

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

We've been involved from Day 1.

Looking forward to seeing the plan to its
finish - so glad it has to take so long.

Thanks for all your hard work.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Email:

Telephone:

Mailing Address:

City:

Zip Code:

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.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

Please stop now!

Please Turn Over →

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Please leave your comment on the Draft Environmental Impact Statement:

Please submit C2A as
preferred alternative

Please Turn Over →



OurTransit
FUTURE™

www.ourtransitfuture.com

Why aren't there
signs @ the roads ?

Get Involved Contact Form

Sent: 9/19/2015 7:01 PM

To: info@ourtransitfuture.com

Name:

Phone Number:

Email Address:

Message Body:

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.

--

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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 - esp I-40 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 ~~to~~ as a community. I would use this system everyday as my commute to Chapel Hill for work is a daily nightmare.

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Franklin - Rosemary Corridor has
high conc. of people who choose to
live there specifically to use a car less.
The light rail plans does not serve them at
all.

Proyecto de Tren Ligero Durham-Orange

Comentarios del Público Oficial

Por favor, deje su comentario sobre el Proyecto de Declaración de Impacto Ambiental:

Por favor,
devuelva este
formulario a la
caja de
comentarios

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 Hosp. & UNC Hosp. which do not interchange anything!

It is not safe - it will add more cars getting to parking lots & stations
It is not cost & time 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 Fearington Rd. Rail Operations & Maintenance Facility. There is currently no planned station at that location. If my neighborhood is to bare 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 Fearington Rd. ROMF so people who can walk to the facility can also walk onto a train.

THANK
you

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1) 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 not really make sense @ face value.

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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.

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Go Triangle DOLRT does not ~~serve~~ ^{serve}
the NC Central community which is a
minority community, it serves WNC &
Duke, it does not meet Environmental
Justice standards and is not
equitable transportation with this route.

Durham-Orange Light Rail Transit Project

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GO TRIANGLE IS NOT EQUITABLE TRANSPORTATION.
IT DOES NOT SERVE THE MINORITY COMMUNITIES
OF DURHAM. IT SERVES DURE AND VINL
AND NOT NLC (CENTRAL).

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

1) Move RINF from Farrington Rd. to
Patterson Place. Farrington Rd is a
Residential zoned area. Patterson
Place is already zoned commercial and ensure
to be zoned Industrial, not Farrington Rd.
NO BUILD OPTION

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Durham-Orange Light Rail Transit Project

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The Wrong Route

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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 would take less footage than rail and ~~be~~ much less expensive. And flexible this route would serve the types of jobs that most people and people can fulfill - wait staff - office work, car care - maintenance - ~~as the pastor~~

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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. 15-501 is a shorter distance and there is land available for parking and rail or road way - from Duke Hospital to Blue Cross - to UNC Hosp. A flexible transportation route is needed - Buses

Please Turn Over →

Durham-Orange Light Rail Transit Project

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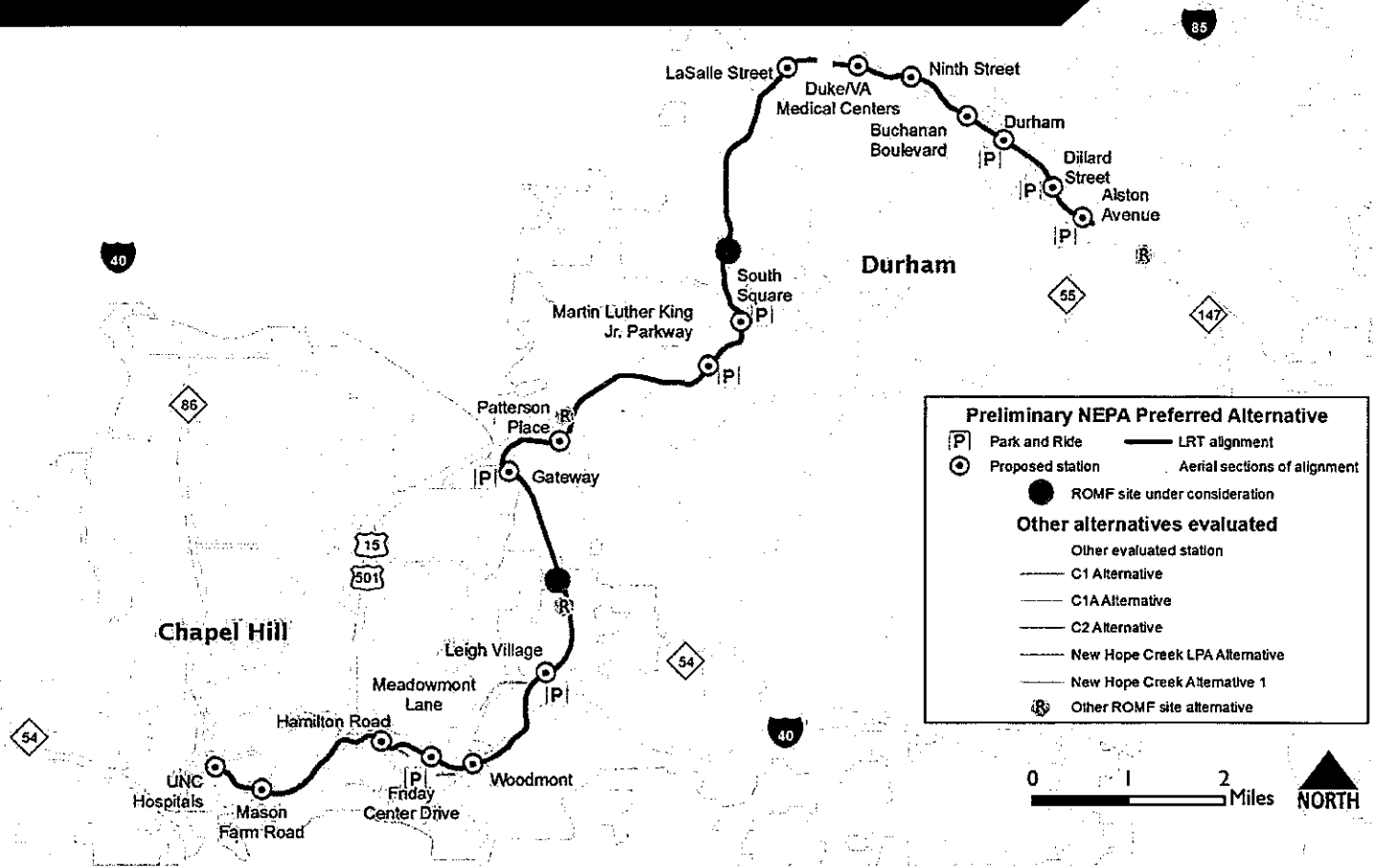
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Lets put it to vote again
during Presidential election
to see what the people want
and how many in support are
have the rail run right into their
house

Durham-Orange Light Rail Transit Project

Public Comment



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 Cornwallis ROMF turns,

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.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Public Comment

Please
return this
form to
GoTriangle
no later than
July 6.

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 ROMFs and the proximal impacts
(not just immediate impact)

3. Please feel free to share other comments.

Name:

Email:

Telephone:

Mailing Address:

City:

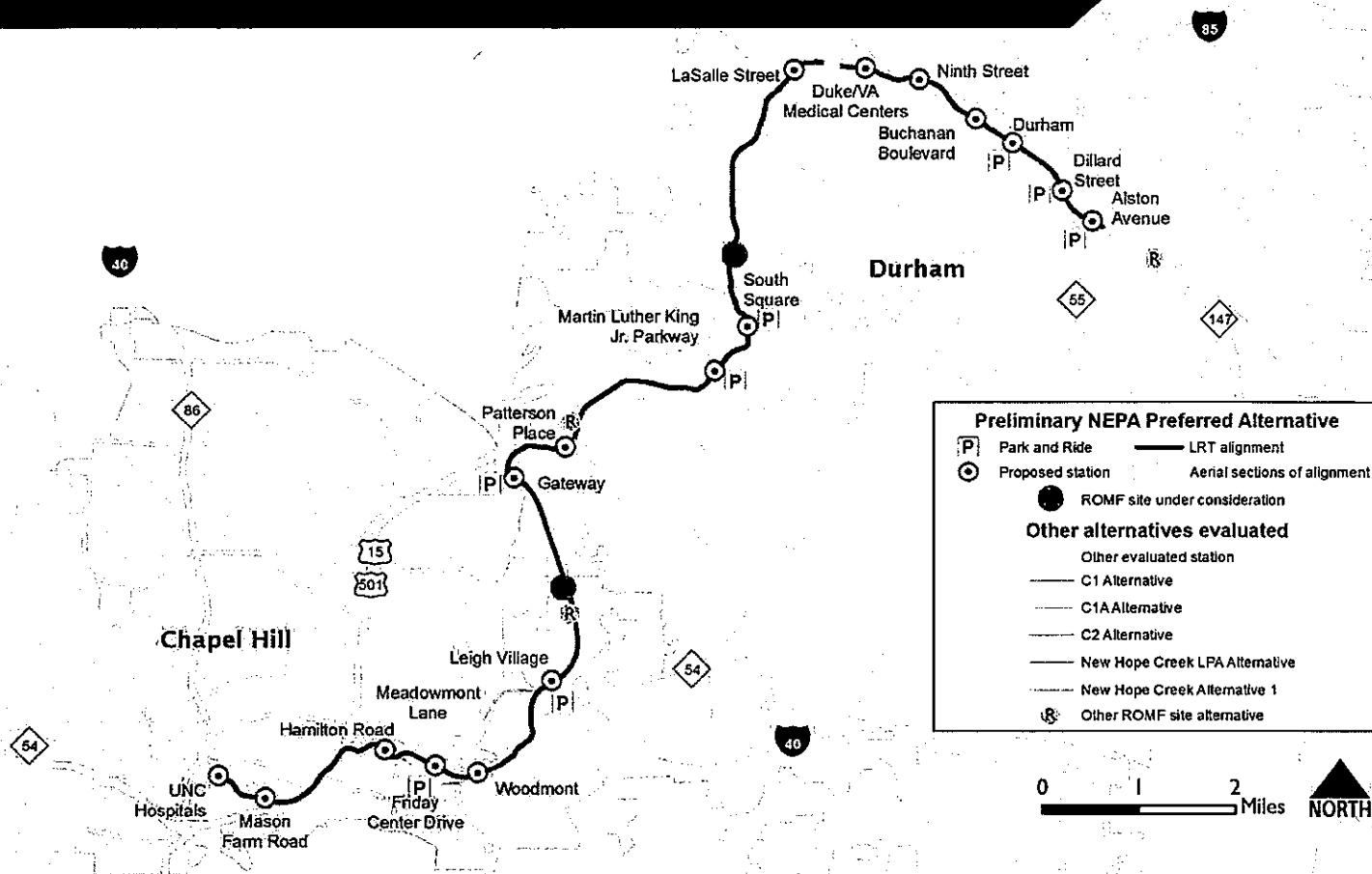
Zip Code:

Organization:

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Durham-Orange Light Rail Transit Project

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

I like the coming of light rail to this area. I believe it will relieve some of increasing traffic on our roads — if people use the rails.

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return this
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GoTriangle
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July 6.

2. Tell us what you dislike about the project and why.

3. Please feel free to share other comments.

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Email:

Telephone:

Mailing Address:

City:

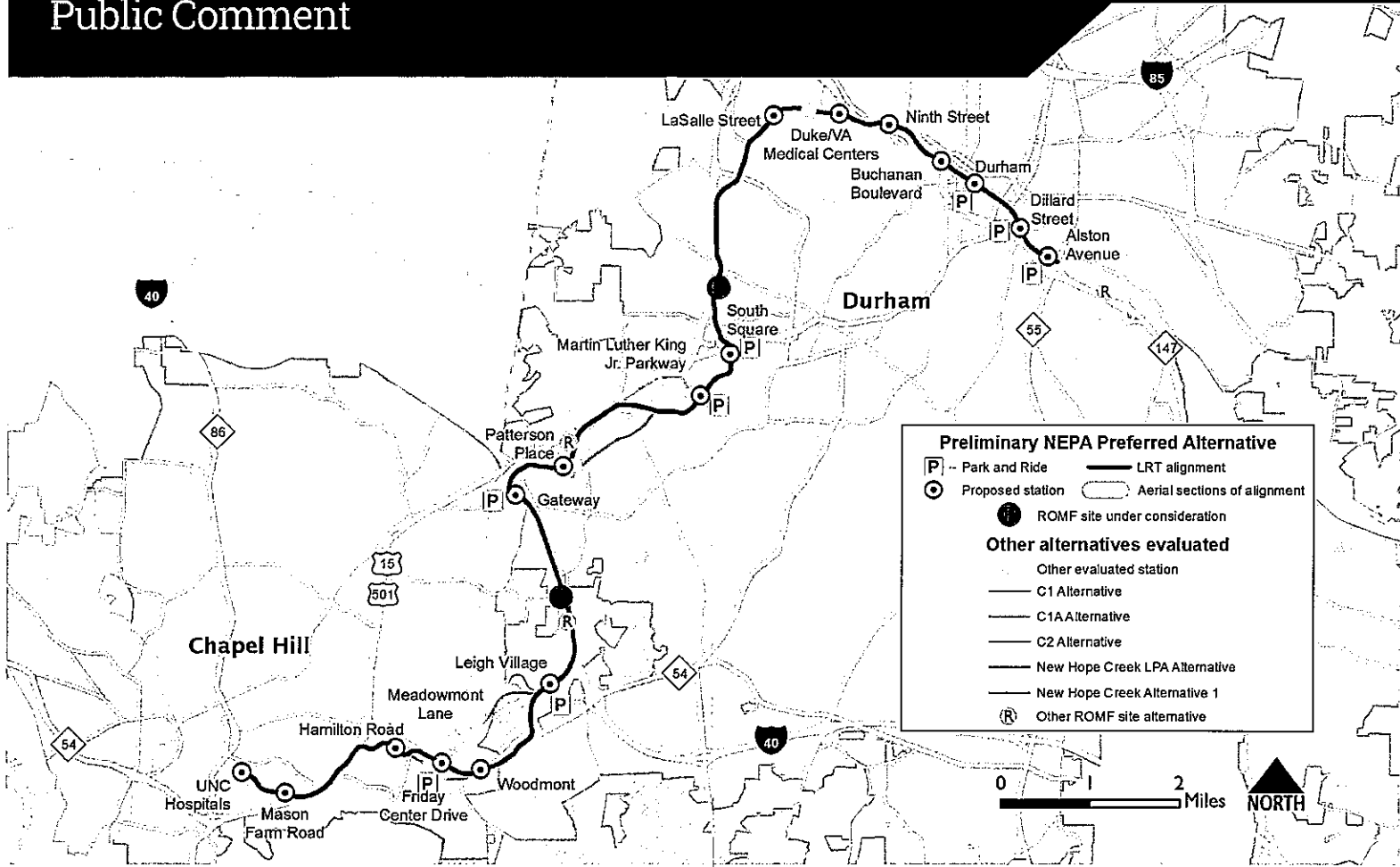
Zip Code:

Organization:

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Durham-Orange Light Rail Transit Project

Public Comment



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 Culp Arbor or their impact on our community!

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Please Turn Over →

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

Sent: 10/9/2015 5:13 PM

To: info@ourtransitfuture.com

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?

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Financial: D-O-LRT Plan Downside Risk Is Excessive and Uncontainable

Sent: 10/11/2015 10:53 AM

To: info@ourtransitfuture.com

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?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:05 AM

To: info@ourtransitfuture.com

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)?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:06 AM

To: info@ourtransitfuture.com

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?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:06 AM

To: info@ourtransitfuture.com

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.

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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?

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Safety / Environmental: Adverse Impact



Sent: 10/11/2015 11:08 AM

To: info@ourtransitfuture.com

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?

,

Safety / Environmental: Adverse Impact

[REDACTED]

Sent: 10/11/2015 11:08 AM

To: info@ourtransitfuture.com

What Is the backup plan for movement of the ROMF if the Farrington location is deemed to be unsuitable?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:09 AM

To: info@ourtransitfuture.com

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.

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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.

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Financial: D-O-LRT Plan Downside Risk Is Excessive and Uncontainable

Sent: 10/11/2015 10:54 AM

To: info@ourtransitfuture.com

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?

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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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Financial: D-O-LRT Plan Downside Risk Is Excessive and Uncontainable



Sent: 10/11/2015 10:57 AM

To: info@ourtransitfuture.com

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?

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

Sent: 10/11/2015 10:58 AM

To: info@ourtransitfuture.com

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.

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

Sent: 10/11/2015 10:58 AM

To: info@ourtransitfuture.com

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?

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

Sent: 10/11/2015 10:58 AM

To: info@ourtransitfuture.com

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?

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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

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?

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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

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 obsolescence of a fixed route light rail system?

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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?

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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

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**.

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Existing / Future Land Use Plans: Not Considered

Sent: 10/11/2015 11:00 AM

To: info@ourtransitfuture.com

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)?

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Existing / Future Land Use Plans: Not Considered

Sent: 10/11/2015 11:01 AM

To: info@ourtransitfuture.com

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.

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Existing / Future Land Use Plans: Not Considered

Sent: 10/11/2015 11:01 AM

To: info@ourtransitfuture.com

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).

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Existing / Future Land Use Plans: Not Considered

Sent: 10/11/2015 11:02 AM

To: info@ourtransitfuture.com

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?

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Social Justice Failure

Sent: 10/11/2015 11:03 AM

To: info@ourtransitfuture.com

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?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:06 AM

To: info@ourtransitfuture.com

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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?

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Safety / Environmental: Adverse Impact

[REDACTED]

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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?

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To: info@ourtransitfuture.com

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.

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:05 AM

To: info@ourtransitfuture.com

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?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:05 AM

To: info@ourtransitfuture.com

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)?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:06 AM

To: info@ourtransitfuture.com

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.

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:07 AM

To: info@ourtransitfuture.com

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?

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Safety / Environmental: Adverse Impact

Sent: 10/11/2015 11:07 AM

To: info@ourtransitfuture.com

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?

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Financial: D-O-LRT Plan Downside Risk Is Excessive and Uncontainable

Sent: 10/11/2015 10:53 AM

To: info@ourtransitfuture.com

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?

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