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A Commitment to Quality Living

September 10, 2015

Mr. Jeff Mann  
General Manager  
GoTriangle  
P.O. Box 530  
Morrisville, NC 27560

Subject: Support for Durham-Orange Light Rail Transit (D-O LRT) Project

Dear Mr. Mann:

The Durham Housing Authority (DHA) is writing this letter to express support for the Durham Orange Light Rail Transit Project. Public transportation is a critical need for the residents of various Durham Housing Authority properties. Seven of those DHA properties are half a mile or less from a proposed light rail station. Those and future DHA properties will assist the City of Durham in its effort to provide affordable housing within a half mile of light rail transit stations. The D-O LRT project will provide additional transit options for DHA's communities across Durham.

Go Triangle has worked actively to solicit comments and concerns regarding the D-O LRT project from DHA's residents by attending their community events, resident council meetings and providing comment forms to each DHA property. We appreciate these efforts made to receive comments from DHA's residents that may be transit dependent.

- The population in Durham and Orange counties is anticipated to grow by 64% and 52% respectively, over the next 30 years. In the Durham-Orange (D-O) corridor the population is expected to double. The D-O LRT project will provide dependable, time competitive, high-capacity transit service for Durham and Orange counties.
- The communities in Durham and Orange counties place a high value on transit and the positive economic opportunities it fosters. This is exemplified by each county's successful referenda approving a ½ cent sales tax for transit.
- We look forward to continuing to work with GoTriangle as it works to finalize its light rail plans. We will continue to partner with the City of Durham in its efforts to provide affordable housing around light rail stations.

Sincerely,

A handwritten signature in blue ink, reading "Dallas J. Parks".

Dallas J. Parks  
Chief Executive Officer

# Re: InterNeighborhood Council of Durham Resolutions on Transit

Schewel, Steve [Steve.Schewel@durhamnc.gov]

Sent: 9/24/2015 12:50 AM

To: "Philip Azar" <pazar@nc.rr.com>

Cc: commissioners@dconc.gov, "Council Members" <council@durhamnc.gov>, info@gotriangle.org, info@ourtransitfuture.com

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Philip,

Thanks so much for this email and the resolutions from the INC which I have read in full. I hope you will transmit my response to others in the INC who are interested.

I will address several points from the resolutions:

1) On the Alston Ave. station, both I and Diane Catotti have spent many hours and had many discussions about this, and I think I can speak for her to say that both of us are now convinced that it is not possible to squeeze the track and station between the water tower and NC 147 to get the track east of Alston Ave. She and I together have walked the track and roadways there, and we have met with Jim Svava who has raised alternative plans, as well as with John Hodges-Copple who has raised the same concerns as the INC resolutions. As a result of these meetings and tours of the area, we were insistent that GoTriangle provide us with much more detailed information to justify keeping the station west of Alston. GoTriangle subsequently met individually or in pairs with council members, and they did so with a much higher degree of specificity than we had seen earlier. They gave us much more detail on the NC DOT's position on the NC-147 right-of-way, the constraints related to the City's water tower, the design needs of the station, and other important factors. In sum, after raising this issue repeatedly and adamantly with GoTriangle, I am now resigned to the fact that the track can't get through the tight fit next to the water tower and 147. I agree with the INC that it would be better if the station was east of Alston Ave. as originally designed when the light rail had use of the NC railroad ROW. But I have come to accept the GoTriangle analysis. I will add one thing that is important here: While I have been advocating hard for this station to be east of Alston, as has Diane, and while we have heard about this from light rail advocates and opponents in general, I have heard very little about this from the neighborhoods east of Alston themselves. We have received one resolution about it from NECD, but it is clearly not high on the agenda of concerns there. As concerns the possible location of the ROMF east of Alston, we have received many communications from businesses and neighbors in East Durham that they do NOT want the ROMF located there because of the loss of jobs at Brenntag which employs 100 people, many from the area. That seems to be the most salient neighborhood concern in this regard.

2) On the issue of Downing Creek and Meadowmont, it is absolutely true that the light rail was planned to go through Meadowmont. However, the only reasonable route through Meadowmont was nixed by the Army Corps of Engineers which did not want the line crossing its land on the planned route. This is a harsh reality, and that is why the line has now been planned to go on the south side of 54 in front of Downing Creek. Some people believe that this was because of the clout of people in Meadowmont who somehow influenced GoTriangle staff to change the route to move it away from Meadowmont. This is not the case. It was a decision by the Corps which caused the route to be moved. I have been to Downing Creek and met with the neighbors there for a couple of hours, including driving around the areas of concern with them. I very much sympathize with their concerns that they need a good way to get out of their neighborhood when the light rail is built. I can see why they are concerned about that, and so am I. I have communicated my concerns to GoTriangle staff, and I will continue to do so. I do feel there are several possible good ways to solve this problem, and we have many years to work on it even if the light rail is built only 10 years from now--and it may well be more.

3) I am glad you all are taking up the neighborhood input issues with the Planning Department. That's very important as we go forward.

4) Your letter talks about involvement with city council members with neighborhoods over these issues, and I agree with you 100%. I have met with folks in Downing Creek, in the Farrington area, and in East Durham about their specific light rail issues. I have attended several of the GoTriangle public meetings with the various neighborhoods. I have invited neighbors from Downing Creek, Farrington, Culp Arbor and the Jewish Campus on Cornwallis Rd. to accompany us to visit the Charlotte ROMF, which they did. I've answered scores of emails from neighbors on the subject. I'll continue to do that, and I encourage any neighborhood with a concern about light rail to contact me. I'm happy to talk about it, and even happier to listen.

5) While all these concerns are very important, I do want to make clear my support for the light rail line between Durham

and Orange. I remain convinced that this is an excellent plan which will succeed in the long run unless the state legislature makes it impossible. We've got many things to get right as this project moves forward, but if we don't build it, we will regret it very much in 20 years, in 30, in 50.

Again, thanks so much for these resolutions, Philip, and I hope you will pass on my appreciation to others in the INC as appropriate. Your work on this is invaluable!

Warm wishes,  
Steve

Sent from my iPad

On Sep 22, 2015, at 2:46 PM, Philip Azar <[pazar@nc.rr.com](mailto:pazar@nc.rr.com)> wrote:

Please find attached a cover letter regarding a series of INC resolutions on transit and related matters. Also attached are the specific resolutions.

Although cc:ed on the letter, [info@ourtransitfuture](mailto:info@ourtransitfuture) is in the to: line above in the hope that these will be considered comments on the Draft Environmental Impact Statement.

Sincerely,

Philip Azar  
President, InterNeighborhood Council of Durham

<Transit Coverletter.pdf>

<Transit Resolutions.pdf>

# Comments on D-O LRT DEIS

Ed Harrison [ed.harrison@mindspring.com]

Sent: 10/13/2015 10:54 PM

To: "DEIS Comments" <info@ourtransitfuture.com>

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Comments are attached and included in email form.

These are comments on the Draft Environmental Impact Statement for the Durham-Orange Light Rail Transit project.

As a Chapel Hill Town Council Member who is appointed by my jurisdiction to represent it on the Go Triangle Board of Trustees, I have spent more than five years receiving information on this project, including many details of the Alternatives Analysis and studies after that. I have also done my research. I support most aspects of the Light Rail project itself, including the selection of that mode as the best to serve Chapel Hill.

I have been provided the detailed comments submitted by the City of Durham and by the Southern Environmental Law Center, and I voted to approve the "big-picture" comments submitted by the Town of Chapel Hill. The City of Durham's comments were generally accurate, in my view. I would ask that the Pedestrian and Bicycle section of those comments which are made on Sections 3 and 4) be applied in all relevant areas to similar locations in Chapel Hill, especially in the parts of the NC 54 and Fordham Boulevard corridors that include stations and rail alignment.

In terms of Sections 5 and 6, Environmental Consequences and Mitigation Measures:

1. A grade-separated bicycle and pedestrian facility will be essential to connect the Woodmont station to the UNC-CH Lloyd tract on the north side of NC 54, in order to maximize ridership from future development on UNC land.

It would be excellent if Go Triangle would participate in innovative planning for bike/ped

crossings from the redeveloped Glen Lennox property to the Hamilton Road station.

2. The Gateway Station plan should include a safe, convenient, and direct connection to the planned pedestrian and bicycle facilities on Old Durham-Chapel Hill Road. The station area design which has been available for review since 2014 does not clearly show that. Preserving as much as possible of the ~2017-17 bike/ped project will be greatly appreciated.

[I began advocating for that project in 1993, based on the recommendations made that year to the DCHC-MPO in a corridor study of US 15-501. The same study recommended starting analysis of a "US 15-501 alternative," which evolved into the current light rail plan.]

3. Any necessary utility or maintenance road necessary to be built to provide access to the DO LRT should be built to accommodate bicycle and pedestrian use wherever possible.

#### Comments on the Leigh Village Traffic Report

As someone whose constituents will have to use future City of Durham streets to reach the park and ride lot at Leigh Village station, I strongly support the comments made by City Transportation on this report, in particular this one: "Much of the future road network does not yet exist in the Leigh Village area. Some of these future roads may be built by developers or may be built by GoTriangle with the DO LRT project. The City requests that the future intersections be built to accommodate anticipated queues."

Below is a re-submittal of comments I made to Go Triangle staff before the official comment period:

#### "6.1.5 Farrington Road at Ephesus Church Road

The City of Durham - Compact Neighborhood Tier traffic impact criteria are applied to the signalized intersection of Farrington Road at Ephesus Church Road, as both roadways are under city jurisdiction. There are no proposed changes to the roadway geometry at this intersection from Existing to No-Build Conditions. As shown in Table 7, the overall intersection would operate at LOS D and LOS B during the No-Build Conditions AM and PM peak hours, respectively. The lane configuration and signal timings at this intersection remain the same between the No-Build and Build Alternatives as the intersection would have no interaction with the D-O LRT.

The overall intersection is expected to operate at LOS D or better during both Build Alternative peak hours and would meet the City of Durham thresholds. Therefore, no roadway modifications to the intersection are proposed as part of the D-O LRT project. "

This section has erroneous assumptions and an omission:

1. As mentioned, it places it within the Compact District. My mapping shows the northernmost extent ever proposed of the Leigh Village Compact District to be just under half a mile south of there. GoTriangle staff would be unwise to make the call on where the Compact District boundary sits. The recent process has resulted in a recommendation to move it a very short distance northward from where it was in the Comp Plan. The boundary location is a decision to be made by the Durham City and County governing boards.


2. With placement of the ROMF there, the intersection would definitely have interaction with the D-O LRT. Since it is not at all likely to end up in the Compact District, conventional NCDOT and City of Durham LOS standards would apply. Go Triangle should be prepared for the implications of this.

3. It omits consideration of the ROMF traffic, which I believe could justify a deceleration lane coming from the south and left turn lane coming from the north if LOS D is used as the criterion. The length of the center turn lane required of Epcon, the Culp Arbor developer is telling: the City and Division 5 required construction from the southern end of the tract all the way to the signal at Ephesus Church Road. This is most probably because of Creekside Elementary traffic at its two eccentric peak times during the school year. I call them "eccentric" because when I requested signal re-timing of the LOS F eastbound left from Farrington onto NC 54, Phil Loziuk of the City told me that only part of the re-timing would match the design peak hours for the signal.

Edward C. Harrison, MEM

Postal Service address: 58 Newton Drive, Durham, NC 27707-9744

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**Attachments:**  [DEIS comments 10-13-2015 from Edward C Harrison.docx](#)

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Rec'd Oct 12, 2015



OFFICE OF MAYOR KLEINSCHMIDT

Town of Chapel Hill  
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Chapel Hill, NC 27514

phone (919) 968-2714 fax (919) 969-2063  
[www.townofchapelhill.org](http://www.townofchapelhill.org)

October 1, 2015

Our Transit Future  
PO Box 530  
Morrisville, NC 27560

To whom it may concern:

Please find attached a resolution adopted unanimously by the Chapel Hill Town Council at our Business Meeting on September 28, 2015. This resolution shall function as our comment on the Draft Environmental Impact Statement for the Durham-Orange Light Rail Project. Also attached are specific comments referenced in the approved resolution.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Kleinschmidt", with a long horizontal flourish extending to the right.

Mark Kleinschmidt  
Mayor  
Chapel Hill, NC

I, Amy T. Harvey, Acting Town Clerk of the Town of Chapel Hill, North Carolina, hereby certify that the attached is a true and correct copy of (2015-09-28/R-8) adopted by the Chapel Hill Town Council on September 28, 2015.

This the 29th day of September, 2015.

Amy T. Harvey

Amy T. Harvey  
Acting Town Clerk





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**A RESOLUTION ENDORSING THE NATIONAL ENVIRONMENTAL POLICY ACT  
PREFERRED ALTERNATIVE FOR THE DURHAM-ORANGE LIGHT RAIL  
PROJECT (2015-09-28/R-8)**

WHEREAS, in November, 2011 the Town Council held a Public Forum and received public comment on the Triangle Regional Transit Program Local Preferred Alternative (LPA); and

WHEREAS, in January, 2012 the Town Council endorsed the Triangle Regional Transit Program Local Preferred Alternative (LPA), which included Little Creek alignments C1 and C2; and

WHEREAS, in November, 2012 the Town Council endorsed the proposed 2040 Durham-Chapel Hill-Carrboro Metropolitan Transportation Plan, which included the Durham-Orange Light Rail corridor; and

WHEREAS, GoTriangle has completed a Draft Environmental Impact Statement (DEIS) for the Durham-Orange Light Rail Preferred Alternative; and

WHEREAS, the Draft Environmental Impact Statement (DEIS) evaluated alternative alignments for the light rail corridor between Durham and Chapel Hill; and

WHEREAS, the Town of Chapel Hill has reviewed the findings of the Draft Environmental Impact Statement for the Preferred Alternative; and

WHEREAS the Town Council of the Town of Chapel Hill finds that the DEIS Preferred Alternative minimizes environmental impacts while promoting increased regional transit use and supportive land use.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council endorses the National Environmental Policy Act (NEPA) Preferred Alternative for the Durham-Orange Light Rail Project.

BE IT FURTHER RESOLVED that the Council recommends that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Policy Board approve the Durham-Orange Light Rail Environmental Impact Statement Preferred Alternative.

BE IT FURTHER RESOLVED that the Council approves the staff comments to GoTriangle relating to the design of the light rail corridor and proposed station areas in Chapel Hill.

This the 28<sup>th</sup> day of September, 2015

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## **Durham-Orange Light Rail Town of Chapel Hill Summary of Comments**

- Future extension of the light rail line to the west.
  - The Town supports the concept of a future extension of the rail line to the west and requests GoTriangle ensure that the design of the UNC Hospital Station allows for the future extension.
- Bicycle and pedestrian facilities along the light rail corridor.
  - The Town requests that GoTriangle incorporate bicycle and pedestrian facilities along the light rail corridor and at proposed stations. Appropriate bicycle and pedestrian infrastructure should be provided to provide safe access to stations. Anticipated bicycle parking at each of the stations should be reviewed as part of the station area planning process. Consideration should be given to participating in a bike share program at light rail stations.
- Station area plans
  - With the receipt of the Federal Transit Administration grant to support station area planning GoTriangle should initiate the planning process in collaboration with staff from Chapel Hill and Durham. The station area planning process should also coordinate with the University of North Carolina and the ongoing development of campus master plans.
- Station area access and circulation
  - The traffic impact analysis along NC54 should be revised to assess the impacts of the light rail implementation using existing access and intersection configurations. The traffic analysis already completed as part of the Draft Environmental Impact Statement assumed implementation of super street configuration along NC54. Provision of a bus drop off area at the proposed Smith Center Station along Mason Farm Road should be provided.
- Provision of park and ride
  - Assumptions about park ride demand at individual station areas should be reviewed as part of the station area planning process. The proposed number and orientation of park ride spaces and their location at the Gateway Station should be reviewed. Consideration should also be given to providing a parking structure at the Gateway Station.

DURHAM



1869  
CITY OF MEDICINE

**CITY OF DURHAM**

*Office of the Mayor*

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October 6, 2015

Jeff Mann  
General Manager  
GoTriangle  
P.O. Box 13787  
Research Triangle Park, NC 27709

Dear Mr. Mann:

At its meeting on October 5, 2015, the Durham City Council endorsed the recommended NEPA Preferred Alternative in the Draft Environmental Impact Statement (DEIS) for the Durham-Orange Light Rail Transit project. The Durham-Orange Light Rail Transit project is strongly supported by the City of Durham and is an essential element of our long-range transportation and land use plans. The project is critical for our region's continued economic development, environmental sustainability, and the future mobility needs of Durham.

The City Council's recommendation includes the endorsement of the following options:

- The C2A alignment over Little Creek
- The NHC2 alignment over New Hope Creek
- The Trent/Flowers station location near the Duke and VA Hospitals
- The Farrington Rail Operations and Maintenance Facility
- The Build option

While the City endorses the project, the City Council acknowledges that there will be impacts with any transportation project of this scale and requests that GoTriangle continue to work with City staff and the Council on refining the project's design as the project proceeds into project engineering. The City's request includes the following:

- GoTriangle is expected to continue to work cooperatively with the Durham City Council and staff on the design of the project as it continues into project engineering.

- GoTriangle will be expected to comply with all City plans and policies in the development and construction of the alignment and station areas.
- GoTriangle should continue to pursue strategies to avoid, minimize, or mitigate adverse impacts to the community, natural, and cultural resources that are caused by the recommended NEPA Preferred Alternative in the DEIS.
- GoTriangle should be sensitive to impacts on all communities, especially low income communities along the Durham-Orange Light Rail Transit alignment. Ensuring the continued availability of existing and future development of additional affordable housing near station areas is essential to ensure that all residents of Durham have access to and benefit from the light rail transit investment.
- The City is aware of the concerns of those who would like to see the Alston Avenue transit station located to the east of Alston Avenue. Given the economic and technical engineering constraints, it appears that it is not feasible to relocate the station beyond its proposed location. In the event there is an analysis by GoTriangle and the FTA that these constraints can be overcome, the City supports such a move.
- Safe and convenient bicycle and pedestrian access to the light rail stations as well as bicycle and pedestrian facilities along the alignment should be included in the project to the maximum extent practicable.
- The City expects that traffic impacts caused by the Durham-Orange Light Rail Transit will be mitigated to the maximum extent practicable with consideration for traffic flow and congestion, safety, bicyclists, pedestrians, bus transit, and travel demand management.
- The City requests that during the project engineering phase GoTriangle carefully evaluate the feasibility of modifications to the locations of the Buchanan Station and the Durham Multi-modal Transit Station as well as the inclusion of a City Center Station, as recommended by Durham Area Designers.
- The City requests that, in light of reasonable concerns by Durham residents of potential stormwater impacts at the proposed Rail Operations Maintenance Facility, GoTriangle investigate and implement stormwater controls at a level necessary to ensure water quality.
- Should problems arise from the recommended Rail Operations Maintenance Facility location, the City expects that GoTriangle will carefully evaluate the feasibility of a revised site for the ROMF at Cornwallis Road.
- The City request that, in light of reasonable concerns by Durham residents related to access to and egress from the Downing Creek neighborhood, GoTriangle work with the neighborhood and other parties

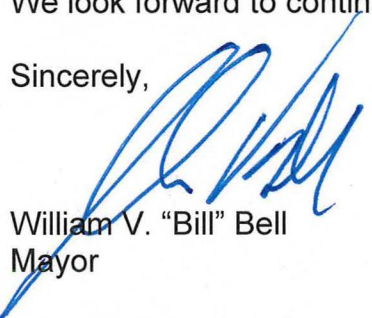


Jeff Mann  
October 6, 2015  
Page 3

to ensure that Downing Creek residents have safe and convenient access to NC 54.

We greatly appreciate the leadership and cooperation that GoTriangle has exhibited throughout the planning and environmental study of this project. We acknowledge the many opportunities that GoTriangle has made for public and neighborhood meetings, meetings with City staff, and presentations to City Council throughout the project development process. Continued cooperation and openness is essential to ensuring that this project is designed and constructed in a manner to benefit all of Durham. We look forward to continuing to work together on implementing this project.

Sincerely,



William V. "Bill" Bell  
Mayor

cc: Durham City Council  
Tom Bonfield, City Manager  
Keith Chadwell, Deputy City Manager  
Mark Ahrendsen, Transportation Director

# Letter

Thomas, Linda A. [lathomas@dconc.gov]

Sent: 10/13/2015 3:44 PM

To: info@ourtransitfuture.com

Cc: "Natalie Murdock" <NMurdock@gotriangle.org>

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Natalie:

Please find attached Durham County's letter of support for the NEPA DEIS.

Please confirm receipt of the letter.

Thank you.

Linda

**Linda Thomas-Wallace | Transportation Program Manager**



**DURHAM COUNTY**  
Cooperative Extension  
Durham County Center

721 Foster Street  
Durham, North Carolina 27701  
Office (919) 560-8757 | Fax (919) 560-0530  
[lathomas@dconc.gov](mailto:lathomas@dconc.gov)

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## Attachments:



[Durham Board of County Commissioners Chair Michael D. Page DEIS Letter to Jeff Mann-General Manager GoTriangle 10-8-2015.pdf](#)

Michael D. Page  
*Chairman*  
702 Basil Drive  
Durham, NC 27713  
Email: mpage@dconc.gov

Brenda A. Howerton  
*Vice-Chair*  
3325 Tarleton West  
Durham, NC 27713  
Email: bhowerton@dconc.gov



## COUNTY OF DURHAM BOARD OF COMMISSIONERS

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Ellen W. Reckhow  
11 Pine Top Place  
Durham, NC 27705  
Email: ereckhow@dconc.gov

October 8, 2015

Mr. Jeff Mann  
General Manager  
GoTriangle  
P.O. Box 13787  
Research Triangle Park, NC 27709

Dear Mr. Mann:

Durham County, as an integral leader and partner of the Bus Rail Improvement Plan (BRIP) writes today in support of the Draft Environmental Impact Statement (DEIS) for the proposed D-O LRT Project and the National Environmental Policy Act (NEPA) Locally Preferred Alternative (LPA).

The NEPA Locally Preferred Alternative includes:

C2A Alternative in the Little Creek section of the Alignment  
New Hope Creek 2 (NHC2)  
Trent/Flowers Station  
Farrington Road Rail Operations and Maintenance Facility ROMF  
Build Option

While the DEIS assessed the environmental, transportation, social and economic impacts associated with the alignment, stations and transportation improvements in the Durham-Orange (D-O) Corridor and provided recommendations to mitigate issues, there are additional impacts that the project will have on Durham County which we want to address. As you know, we have previously discussed many of these issues with the GoTriangle staff and continue to have discussions and receive responses to address our concerns. We seek your continued commitment during this process to provide further consideration and analysis of our issues noted here and others that may arise as a result of comments received during the 45-day comment period.

## **CONSTRUCTION IMPACTS TO DURHAM COUNTY (Buildings, Streets and Traffic)**

### **1. The proposed electric substation location on the Detention Center property**

The proposed location of the electrical substation on the detention facility property, which typically houses over 500 inmates, presents potential access, safety and security risks. Specifically, the proposed location experiences significant foot traffic from visitors to the detention facility. At times, protestors also coordinate demonstrations around the detention facility. Demonstrations could result in damage to the structure. While the final specifications of the structure are unknown, the proposed size and proximity of the substation to the facility could pose safety risks to the inmates in the event of a fire or explosion. It is the County's preference that GoTriangle locate an alternate location for the electric substation during the Engineering phase.

### **2. The closure of Pettigrew Street to two-way traffic and impacts on the Detention Center**

The loading area for the Detention Center is off of Pettigrew Street and the proposed changes to Pettigrew Street will impact operations. This impacts access of truck ranging in length from 25 to 53 feet that regularly deliver supplies to the detention facility. Any change in the traffic pattern on Pettigrew Street/lane closures would adversely impact the truck ability to turn and access the facility. Both the entrance to the drive and driveway would require reconfiguration and substantial renovation as a result of the change. The other access to the facility along Pettigrew Street provides for prisoner intake. This area currently presents access challenges, so any change in the traffic pattern may further complicate navigating an already hectic entrance and exit point. It is critical that Pettigrew Street remain open to traffic during the construction phase and that GoTriangle coordinate with the County staff during the Engineering Phase to determine the maintenance of traffic requirements to include the construction plans and specification so continued use will be permitted.

### **3. General Construction & Utility Impacts**

- a. **Fiber optic cables cross Pettigrew Street/Mangum/Roxboro.** These cables provide critical federal, state, and local public safety communications to the Sheriff's Office and Detention Facility. This function operates continuously and must remain operational at all times. Any impact to underground fiber optic and copper telecommunications and CATV lines, cables or hand holds, underground telecommunications ductbank, such as line replacement, cutovers and other potential impacts to underground power and feeds for signals and street lights, gas mains to the detention service will be the responsibility of the LRT Project. These efforts must be well planned and coordinated in advance with Durham County Government Information Services & Technology, the Durham County Office of the Sheriff, and Durham City Government Technology Solutions.
- b. **Stormwater/Utilities.** While the project team has determined that no water or sanitary sewer services along Pettigrew Street, Mangum Street or Roxboro Street appear to be affected by the LRT project. To assure our stormwater facilities and water, sewer, and gas lines in the vicinity remain in good working condition, we will work closely with



GoTriangle to assure that during construction these facilities and operations will remain clear.

## **COMMUNITY CONCERNS AND COORDINATED TRANSPORTATION**

1. Durham County commends Go Triangle for ensuring that the DEIS is widely available in a number of mediums for the public to review and for the public to comment either in writing or at one of the public hearings being held throughout the corridor. Durham County values the input of our residents whose homes/property are along the alignments and strongly believes that consideration of the community comments not only be heard by GoTriangle as part of the DEIS process, but as appropriate /evaluated for feasibility for modifications to the plan. While Durham County recognizes that there will be impacts with such a large scale long-term capital project, Durham County highly encourages GoTriangle to pursue the necessary strategies to avoid, minimize, or mitigate adverse impacts to the community, natural and cultural resources that are caused by the recommended NEPA Preferred Alternative in the DEIS.

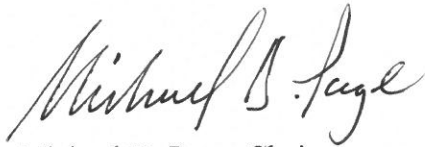
The County request that GoTriangle continue to work to:

- a. Comply with City and County plans and policies in the development and construction of the alignment and station areas.
- b. Give consideration to the recommendations from the Durham Area Designers to: shift the Buchanan station closer to Buchanan Blvd to increase visibility and access to Burch Ave, West End, Trinity Park and W. Chapel Hill Street businesses; restore the Downtown Transit Center station to the original GoTriangle-owned site to improve intermodal connections; add the City Center station as recommended by all 3 DAD charrette teams to provide convenient access to Durham's government buildings including the County Courthouse, Detention Center and City Hall, to better serve Main Street retail and offices and to anchor the Ballpark to Ballpark arts corridor
- c. Address community and roadway impacts to the proposed Park and Ride facility in the Leigh Village area and surrounding neighborhoods.
- d. To the extent possible, reduce negative impacts of the alignment on the Downing Creek neighborhood and address specific safety concerns.
- e. Implement methods to abate noise, vibration, stormwater, and lighting by measures such as landscaping/walls, storm water management, aesthetics and other appropriate measures associated with the ROMF Facility on Farrington Road to mitigate the impact on low density residential and housing for seniors in the area.
- f. Should problems arise from the recommended Farrington Road ROMF, the County suggests that the feasibility of using the alternative sites be revisited.

- g. Include provisions for bike and pedestrian connectivity as extensively as possible at each station area to enhance accessibility to nearby neighborhoods, employers, and commercial areas.
- h. Coordinate light rail planning and engineering with the widening and improvements of NC54 to ensure a multi-modal solution to meet the future demands and the long-term vitality of the corridor and the surrounding neighborhoods. Highway 54 is a primary route connecting much of Durham, Orange and Wake Counties, and the corridor requires a multimodal solution to meet future demand. Strategies that link transit, light rail, pedestrian access and bicycling are needed to make transit an effective travel option.
- i. Address concerns and pursue further analysis so as not to preclude future extensions beyond the Alston Avenue transit station.

Durham County recognizes the multi-faceted benefits that the D-O LRT project brings to our community -- creation of jobs, economic and transit-oriented development opportunities, congestion relief and enhanced mobility for our residents. We encourage and support continued planning and coordination to advance the project while working to mitigate impacts on the community. We are ready to work with Go Triangle, all the other stakeholders, and the community to enhance mobility options for Durham County and the region.

Sincerely,



Michael D. Page, Chair  
Durham Board of County Commissioners

cc: Durham Board of County Commissioners

# Letter of support - DO LRT

Patricia J. McGuire [PMcGuire@townofcarrboro.org]

**Sent:** 10/13/2015 5:32 PM

**To:** "jmann@gotriangle.org" <jmann@gotriangle.org>

**Cc:** "Patrick McDonough" <patrick@patrickmcdonough.com>, "David Andrews" <dandrews@townofcarrboro.org>, "info@ourtransitfuture.com" <info@ourtransitfuture.com>

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Dear Mr. Mann,

Please see the attached letter of support from David Andrews, Town of Carrboro.

Don't hesitate to let me know if you need other information.

Trish McGuire

Patricia J. McGuire, AICP, CZO, CFM

Planning Director

Town of Carrboro

301 W. Main Street

Carrboro, North Carolina 27510

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Town of Carrboro, NC Website - <http://www.townofcarrboro.org> E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law and may be disclosed to third parties.

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**Attachments:**  [DOLRT - Letter 10-13-15.pdf](#)





## TOWN OF CARRBORO

NORTH CAROLINA

WWW.TOWNOFCARRBORO.ORG

October 13, 2015

Jeff Mann  
General Manager  
Go Triangle  
4600 Emperor Blvd., Suite 100  
Durham, NC 27703

Subject: Letter of Support – Preferred Alternative for the Durham-Orange Light Rail Project

Dear Mr. Mann,

This letter conveys the support of the Mayor and Board of Aldermen for your agency's efforts to develop the Durham-Orange Light Rail Transit (D-O LRT) project. The town's policies and actions have supported the exploration and expansion of transportation alternatives, including rail, for many years. As a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, a longstanding partner in the provision of local bus service with Chapel Hill Transit, and as a potential future light rail transit extension destination, the Town endorses the NEPA preferred alternative and will be encouraging the MPO to endorse the Environmental Impact Statement preferred alternative when it votes on this matter in November.

Please contact me if you have any questions. I can be reached at (919) 918-7315 or [dandrews@townofcarrboro.org](mailto:dandrews@townofcarrboro.org).

Sincerely,

David L. Andrews  
Town Manager