

ORANGE
DURHAM

LaSalle Street

15

DukeVA
Medical Centers

Ninth
Street

Dillard Street

Co
vallis Road

Alston

Patterson Place

Patte

Gateway

Appendix

J

*Leig

Farrington Road

Meadowmont
Lane

Leigh Village

Woodmont

Friday Center
Drive

40

Appendix J.1: 2013 Public Meeting Materials

Durham-Orange Light Rail Transit Project



August 2015

Direct Mail targets for November 2013 public meetings

*Every Door Direct Mail allows retailers, vendors, non-profits, etc. to target geographic areas by mail carrier routes. The US Postal Service does not give out or sell mailing lists. These routes can be more fully drawn and described as e.g. "100-999 Main Street, AnyCity, State USA"

postcard mailing to promote Nov 2013 PM	zipcode	USPS mail route #	# of mail pieces
W. Durham	27705	C002	661
E. Durham	27701	C012	831
E. Durham	27701	C019	528
Chapel Hill	27514	C033	256
Chapel Hill	27517	C026	550
Chapel Hill	27517	R036	556
Chapel Hill	27517	C021	672
Durham	27707	C041	746
Durham	27705	C031	615
paid for by D-O LRT project staff, URS employee, C. Yu-Robinson			

What is an EIS?

Environmental Impact Statement

An EIS is a requirement of the National Environmental Policy Act (NEPA) for projects seeking Federal Action that may result in a significant effect on the quality of the Human or Natural Environment. An EIS is a tool for decision-making.

Environmental topics typically covered include:

- Land Use Plans, Zoning and Economic Development
- Transportation
- Neighborhoods and Communities
- Air Quality
- Visual and Aesthetic Impacts
- Noise and Vibration
- Wetlands
- Biological Resources and Endangered Species
- Floodplains and Flood
- Historic and Archaeological Resources and Parklands
- Parks and Recreational Sites
- Contamination/Hazardous Waste
- Energy
- Soils
- Construction Impacts
- Impacts on Railroad Operations
- Secondary and Cumulative Impacts
- Climate Change Adaptation Planning

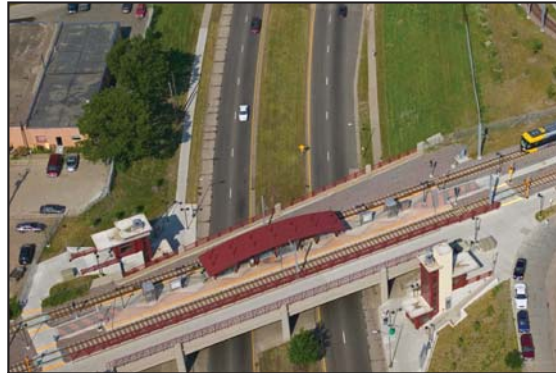
Transit Technologies Considered

					
Typical Characteristics	CONVENTIONAL BUS	BUS RAPID TRANSIT	STREETCAR	LIGHT RAIL TRANSIT	COMMUTER RAIL TRANSIT
Service type	Regional, urban	Regional, urban	Urban, circulator	Regional, urban	Regional, interurban
Stop/Station spacing	1/10 to 1/4 mile	¼ to 2 miles	¼ mile	¼ to 2 miles	2 to 10 miles
Vehicles per Set	1	1	1-2	1-4	3-12
Seated Capacity per Vehicle	40, (65 if articulated = 2-segment bus)	40, (65 if articulated = 2-segment bus)	30-44	32-90	Standard 56-88, Bi-level train: 124-136
Guideway	Mixed traffic	Exclusive right-of-way, dedicated travel lane in-street	Usually mixed traffic; rarely in dedicated lane	Fixed-guideway or dedicated travel lane in-street	Fixed guideway, completely separate from auto traffic
Power Supply	Diesel or Alternative Fuel	Diesel or Alternative Fuel	Electric with overhead catenary wire	Electric with overhead catenary wire	Electric, diesel-electric, or dual-mode
Suspension	Rubber tire on pavement	Rubber tire on pavement	Steel wheel on steel rail	Steel wheel on steel rail	Steel wheel on steel rail
Operating Speed	14-45 mph	20-65 mph	8-35 mph	22-55 mph	30-79 mph
Route Length & Maximum Grade	Varies, 10-13%	2-40 miles, 10-13%	2-10 miles	5-20 miles, 7%	20-80 miles, 3% to 4%
Capital Cost per Mile	< \$1 million	\$16-60 million	\$30-60 million	\$80-125 million	\$8-50 million (dependent on whether or not extra track is needed)

What is Light Rail Transit



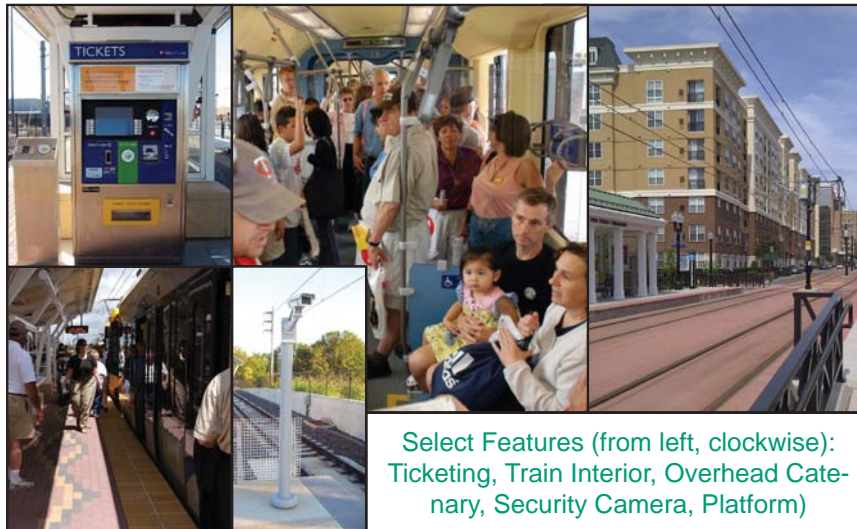
Side-Running LRT Station



Elevated LRT - Access & Vertical Circulation



Pedestrian Overpass

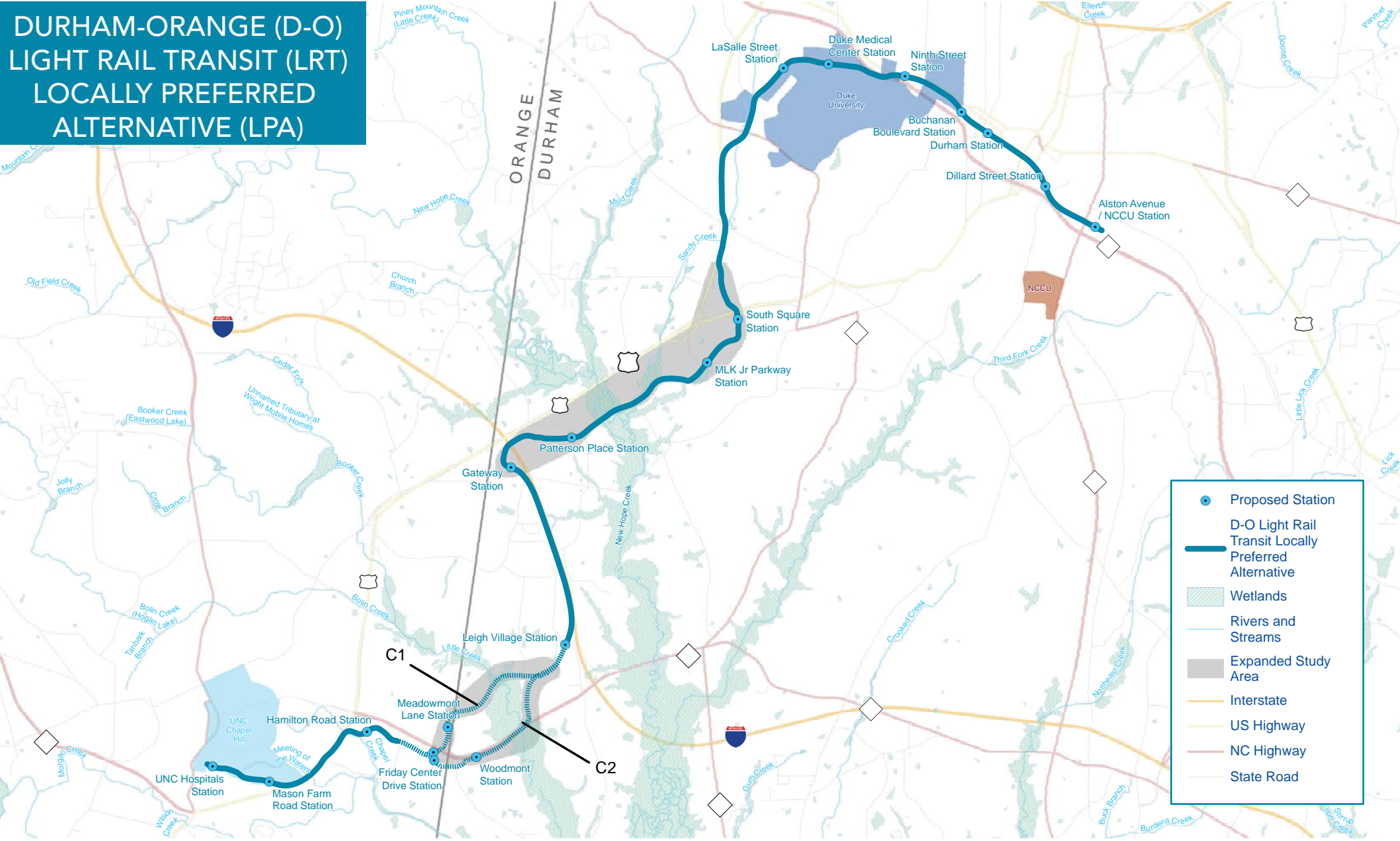


Select Features (from left, clockwise):
Ticketing, Train Interior, Overhead Cate-
nary, Security Camera, Platform)



Park-and-Ride Station

DURHAM-ORANGE (D-O) LIGHT RAIL TRANSIT (LRT) LOCALLY PREFERRED ALTERNATIVE (LPA)



- Proposed Station
- D-O Light Rail Transit Locally Preferred Alternative
- Wetlands
- Rivers and Streams
- Expanded Study Area
- Interstate
- US Highway
- NC Highway
- State Road



D

Examples from Charlotte North Carolina



E L

North Carolina's first Light Rail Transit Service has been a catalyst for almost \$1.5 Billion of new or planned development along Charlotte's South Corridor, a formerly under utilized rail corridor. Within less than three years of operation, daily transit ridership exceeded their 2020 forecast levels and now averages 15,000 trips per day.

**The Millennium
Bland Street Station Area**



Then



Now

**New Bern Station Area
3030 South, Row Housing**



Then



Now

**Summit Grandview
Office and Retail Mix**

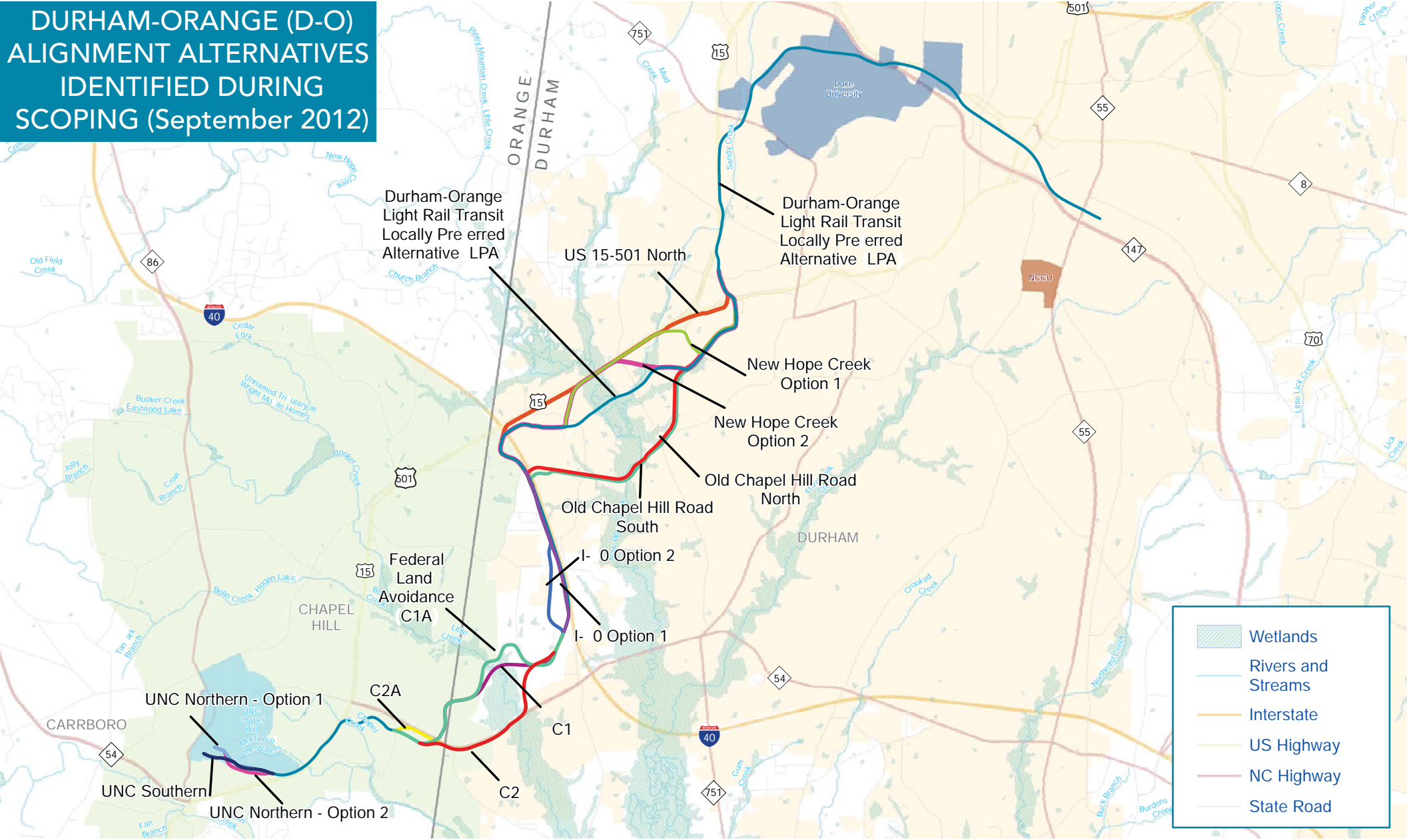


Then

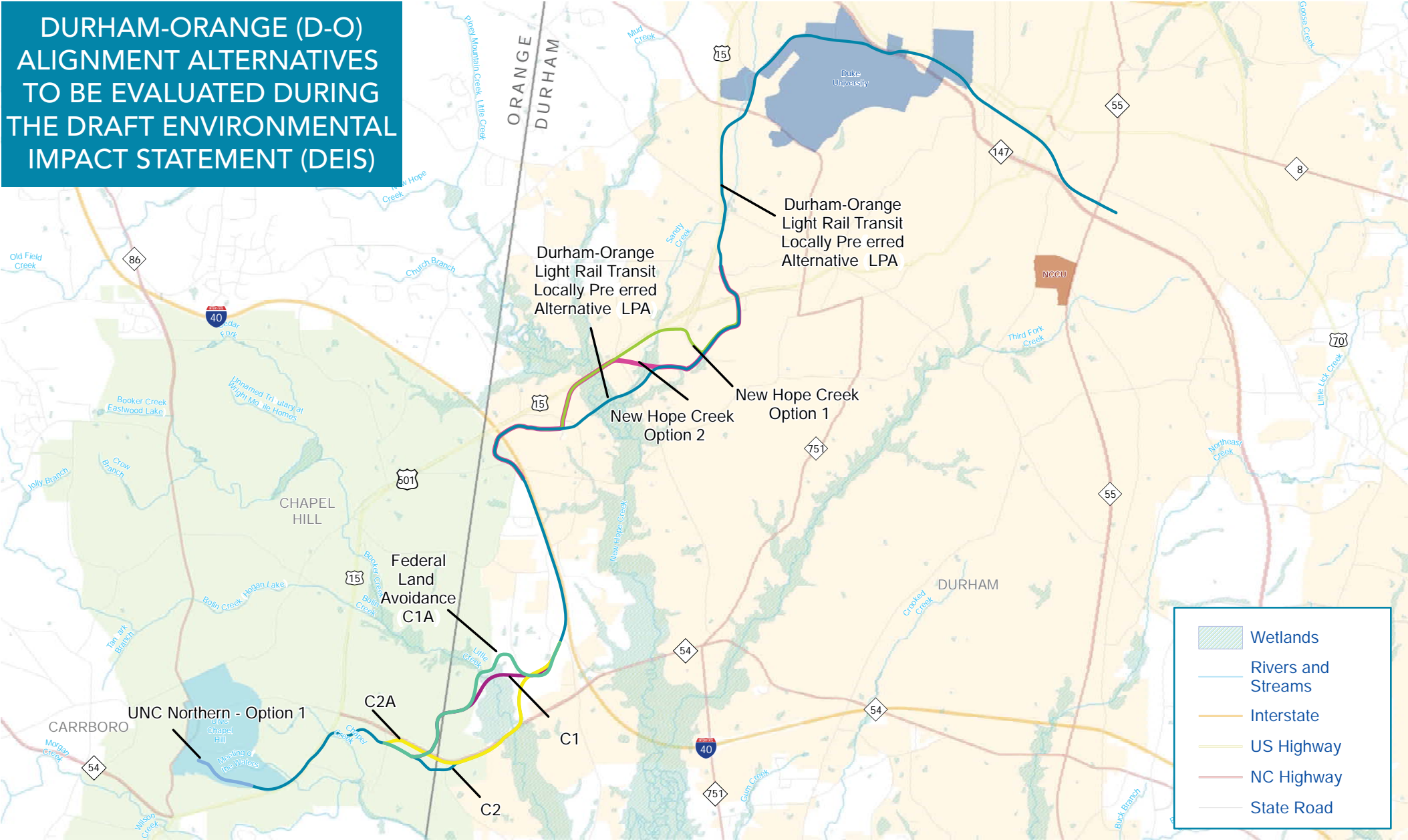


Now

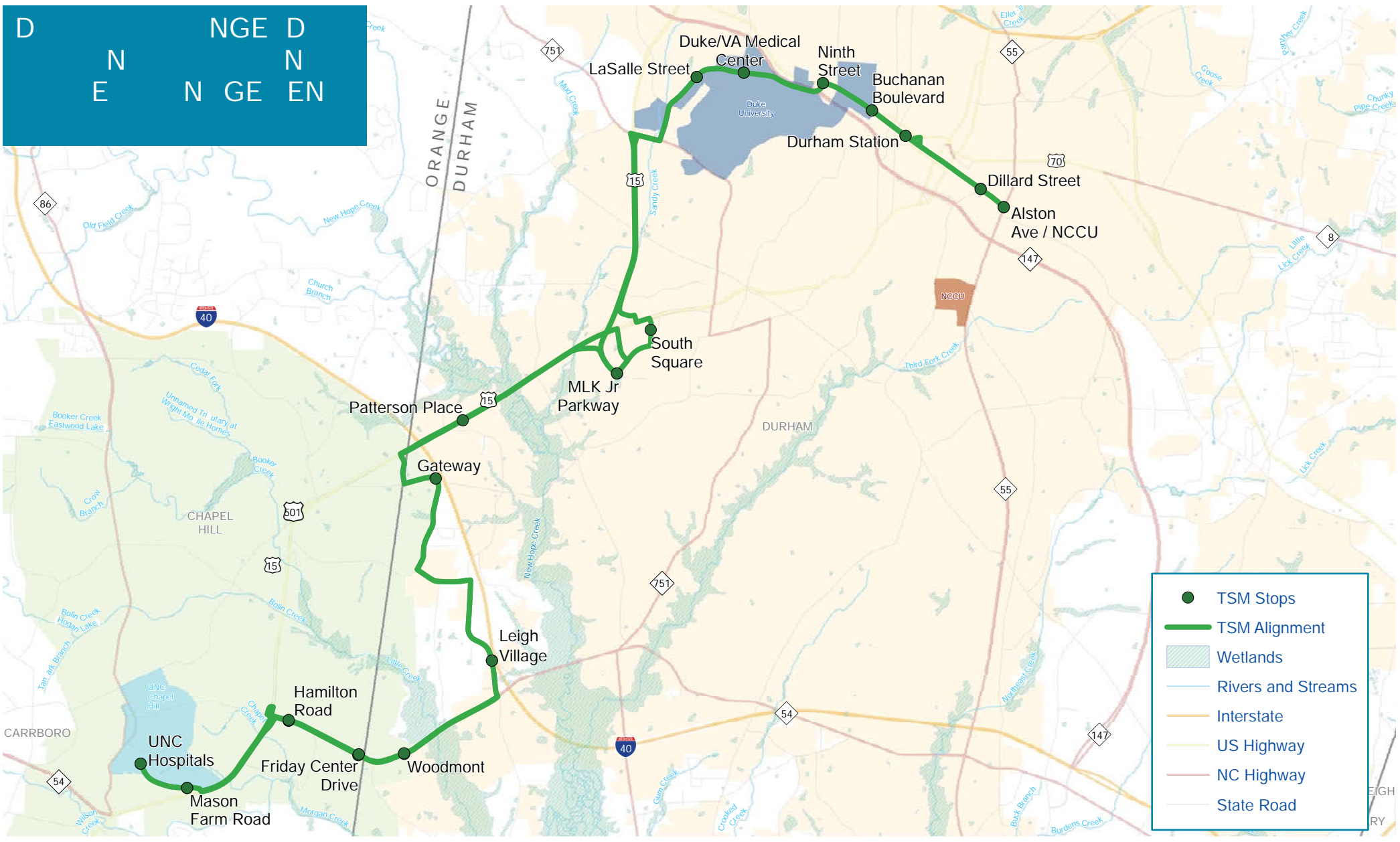
DURHAM-ORANGE (D-O) ALIGNMENT ALTERNATIVES IDENTIFIED DURING SCOPING (September 2012)



DURHAM-ORANGE (D-O) ALIGNMENT ALTERNATIVES TO BE EVALUATED DURING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

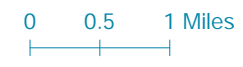


DURHAM REGION



- TSM Stops
- TSM Alignment
- ▨ Wetlands
- Rivers and Streams
- Interstate
- US Highway
- NC Highway
- State Road

TSM: No Rail, Best Bus



Our Transit Future is the project development division of Triangle Transit.

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- Pg. 2...Light Rail Amenities
- Pg. 2...Project Timeline
- Pg. 3...Project Map
- Pg. 4...Project Contacts



The Durham-Orange LRT Project will provide a transit solution that meets six goals:

- Improve mobility through and within the study corridor.
- Increase transit efficiency and quality of service.
- Improve transit connections.
- Support local and regional economic development and planned growth management initiatives.
- Foster environmental stewardship.
- Provide a cost-effective transit investment.



Project Need: Travel between Chapel Hill and Durham is becoming increasingly difficult for both automobiles and transit vehicles as more and more people move to the Triangle Region. Local transit planning organizations have recommended major investments in transit service for the Durham-Orange corridor since the late 1990's. A 2035 Long Range Transportation Plan adopted by the Special Transit Advisory Commission (STAC) in 2008 recommended rail transit in the Durham-Orange corridor.

Alternatives Analysis: Through an Alternatives Analysis process from 2010 to 2012, alignment options, station locations, and technologies were evaluated. This resulted in a Locally Preferred Alternative (LPA) being selected and adopted by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization in February 2012. The LPA selected Light Rail Transit technology for a 17-mile corridor from Chapel Hill to North Carolina Central University/Alston Avenue, serving the University of North Carolina (UNC) Hospitals, the UNC campus, Friday Center, Patterson Place, Southsquare, Duke/VA Medical Centers, Duke University, and downtown Durham.

In May 2012, the Federal Transit Administration issued a Notice of Intent to prepare a Draft Environmental Impact Statement (DEIS) as required by the National Environmental Policy Act (NEPA) for projects involving Federal funds. To start, government officials, agencies, and the public were invited to make comments about the LPA during Scoping phase.

Next Steps: In 2013 and 2014, Triangle Transit and the Federal Transit Administration are preparing a DEIS, which is looking at three alternatives:

- No Build
- Transportation Systems Management (best bus solution)
- Light Rail Transit alternatives

This document is also available in Spanish. Other project resources including a slide presentation, a corridor fly-through, and maps and narrative boards are available online at the ourtransitfuture.com website.



Comments on and questions about this project are welcome. Please submit comments or questions to the contact on the right and see page 4 for other ways to "Stay involved!"

Cyndy Yu-Robinson, Public Involvement
Our Transit Future
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Morrisville, NC 27560
Email: info@ourtransitfuture.com

WHAT IS LIGHT RAIL TRANSIT?

Light rail transit (LRT) operates in more than 20 urban areas in the U.S. and Canada, including Portland, Baltimore, St. Louis, Buffalo, Dallas, San Diego, Los Angeles, Minneapolis and San Jose.

LRT travels on a fixed guideway that operates primarily along exclusive rights of way and uses electric rail cars, operated singly or in short trains of up to four cars. LRT uses an overhead catenary wire as the power source. Rail cars are

designed accommodate persons with mobility limitations and bicycles through level boarding and interior configuration.

Station spacing can vary from one-quarter mile to a mile and maximum speeds can reach 55 mph. Stations frequently include passenger amenities such as seating, climate controlled areas, shelter, lighting, park-and-ride lots, and passenger notification messages such as the arrival of the next train.



Off-Board Fare Collection



Train Interior with space for wheelchairs, strollers, and bicycles



Level boarding



Platforms with Canopies

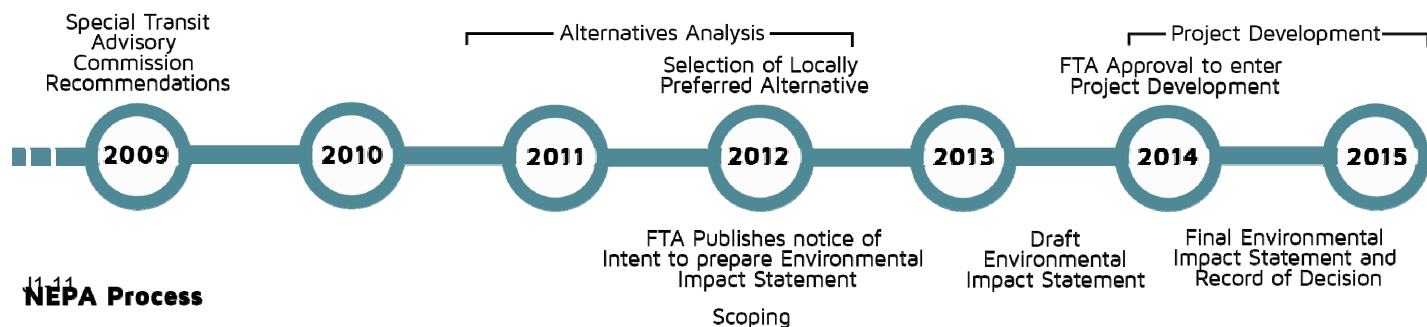


Transit-Oriented Development



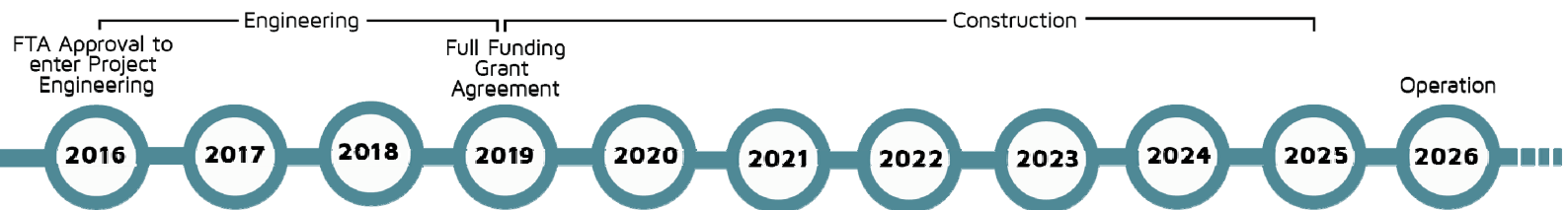
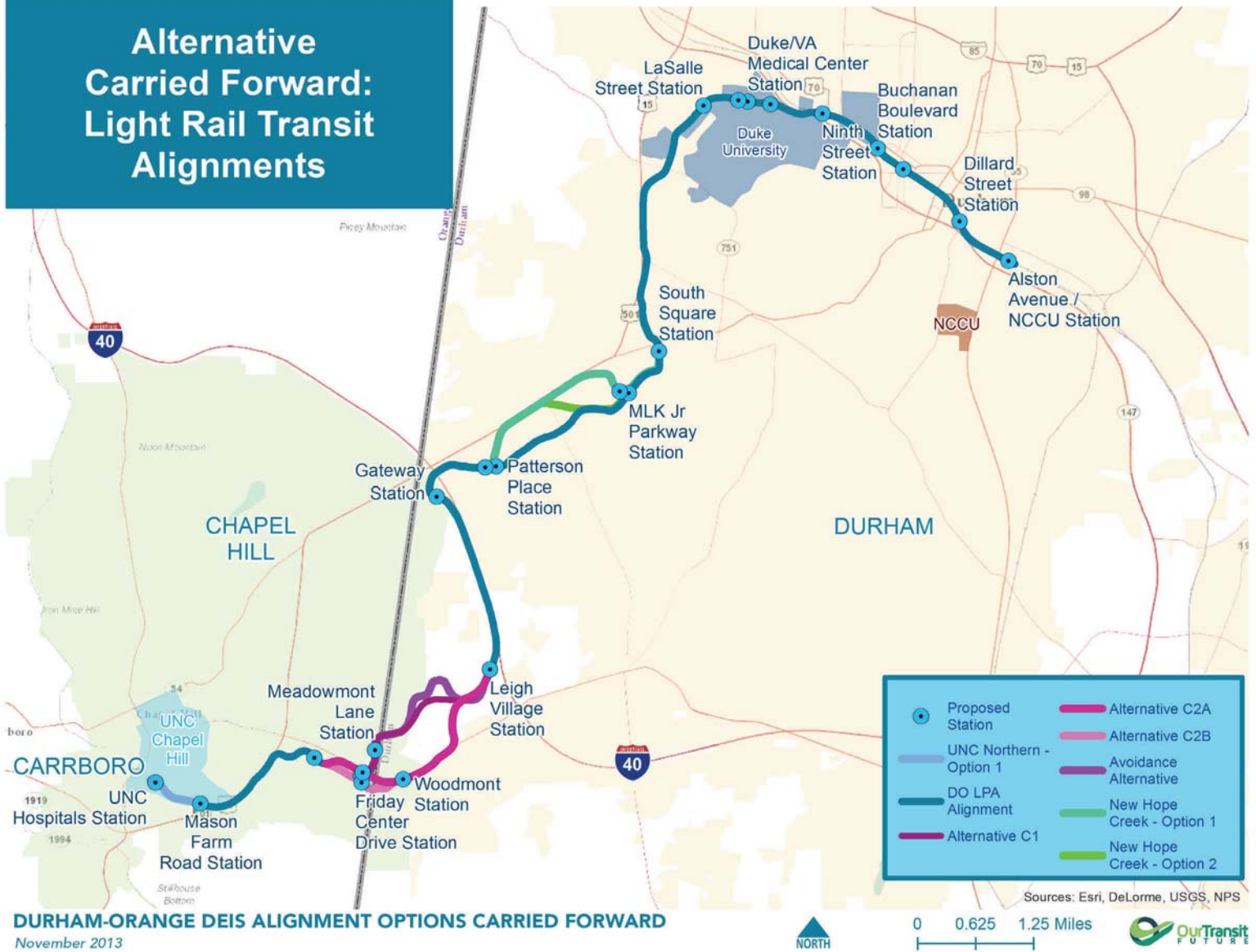
Park and Ride lot

New Starts Process



ALTERNATIVES CARRIED FORWARD INTO DRAFT ENVIRONMENTAL IMPACT STATEMENT

Alternative Carried Forward: Light Rail Transit Alignments




Stay Involved! We welcome your input.

 Facebook: our transit future

 Twitter: @TriangleOTF

 Info@ourtransitfuture.com

 1-800-816-7817

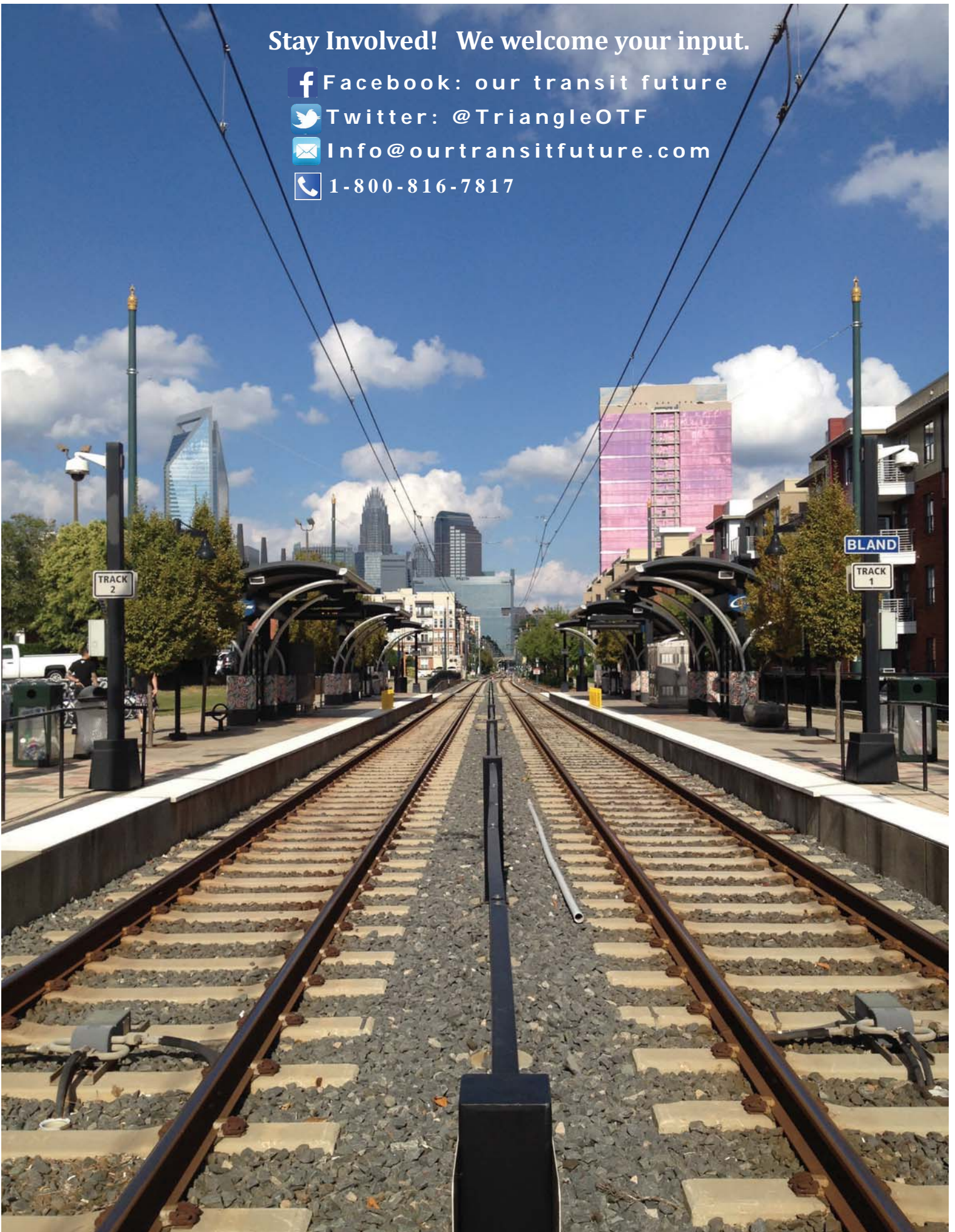


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- Pg. 1...Vision general del proyecto
- Pg. 2...¿Qué es el Sistema de Transporte de Tren Ligero?
- Pg. 2...Línea de tiempo
- Pg. 3...Alternativas DEIS
- Pg. 4...Contactos

El Proyecto de Tren Ligero Durham-Orange (Durham-Orange Light Rail Project) proporcionará una solución de tránsito que busca cumplir seis metas:

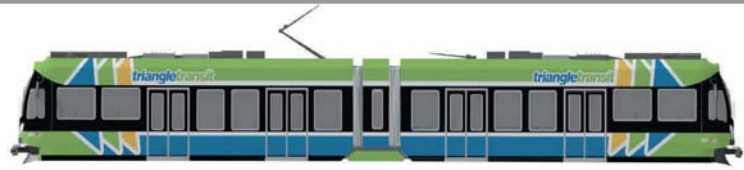
- Mejorar la movilidad a través y dentro del corredor estudiado.
- Incrementar la eficiencia del tránsito y la calidad del servicio.
- Mejorar las conexiones del tránsito.
- Apoyar las iniciativas de direccionamiento para el desarrollo económico y el crecimiento planificado local y regional.
- Fomentar la administración ambiental.
- Proporcionar una inversión en tránsito costo-efectiva.



Manténgase Informado.
Consulte la página 4.



¿Tiene usted una pregunta o comentarios? Enviar por correo o correo electrónico a:



El trayecto entre Chapel Hill y Durham se vuelve cada vez más difícil a medida que mas y mas personas se mudan a la región del Triángulo. El crecimiento entre Chapel Hill y Durham continúa superando las tasas nacionales a pesar de una recesión histórica. El éxito continuo de la región para atraer nuevos residentes y empleos se fundamenta en una base económica sólida que es conducida por el Research Triangle Park, renombradas instituciones como la Universidad de Carolina del Norte en Chapel Hill (University of North Carolina Chapel Hill), Universidad Duke (Duke University), sus respectivos centros médicos, y la Universidad Central de Carolina del Norte (North Carolina Central University), así como el conveniente acceso al aeropuerto internacional Raleigh-Durham.

Se espera que las altas tasas de crecimiento en la región continúen por los próximos 20 años, sumándose a la saturación existente en nuestro sistema de transporte.

Los pronósticos regionales a largo plazo muestran un incremento poblacional del 80 por ciento en el área del triangulo entre el 2010 y el 2014, pasando de 1.6 a 2.9 millones. Mientras que para el corredor Durham-Orange del LRT, se prevé que la población se duplicará.

Cuando la congestión de tráfico aumenta, la confiabilidad del sistema de transporte disminuye. — Con el fin de atender de mejor manera el continuo crecimiento de nuestra región, existe la necesidad de proporcionar alternativas de transporte mas predecibles y confiables distintas a conducir por una vía congestionada.

Planeando el futuro de nuestro tránsito — Por algún tiempo, los líderes locales y los planificadores del transporte han reconocido la necesidad de alternativas predecibles y confiables distintas a conducir en el congestionado corredor entre Durham y Chapel Hill, dos de los municipios más prominentes del Triángulo. Por lo tanto, el propósito de la propuesta de inversión de primer nivel en tránsito de alta capacidad para el corredor Durham-Orange (D-O) es proporcionar una solución de tránsito que atienda las siguientes necesidades de movilidad y desarrollo:

- Necesidad de mejorar la movilidad
- Necesidad de expandir las opciones de tránsito entre Durham y Chapel Hill
- Necesidad de atender a las poblaciones con alta tendencia a utilizar el sistema de transporte público
- Necesidad de fomentar el desarrollo compacto

...(continua en pagina 2)

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¿QUÉ ES EL SISTEMA DE TRANSPORTE DE TREN LIGERO?

El Sistema de Transporte de Tren Ligero (LRT) opera en más de 20 áreas urbanas en los Estados Unidos y Canadá, incluyendo ciudades como: Charlotte, Portland, Baltimore, St. Louis, Buffalo, Dallas, San Diego, Los Ángeles, Minneapolis y San José.

El LRT viaja sobre una guía fija, principalmente a lo largo de derechos de vía exclusivos y utiliza vagones eléctricos; opera con vagones individuales o en trenes cortos de hasta cuatro vagones. El LRT utiliza un cable catenario elevado como fuente de alimentación. Los vagones están diseñados para acomodar personas con limitaciones en su movilidad y bicicletas a través del abordaje a nivel y su configuración interior.

El espacio entre estaciones puede variar desde un cuarto de milla a una milla y las velocidades máximas pueden alcanzar 55 mph. Normalmente las estaciones incluyen servicios para los pasajeros como asientos, áreas de clima controlado, refugio, iluminación, lotes para parqueo, y mensajes de notificación a los pasajeros tales como la llegada del siguiente tren.



pagar antes de subir al tren



Tren al mismo nivel de la calle



Interior del tren con espacio para sillas de ruedas, cochecitos y bicicletas

...(continua de pagina 1)

A través de un Análisis de Alternativas (AA) recientemente realizado para el Corredor D-O, se evaluaron tecnologías y opciones que cumplieran con las necesidades de tránsito identificadas. El AA concluyó con la elección de una Alternativa Preferencial Local (LPA) por parte de los vinculados al proyecto, lo cual definió la tecnología del vehículo de tránsito preferida localmente, la ruta general y término del proyecto de tránsito propuesto. También se identificaron posibles ubicaciones de las estaciones durante el proceso de AA.

El 8 de febrero de 2012, la Organización de Planeación Metropolitana de Durham-Chapel Hill-Carrboro (Durham-Chapel Hill-Carrboro Metropolitan Planning Organization) (DCHC MPO) adoptó el Sistema de Tránsito de Tren Ligero

(LRT) en una ruta entre los hospitales de la Universidad de Carolina del Norte (UNC) en Chapel Hill y la Avenida Alston en el este de Durham como la LPA para ser incluida en el Plan de Transporte a largo Plazo 2035 (LRTP) y para estudios ambientales subsecuentes.

El 3 de abril de 2012, la Administración Federal de Tránsito (Federal Transit Administration) (FTA) emitió un Aviso de Intención con el fin de preparar un Informe de Impacto Ambiental (EIS) según se requiere por la Ley Nacional de Políticas Ambientales (NEPA) para los proyectos que buscan fondos federales. Para comenzar, los funcionarios gubernamentales, agencias y el público fueron invitados a comentar sobre la LPA y el borrador de la Declaración del Propósito y Necesidad del proyecto.

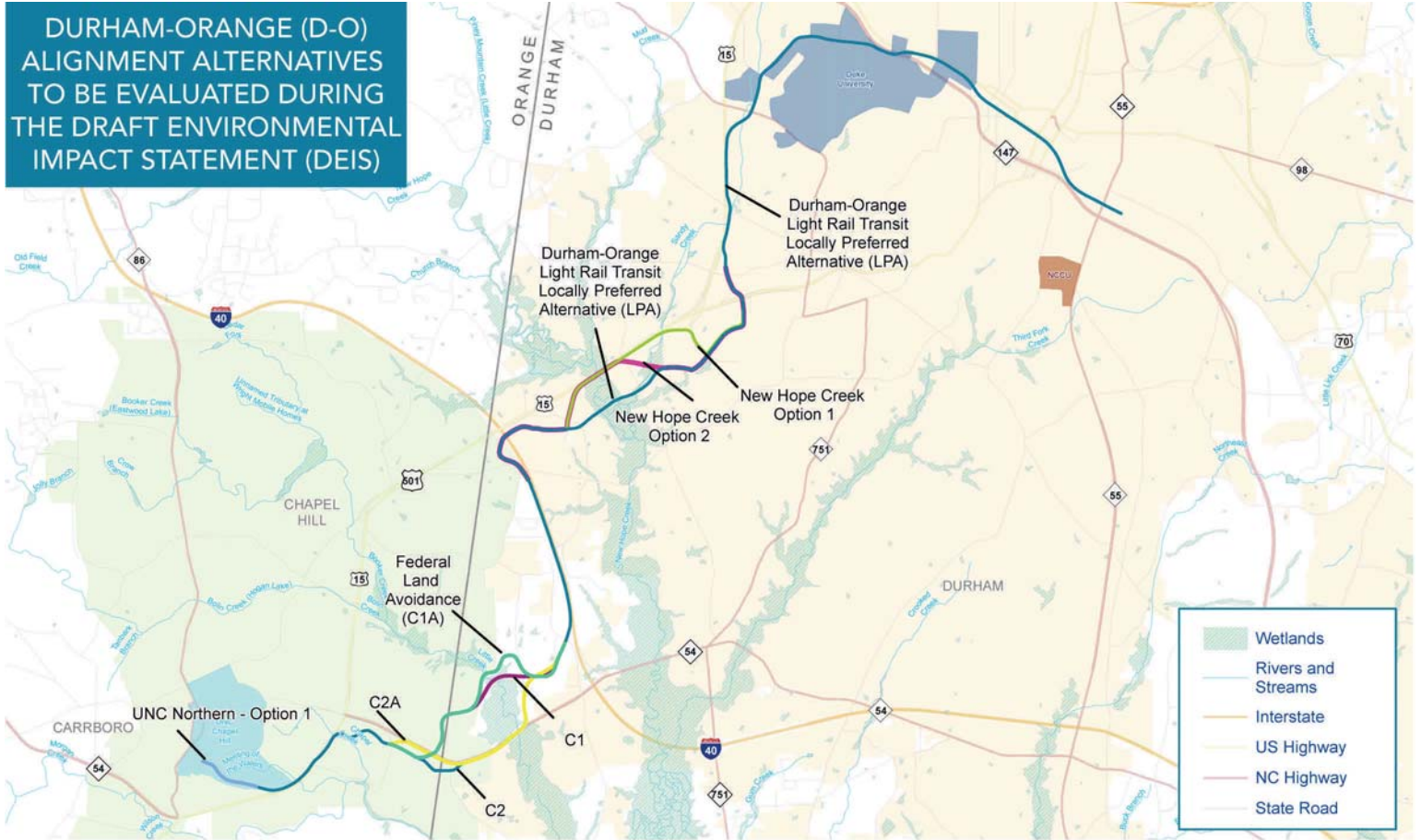
...(continua en pagina 3)

"Nuevos Inicios" de acuerdo al proceso de NEPA



ALTERNATIVAS ESTUDIADAS EN EL INFORME DE IMPACTO AMBIENTAL PRELIMINAR

DURHAM-ORANGE (D-O) ALIGNMENT ALTERNATIVES TO BE EVALUATED DURING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

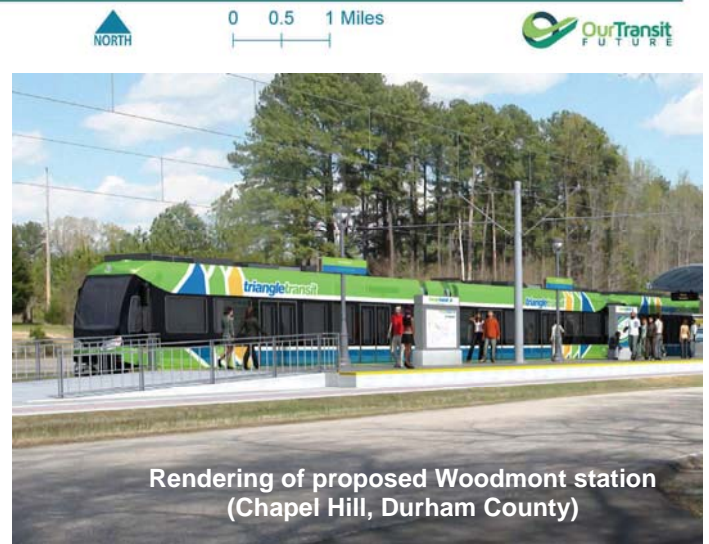


Próximos pasos: El Tránsito del Triángulo (Triangle Transit) y la Administración Federal de Tránsito (Federal Transit Administration) están preparando un Anteproyecto del Informe de Impacto Ambiental, el cual evaluará las tres alternativas propuestas:

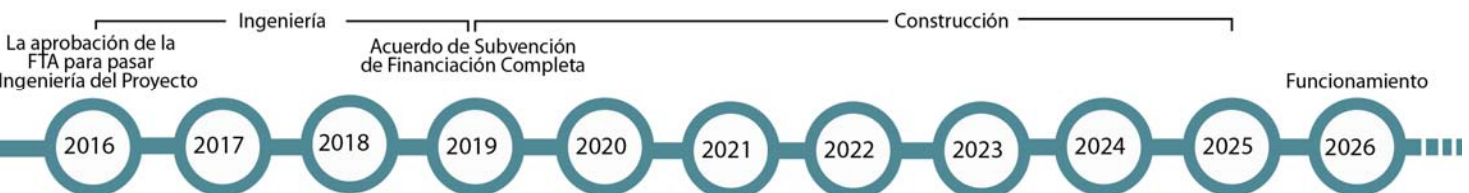
Alternativa del Sistema de Transporte de Tren Ligero— la ruta y opciones de estaciones se muestran arriba

Alternativa de Administración del Sistema de Transporte (TSM) — la solución del “mejor bus” funciona en vías existentes y planificadas. Esta alternativa es utilizada para propósitos de comparación de proyectos.


Alternativa de No construcción — la alternativa de “no hacer nada”. Esta alternativa es utilizada para propósitos de comparación de proyectos.




Rendering of proposed Woodmont station (Chapel Hill, Durham County)



¡Mantengase informado!

 Facebook: our transit future

 Twitter: @TriangleOTF

 Info@ourtransitfuture.com

 1-800-816-7817



En la imagen: El Sistema de Tránsito del Área de Charlotte (The Charlotte Area Transit System) (CATS) LYNX Blue Line. Charlotte, NC. Vista de la foto, desde la estación en Bland Street Station, mirando hacia la parte alta de la ciudad de Charlotte.

- La LYNX Blue Line es el primer servicio de tren ligero de la región de Charlotte
- Fue inaugurado el 26 de noviembre de 2007
- Tiene una extensión de 9.6 millas y opera desde la I-485 en el South Boulevard hasta la parte alta de Charlotte. Con 15 estaciones incluyendo siete espacios de parqueo, la LYNX Blue Line proporciona un desplazamiento libre de congestión con un tiempo de viaje consistente
- La línea transporta cerca de 15.000 pasajeros cada día

Otros recursos del proyecto, incluyendo una presentación con diapositivas, una guía virtual del corredor, mapas y tablas narrativas se encuentran disponibles en:



DURHAM-ORANGE LIGHT RAIL TRANSIT

Public Meetings, November 2013

Comment Form

Name	Email	
Mailing Address	City	Zipcode
Work or School Zipcode:	How do you get to work or school now?	
Best way to keep in touch with you? <input type="checkbox"/> Postal mail <input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> other _____		
What was most helpful in understanding the project? <input type="checkbox"/> Presentation <input type="checkbox"/> Fly-Through <input type="checkbox"/> Boards <input type="checkbox"/> Talking to staff <input type="checkbox"/> Printed handouts		

1. Which particular alignments have you been or are you concerned with?

2. Please write any other comment you may have.

Please continue writing on the back of separate sheet if you need more space. There are four ways to return your comments: 1) Leave this form with us. 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll-free our hotline at (800) 816-7817. Forms received at the workshop, by mail, and by Email will be added to our comments database within five days of receipt.



DURHAM-ORANGE LIGHT RAIL TRANSIT

Reuniones Públicas, November 2013

Formulario de Comentarios

Nombre	Email	
Dirección	Ciudad	Códiga Postal
Código Postal del trabajo o la escuela:	¿Cómo llega al trabajo o la escuela?	
¿Cual es el mejor método de mantenerse en contacto con usted? <input type="checkbox"/> Correo <input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Otro método _____		
¿Qué fué lo que más le ayudó para entender el proyecto? <input type="checkbox"/> Presentación <input type="checkbox"/> Video <input type="checkbox"/> Tablero de presentación <input type="checkbox"/> El personal <input type="checkbox"/> Folletos		

1. ¿Qué alternativas le concierne?

2. Por favor escriba cualquier otro comentario que tenga.

Por favor, continúe escribiendo en el reverso de esta hoja si necesita más espacio.
Hay cuatro maneras de someter sus comentarios: 1) Dejar esta forma con nosotros.
2) Enviar comentarios por correo electrónico a info@ourtransitfuture.com, 3) Enviar por correo a:
Our Transit Future, P.O. Box 530, Morrisville, NC 27560 o 4) Llame gratis a nuestra línea directa al
(800) 816-7817. Los formularios recibidos en la reunión, por correo y por correo electrónico se añadirán a nuestra base de datos en un plazo de cinco días despues de recibirlas.

Chapel Hill transit

Services implemented August 2013

Year round later-evening service on the following routes:

- CM (Carrboro / Merritt Mill Rd / Family Medicine)
- CW (Carrboro / Weaver St)
- D (Culbreth Road / Franklin Street / Eastowne)
- J (Carrboro / Downtown Chapel Hill / Jones Ferry Road)
- Additional evening trips on the F route (Colony Woods / Franklin Street / McDougle School)

Saturday service enhancements:

- CM operates as a separate route (formerly combined with CW)
- CW operates as a separate route (formerly combined with CM)
- JN adds additional morning trip
(Vehicle registration funds cover part of increased costs of existing services)

Possible future enhancements

- Service improvements in US 15-501 corridor
- Re-design routes and expand Saturday bus services
- Design and implement new Sunday bus service
- Additional peak-hour service on existing routes as demand warrants
- Additional peak-hour service on Pittsboro - Chapel Hill express



Services implemented August 2013

- 15-minute frequencies during peak hours from UNC –Streets at Southpoint

Possible future enhancements

- New service between central Orange County and Duke/downtown Durham
- New service between Rougemont and Duke/downtown Durham
- Additional weekday service to Chapel Hill, Durham and RTP
- Extended Saturday evening service to Chapel Hill, Durham and RTP
- New Sunday service to Chapel Hill, Durham and RTP

ORANGE PUBLIC TRANSPORTATION

Possible future enhancements

- Enhanced rural demand-response (door-to-door) service
- Support and expand Hillsborough Circulator

(Enhancements to Durham Area Transit Authority services and Durham County ACCESS are described on back)



Services implemented Sept. 2013

- 15-minute peak frequency from noon to 6 pm on three routes
- Additional Saturday and Sunday morning trips on Route 10

Possible future enhancements

- Extension of Sunday service on all routes to 9 pm
- New commuter service from southern Durham to Duke
- New commuter service from northern Durham to Duke
- Additional frequency on six routes
- All day service on Route 15

DURHAM COUNTY ACCESS

Possible future enhancements: Enhanced demand-response (door-to-door) service

For more information, please visit our website at ourtransitfuture.com

Durham-Orange Light Rail Transit Project



Welcome

Tonight's Agenda



- 1. Background**
- 2. An update on the Durham-Orange Light Rail Transit project**
- 3. The National Environmental Policy Act (NEPA) process**
- 4. What we heard through Scoping**
- 5. Alternatives to be evaluated in the Draft Environmental Impact Statement (EIS)**
- 6. How to stay involved**

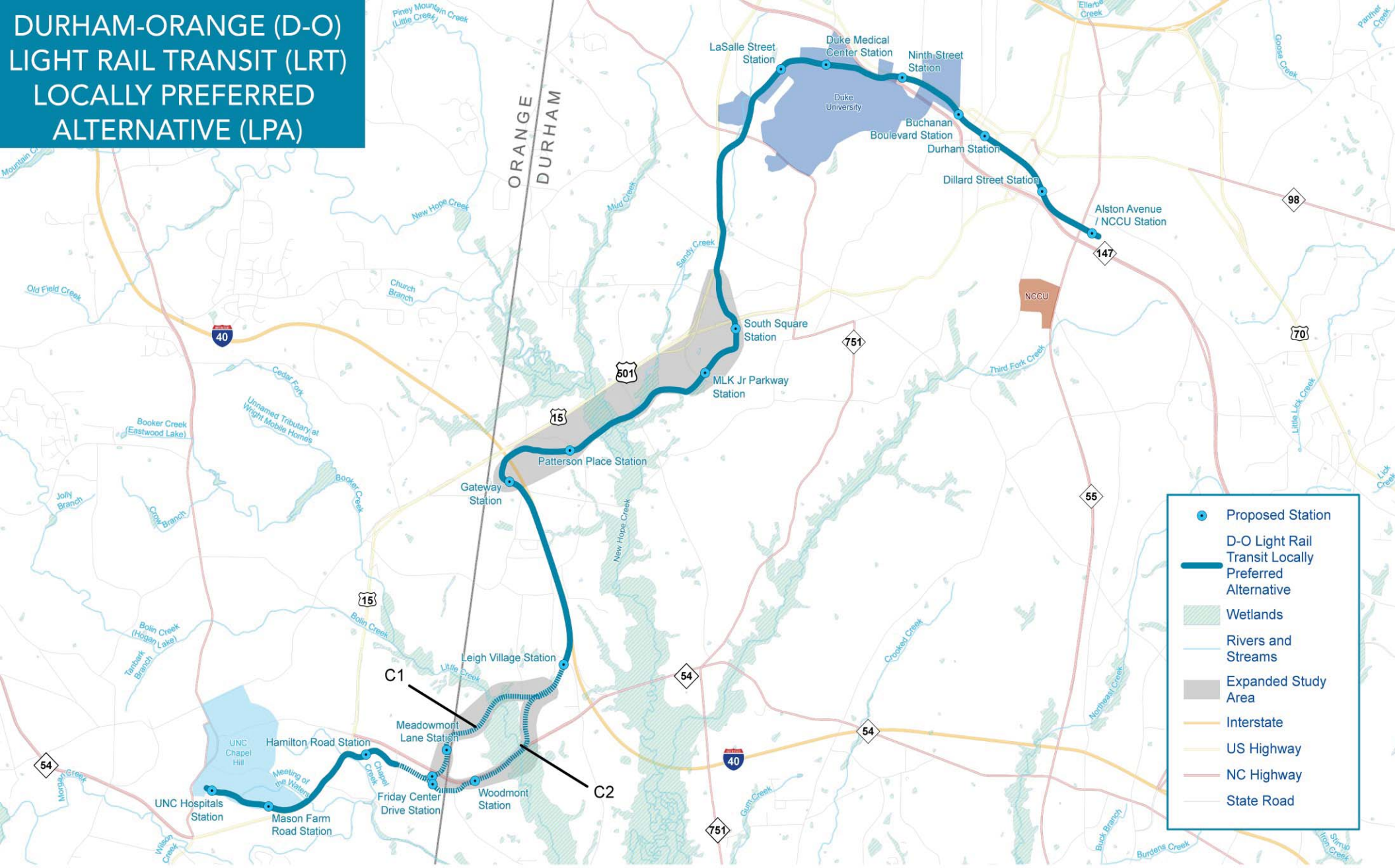
Background



- Sales Tax Passed in two counties
- New and Expanded Bus Service
- Rail Studies
 - Alternatives Analysis completed
 - Locally Preferred Alternative adopted
 - Environmental Scoping completed
 - Draft Environmental Impact Statement underway
- On-Going Public Involvement



DURHAM-ORANGE (D-O) LIGHT RAIL TRANSIT (LRT) LOCALLY PREFERRED ALTERNATIVE (LPA)



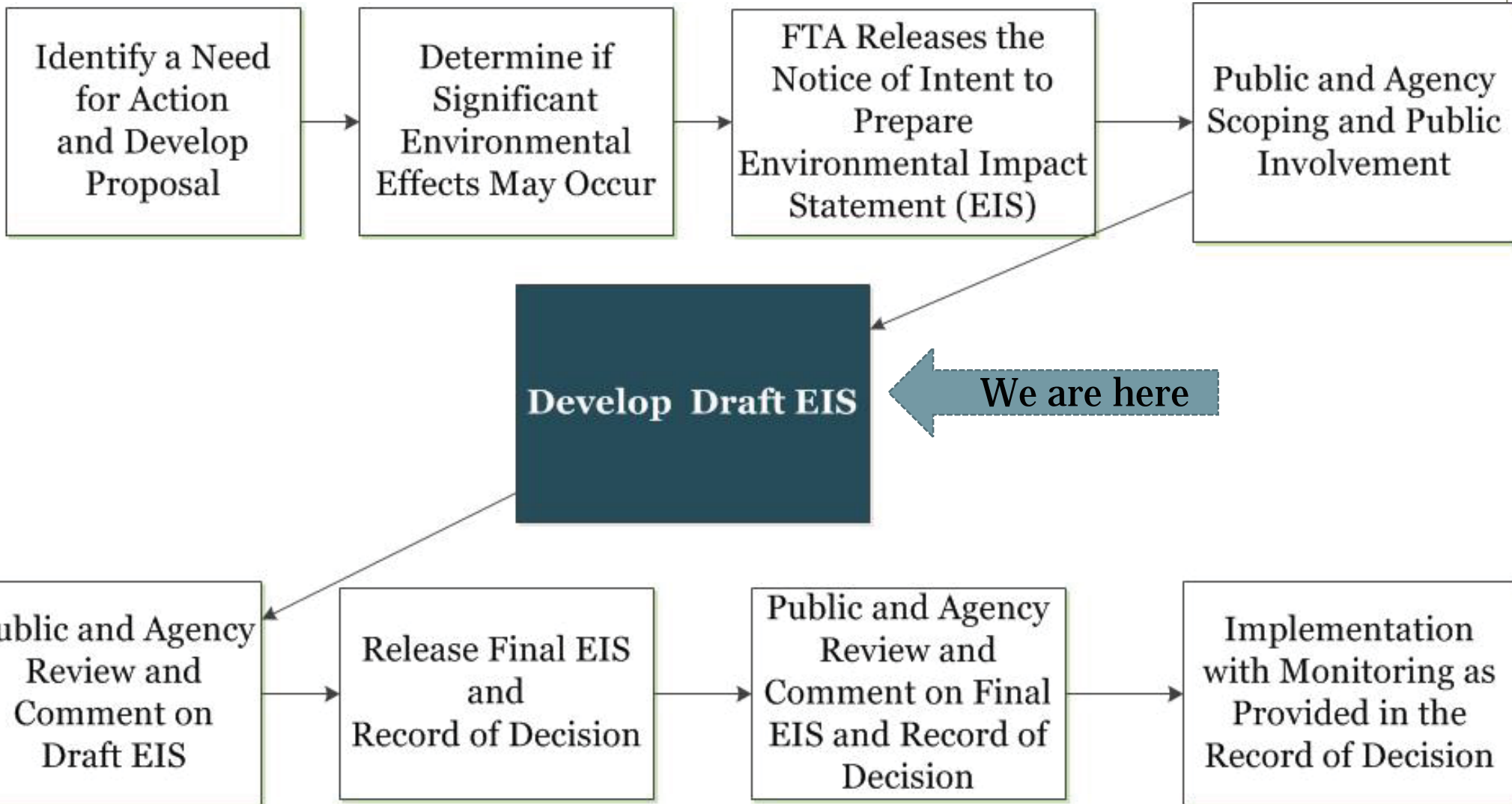
- Proposed Station
- D-O Light Rail Transit Locally Preferred Alternative
- Wetlands
- Rivers and Streams
- Expanded Study Area
- Interstate
- US Highway
- NC Highway
- State Road



0 0.5 1 Miles



The National Environmental Policy Act (NEPA) Process



Sample Scoping Comments



Consider an alignment crossing New Hope Creek along US 15-501

Develop avoidance alternative to US Army Corps and Jordan Game Lands

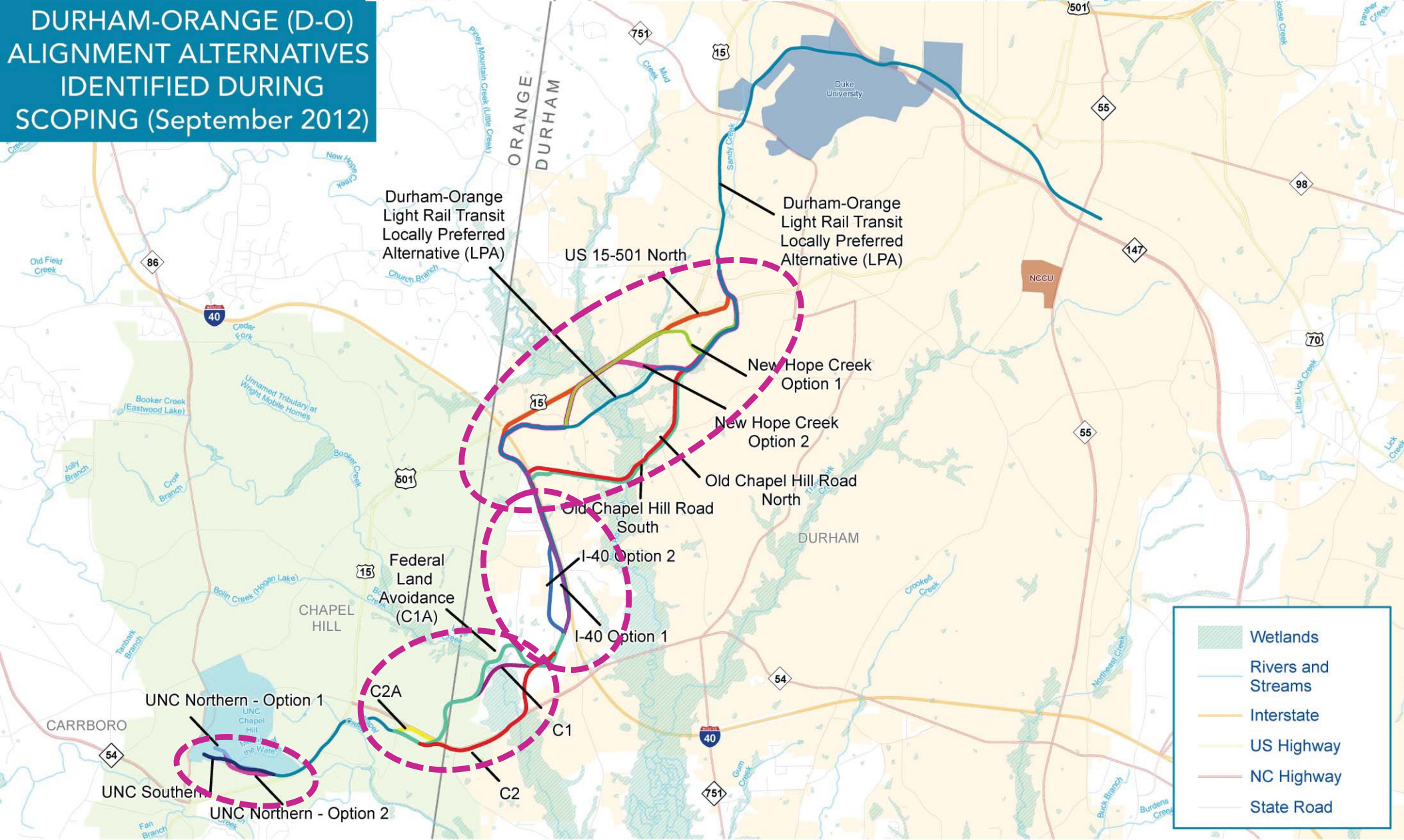
Consider modifying C1 to go north slightly to cross wetlands at narrowest point

Expand study area near New Hope Creek to the south of the LPA alignment

Consider alignment alternative that does not use interstate right-of-way

Consider other potential maintenance facility locations, beyond project termini

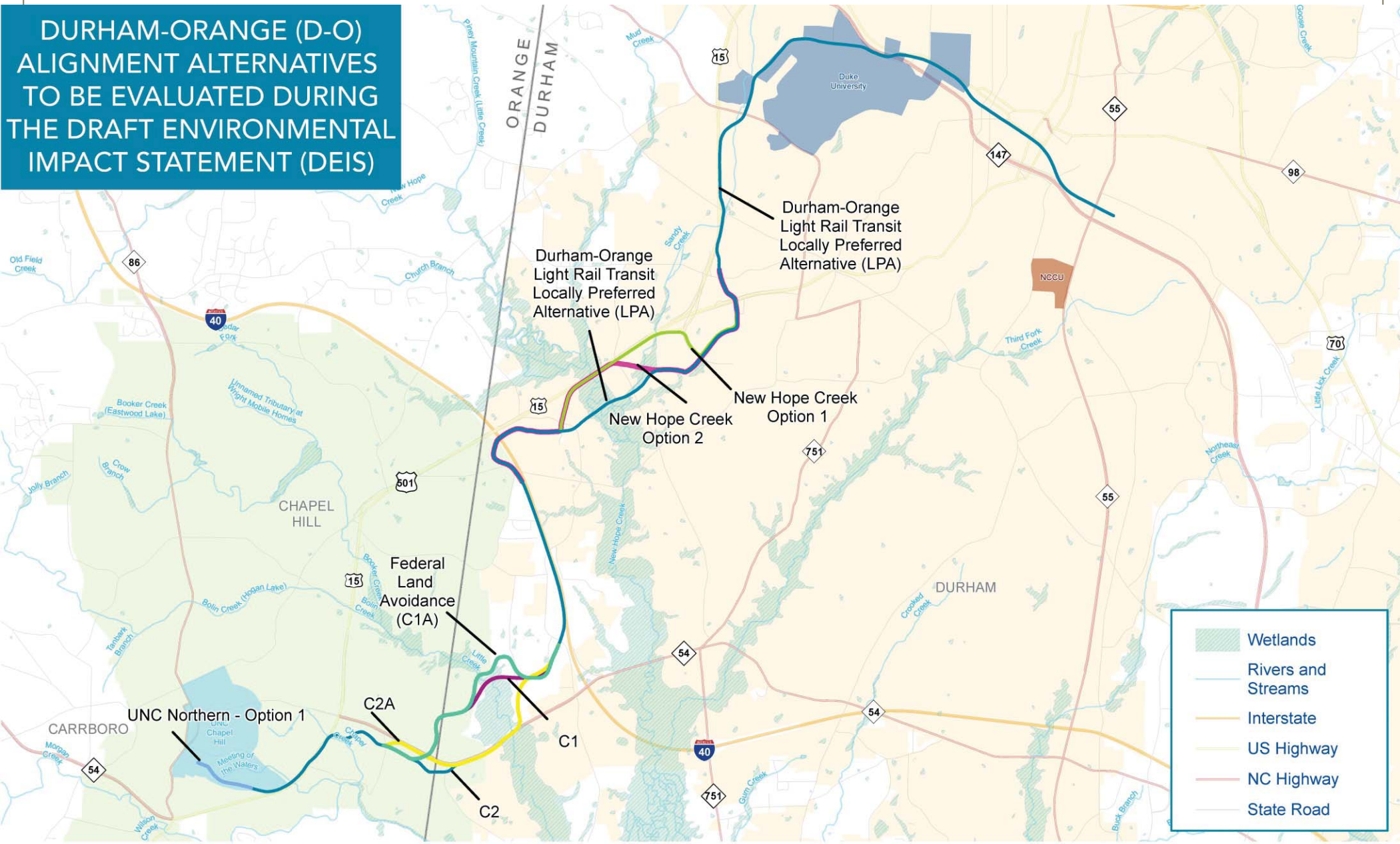
DURHAM-ORANGE (D-O) ALIGNMENT ALTERNATIVES IDENTIFIED DURING SCOPING (September 2012)



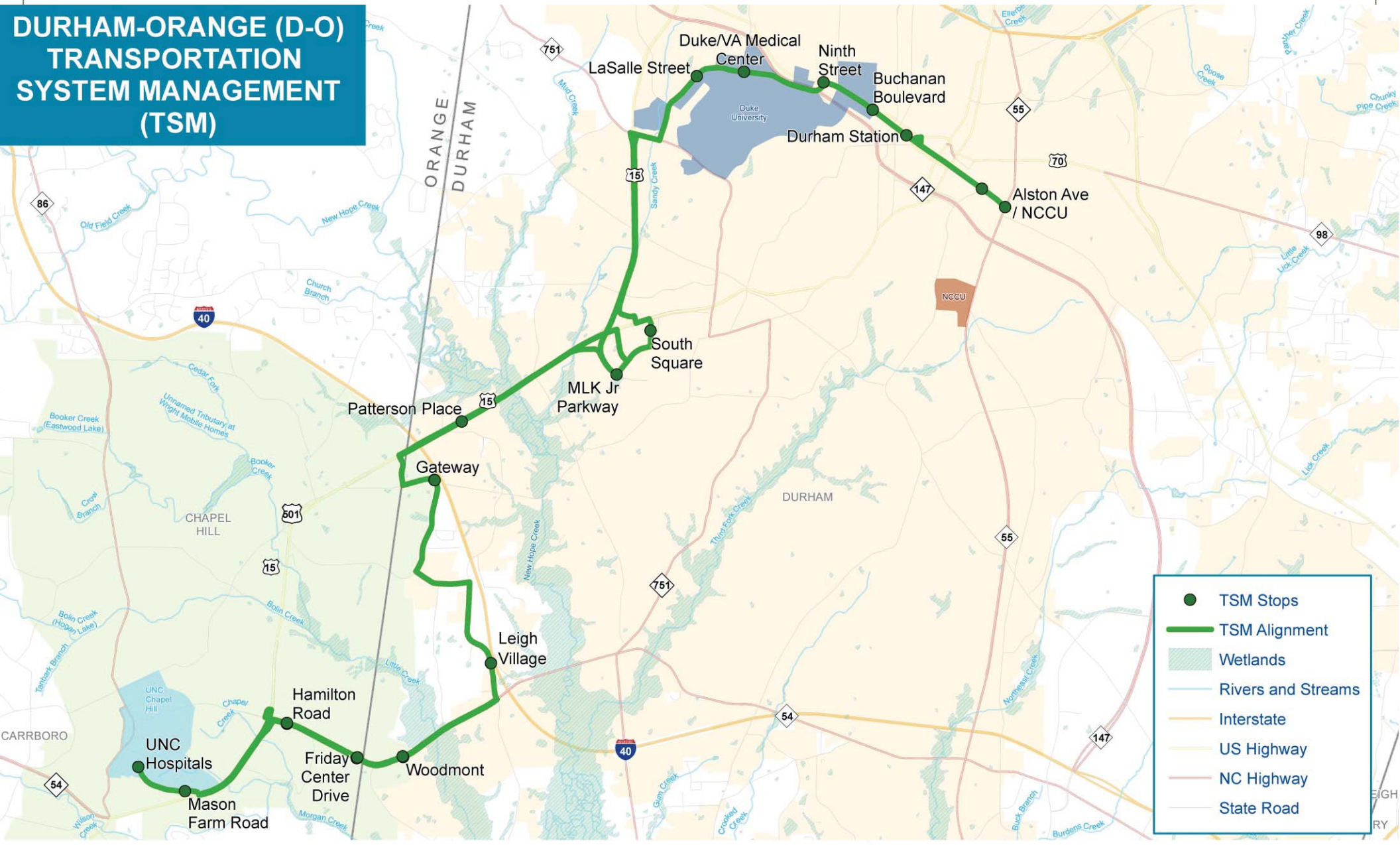
0 0.5 1 Miles



**DURHAM-ORANGE (D-O)
ALIGNMENT ALTERNATIVES
TO BE EVALUATED DURING
THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT (DEIS)**



DURHAM-ORANGE (D-O) TRANSPORTATION SYSTEM MANAGEMENT (TSM)



- TSM Stops
- TSM Alignment
- Wetlands
- Rivers and Streams
- Interstate
- US Highway
- NC Highway
- State Road

TSM: No Rail, Best Bus



Project Next Steps



- Project materials will be posted on the ourtransitfuture.com website.
- We are evaluating a range of environmental impacts.
- Public involvement will continue throughout the proposed project.
- The Draft EIS will be available at the end of 2014.
- The Final EIS/Record of Decision is anticipated in late 2015.

Stay involved!

We want to hear from you!



Register for our
email list here



www.ourtransitfuture.com



Facebook: our transit future



Twitter: @TriangleOTF



Call 1-800-816-7817

count	First Name	Last Name
1	Dennis	Meek
2	Patrick	Simmons
3	Ellen	Cassilly
4	Elizabeth	Wilcox
5	Pat	Carstensen
6	Scott	Harman
7	John	Kent
8	Daniel	Read
9	Daniel	Allen
10	Cara	Wittekind
11	Joy	Liang
12	Dick	Ford
13	Kevin	Davis
14	tom	jaynes
15	Chris	ketchel
16	Greg	Pahel
17	Ryan	Byars
18	Dan & Vicki	Welch
19	Debbie	West
20	damian	smith
21	christin	lampkowski
22	heather	payne
23	brian	vanhorn
24	Michael	Bacon
25	Cyndy	Yu-Robinson
26	jonathan	howes
27	aggie	crews
28	allison	rice
29	william	childress
30	hannah	jacobson
31	tim	bender
32	walter	hinton
33	thomas	fletcher
34	toby	berla
35	stephen	tell
36	mark	ahrendsen
37	bonnie	jones
38	wei	wang
39	bill	judge
40	terri	buckner
41	aspen	price
42	wendy	jacobs
43	andrew	edmonds

44	chuck & diane	catotti	4
45	dow	needham	5
46	lauralee	long	2
47	nathan	page	2
48	christian	jones	3
49	cyndy	yu-robinson	1
50	Leon	Substelyn	1
51	Kate	Morrison	5
52	Helen	Ludwig	1
53	Winston	Lieo	1
54	Hank	Rodenburg	1
55	Paul	Guthrie	1
56	Jan	Schochet	6
57	Meg	Scully	7
58	Loren	Hintz	8
59	Molly	Demarco	1
60	David	Bonk	4
61	Glenn	Wilson	3
62	Eileen	Lund	1
63	Sharon	Brown	4
64	Terry	Maguire	1
65	Eleanor	Saunders	1
66	Jerome	Adamson	2
67	Adam	Lovelady	1
68	Robert	Laport	6
69	Paul	Grendler	1
70	Lou	Gonzalez	3
71	Joan	Harrison	2
72	Sara	Turner	5
73	Gustavo	Montana	1
74	Curtis	Booker	5
75	Janette	Kimmel	5
76	Sara	Flynn	1
77	Hillary	Visscher	1
78	Nikki	Rice	6
79	Wendy	Martin	9
80		Cathcari	4
81	Rebecca	Board	1
82	Jeff	McCracker	2
83	Alice	Niederland	1
84	Car	Radench	1
85	Lisa	Bartles	1
86	Matthew	Czajkowski	1
87	Paul	Neebe	1
88	Ellen	Beckmann	1
89	Jack	Kobliska	8

90	Chris	Selby
91	Ben	Haven
92	Stuart	Bondurant
93	Tom	Furman
94	Adrian	Halpern
95	Damon	Seils
96	Roxane	Howerton
97	Bruce	Buley
98	Sarah	Bruce
99	Richard	Adams
100	Claude	Mcfarlane
101	John	Dorsey
102	mike	Shiflett
103	Dave	Connelly
104	James	Chavis
105	Michael	Leigh
106	Michael	Waldroup
107	Keith	Luck
108	Sallie	Vaughn
109	Mike	Woodard
110	Khalid	Hawthorne
111	Kevin	Kimball
112	Wayland	Burton
113	Janet	Schoendorf
114	Rick	Jamison
115	Keith	Barnhouse
116	John	Hodges-Copple
117	Lanier	Blum
118	Brian	Ennis
119	Anslei	Foster
120	Mark	Ambrose
121	Bergen	Watterson
122	Brent	Bateman
123	Dale	Mckeel
124	Thomas	Stark
125	Douglas	Hensel
126	Kurt	Uphoff
127	Roxanne	Bragg
128	Frank	Glover
129	Robert	Healy
130	Wesley	Parham
131	Terry	Rekeweg
132	Dick	Hails
133	Lorisa	Seibel
134	Ginger	Blubaugh
135	Gwyn	Silver

136	Tammy	Moser	E
137	DeDreana	Freeman	J
138	Jeff	Weisner	Z
139	Max	Arnold	Z
140	Doug	Schner	Z
141	Jason	Baker	E
142	Martha	Arango	J
143	Fred	Mowry	E
144	Kris	Schmidt	Z
145	Kristi	Robison	E
146	Tony	Whitaker	E
147	Ed	Lewis	M
148	Joan	Caccavelli	J
149	Jim	Dunlop	E
150	Charles	Blanton	E
151	Donald	Lebkes	Z
152	Merry	Rabb	Z
153	Jim	Wise	Z
154	Robyn	Heeks	J
155	David	Heeks	J
156	Marc	Roth	E
157	Stephen	Jackson	J
158	Thomas	Snyder	F
159	William	Scroggs	Z
160	Patti	Fields	J
161	Ray	Lafrenaye	Z
162	Neil	Stahl	Z
163	Krista	Mauck	J
164	Coleman	Mitchell	J
165	Greg	Garneau	Z
166	Teresa	Blue	Z
167	Linda	Convissor	Z
168	Bonnie	Simms	Z
169	Phil	Purcell	E
170	Dale and Janis	Huff	Z
171	David	Henson	Z
172	William	Freeman	J
173	William	McLendon	Z
174	Anne	Hughboyer	E
175	Edward	Holmes	Z
176	Douglas	Guthe	J
177	Priscilla	Winn	Z
178	Benjamin	Duan-Porter	J
179	Tom	Bond	E
180	Ann	Tietz	Z
181	Brand	Fortner	J

182	Cynthia	Reifsnider
183	Ed	Morrissett
184	Robert	Gonzalez
185	Anna	Wu
186	Bonnie	Hanser
187	Mary	Beck
188	Rosemarie	Kitchson
189	Emily	Ladue
190	Gretchen	Castorina
191	Chris	Howlett
192	Stephen	Porterfield
193	Ron	Laxton
194	JB	Culpepper
195	Jay	Heikes
196	Joel	Friedman
197	Shelley	Clarke
198	Chris	Paul
199	Melody	Wyres
200	Rolo	Soler
201	Travis	Crayton
202	Thomas	Jepsen
203	Carlos	Lima
204	Patrick	Byker
205	John	Blackley
206	Eric	Teagarden
207	Dan	Jewell
208	John	Wood
209	Henry	Lancaster