is important to note that this "prediction" is conservative and "estimated" using generalized vibration curves provided in the 2006 FTA guidance manual.

The FEIS report explains the damaging impact of excessive vibration: An important consideration for rail transit projects is the vibration that is transmitted from rail movement on the tracks through the ground to adjacent vibration-sensitive buildings. This vibration is caused by the interaction or friction between the wheels and rails resulting in the transmission of vibration waves through the ground. When these ground-borne waves emerge inside the foundation of a building, they may be perceptible to the building occupants. High levels of ground-borne vibration can cause windows, pictures on walls, and/or items on shelves to rattle.

Unlike airborne noise, most common environmental ground-borne vibration, though present in our surroundings all the time, are generally not perceptible. However, human annoyance from vibration often occurs when vibration levels exceed the threshold of perception by only a small margin. 1

In short, the quiet enjoyment and habitability of Mr. and Mrs. Anderson's property is at risk of being significantly degraded if the MTA does not mandate that appropriate construction elements be used. The MTA should not permit this-even if it is not required to take property by eminent domain and compensate these owners for the taken property.

1 FEIS document, Volume III, Technical report: Vibration, Section 2.1.

The FEIS only references "potential mitigation measures" which "could be" included but does not indicate that such measures will be mandated, or to what levels the possible measures would reduce the vibration impact upon the Anderson's property. Rather, the FEIS report indicates only that "MTA will develop appropriate [currently undefined] mitigation measures." And it is strongly implied that these measures, which remain to be developed, will be limited to those necessary to reduce the vibration just enough to slip under the maximum federal impact threshold.

In contrast, the FEIS acknowledges similar vibration impact on various buildings on the University of Maryland campus. But, with respect to these buildings, the FEIS requires that the MTA develop-in conjunction with the University-appropriate mitigation measures that will reduce the vibration impact on these buildings to levels substantially below what is projected for Mr. and Mrs. Anderson's property and the other valuable single-family residential properties bordering the CCT. In short, it is clear from the FEIS that construction criteria to mitigate the significant impact from vibration are available, but the FEIS does not specify which such measures will be required along this stretch of the transit way or mandate that these measures be identified in advance and be designed to reduce the vibration to levels which will not impact the habitability of these properties and diminish their value.

The public is aware of the modifications to the project recently made to satisfy the wealthy members of Columbia Country Club. The FEIS also reflects that the project construction criteria will be sufficient to satisfy the University of Maryland and notes that the construction criteria will be incorporated into a binding agreement between the MTA and the University. While Mr. and Mrs. Anderson own just one property, it is a very valuable property which they have owned for decades and is at risk of being damaged and losing much of its value. The dozens of properties bordering the CCT between East West Highway and the Columbia Country Club are cumulatively at risk of losing millions of dollars' of value. The MTA should require construction criteria and standards which will mitigate the vibration impact on these properties and avoid causing damage to them.

On behalf of Mr. and Mrs. Anderson, we respectfully request that the MTA identify the specific vibration-dampening construction criteria that will be used for the section of the Purple Line between East West Highway and the Columbia Country Club to reduce the vibration impact of the project and preserve the value of their property and other adjacent properties similarly situated.

Cc: Montgomery County Executive, Isiah Leggett
Montgomery County Council Member Roger Berliner

Purple Line FEIS - RECORD #1020 DETAIL

Comment Date : 10/12/2013
First Name : Michael
Last Name : Evenson
Address : 4516 West Virginia Avenue
City : Bethesda
State : MD
Zip Code : 20814
Email Address : mjeverson@gmail.com

Submission Content/Notes : October 12, 2013

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

To whom it may concern,

B.2

We oppose the current Purple Line plan to construct a double-tracked, light rail system on the Capital Crescent Trail because we want this area to be preserved as parkland for our generation and for our children and grandchildren. This trail yearly serves hundreds of thousands of walkers, bikers, runners, and commuters- children, adolescents and adults. We oppose the Purple Line because it requires the deforestation of over 20 acres of an invaluable mature forest ecosystem inside the Capital Beltway. For the residents of Bethesda, Chevy Chase and Silver Spring this 3 mile, 20 acre park/recreational area represents a peaceful "green lung" that we can reach on foot and that makes exercise easy and pleasurable as part of our daily activities (walking to shop, accessing Rock Creek Park, etc.). We question the modest environmental impact described in the FEIS with the loss of so many trees. And how does destroying the Trail fit in with problems such as obesity, healthy communities, and quality of life?

C.3

The high cost per mile/ rider of the Purple Line and the little traveltime gained do not warrant the destruction of increasingly important recreational land in an area where green space is fast disappearing and other options exist that the MTA decided not to pursue (for opaque reasons). It is a disgrace that you compare the Preferred Alternative with only the No-Build Alternative in the FEIS when less expensive, more flexible, and more fiscally responsible options exist. Improvements of the current bus system and use/improvements of existing roads would be a better, less expensive and more flexible option, considering the fact that the MTA itself states that the Purple Line will have little regional impact on traffic. Apparently no buses currently run the entire route between Bethesda and New Carrollton, and the Metrobus that previously did so, stopped running for lack of passengers.

We want to add that we are very much in favor of public transportation, but not the Purple Line as you have developed it. We urge you not to go ahead with this plan.

Respectfully,
<:t;1,ALX--:..c-----,
/

Michael J. Evenson and Maj-Britt Dohlie
4516 West Virginia Avenue, Bethesda, Md 20814
(mjevenson@gmail.com)

Purple Line FEIS - RECORD #1023 DETAIL

Comment Date : 10/21/2013
First Name : Bob
Last Name : Colvin
Business/Agency/Association Name : East Silver Spring Citizen's Association (ESSCA)
State : MD

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

D.3

East Silver Spring Citizen's Association (ESSCA) Comments On
The Final Environmental Impact Statement (FEIS) For The Purple Line

E.7

The Purple Line FEIS identifies Environmental Justice (EJ) areas which will be impacted by the Preferred Alternative route. We are concerned that MTA is not doing enough to mitigate the negative effects of the Purple Line on businesses in these Environmental Justice areas. In fact, we believe that MTA is putting less effort and money into these areas than they are into the impacted areas west of 16th Street.

E.9

The twenty one businesses (mostly minority owned) on Bonifant Street between Georgia Avenue and Fenton Street, are listed as being in an Environmental Justice (EJ) area and are of particular concern to us.

E.10

E J Areas Not Treated Fairly: The FEIS identifies large portions of the Preferred Alternative route east of 16th Street as Environmental Justice areas. The FEIS then dismisses concerns about the bulk of the negative impacts of the Purple Line being in these areas by stating that MTA is working with the County.

E.14

We have been intimately involved with the businesses on Bonifant Street and their meetings with MTA and in our experience, MTA has used this excuse to absolve itself of all financial responsibility, and give themselves license to skimp on design, down play impacts and omit information from the businesses, the community and possibly the County.

G

We object to MTA's characterization in the FEIS of "working" with the community. The changes MTA made to Bonifant Street to accommodate deliveries to the businesses is an example of how they "work" with communities. MTA was very dismissive when the businesses brought this problem to their attention. "Businesses come and go. We cannot design for your businesses," was the response. It was only through constant vigilance by the community and pressuring from the County that MTA reluctantly agreed to make the changes.

K.5

MTA is well aware that because of the space limitations on Bonifant Street, the impact on these businesses will be severe and many will not be able to continue to operate their businesses successfully. MTA needs to acknowledge this and financially help these businesses mitigate these impacts and if necessary to move to a nearby location. Most of these businesses have been in Silver Spring for over 20 years and while the County has agreed to help mitigate some of the impacts, without an honest acknowledgement by MTA of the severity of these impacts and without financial contributions from MTA, the community will have only limited success in lobbying the County for assistance.

MTA's cavalier attitude toward our community interests is not only counter to the purpose of the EJ directive, but especially offensive given the millions that they are spending on the west side of the route to build tunnels for golf carts and put bridges over roads and numerous other accommodations to lessen the impact on pedestrian and commercial interests. MTA needs to be compelled to put the same effort and financial investment into the businesses and

community in the Environmental Justice areas east of 16th Street and especially the 21 independent, majority, minority-owned businesses on Bonifant Street.

Noise Study Not Done: The FEIS states that noise studies were not done in commercial areas because they are not required by the Federal guidelines.

The Purple Line will run within 50 feet of the businesses on Bonifant Street, and in some cases as close as 4-5 feet on a very narrow street. Five of these businesses are restaurants and it is obvious to even casual observers, that noise could have a devastating effect on these businesses. It is imperative that these businesses know in advance the level of noise to expect in order to make appropriate plans for their continued operation.

To our knowledge, there is nothing in the Federal guidelines that prohibits MTA from doing the noise study on this commercial block of Bonifant Street. MTA needs to give the independent, small businesses on Bonifant Street a fighting chance, by completing a noise study for this block of Bonifant Street and sharing the results with the businesses.

Vibration Study Not Done: The FEIS states that vibration studies were not done in commercial areas. No reason was given but, presumably, it is for the same reason that the noise studies were not done.

At one of the first meetings MTA had with the businesses on Bonifant Street, the owner of the Quarry House which is located on the basement level at Georgia Ave and Bonifant Street, expressed concerns about the effect of the vibrations on its business. MTA assured the owner that a study would be done.

However, no study was done and again, the businesses cannot ask for or plan mitigation of any negative effect the vibrations will have on their ability to continue in business.

Visual Effects: The FEIS describes the Purple Line route from Colesville Road to Fenton Street as busy urban streets and concludes that this section, which includes Bonifant Street is designated as having a low degree of visual sensitivity. While the visual effect of poles and overhead wires may not be as noticeable on Colesville Road, because of the limited right of way, they could block business entrances and impede pedestrian traffic on Bonifant Street.

This block of Bonifant Street needs to be removed from the general downtown urban low visual impact designation. MTA needs to be especially creative and sensitive designing this leg of the Purple Line in order to minimize the negative impacts on the businesses and pedestrians.

Construction: The FEIS promise, that MTA will continue to work with communities to minimize the impacts of construction of the Purple Line is particularly troublesome and counter to our experience. The County has already had to step in and require MTA to commit to leaving sidewalks open and providing for deliveries to the businesses during construction, as MTA would not commit to this for the businesses. Even this directive by the County will require constant monitoring by the community because MTA has consistently tried to cut corners in their plans for our community.

Submitted By:

Bob Colvin, President
East Silver Spring Citizen's Association (ESSCA)
Board of Directors

Contact: Karen Roper, Chair of the ESSCA Purple Line Committee
7911 Chicago Ave, Silver Spring, MD 20910
301 588-7143
Karroper@aol.com

CC:

Representative Chris Van Hollen, U.S. House of Representatives
Daniel Koenig, Federal Transit Administration
Brigid Hynes-Cherin, Federal Transit Administration
Governor Martin O'Malley
Senator Jamie Raskin, Maryland General Assembly
Isiah Leggett, Montgomery County Executive Robert L. Smith, Maryland
Transit Administration Henry Kay, Maryland Transit Administration
Michael Madden, Maryland Transit Administration Valerie Ervin,
Montgomery County Council
Gary Erenrich, Montgomery County Department of Transportation
Reemberto Rodriguez, Silver Spring Regional Services Center
Francoise Carrier, Montgomery County Planning Board Chair
Judy Stephenson, Small Business Navigator, Dept of Economic
Development

Purple Line FEIS - RECORD #1024 DETAIL

First Name : DANIEL
Last Name : HAKIM
Email Address : danhakim@hotmail.com

Submission Content/Notes : Hello My name is Daniel Hakim. My wife and I own the Nutritional Spot here in 961 Bonifant St. Silver Spring.

G.2

We are very concerned about the future of our existing business. We are not sure if we will be able to remain in business while the purple line is built in our block.

E.7

I don't think a good visual effect impact, vibration or noise study has been conducted in this area.

E.14

We want to know if there is some kind of help from the county to help us during this future project.

thanks.

Daniel R. Hakim
Herbalife Independent Distributor Cel.: 240-4605336WhatsApp:
+12404605336www.NutritionalSpot.com

Purple Line FEIS - RECORD #1029 DETAIL

Last Name : Miriam

Email Address : johnston.miriam@gmail.com

Submission Content/Notes : The trail is SO, SO important to the community. It's a place where people can meet to enjoy the outdoors in an otherwise urbanized area, and a safe way for walkers, runners, and bicyclists to access DC. Please don't ruin it with a metro line. I, for one, would be much less prone to head down to DC or take long walks and rides -- never a good thing.

C.3

Purple Line FEIS - RECORD #1030 DETAIL

First Name : Arielle
Last Name : Monange
Email Address : Ariellemonange@aol.com

Submission Content/Notes : This trail is a jewel inside a busy city. A peaceful area that is good both for humans and animals, who have less and less space to survive. We have to stop destroying the nature for money. The reasons why people appreciate living in this area is this c'ise cohabitation with nature, trees and animals. And because it is easy to jump onto the trail to find quietness and an escaoe to the stress and noise and business of the city. It is vital we keep this trail as it is, for the sake of people's health and of the nature preservation. Save the trail !!
Arielle

C.3

Purple Line FEIS - RECORD #1031 DETAIL

First Name : Val
Last Name : Hoff
Email Address : valerina08@hotmail.com

Submission Content/Notes : First, I want to say that I do strongly support mass transit and know that we need additional mass transit options in this area, especially connecting the areas that are in the circumference of DC. I used to live in Silver Spring, and often took the buses to and from my job in Bethesda.

C.3

E.11

However, I am very ambivalent about the Purple Line project. It will destroy a lot of mature trees, but more than that, it will destroy an oasis that exists in the middle of all the urban hustle and bustle. Every time I enter the trail I feel that I am in the woods, far removed from the stress of everyday modern life. This is because as soon as I step under the trees, the urban noise level is reduced, plus I am surrounded by nature - the trees, the sky, birds and other creatures. (The trail is also an important connector for the wildlife that live in Rick Creek Park.) So, this oasis is due to the mature trees - and the lack of mechanized vehicles. I know that if the Purple Line is built and a trail created next to it, the present, special character of the trail will never be the same.

Lastly, I see that we have problems maintaining the metro system in this area, and I think that the whole population of the metropolitan DC area would be better served by putting the money into the current system - and making sure there is a variety of housing options for people from all economic classes so that they can live close to where they work.

Purple Line FEIS - RECORD #1033 DETAIL

Comment Date : 10/29/2013
First Name : Gerrit
Last Name : Knaap
Business/Agency/Association Name : National Center for Smart Growth at the University of Maryland
Address : Preinkert Field House
City : College Park
State : MD
Zip Code : 20742
Submission Content/Notes : To whom it may concern:

Preinkert Field House
College Park, Maryland 20742
301.405.6283 TEL 301.314.5639 FAX
<http://www.smartgrowth.umd.edu>

My name is Gerrit Knaap and I direct the National Center for Smart Growth at the University of Maryland, which also serves as the administrative home for the Purple line Corridor Coalition.

E.4

I have read most, though not all, the FEIS. I found it to be well prepared, clearly written, and reasonably complete. What I found lacking, however, was discussion of effects of the Purple line after it goes into operation, particularly with respect to resident and small business displacement, affordable housing, workforce development and jobs-housing balance. There are good examples of this kind of analysis from Minneapolis-St. Paul, Denver, and Seattle. Research from these metropolitan areas reveals that a lack of attention to these issues early in the process limits the overall benefits these kinds of large public investments are able to produce.

E.14

I know that other organizations have similar concerns and are submitting similar comments. Without implicating the National Center for Smart Growth, the University of Maryland, or other members of the Purple line Corridor Coalition, I want to express my personal accord with these concerns.

Sincerely yours,

Gerrit Knaap
Professor and Director

Attachments : UMD - Gerrit Knaap.pdf (37 kb)



UNIVERSITY OF MARYLAND

NATIONAL CENTER FOR SMART GROWTH RESEARCH AND EDUCATION

Preinkert Field House
College Park, Maryland 20742
301.405.6283 TEL 301.314.5639 FAX
<http://www.smartgrowth.umd.edu>

October 21, 2013

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

To whom it may concern:

My name is Gerrit Knaap and I direct the National Center for Smart Growth at the University of Maryland, which also serves as the administrative home for the Purple Line Corridor Coalition.

I have read most, though not all, the FEIS. I found it to be well prepared, clearly written, and reasonably complete. What I found lacking, however, was discussion of effects of the Purple Line after it goes into operation, particularly with respect to resident and small business displacement, affordable housing, workforce development and jobs-housing balance. There are good examples of this kind of analysis from Minneapolis-St. Paul, Denver, and Seattle. Research from these metropolitan areas reveals that a lack of attention to these issues early in the process limits the overall benefits these kinds of large public investments are able to produce.

I know that other organizations have similar concerns and are submitting similar comments. Without implicating the National Center for Smart Growth, the University of Maryland, or other members of the Purple Line Corridor Coalition, I want to express my personal accord with these concerns.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Gerrit Knaap".

Gerrit Knaap
Professor and Director

Purple Line FEIS - RECORD #1034 DETAIL

Comment Date : 10/29/2013
First Name : Nigel and Mona
Last Name : Scott
Address : 8813 Leonard Drive
City : Silver Spring
State : MD
Zip Code : 20910
Submission Content/Notes : Dear Sir/Madam:

We join with our neighbors, Joe and Mona Dasbach in expressing our concern about the preferential treatment being afforded the Chevy Chase Country Club over us, the residents of the Rosemary Hills Community. (See below)

Our home lies adjacent to the tracks and next door to a home that is listed to be demolished to accommodate the construction of the rail. Upon completion, the rail line will run within 200 feet of our back door. In fact, our home was at one time slated for demolition (a fact that we learned via the Washington Post), however, we have been verbally assured that while some of our land will be condemned, our home is not on the list for demolition.

E.3

Like the Dasbachs, we were assured that the operation of the rail would have very little impact on the surroundings; it would be quiet, unobtrusive and most importantly, it would not interfere with our daily lives. Now, we are learning the truth; the Purple Line will have a negative impact on our health, finances and quality of life: 1. Every 8 minutes the passing rail cars will sound warning bells or horns between the Lyttonsville and Woodside station stops. 2. Nearby electric substations will emit a continuous background hum for the neighborhood. 3. The foundation of our home will experience excessive ground tremors every 8 minutes from passing Purple Line railcars - ground tremors that exceed Federal thresholds for acceptable traffic-induced vibrations.

C.4

E.9

E.10

E.14

K.5

We are requesting that the MTA review its plans to give us equal treatment with the well-heeled country club members who only visit, but do not live at the country club. In this regard, the erection of an 18 foot wall as a sound barrier and a ground barrier to protect against ground tremors is the best means of showing equality and respect for the neighborhood, our homes and our quality of life.

Very truly yours,

Nigel and Monica Scott
Nigel and Monica Scott.pdf (43 kb)

Attachments :

The Scotts
8813 Leonard Drive
Silver Spring, Maryland 20910

October 10, 2013

Purple Line
Maryland Transit Administration

Re: The Purple Line's effect on the Rosemary Hills Neighborhood

Dear Sir/Madam:

We join with our neighbors, Joe and Mona Dasbach in expressing our concern about the preferential treatment being afforded the Chevy Chase Country Club over us, the residents of the Rosemary Hills Community. (See below)

Our home lies adjacent to the tracks and next door to a home that is listed to be demolished to accommodate the construction of the rail. Upon completion, the rail line will run within 200 feet of our back door. In fact, our home was at one time slated for demolition (a fact that we learned via the Washington Post), however, we have been verbally assured that while some of our land will be condemned, our home is not on the list for demolition.

Like the Dasbachs, we were assured that the operation of the rail would have very little impact on the surroundings; it would be quiet, unobtrusive and most importantly, it would not interfere with our daily lives. Now, we are learning the truth; the Purple Line will have a negative impact on our health, finances and quality of life: Every 8 minutes the passing rail cars will sound warning bells or horns between the Lyttonsville and Woodside station stops. 2. Nearby electric substations will emit a continuous background hum for the neighborhood. 3. The foundation of our home will experience excessive ground tremors every 8 minutes from passing Purple Line railcars — ground tremors that exceed Federal thresholds for acceptable traffic-induced vibrations.

We are requesting that the MTA review its plans to give us equal treatment with the well-heeled country club members who only visit, but do not live at the country club. In this regard, the erection of an 18 foot wall as a sound barrier and a ground barrier to protect against ground tremors is the best means of showing equality and respect for the neighborhood, our homes and our quality of life.

Very truly yours,

Nigel and Monica Scott

Purple Line FEIS - RECORD #1035 DETAIL

Comment Date : 10/29/2013

First Name : Mona Lisa & Joseph

Last Name : Dasbach

State : MD

Submission Content/Notes : We are very upset that Maryland will build and operate the Purple Line with no consideration of sound barriers and ground barriers for homes near the Rosemary Hills Elementary School.

E.1

We live at 8806 Leonard Drive, Silver Spring, MD. Our yard is adjacent to the playground of the Rosemary Hills Elementary School. Our home is within 500 feet of the planned Purple Line tracks. We live across our cul-de-sac from a house (8815) detailed for Purple Line demolition (curiously undergoing extensive repairs to its foundation and roof after its owner recently sold/transferred it to the HSBC Bank).

E.9

When we long ago raised the consideration of sound barriers near our cul-de-sac at the Purple Line meetings with the MTA we received assurances that this light rail system will be quiet and unobtrusive! No need for sound barriers near our cul-de-sac. Little did we know that MTA now plans an 18-foot wall as a sound barrier in Chevy Chase.

C.4

E.10

On 6 September 2013 we were surprised to read in the Washington Post about the actual physical impact on our lives and homes. Yes, there will be noise and also ground tremors.

Abruptly we learned: 1. Every 8 minutes the passing rail cars will sound warning bells or horns between the Lyttonsville and Woodside station stops. 2. Nearby electric substations will emit a continuous background hum for the neighborhood. 3. The foundation of our home will experience excessive ground tremors every 8 minutes from passing Purple Line railcars - ground tremors that exceed Federal thresholds for acceptable traffic-induced vibrations.

A Purple Line Symphony for Rosemary Hills it is not!
A worry for our personal well-being, health and finances it is!

K.5

Is the MTA willing to construct an 18-foot wall as a sound barrier as is planned in Chevy Chase? And what about a meaningful solution to the ground tremors - a ground barrier? If only we were a Country Club.

Cordially,

Mona Lisa & Joseph Dasbach

Attachments :

Mona Lisa & Joseph Dasbach.pdf (39 kb)

We are **very upset** that Maryland will build and operate the Purple Line with **no consideration of sound barriers and ground barriers** for homes near the Rosemary Hills Elementary School.

We live at 8806 Leonard Drive, Silver Spring, MD. Our yard is adjacent to the playground of the Rosemary Hills Elementary School. Our home is **within 500 feet of the planned Purple Line tracks**. We live across our cul-de-sac from a house (8815) detailed for Purple Line demolition (curiously undergoing extensive repairs to its foundation and roof after its owner recently sold/transferred it to the HSBC Bank).

When **we long ago raised the consideration of sound barriers near our cul-de-sac** at the Purple Line meetings with the MTA we received assurances that this light rail system will be quiet and unobtrusive! No need for sound barriers near our cul-de-sac. **Little did we know that MTA now plans an 18-foot wall as a sound barrier in Chevy Chase.**

On 6 September 2013 we were surprised to read in the Washington Post about the actual physical impact on our lives and homes. Yes, there will be noise and also ground tremors.

Abruptly we learned: **1.** Every 8 minutes the passing rail cars will sound **warning bells or horns** between the Lyttonsville and Woodside station stops. **2.** Nearby electric substations will emit a **continuous background hum** for the neighborhood. **3.** The foundation of our home will experience **excessive ground tremors every 8 minutes** from passing Purple Line railcars — ground tremors that exceed Federal thresholds for acceptable traffic-induced vibrations.

A Purple Line Symphony for Rosemary Hills it is not!
A worry for our personal well-being, health and finances it is!

Is the MTA willing to construct an 18-foot wall as a **sound barrier** as is planned in Chevy Chase? And what about a meaningful solution to the ground tremors — a **ground barrier**? If only we were a Country Club.

Cordially,

Mona Lisa & Joseph Dasbach

Purple Line FEIS - RECORD #1038 DETAIL

Comment Date : 10/29/2013

First Name : @lorosoria

State : MD

Submission Content/Notes : Dear @PurpleLineMD: Please consider the impact on our residential neighborhood when you decide about the Wayne Ave traction power substation

C.4