Durham-Orange Light Rail Transit Project
Official Public Comment

How to Comment on the DEIS
1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

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Please leave your comment on the Draft Environmental Impact Statement:

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Please Turn Over
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We've been involved from Day 1.
Looking forward to seeing the plan to its fruition. So did it have to take so long.

Thank you for all your hard work.
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Please leave your comment on the Draft Environmental Impact Statement:

Please submit C2A as preferred alternative
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Please leave your comment on the Draft Environmental Impact Statement:

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Please return this form to the comment box

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Why aren't there signs at the roads?
I request that my personal information be withheld.

I think that the light rail transit project is an excellent step toward providing public transportation to the triangle community. If and hopefully when such a project is implemented, I plan to use it and suspect that it will decrease my transit times. I urge local governments to support this project by providing resources or funding when possible. While alternative fuel options would be ideal and should be implemented if within the scope of the project, even conventional fuel sources would probably be more sustainable than fuel use by roadway traffic.
Durham-Orange Light Rail Transit Project
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Name: __________________________ Email: __________________________ Telephone: __________________________

Mailing Address: __________________________ City: __________________________ Zip Code: __________________________

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Please Turn Over
Please leave your comment on the Draft Environmental Impact Statement:

We need this LRT project to be approved and implemented as soon as possible. The roads are becoming unbearable - especially and any road in and out of Chapel Hill.

I fully support this system as it will bring growth to the economy, provide more opportunities for those people in poverty to grow and improve their situation and it brings us closer as a community. I would use this system everyday as my commute to Chapel Hill for work is a daily nightmare.
Franklin-Rosemary Corridor has high conc. of people who choose to live there specifically to use a car less. The light rail plan does not serve them at all.
This route is the wrong place for light rail - it is already too congested and the train would pass 3-4 schools in 3 miles - this route serves Duke Labs, a UNC lab, which do not interchange anything!

It is not safe - it will add more cars getting to parking lots & stations.
It is not cost effective!

Do not build!
I have lived in the Triangle for nearly 30 years. In that time the area has grown in many wonderful ways, but so has traffic. We need alternate forms of transportation in our community.

I live within walking distance of the Farmington Rd. Rail Operations & Maintenance Facility. There is currently no planned station at that location. If my neighborhood is to bear the burden of increased noise, traffic, & any environmental impact of light rail & its maintenance facility, please let us also benefit from light rail & the increased economic development that will surround each station. Please add a station to the Farmington Rd. Route so people who can walk to the facility can also walk onto a train.

Thank you.
I live near proposed Mason Farm Station. As long as rail is behind student housing buildings and not on MF Rd (as it appears in the maps that station will be behind the student housing) then I'm okay with it.

Re: Durham. 1) No new affordable units have been built in recent new apt/condo construction downtown or around Duke. How can that be addressed properly?

2) I'd like to know exactly why the Alston Ave. ROMF would be a net loss in jobs. Does that really make sense at face value.
I agree with the recommended CZA route. Just unsure if the Light Rail should happen anymore. I think that a Light Rail should go from Chapel Hill to Research Triangle Airport.
GoTriangle DOLRT does not serve the NC Central community, which is a minority community. It serves UNC and Duke. It does not meet environmental justice standards and is not equitable transportation with this route.
Go Tri Angle is not equitable transportation.
It does not serve the minority communities of Durham. It serves Duke and UNC and not NC Central.
Please leave your comment on the Draft Environmental Impact Statement:

1) Move Route from Farrington Rd. to Patterson Place. Farrington Rd. is a residential zoned area. Patterson Place is already zoned commercial and easier to be zoned Industrial, not Farrington Rd.

NO BUILD OPTION.
Durham-Orange Light Rail Transit Project
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The Wrong Route

There are few stops on this route that a person can stop for a job, shopping, eating, or recreation. This is a horrible route.

A shorter, more appropriate route would be 15-501 either rail or double bus lanes. Double bus lanes should take less footage than rail and be much less expensive. And flexible this route would serve the types of jobs that need people and people can fulfill - wait staff, office work, car care - maintenance - as the Pastor.
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Please leave your comment on the Draft Environmental Impact Statement:

Said the poor people do not want to stay then please have a “transportation route” that that gives people the opportunity to get to work- 15-50 miles a shorter distance and there is land available for parking and rail or road every from Duke Hospital to Blue Cross to VHC hosp. A flexible transportation route is needed - Buses

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Durham-Orange Light Rail Transit Project
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Please leave your comment on the Draft Environmental Impact Statement:

Let's put it to vote again during presidential election to see what the people want and how many in support we have the rail run right into their house

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Mailing Address: ___________________________ City: ___________________________ Zip Code: ___________________________

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Please Turn Over →

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1. Tell us what you like about the project. Circle specific parts of the project as appropriate.

Not convinced an adequate number of ROMF alternatives were originally considered. Reliance on future improvements in technology to quiet trains going around severe turns of Conway’s ROMF turns.
2. Tell us what you dislike about the project and why.

I like the idea of light rail, but I'm skeptical of the process to place ramps and the proximal impacts (not just immediate impact).

3. Please feel free to share other comments.

Name:

Email:

Telephone:

Mailing Address:

City:

Zip Code:

Organization:

There are 4 ways to return your comments: 1) Leave this form at a public meeting, 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 our toll-free hotline at (800) 816-7817. Forms received will be added to our comments database within 5 days of receipt.
1. Tell us what you like about the project. Circle specific parts of the project as appropriate.

I like the concept of light rail to this area. I believe it will relieve some of increasing traffic on our roads—if people use the rails.
2. Tell us what you dislike about the project and why.


3. Please feel free to share other comments.


Name: 

Email: 

Telephone: 

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Forms received will be added to our comments database within 5 days of receipt.

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1. Tell us what you like about the project. Circle specific parts of the project as appropriate.

Please move forward!

Where have these people been all along?

Why didn't their developer/sales office inform them of potential for development?

No one in our area wanted Chapel Hill or their impact on our community!

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Forms received will be added to our comments database within 5 days of receipt.

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Why is there no updated cost/benefit analysis of Bus Rapid Transit (BRT) including updated ridership when the rationale for its elimination was predicated on low ridership? This was asserted by DEIS reference to the 2012 Final AA 2035 population estimate. The 2012 LRT ridership of 12K was subsequently reassessed based on the 2040 population, with the result of a nearly twofold increase to 23K? Shouldn't a valid compare be based on figures from the same calendar year for accuracy?
How can the ongoing uncertainty of receiving necessary state funds for this $1.6B light rail plan be justified as a prudent, responsible and reasonable risk to impose on the taxpayers of Durham and Orange Counties when light rail state funding remains subject to the political machinations of a state legislature that initially limited funding to 10% not the needed 25%, then capped light rail projects at a cumulative $500K, and as of now continues to debate the value of funding for light rail?
How does the Barbee Chapel Road/NC 54 intersection currently LOS F – F improve to B – C when at grade tracks are placed across this intersection (table 3.2.3)?
GoTriangle has proposed merge/acceleration lanes as mitigation for the unsafe conditions motorists will face attempting to navigate the non-signalized, at grade crossings at both Little John Road and Downing Creek Parkway. This design contradicts the fact that NCDOT will be building an additional travel lane on NC54 along the C2A alignment, resulting in insufficient roadway space for these merge/acceleration lanes. Why hasn't GoTriangle incorporated this conflict in developing this strategy?
In what way does the GoTriangle "solution" for the C2A Little John/Downing Creek extreme safety issues that consists of lights, gates and the allusion to having cameras, provide safe access to/from the main highway for cars, school buses, and emergency vehicles? Please provide this answer in light of the fact that the highway, referred to by transportation people as an expressway, must be (1) accessed from a dead stop without benefit of any traffic signal or other traffic control devices, (2) where the motorist’s waiting position for this access will be behind the rail tracks and (3) where the motorist is left to hope that they can navigate across the tracks and turn onto the highway before oncoming traffic forces them to stop and traps them on the tracks.
How will industrial contaminants, noise, lights, and other significant negative impacts from the presence of a ROMF operation in a residential neighborhood be managed? How will the safety of the residents and school children/school personnel be ensured?
In the event of a ROMF industrial incident, have evacuation plans been developed and their effectiveness evaluated for the senior complex residents and elementary school students and personnel?
What Is the backup plan for movement of the ROMF if the Farrington location is deemed to be unsuitable?
The D-O-LRT corridor alignment, and its route alternatives, compromise the Little Creek and New Hope wetlands. How is that alignment justified when an efficient, flexible, adaptable, scalable, ridership, and cost competitive BRT system can be much more easily implemented and avoid such environmental damage? This is especially true in light of the fact that a BRT system is readily attainable and is a more strategically appropriate 21st century option.
Financial: D-O-LRT Plan Downside Risk Is Excessive and Uncontainable

Sent: 10/11/2015 10:53 AM
To: info@ourtransitfuture.com

Since there are no travel time savings for commuters when the D-O-LRT is compared to auto and bus, how can the expenditure of $1.6B to build this fixed rail system be an economically justified use of taxpayer money? Emphasis on fixed rail system.
Given a mere 10% of all eligible voters approved the county transit tax, not uniquely for light rail, why must this cost overrun be raised locally?
Financial: D-O-LRT Plan Downside Financial Risk Is Excessive and Uncontainable

Sent: 10/11/2015 10:57 AM
To: info@ourtransitfuture.com

How does GoTriangle’s assumption that automobile ownership will decrease correlate with the expectation that adequate revenue will be raised by transit tax DMV fees?

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How do you rationalize the notion that numerous high density projects planned along US15/501 and not served by a light rail corridor is compatible with the contention that light rail transit is a required catalyst for high density driven economic growth?
If the DEIS referenced Final AA (April 2012) reflects daily projected LRT riders at 12K and BRT route/interlined riders at 17.6K (high)/16.3K (low) with transit times of 35, 39 and 44 minutes respectively, how did LRT ridership nearly double (12K to 23K) when there was a 20% degradation of LRT travel time (35 to 42 minutes)? This is of particular interest since alignment C2A was chosen for its 1 minute faster transit time compared to alignment C1A with the claim that there would be 1000 additional riders. Please reconcile this illogical outcome.
How can LRT transit time be claimed as the incentive for commuters to abandon their cars when the DCHC Metropolitan Planning Organization’s 2040 MPO MTP and CTP Alternatives (Travel Times analysis) reflects a 27 minute Chapel Hill to Durham based solely on existing and committed road improvements (E&C)? Isn’t the D-O-LRT’s transit time of 42 minutes woefully inadequate in comparison?
Since the Charlotte metro population reflects a static 16,000 Lynx ridership, despite a 17% population growth and 33% increase in Uptown workers across the 7.5 year horizon that it has been operational, how does the D-O-LRT DEIS predict 23,000+ daily riders for Durham/Orange given its far lower population?
Alternatives Analysis: D-O-LRTIs Skewed Toward LRT Despite Its Lack of Competitiveness

Sent: 10/11/2015 10:59 AM
To: info@ourtransitfuture.com

Is GoTriangle aware that Charlotte has the distinction of having the **worst traffic congestion in NC** in 2015 notwithstanding its Lynx LRT, and has that knowledge combined with the static 16,000 riders been incorporated into the D-O-LRT ridership and traffic mitigation analysis?

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Alternatives Analysis: D-O-LRT Is Skewed Toward LRT Despite Its Lack of Competitiveness

Sent: 10/11/2015 10:59 AM
To: info@ourtransitfuture.com

Why was a bus rider survey used to support using a 40% zero car ownership population as a parameter underlying LRT ridership estimates when bus riders alone are not a statistically representative population to determine area residents’ vehicle ownership?
How does this LRT plan provide future flexibility for transit solutions in order to account for population growth locations changes, employment centers relocation and rapidly emerging technology advances? What consideration has there been for these variables which would likely lead to the obsolesce of a fixed route light rail system?
Alternatives Analysis: D-O-LRT Is Skewed Toward LRT Despite Its Lack of Competitiveness

Sent: 10/11/2015 11:00 AM
To: info@ourtransitfuture.com

Why, especially in this highly academic/technology/research centric area of North Carolina, were known emerging transit technology options ignored making this a circa 2015 not 2040 system? Why was the ability of BRT to provide interim transit improvements as well as cost minimization and routing flexibility (compared to LRT) not included in the analysis?
When looking at the year of operational start thru 2040 in order to determine ridership data, how many ‘new riders’ per year are expected for LRT and what is total ridership per year? This information is critical to a taxpayer being able to understand cost/benefit and funding risks during the period 2026 – 2040.
Why doesn’t the D-O-LRT corridor align with existing and future land use plans particularly in Chapel Hill where the highest concentration of density development is planned along the west side of US15/501 (over 3 million square feet mixed use currently planned) along with high density complexes located just south of US15/501 and NC54 intersection (Southern Village, Obey Creek)?
If the goal is to support transit oriented developments, why does the preferred alignment C2A have two stations less than ½ mile apart on the same side of a major highway bypassing a 435 acre, residential/retail/commercial/medical TOD on the opposite side of the highway that has a reserved 50’ wide transit guideway? The density build approval for this TOD was based on its transit route, and served by C1A, an alignment the Corps of Engineers stated they could support.
How is the Woodmont (C2A) station justified vis a vis C1A, or alternative alignments on the north side of NC54 or even the median dividing NC54? This proposed area embraces minimal buildable acreage with no guarantee of development, is landlocked by protected wetlands that prohibit further development and is within easy walking distance to the Friday Center station (approximately 1/2 mile).
What is the common sense rationale for a redundant Woodmont station that places at grade tracks across a hideous traffic-congested intersection with a major highway (NC54)? This intersection’s congestion will only be made worse than it is now by the increased traffic ensuing from cars attempting to access Woodmont’s “kiss and ride” station?
What is the common sense rationale for a redundant Woodmont station that places at grade tracks across a hideous traffic-congested intersection with a major highway (NC54)? This intersection’s congestion will only be made worse than it is now by the increased traffic ensuing from cars attempting to access Woodmont’s “kiss and ride” station?
Regarding a letter in Appendix G, Dr. Saunders-White, Chancellor NCCU to Mr. D. King, TTA dated April 13, 2014:

Why is there a mutual understanding that a light rail stop on the NCCU campus will be included in Phase Two when doing so now is held out as not feasible. This is particularly significant in light of the Alston Avenue alignment having been for the past five years the advertised plan that influenced local residents to support the regressive transit tax that they are now so adversely affected by?
GoTriangle has proposed merge/acceleration lanes as mitigation for the unsafe conditions motorists will face attempting to navigate the non-signalized, at grade crossings at both Little John Road and Downing Creek Parkway. This design contradicts the fact that NCDOT will be building an additional travel lane on NC54 along the C2A alignment, resulting in insufficient roadway space for these merge/acceleration lanes. Why hasn't GoTriangle incorporated this conflict in developing this strategy?
In what way does the GoTriangle "solution" for the C2A Little John/Downing Creek extreme safety issues that consists of lights, gates and the allusion to having cameras, provide safe access to/from the main highway for cars, school buses, and emergency vehicles? Please provide this answer in light of the fact that the highway, referred to by transportation people as an **expressway**, must be (1) accessed from a dead stop without benefit of any traffic signal or other traffic control devices, (2) where the motorist’s waiting position for this access will be behind the rail tracks and (3) where the motorist is left to hope that they can navigate across the tracks and turn onto the highway before oncoming traffic forces them to stop and traps them on the tracks.
Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:07 AM
To: info@ourtransitfuture.com

How will industrial contaminants, noise, lights, and other significant negative impacts from the presence of a ROMF operation in a residential neighborhood be managed? How will the safety of the residents and school children/school personnel be ensured?
In the event of a ROMF industrial incident, have evacuation plans been developed and their effectiveness evaluated for the senior complex residents and elementary school students and personnel?
What Is the backup plan for movement of the ROMF if the Farrington location is deemed to be unsuitable?
The D-O-LRT corridor alignment, and its route alternatives, compromise the Little Creek and New Hope wetlands. How is that alignment justified when an efficient, flexible, adaptable, scalable, ridership, and cost competitive BRT system can be much more easily implemented and avoid such environmental damage? This is especially true in light of the fact that a BRT system is readily attainable and is a more strategically appropriate 21st century option.
The C2A alignment poses serious adverse safety impacts to both Little John Road and Downing Creek Parkway. How were these challenges evaluated by planners when neither road was included in any of the project's traffic studies? Every other road abutting NC54 from US 15/501 to I40, including roads internal to C1A Meadowmont were included in these studies. Given this, how is this traffic study deemed comprehensive?
Why is the LOS for No Build and NEPA Preferred alignments assessed for every intersection with NC 54 from Barbee Chapel Road east to I40 with the stunning exception of Little John Road and Downing Creek Parkway (table 3.2.3)?
Why is the preferred alternative for a ROMF on Farrington Road? This location is a low density, residential neighborhood not zoned for industrial use, with close proximity to an elementary school and large senior citizen housing complex. Additionally, this alternative requires the seizure of life-long residents’ land.
How can it be appropriate to build a large ROMF complex with its 24/7 noise and lights, combined with worker auto traffic (since there will be no LRT access for its employees), in this semi-rural residential swath of Southwest Durham?
Was a safety and traffic congestion impact analysis performed regarding the at grade tracks which are designed to cross heavily traveled Farrington Road? If so, what were the results?
How can the ongoing uncertainty of receiving necessary state funds for this $1.6B light rail plan be justified as a prudent, responsible and reasonable risk to impose on the taxpayers of Durham and Orange Counties when light rail state funding remains subject to the political machinations of a state legislature that initially limited funding to 10% not the needed 25%, then capped light rail projects at a cumulative $500K, and as of now continues to debate the value of funding for light rail?