Welcome! ¡Bienvenidos!

Durham-Orange Light Rail Transit Project Public Meeting

Hablamos español. Pregunta Aquí.
Where Are People Going?

The Corridor has more than 150,000 Employees & Students

Existing Bus Service in Corridor

<table>
<thead>
<tr>
<th>Route</th>
<th>How Often does a Bus Come?</th>
</tr>
</thead>
<tbody>
<tr>
<td>FCX</td>
<td>1.7 Min</td>
</tr>
<tr>
<td>G</td>
<td>10 Min</td>
</tr>
<tr>
<td>HU</td>
<td>7.5 Min</td>
</tr>
<tr>
<td>S</td>
<td>4.3 Min</td>
</tr>
<tr>
<td>V</td>
<td>1.7 Min</td>
</tr>
<tr>
<td>CRX</td>
<td>10 Min</td>
</tr>
<tr>
<td>800</td>
<td>7.5 Min</td>
</tr>
<tr>
<td>805</td>
<td>4.3 Min</td>
</tr>
<tr>
<td>RSX</td>
<td>1.7 Min</td>
</tr>
<tr>
<td>400</td>
<td>10 Min</td>
</tr>
<tr>
<td>405</td>
<td>7.5 Min</td>
</tr>
<tr>
<td>10A</td>
<td>4.3 Min</td>
</tr>
<tr>
<td>Bull City Connector</td>
<td>1.7 Min</td>
</tr>
<tr>
<td>6A</td>
<td>10 Min</td>
</tr>
<tr>
<td>6B</td>
<td>7.5 Min</td>
</tr>
<tr>
<td>11</td>
<td>4.3 Min</td>
</tr>
<tr>
<td>DRX</td>
<td>1.7 Min</td>
</tr>
</tbody>
</table>

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Where Are People Going?

See Figure 1.3-4, "Projected 2040 D-O Corridor Travel Patterns" in this DEIS
Project Timeline

- FTA Publishes Notice of Intent: 2012
- FTA Approval to Enter Project Development: 2014
- FTA Approval to Enter Engineering: 2016
- Construction: 2020-2026

Public Involvement:
- DCHC MPO and CAMPO planning: 2008-2010
- 2035 LRTP adopted: 2009
- Transitional Analysis Report published: 2010
- 19 Public Workshops: 2012-2015
  - 4 Scoping Meetings: 2012
  - 9 Open House Meetings: 2013
  - 3 Public Meetings: 2014
  - 10 Open House Meetings: 2015
- Selection of Locally Preferred Alternative: 2012
- Final EIS / Record of Decision: 2016
- Full Funding Grant Agreement: 2019

See Figure 9.2-1, “Project Timeline” in this DEIS
Key Decisions for the D-O LRT Project

**Build or No Build** - **Build**

**Little Creek Alignment** - **C2A**

**New Hope Creek Alignment** - **NHC - 2**

**Duke/VA Medical Centers Station Location** - **Trent/Flowers Drive**

**Rail Operations & Maintenance Facility Location** - **Farrington Road**
See Figure 2.3-1, “NEPA Preferred and Project Element Alternatives Evaluated” in this DEIS.
See Figure 2.3-6, "NEPA Preferred Alternative" in the DEIS
Components of a Light Rail System

- **Traction Power Substation**
  - Minneapolis

- **Communication Cabinet**
  - Minneapolis

- **Signal House**
  - San Jose

- **Overhead Catenary System - Poles**
  - Phoenix

- **Overhead Catenary System - Wires**
  - Salt Lake City

- **Station Platform**
  - Minneapolis
What is a Light Rail Vehicle?

90' Light Rail Vehicle

40' Bus

ADA Accessible
Bike Racks/Bike Access
Security Cameras
On-Board Seating/Standing Access
Overhead Electric Power

Portland
Minneapolis
Minneapolis
What is a Station?

- Level Boarding
- Pay For Ticket
- Real-Time Information
- Security Cameras
- Bike Racks
- ADA Accessible

Cities: Portland, Minneapolis, Norfolk, Charlotte

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Rail Operations & Maintenance Facility (ROMF)

Facility Uses

- Storage
- Maintenance
- Washing
- Administration

Employment at Similar Systems (2012)

<table>
<thead>
<tr>
<th>Location</th>
<th>Vehicle Operations</th>
<th>Vehicle Maintenance</th>
<th>Non-Vehicle Maintenance</th>
<th>General Administration</th>
<th>Total Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlotte Area Transit System</td>
<td>Charlotte, NC</td>
<td>47</td>
<td>33</td>
<td>23</td>
<td>36</td>
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<tr>
<td>Metro Transit</td>
<td>Minneapolis, MN</td>
<td>81</td>
<td>38</td>
<td>44</td>
<td>13</td>
</tr>
<tr>
<td>Hampton Roads Transit</td>
<td>Norfolk, VA</td>
<td>51</td>
<td>15</td>
<td>20</td>
<td>23</td>
</tr>
</tbody>
</table>
CONNECTING TO LIGHT RAIL
How to get to where you want to be

**CAR**
“Park and Ride”
“Kiss and Ride”

**BUS**
BUS CONNECTIONS:
Take a bus to and from a local light rail station

**BIKE**
Bikes will be allowed on board. Bike racks will also be available at stations.

**WALK**
Station area planning is based on a 1/2 mile walk to or from a station.

The Durham Orange Light Rail project has nine stations with Park and Ride areas.

The Durham-Orange Light Rail Transit Project is part of a larger public transit investment in our community. Capital and operating improvements will continue for the bus system. Bus network changes to serve future light rail stations are planned closer to the implementation date of the project.

We are working with your local planning department on station area infrastructure including Bike/Pedestrian paths.
The Proposed No Build Alternative would include:

- The existing highway network
- Highway projects that the North Carolina Department of Transportation has scheduled in the State Transportation Improvement Program
- Highway projects listed in Appendix M of the DEIS
- Existing transit routes and schedules as of September 2013
- New bus services to serve areas that would be developed by 2040, with the exception of proposed light rail improvements and related bus changes
- Other new bus services through GoTriangle, GoDurham, and Chapel Hill Transit
- Routine replacement of existing transit facilities and equipment
- Projects contained in various local plans including; Town of Chapel Hill Greenways Master Plan, Duke University Illustrative Master Plan, Durham Comprehensive Bicycle Transportation Plan, DurhamWalks!, and the UNC Campus Master Plan
Little Creek
NEPA Preferred Alternative: C2A

NEPA Preferred Alternative – C2A
• Supports Land Use Plans and Policies
• Minimizes Impacts to Public Parklands
• Avoids Fragmentation of Natural Heritage Area
• Minimizes Vibration Impacts
• Moderates Property Acquisitions and Displacements

C1
• USACE would not authorize request for use

C1A (compared to C2A)
• More Impacts to Public Parklands
• More Vibration Impacts
• More Residential Acquisitions
• Less Supportive of Land Use Plans and Policies
• Longest Travel Time and Fewer Riders
• More Impacts to Sensitive Biotic Resources
• More Impacts to Water Resources
• Higher Anticipated Capital Cost

C2 (compared to C2A)
• More Impacts to Public Parklands
• More Vibration Impacts
• More Impacts to Natural Resources
• Higher Acquisitions and Displacements
• Public and Stakeholder Input
See Figure 2.3-9, “New Hope Creek Alternatives” in the DEIS
Duke/VA Medical Centers Station

NEPA Preferred Alternative: Trent/Flowers Drive

- More Supportive of Land Use Plans

Duke Eye Care Center
- Less Supportive of Land Use Plans
- Less Support from Stakeholders

See Figure 2.3-5, “Station Alternatives for Duke/VA Medical Centers Station” in the DEIS
Rail Operations & Maintenance Facility (ROMF)

NEPA Preferred Alternative: Farrington Road

- Requires Changes to Land Use Plans
- Moderates Visual Impacts
- Avoids Impacts to Historic Resources
- Moderates Impacts to Sensitive Natural Resources
- Moderates Impacts to Water Resources
- Avoids Hazardous, Contaminated, and Regulated Materials
- Moderates Property Acquisitions and Displacements

Leigh Village
- Adverse effects on National Register Eligible Historic Resources

Patterson Place
- Incompatible with NEPA Preferred Alternative (NHC - 2)

Cornwallis Road
- More Ongoing Light-Rail Operational Issues
- More Impact to Roadways
- More Consistent with Land Use Plans
- More Impacts to Community Resources
- Less Impact to Water Resources
- Property Acquisitions
- Higher Anticipated Capital Cost

Alston Avenue
- More Consistent with Land Use Plans
- No Impacts to Natural and Water Resources
- Less Desirable Light Rail Operations
- More Hazardous and Regulated Materials
- More Acquisitions, Relocations, and Displacements
- Likely Net Loss of Jobs
- Higher Anticipated Capital Cost
- Environmental Justice
What is an Environmental Impact Statement (EIS)?

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 studied include:

- Purpose & Need
- Transportation
- Land Use & Zoning
- Socio-Economic Conditions
- Neighborhoods & Community Services
- Visual & Aesthetic Considerations
- Historic & Archaeological Resources
- Parklands
- Natural Resources
- Water Resources
- Air Quality
- Noise & Vibration
- Energy Use
- Hazardous & Contaminated Materials
- Safety & Security
- Property Acquisitions
- Residential & Business Displacements
- Construction Impacts
- Indirect & Cumulative Effects
- Financial Analysis
- Public & Agency Input
Draft Environmental Impact Statement

Decision-making tool for public review

R E V I E W

the following evaluations

Environmental Impacts
Transportation Impacts
Social Impacts
Economic Impacts

No Build Alternative
- NEPA Preferred Alternatives
- Project Element Alternatives

C O M M E N T
on the DEIS evaluations

Public Hearing
Comment Form
Web Form
P.O. Box
Email

email: info@ourtransitfuture.com
website: www.ourtransitfuture.com
mailing address: P.O. Box 530, Morrisville, NC 27560

N E X T S T E P S
in 2016

Early Spring 2016 - Final Environmental Impact Statement (FEIS) / Record of Decision (ROD)

- The FEIS will address substantive comments received during the DEIS public comment period.
- A Record of Decision (ROD) will state the FTA's final decision, discuss measures to minimize and avoid impacts, and disclose the project’s mitigation commitments.

Spring/Summer 2016 - Engineering Phase

- During this phase we will be refining plans and designs, generating construction plans, and securing funding from local and state governments.