

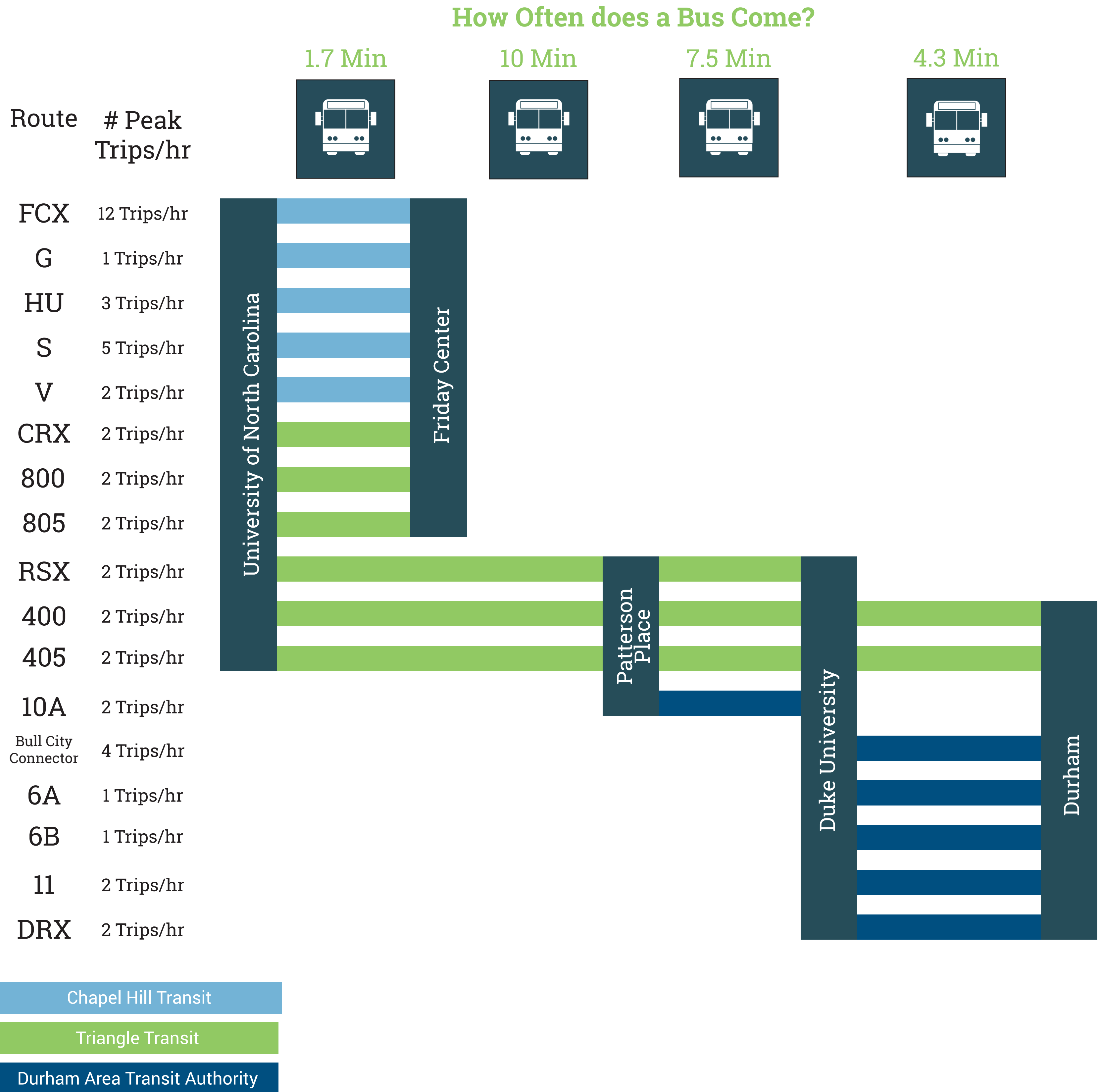
Welcome! ¡Bienvenidos!

Durham-Orange Light Rail Transit Project Public Meeting

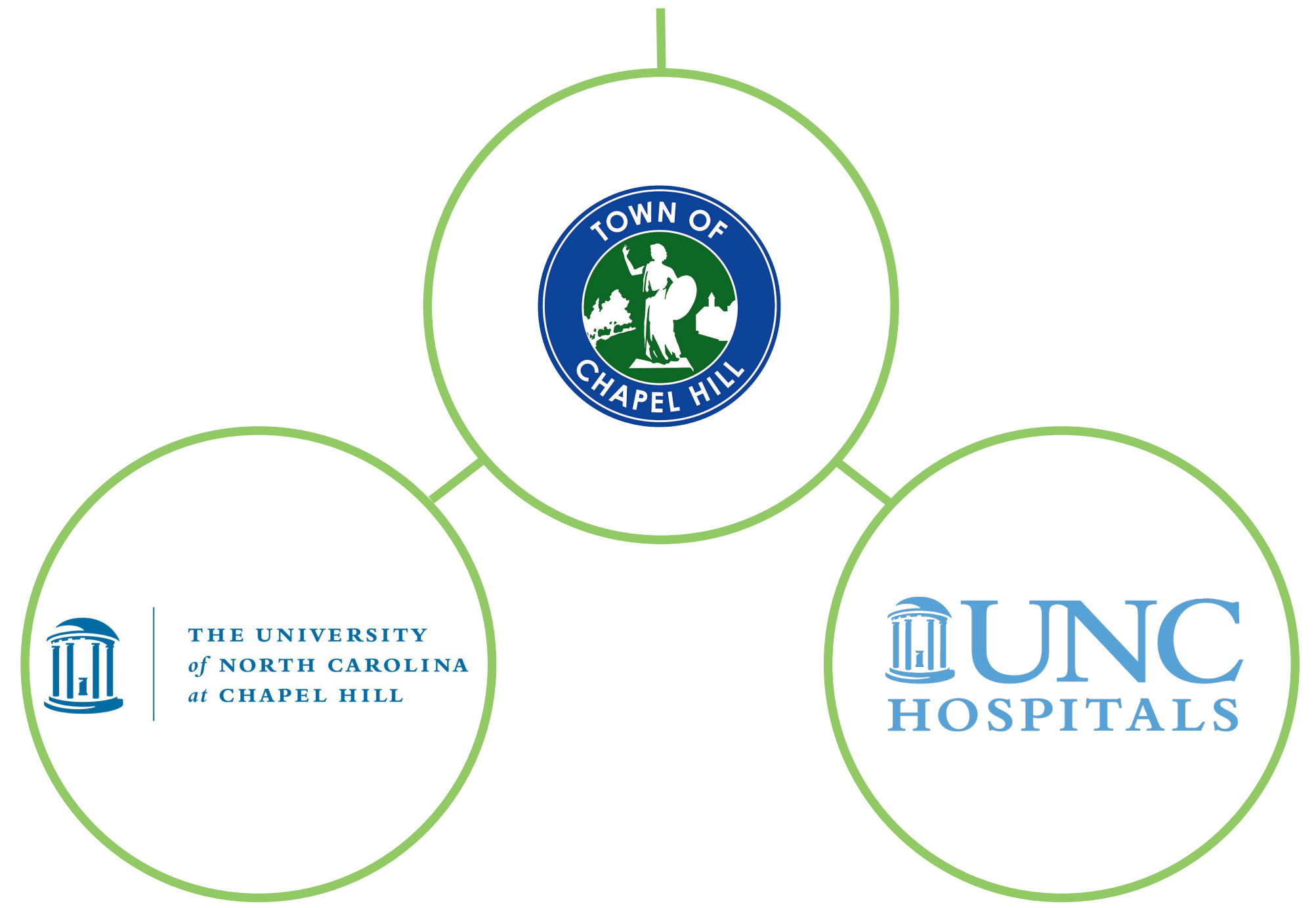
Hablamos español. Pregunta Aquí.

Where Are People Going?

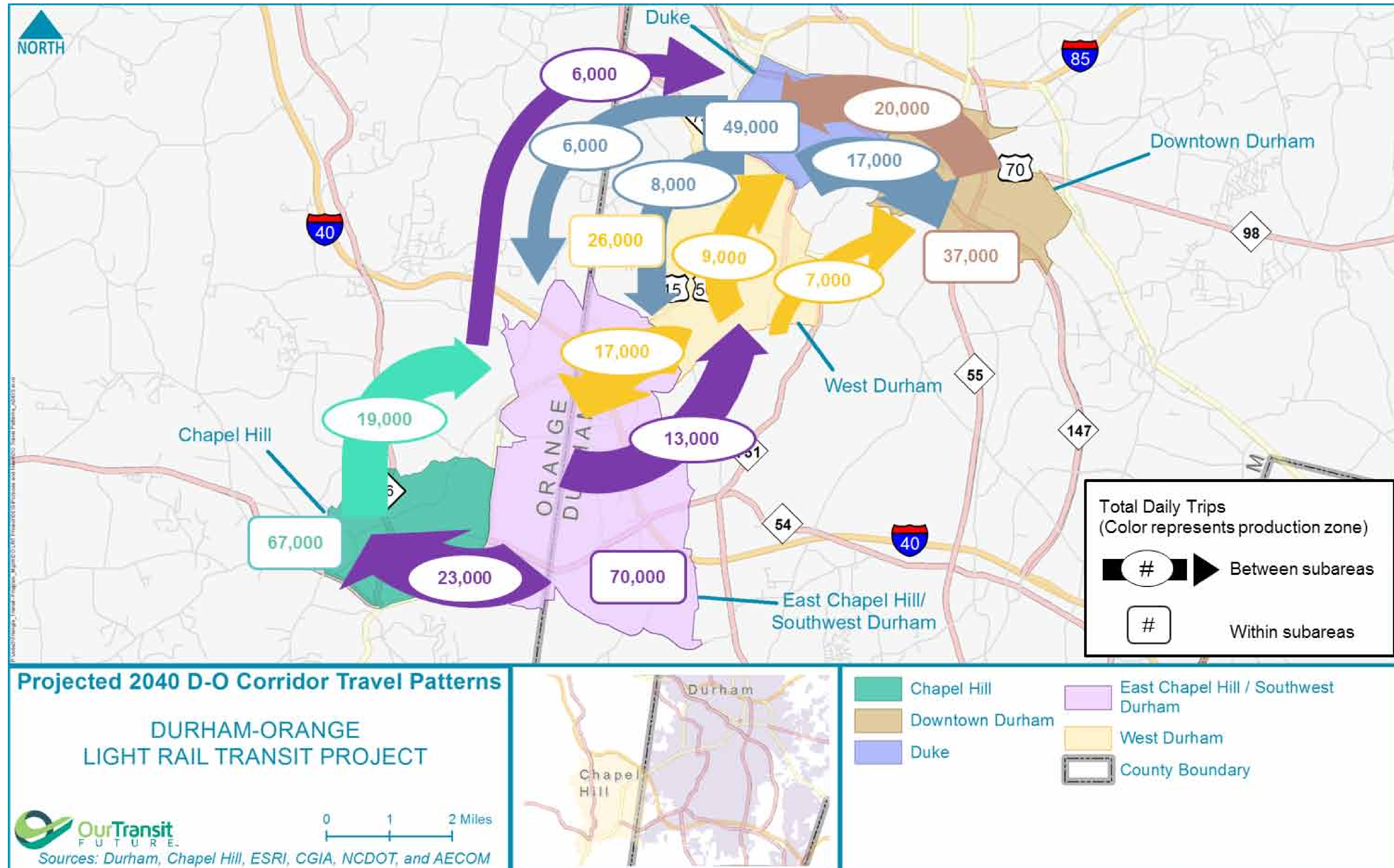
Existing Bus Service in Corridor



The Corridor has more than **150,000** Employees & Students

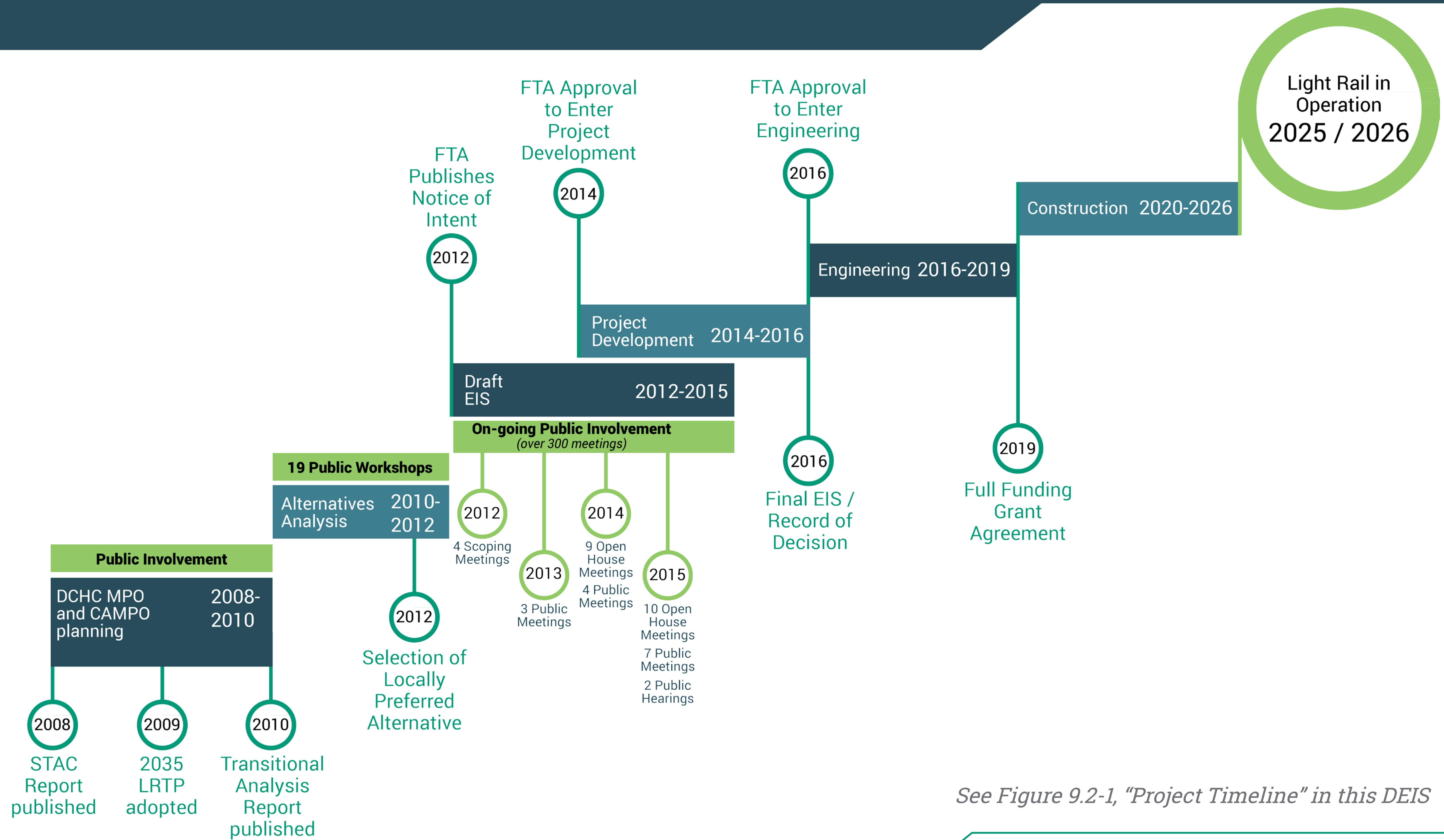


Where Are People Going?



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

Project Timeline



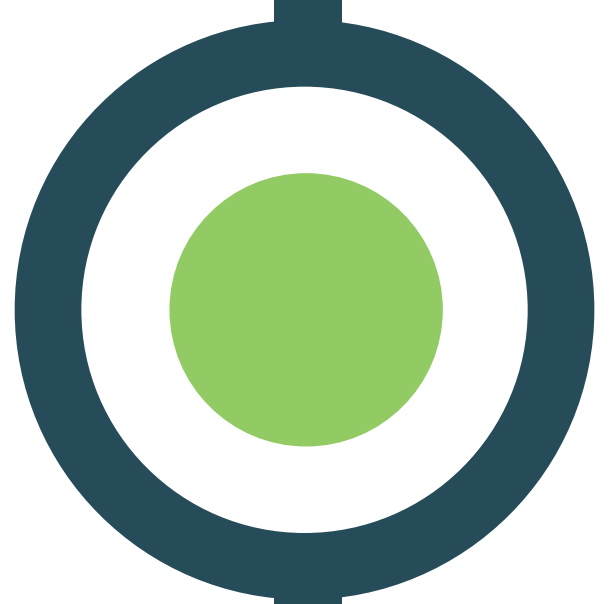
See Figure 9.2-1, "Project Timeline" in this DEIS

Key Decisions for the D-O LRT Project

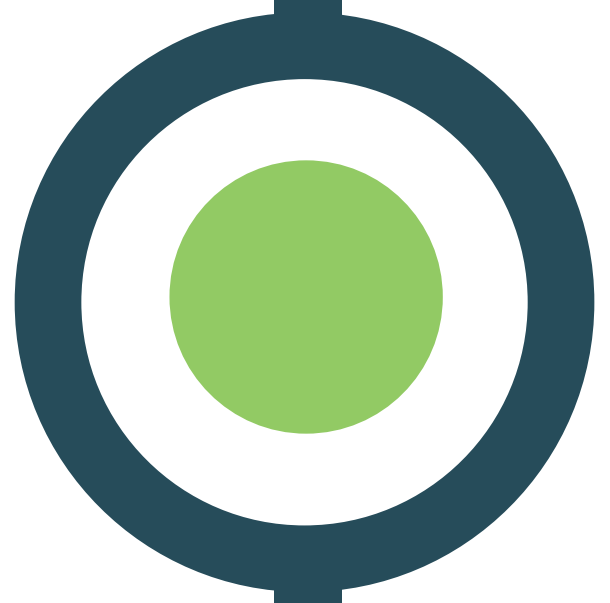
NEPA Preferred Alternative



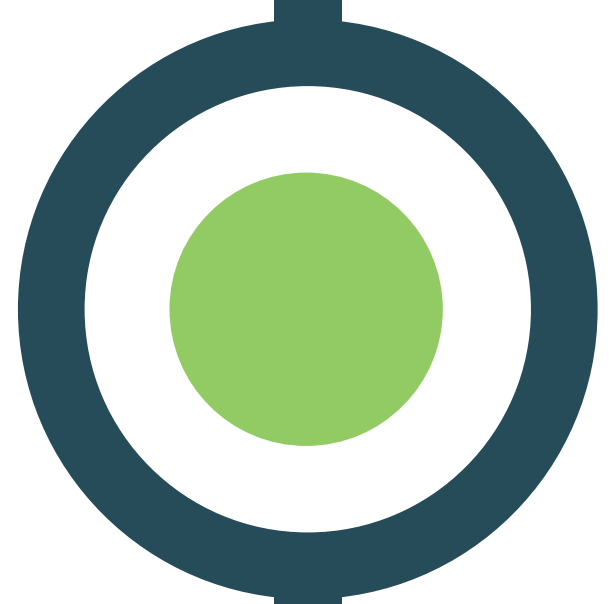
Build or No Build -
Build



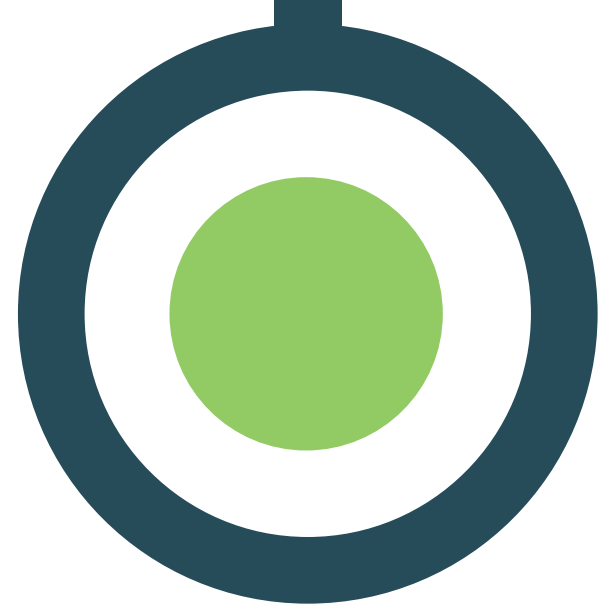
Little Creek Alignment -
C2A



New Hope Creek
Alignment -
NHC - 2

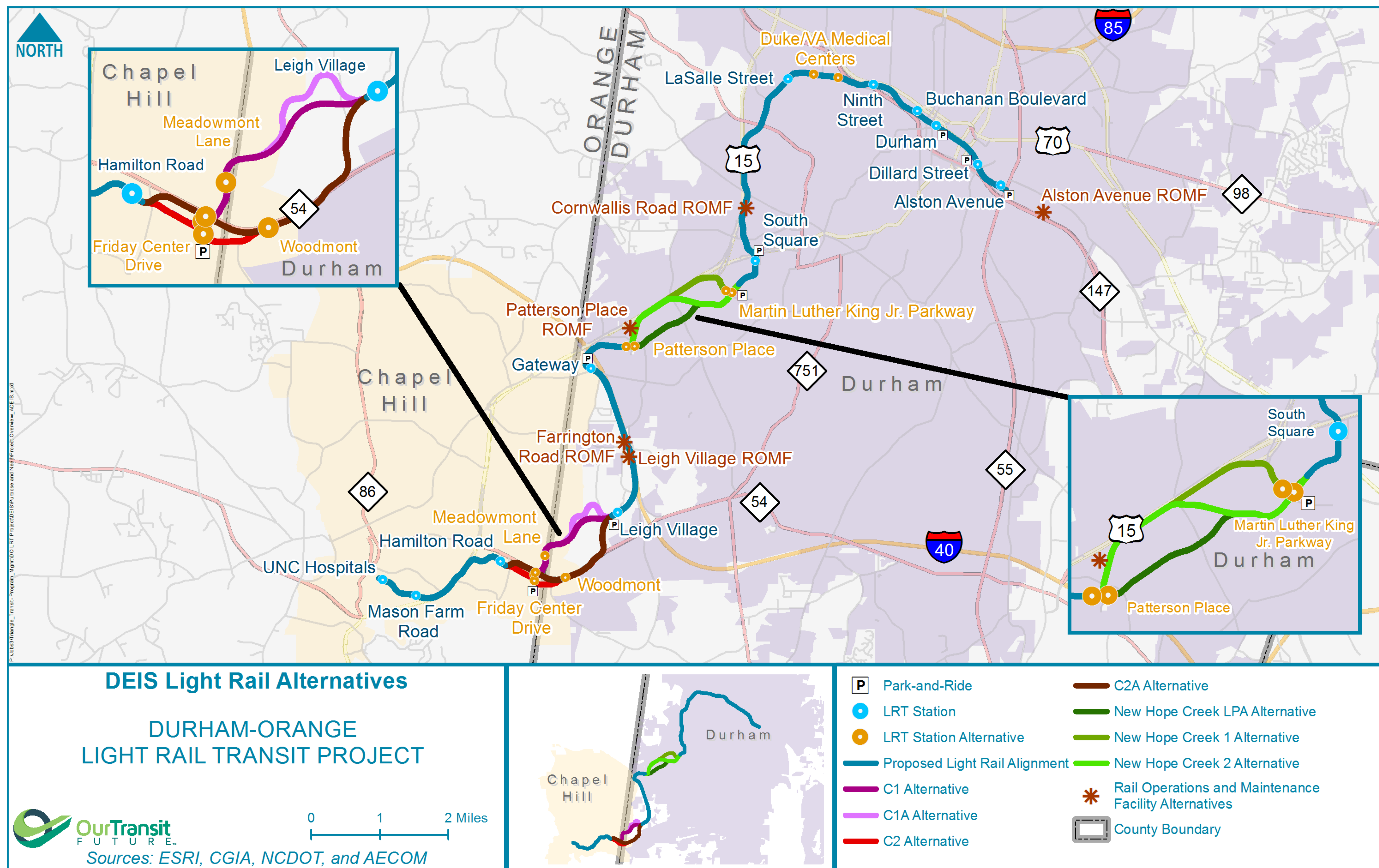


Duke/VA Medical Centers
Station Location -
Trent/Flowers Drive



Rail Operations &
Maintenance Facility
Location - **Farrington Road**

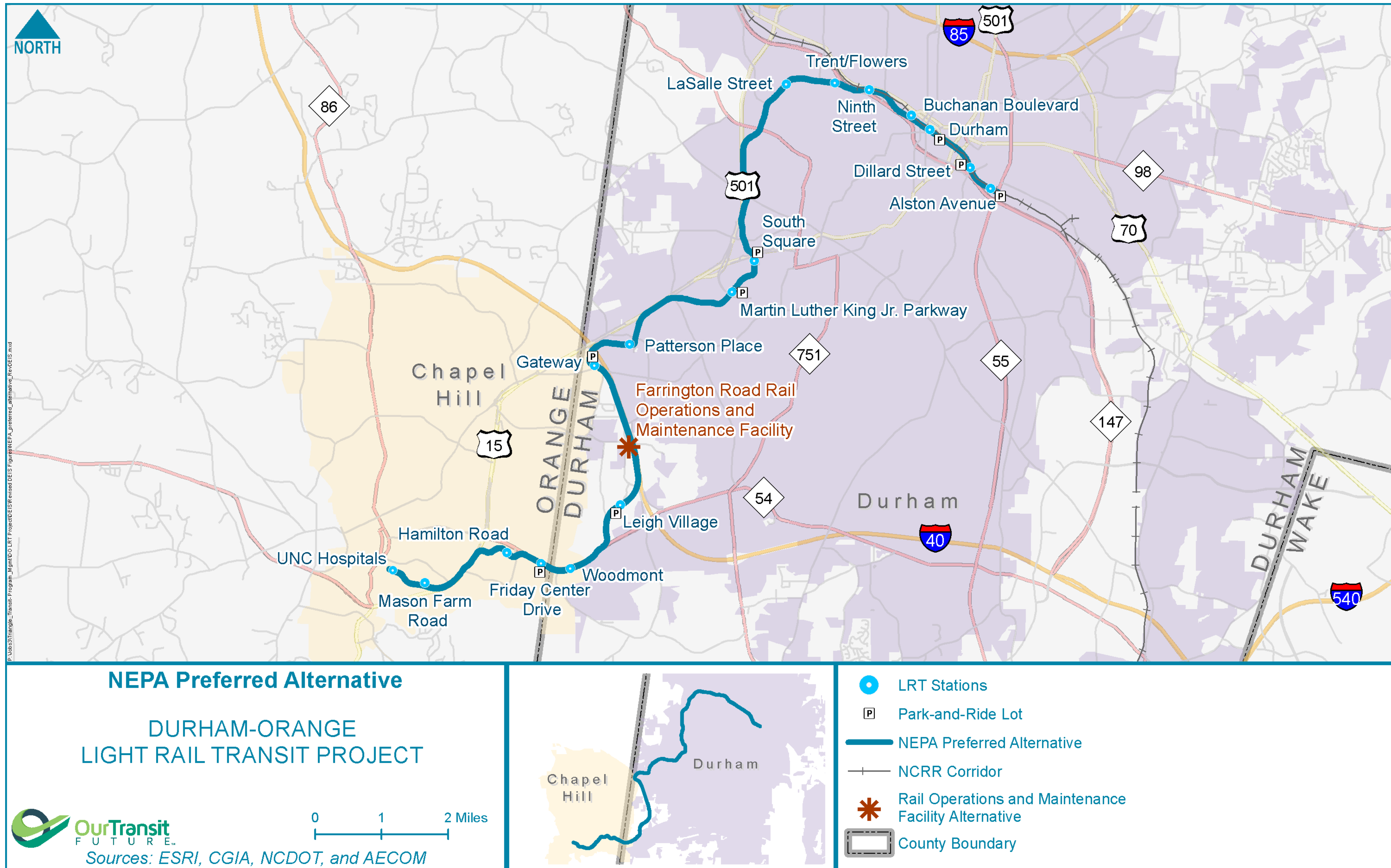
Project Overview Map



See Figure 2.3-1, "NEPA Preferred and Project Element Alternatives Evaluated" in this DEIS

Project Overview Map

NEPA Preferred Alternative



See Figure 2.3-6, "NEPA Preferred Alternative" in the DEIS

Components of a Light Rail System

Traction Power Substation



Communication Cabinet



Signal House



Overhead Catenary System - Poles



Overhead Catenary System - Wires



Station Platform



What is a Light Rail Vehicle?

90'
Light Rail
Vehicle



40' Bus



Portland



Minneapolis



Minneapolis



ADA
Accessible



Bike Racks/
Bike Access



Security
Cameras



On-Board Seating/
Standing Access



Overhead
Electric
Power

What is a Station?



Chapel Hill Transit		2:00
Route - Destination		Minutes to departure
D-Eastowne		4,44
F-Colony Woods		25,65
M-Ch Hill Lib		35,80
U-Bowles Drive		14,29
Happy Holidays		



ADA Accessible

Bike Racks

Security Cameras

Real-Time Information

Pay For Ticket

Level Boarding

Rail Operations & Maintenance Facility (ROMF)



Facility Uses

 Storage	 Maintenance
 Washing	 Administration



Employment at Similar Systems (2012)

	 Location	 Vehicle Operations	 Vehicle Maintenance	 Non-Vehicle Maintenance	 General Administration	Total Staff
Charlotte Area Transit System	Charlotte, NC	47	33	23	36	139
Metro Transit	Minneapolis, MN	81	38	44	13	176
Hampton Roads Transit	Norfolk, VA	51	15	20	23	109

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.

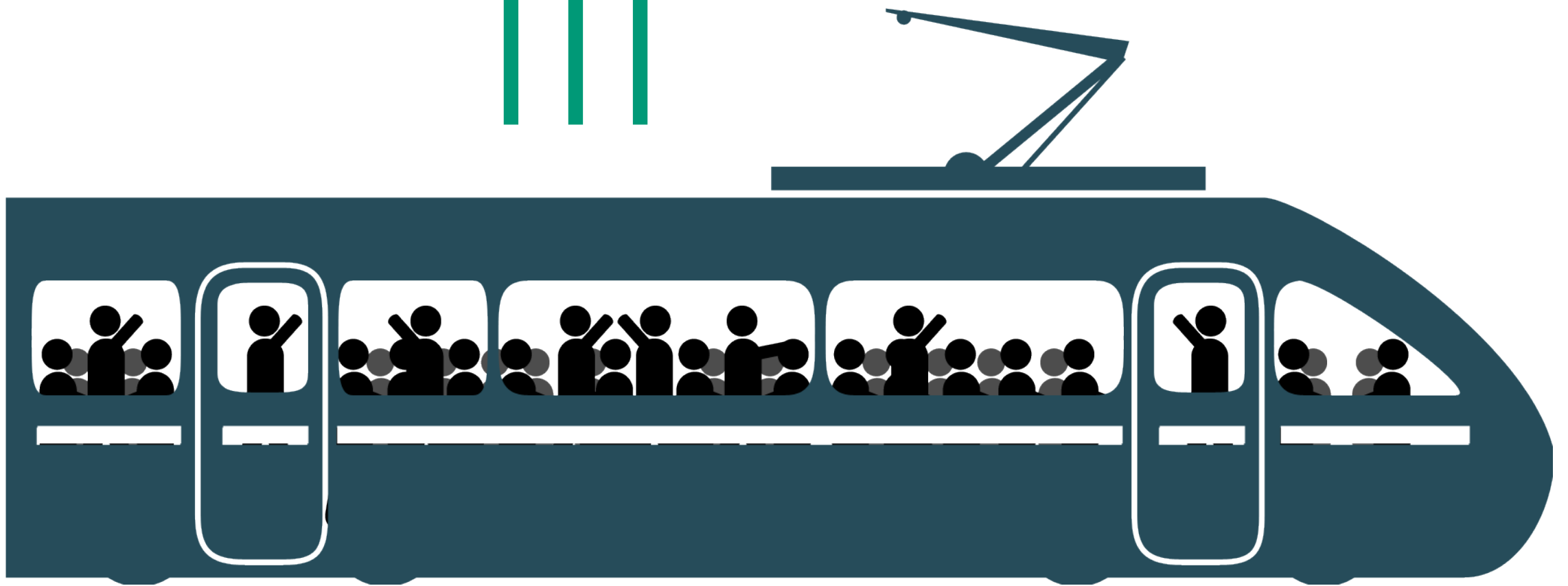
WALK



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.



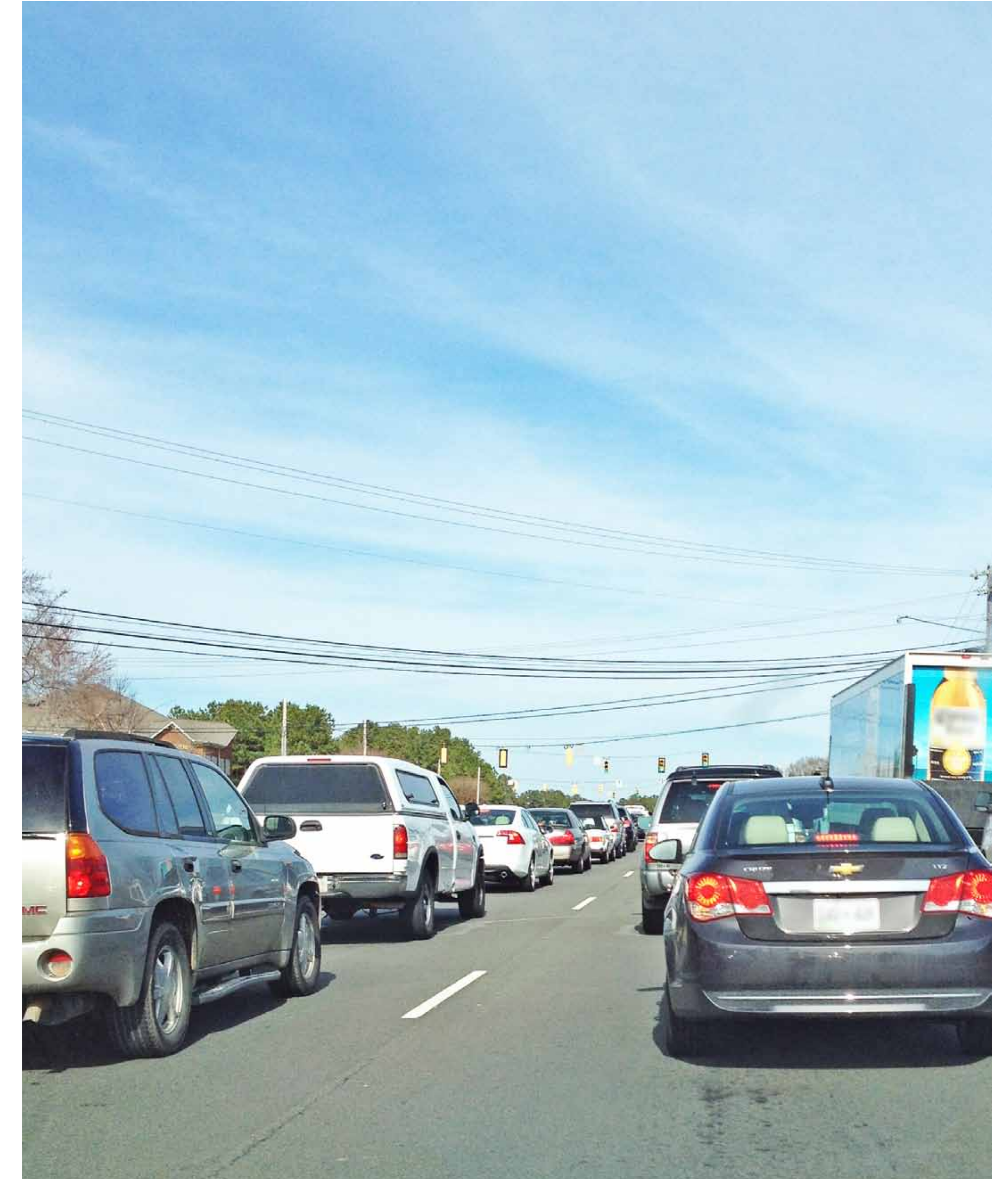
LIGHT RAIL TRANSIT

We are working with your local planning department on station area infrastructure including Bike/Pedestrian paths.

No Build Alternative

THE PROPOSED NO BUILD ALTERNATIVE WOULD INCLUDE:

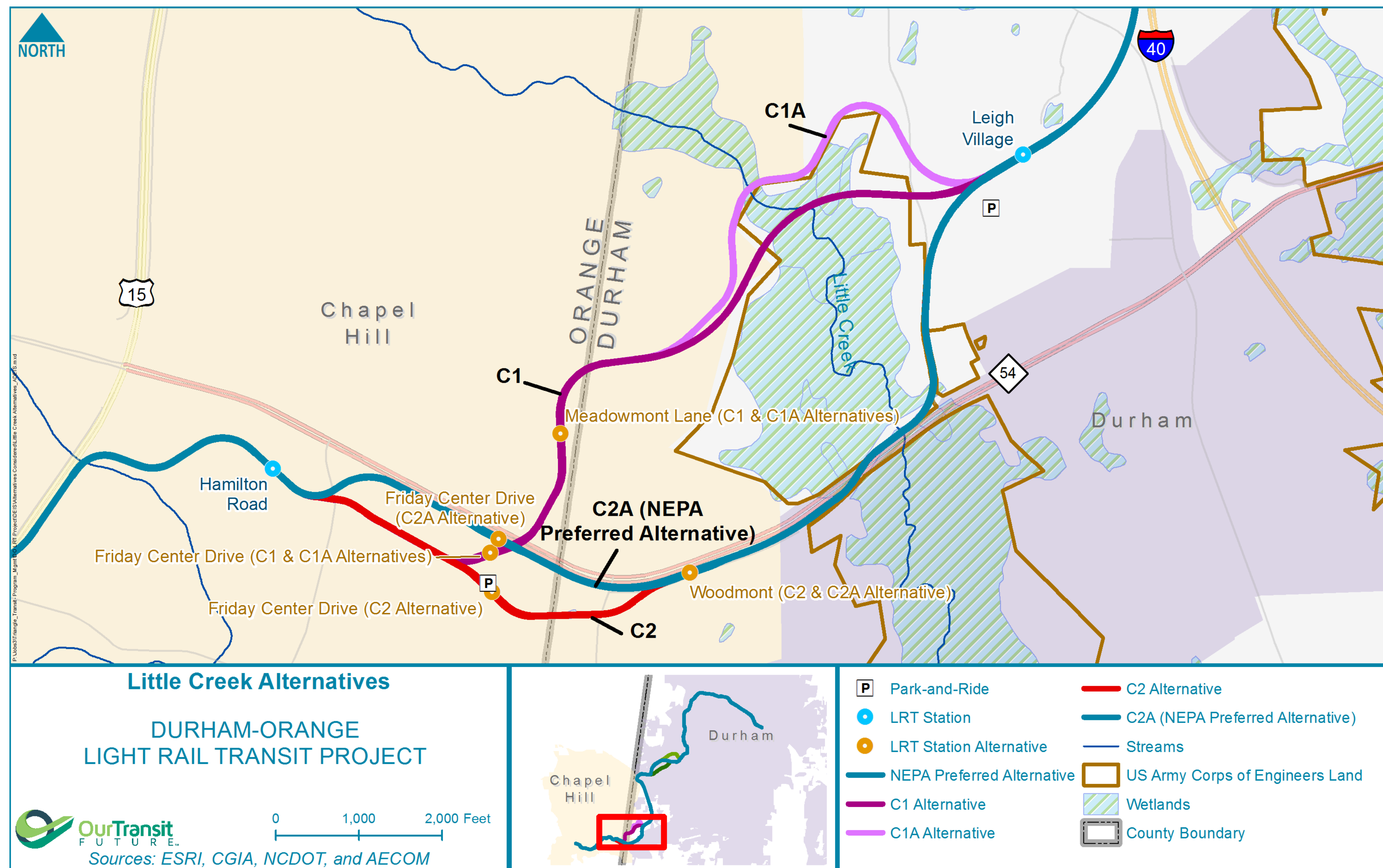
- The existing highway network
- Highway projects that the North Carolina Department of Transportation has scheduled in the State Transportation Improvement Program
- Highway projects listed in Appendix M of the DEIS
- Existing transit routes and schedules as of September 2013
- New bus services to serve 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



*Congestion along NC 54, Chapel Hill, North Carolina
Image courtesy AECOM, 2015*

Little Creek

NEPA Preferred Alternative: C2A



See Figure 2.3-8, "Little Creek Alternatives" in the DEIS

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)

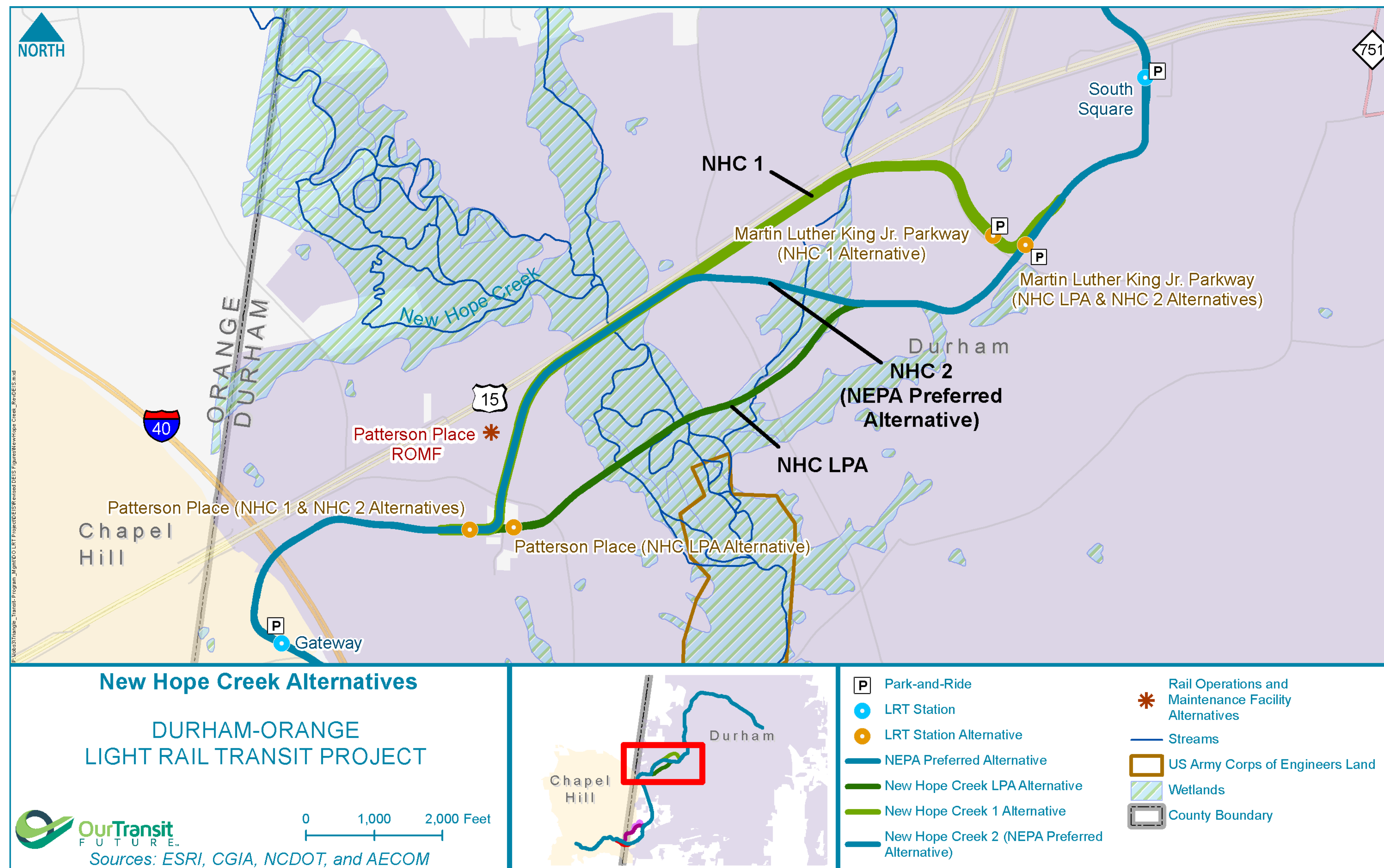
- More Impacts to Public Parklands
- More Vibration Impacts
- More Residential Acquisitions
- Less Supportive of Land Use Plans and Policies
- Longest Travel Time and Fewer Riders
- More Impacts to Sensitive Biotic Resources
- More Impacts to Water Resources
- Higher Anticipated Capital Cost

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

New Hope Creek

NEPA Preferred Alternative: NHC - 2



See Figure 2.3-9, "New Hope Creek Alternatives" in the DEIS

NEPA Preferred Alternative – NHC - 2

- Minimizes Total Impacts to Natural Resources
- Moderates Impacts to Water Resources
- Minimizes Impacts to Public Parklands
- Moderates Visual Impacts
- Moderates Property Acquisitions and Displacements

NHC - LPA (compared to NHC - 2)

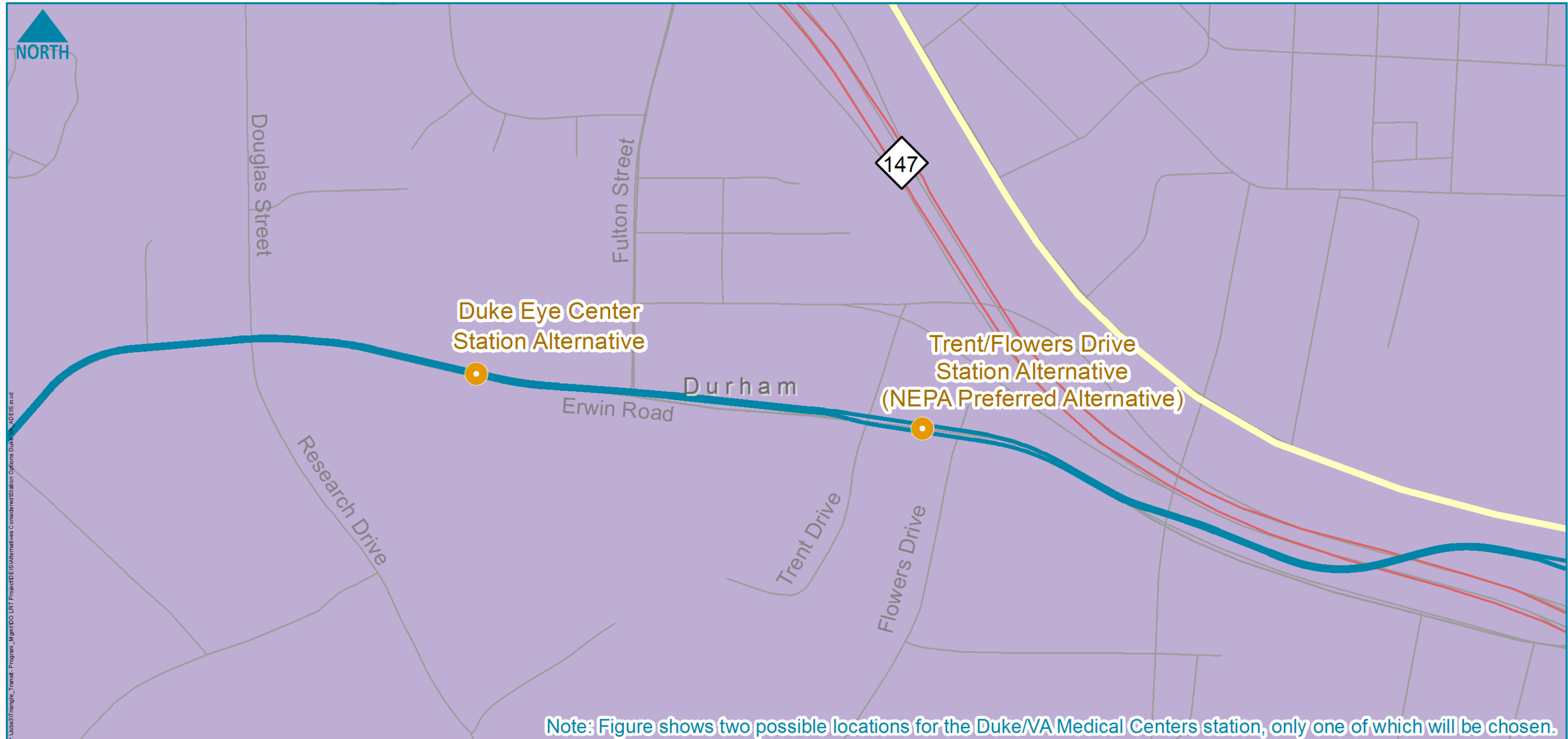
- Visual Impacts to Fewer Sensitive Viewers
- More Impacts to Natural Resources
- More Impacts to Water Resources
- More Impacts to Public Parklands
- Fewer Property Acquisitions
- More Noise and Vibration Impacts
- Somewhat Consistent with Land Use Plans

NHC - 1 (compared to NHC - 2)

- Visual Impacts to More Viewers
- More Impacts to Natural Resources
- Less Impact to Water Resources
- More Property Acquisitions and Displacements
- More Hazardous and Regulated Materials

Duke/VA Medical Centers Station

NEPA Preferred Alternative: Trent/Flowers Drive



Note: Figure shows two possible locations for the Duke/VA Medical Centers station, only one of which will be chosen.

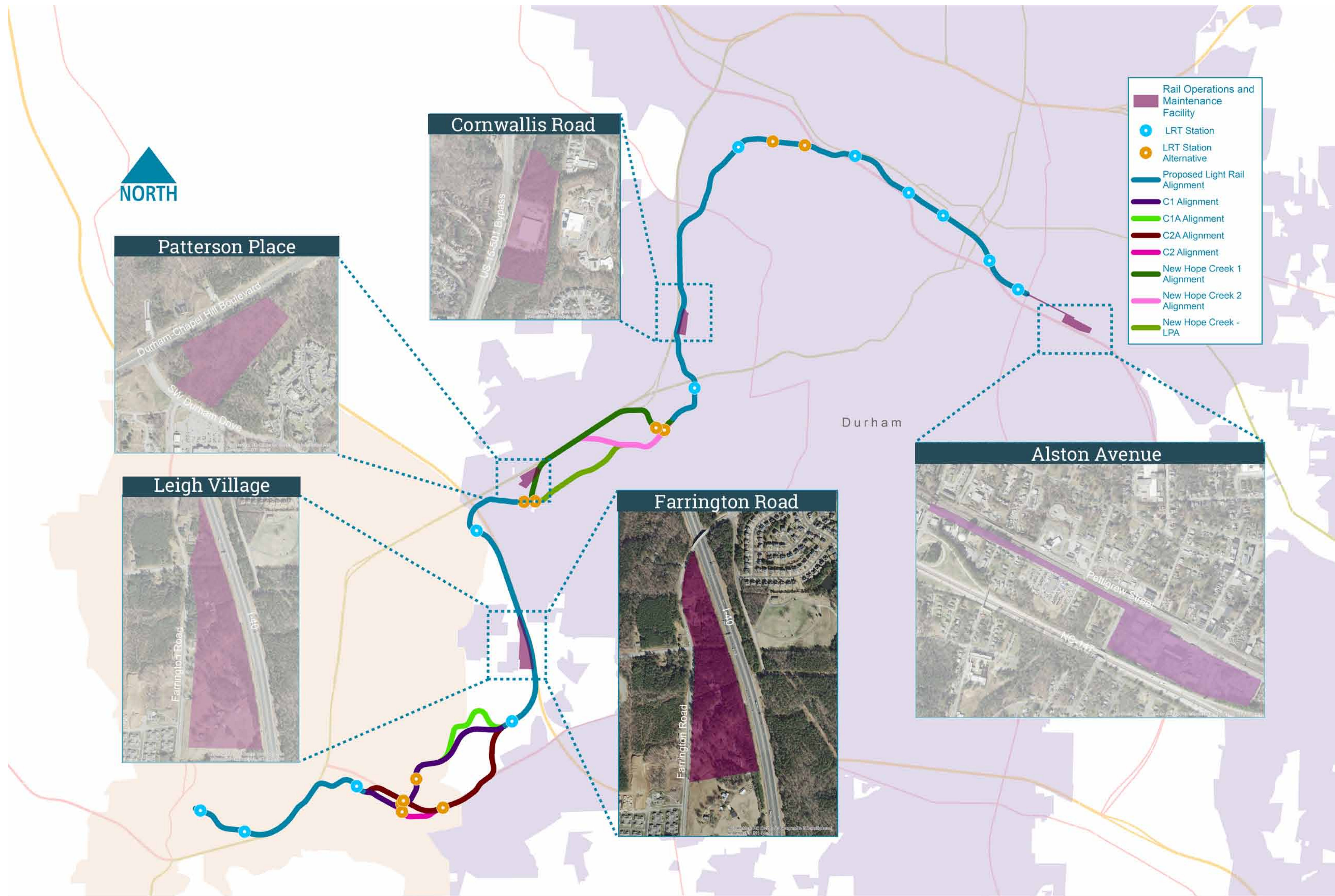
<p>NEPA Preferred Alternative – Trent/Flowers Drive</p> <ul style="list-style-type: none"> • More Supportive of Land Use Plans
<p>Duke Eye Care Center</p> <ul style="list-style-type: none"> • Less Supportive of Land Use Plans • Less Support from Stakeholders

<p>Station Alternatives Duke/VA Medical Centers DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT</p> <p>OurTransit FUTURE Sources: Durham, Chapel Hill, ESRI, CGIA, NCDOT, and AECOM</p> <p>0 250 500 Feet</p>		<ul style="list-style-type: none"> ● LRT Station Alternatives — NEPA Preferred Alternative
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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



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

REVIEW
the following evaluations



Environmental
Impacts



Transportation
Impacts



Social
Impacts



Economic
Impacts

No Build
Alternative

● NEPA Preferred
Alternatives

● Project Element
Alternatives

COMMENT
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

NEXT STEPS
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.