

Get Involved Contact Form

Kristin Ramsden

Sent: 10/12/2015 2:22 PM

To: info@ourtransitfuture.com

Name: Kristin Ramsden

Phone Number:

Email Address:

Message Body:

I would like to express my strong support for the Durham-Orange light-rail project being proposed to run from East Durham to the UNC Medical Center.

I know there is opposition in particular areas where small numbers of people have problems with (i) the alignment of the proposed line, (ii) with the ROMF or (iii) with station location selections.

As far as I am concerned, the worst thing which can be said about this project is that some variant of the line has been under consideration since the early '90s and it will take us another decade before service can be delivered - it cannot be put into service fast enough, as far as I am concerned.

All other objections are trivial, and I would like to remind elected officials that it is not their civic responsibility to insulate small, energized minorities from change but to act on behalf of the greater community at large, many of whom probably still cannot fully comprehend what a valuable asset high-quality transit linking the two municipalities, the two universities and the two medical centers will become.

I don't care whether you are concerned about global issues such as carbon consumption, or more local issues that focus on the 'transit/land-use' connection for an area that will continue to see significant population increases and, absent the development of a richer palette of transportation options, could follow in the footsteps of Atlanta and our other Sun-belt brethren in gobbling up land to the horizon - we need to selectively develop the infrastructure for a 'transit-served city of the future' - to provide mobility options for those who cannot afford personal vehicles, are too old or too young to drive or otherwise choose a way of life that Durham and Chapel Hill of the future can provide.

With two significant and growing municipalities and employment areas at either end, with many 'greenfield' sites remaining along the corridor that could be filled with residential 'rooftops', the LRT system could meet the needs of a large number of people and allow the richer development of the two city centers by reducing auto congestion and the need to provide parking for all that want or need to get to the major employment or cultural destinations of Durham or Chapel Hill.

I have property along the path, and will definitely be directly affected by the long period of construction that this project will require.

But there will be nothing like finally being able to buy that ticket, head off towards either downtown and leave my car - if I still need one for other purposes - in its garage.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

13 MS. PAMELA RANSOLOFT: I'm Pamela
14 Ransoloft. I live at
15 in Chapel Hill, North Carolina. I oppose
16 the light rail system for these reasons:
17 It is not fiscally responsible with almost
18 \$2 billion for a route that doesn't cover
19 the RDU, RTP, and Wake County. At this
20 point, the Robertson Scholar Bus between
21 UNC and Duke has an average of five
22 people. It is unnecessary.
23 People will not ride this because
24 it takes too long. The proposed plans

1 will take too long. Most parents drop off
2 their children to school. Many parents
3 drop off their children on their way to
4 school. So the time to drive, park, wait
5 for the train is going to take much longer
6 than it takes to drive.

7 The road congestion is going to be
8 increased, and vulnerable groups like The
9 Cedars, the schools, some of the schools,
10 for example, Creekside, will have delays,
11 and we have too small a population to
12 support this light rail system.

13 Charlotte has less rider -- has
14 less riders than our proposed 23,000.
15 They only have 16,000 riders, and it's a
16 much -- and that's high. It's a high
17 estimation, and they have a much bigger
18 city, as we all know.

19 Citizens have been misled about
20 the cost, the ridership, the locations,
21 and the goals. Thank you.

22

Durham-Orange Rail DEIS

Ray, Haley Erin

Sent: 9/1/2015 3:47 PM

To: info@ourtransitfuture.com

Hello,

I'm working on a story about the environmental impact of the Durham-Orange rail for a UNC reporting class. I was wondering if I could be put in contact with someone who is involved in gathering the public comments about the DEIS, or is chairing the two public information sessions.

I'm also looking to be put in contact with an individual who has submitted a question or comment regarding the DEIS and would be willing to discuss it. Let me know if that would be at all possible.


Thanks,

Haley Ray

Haley Ray

UNC Chapel Hill

School of Media and Journalism



Durham-Orange light rail project

Ervin Rea

August 23, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

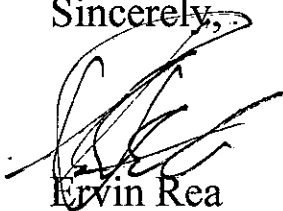
Dear Sir

We oppose the light rail (DOLRT) because of the environmental impact to the planned 17 mile route, especially the Leigh Village and Farrington Road areas.

We are concerned about the many parking lots and especially the proposed 990 flat parking spaces that, when it rains, will cause runoff tainted with car oils, coolant and anti-freeze, etc that will make its way into the public source of drinking water and contaminate the local wetlands that are in close proximity (less than 1/2 mile away)

Please tell us your plans to deal with this and the sources that you based these plans on as well as the costs you are expecting associated with this.

Sincerely,



Ervin Rea

Durham-Orange Light rail project

August 23, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

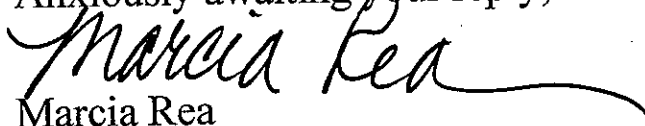
Dear Sir

We oppose the light rail because of safety concerns at the many grade crossings. Please tell us how you plan to minimize accidents at these crossings.

Exactly how often and how long will these crossings be closed to automobile traffic each and every time a train crosses these highways and give us an estimate as to total numbers per day for each crossing and total system.

Having researched light rail accident frequency, it appears to be second in accidents only to motorcycle accidents. Even the Portland system has accidents weekly, the likelihood of someone winning against a 45 ton light rail train in an accident does not exist. I don't think it is a chance we need to take in our area.

Anxiously awaiting your reply,


Marcia Rea

Durham-Orange Light rail project

Marcia Rea

August 28, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

Dear Sir

I believe there is a definite conflict of interest in GO Triangle Transit's effort to push D-OLRT through.

You were contracted to study (not an independent study) plan implement, project manage and run the D-OLRT. With Durham's Mayor Bill Bell as you board chair it would be impossible to get an impartial vote on the subject.

The fact that you had the tax initiative worded so no one would know it was for light rail that you were pushing and on a year that had no mayor candidate races ensured a low turnout. Less than 20% of the electorate voted, and 60% agreed, that is hardly a mandate.

Something similar occurred in Orange County CA that resulted in legal action and the people won.

This is a blatant conflict of interest.

Sincerely;

A handwritten signature in black ink that reads "Marcia Rea". The script is fluid and cursive, with the first name "Marcia" and last name "Rea" clearly legible.

Marcia Rea

Durham-Orange Light rail project

July 15, 2015

Dear Sir/Madam

I am writing you to express my concerns about the proposed Durham-Orange Light Rail Project.

I, and my family, are long time residents and citizens of North Carolina and actually returned here from another state in order to continue to experience the freedom and rural living of this State.

I am very disappointed in the lack of concern for the citizens directly affected by this proposed plan and routes. All efforts by these so-called planners is geared to get us to accept their ideas regardless of feasibility. The Town Council held a 3 hour meeting where they expressed their ideas and restricted the public to 3 minutes to express ours, this is the type farce we have had to deal with in all meetings. They seem to forget that their salaries and all subsidies for this project are paid for by ~~the~~ this state.

This population is not sufficient to support a project of this nature with either finances or ridership. Larger metropolitan areas are nowhere near able to support a light rail. An example is Charlotte where 90%.of support is dumped back on the taxpayers of the area that do not use the system for transportation. The current local transit system is more than adequate for this area. The cost of \$3-4 million dollars for "planning" is a complete waste of money and does nothing but line the pockets of, so-called board members brought in from out of state locations. Each of these "board members" live in areas where current light rail projects are failures.

Marcia Rea

August 28, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

Dear Sir

We oppose light rail because we believe you have not done due diligence in researching and presenting information from all the mass transit options.

The presentation of only one option is narrow minded and tunnel vision.

The public and publically elected officials are being fed light rail only by the people that worked on Charlotte's Lynx and whose salaries depend on it going through and at great cost to the Durham/Orange citizens.

When a professor from New Jersey, on sabbatical at UNC voiced opinions (supported by data and experience) that were opposed to the information you were disseminating – his sabbatical was abruptly terminated rather than examining the data he presented.

We ask that you present all the possible data on mass transit options to the public before there is a final decision funding.

Durham-Orange Lightrail project

Marcia Rea

August 28, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

Dear Sir

We are very upset about the way you communicate with the public.

We have been to many meetings that you put on supposedly to get our input about Light Rail. Each and every time you put on a glitzy dog and pony show designed to get us to accept an unrealistically expensive Light Rail project and make no effort to hear our voices, as you have already made up your minds to line your pockets.

As someone who lives at ROMF ground zero and will be directly affected by your decision, I want you to know just what you've done:

1. You are displacing a family of 3 that have owned, lived at and rented this property for more than 20 years.
 - a. My husband has a brain tumor.
 - b. My son is profoundly handicapped and has seizures making him a full care patient.
 - c. I have arthritis and have been declared handicapped by my doctor.
2. We live a simple life of rural people. We keep goats, ducks and chickens (which provide eggs to the local food bank).

Durham-Orange Light rail Train project

Marcia Rea

August 23, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

Dear Sir

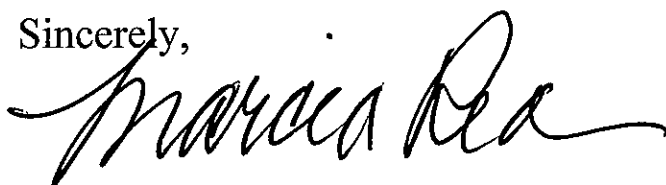
I am interested in how and why you estimated the numbers for ridership of the light rail at UNC Hospital and Duke University Medical Center. I realize that they do have a large employee base, however, as a former employee of both of these institutions, I question whether this will cause the ridership you predict.

If one has to drive or walk to an outlying station, wait for a train and add that to a 10 or 12 hour shift, making an already long day even longer, I doubt professionals will be anxious to ride. If you consider; 1. Either having to pay to park in a secure lot. 2. Park in a lot without security; neither makes light rail that attractive, especially if you still need to drive to the lot and find a space to park.

The student population of either school simply will not support ridership to the other University.

The transit plan and routing needs to be reworked to accommodate more of the county population that is being taxed to pay for it.

Sincerely,

A handwritten signature in black ink, appearing to read "Marcia Rea", with a stylized, flowing script.

Durham-Orange Light rail project

Marcia Rea

August 23, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

Dear Sir

We oppose the light rail because of the potential for a toxic waste spill from the rail operations maintenance facility (ROMF) endangering the nearby school (Creekside Elementary) and the elderly at Culp Arbor.

MSDS

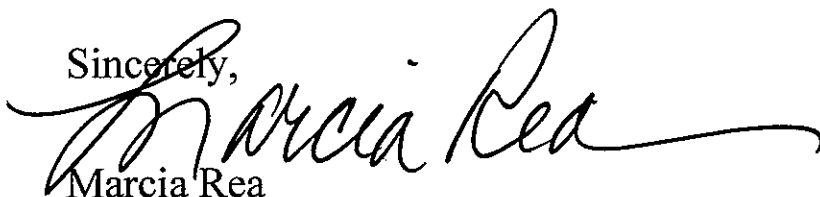
We request copies of all the cleaning materials, solvent, and lubrication substances to be used at the Farrington Road ROMF.

We also wish a copy of your emergency plan, in case of a spill and/or run off.

As we saw in the recent Colorado spill, human error can occur and endanger the population. We do not want to, in anyway, cause harm to school children and the elderly in such close proximity.

We look forward to your, timely, response.

Sincerely,



Marcia Rea

Durham-Orange Lightrail project #7

Marcia Rea

August 28, 2015

GO Triangle Transit
Our Transit Future
PO Box 530
Morrisville, NC 27560

Dear Sir

We are very upset about the way you communicate with the public.

We have been to many meetings that you put on supposedly to get our input about Light Rail. Each and every time you put on a glitzy dog and pony show designed to get us to accept an unrealistically expensive Light Rail project and make no effort to hear our voices, as you have already made up your minds to line your pockets.

As someone who lives at ROMF ground zero and will be directly affected by your decision, I want you to know just what you've done:

1. You are displacing a family of 3 that have owned, lived at and rented this property for more than 20 years.
 - a. My husband has a brain tumor.
 - b. My son is profoundly handicapped and has seizures making him a full care patient.
 - c. I have arthritis and have been declared handicapped by my doctor.
2. We live a simple life of rural people. We keep goats, ducks and chickens (which provide eggs to the local food bank).

3. We are elderly and infirmed.

In your push to get this project through, your people have told many lies to us:

1. Alston Avenue is the preferred site. Don't worry.
2. Go ahead and live like it's not happening (our neighbors had to upgrade their septic system and jump through planning commission hoops at the cost of many thousands of dollars, only to be told Farrington Road is your choice for ROMF.
3. Imagine you go out in your yard at dusk and find a strange man, who when asked what he is doing, tells you he is surveying. You ask what and why and he claims ignorance.
4. Then, even before the supposed decision is made you start getting mail addressed to the Rail Maintenance Facility at our address.

I'm sorry, but I don't trust anything GOTriangle says.

They claim they will help relocate us. Since we rent from our son-in-law and have farm animals, it is unlikely we will be able to find a place at a reasonable cost to accommodate our life style and still be close to the medical center for the care we need.

You seem to think just because some of the neighbors are willing to sell you their land, that we should be grossly inconvenienced in the process.

I realize that you love the light rail system so much that you do not look at the future that is barreling down the pike. This light rail train will be outdated by the time the first tracks are laid and the populace will be saddled with massive debt and our beloved home will be take from us to support a tunnel visioned whim.

Sincerely;


Marcia Rea

DEIS/DOLRT

Marcia Rea

September 19, 2015

Dear Sir

We feel that building the ROMF on Farrington Road will be a safety and environmentally hazardous decision.

We suggest that you take another look at the already commercially zoned Patterson Place site. It would meet much less resistance, disrupt fewer neighborhoods and accomplish another of your goals (having fewer cars sold and thus on the road) because it is now slated to become, yet another, auto dealership in a glut of car dealerships already in this area.

This might also allow the route of light rail to be modified to run down 15-501 (Fordham Blvd) and be closer to the Chapel Hill Franklin Street, benefiting their commercial center. That route would lessen the dangers on highway 54 and the very heavy traveled entrance to I-40.

If the route came down 15-501 and there was parking provided, the traffic for the many, high traffic, sports events at UNC and Duke University could exit 270, a much less used exit of I-40 than exit 273 on highway 54, board lite rail eliminating some of the traffic around the sports venues.

Additionally that route could be the start of a link to Hillsborough, the airport and Raliegh if that eventually becomes the plan.

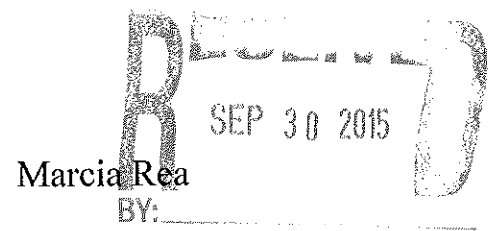
We recommend that you investigate this alternative.

Sincerely,

A handwritten signature in cursive script that reads "Marcia Rea". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Ervin and Marcia Rea

D-OLRT DEIS



September 23, 2015

Sir

I am writing to question the validity of the $\frac{1}{2}$ cent sales tax voted into being in the election of 2011.

First of all it was placed on an off year election cycle ballot.

Second the wording of the proposal never mentioned Light Rail Project.

While a majority of voters, 16,754, voted yes and 11,104 voted no, the majority of the voting public 137,723 did not vote. Not surprisingly, the following year the legislature deemed this type action as illegal.

We, however, are stuck with officials that took that as a mandate to select people to act on Go Triangle as planners, managers and project managers. There are members of both Durham and Chapel Hill Councils on the Board of Trustees. Bill Bell, Mayor of Durham is the Chair Person.

The citizens of both Counties didn't get an impartial study of transportation needs. Since they are playing with other people's money (taxes) it makes no difference to them that the more expensive notion is not likely to meet the county needs, be flexible and wrought with insider dealings.

I am not naive enough to not recognize this is how people with too much power act but, I implore you to look at the true needs of the population and be good stewards of our tax dollars.

This project needs to be re-examined by an impartial source and re-worked accordingly.

Sincerely

A handwritten signature in cursive script that reads "Marcia Rea".

Marcia Rea

D-OLRT DEIS

R

SEP 30 2015

Marcia Rea

September 23, 2015

Sir

After driving the proposed DOLRT route, it makes little sense to place the ROMF on Farrington Road. The environmental damage would be too great.

I propose that you conduct another study of the South Alston Avenue site. The employer, that you say, needs rail connectivity and is largest the employer in the area has, in fact, relocated a large portion of their business to Kentucky and many of the jobs followed.

While it would require cleaning up a hazard waste site, couldn't the Super Fund assist in cleanup costs? It would make the area safer for the inhabitants, help the jobs market there, and allow you to extend to reach the NCCU Campus. All of these are goals initially sought.

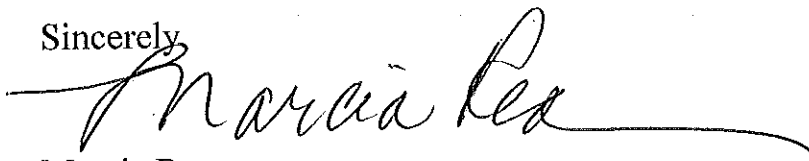
After reading interviews with people living in this area, it is obvious that they would prefer that the ROMF be located in this area.

The "historically important" water tower cited in your documentation is no more historically important than the Patterson Mill Pharmacy located on Farrington Road.

The area on Alston Avenue is already zoned Industrial and would be at the end of the proposed route rather than in the middle of an environmentally fragile area.

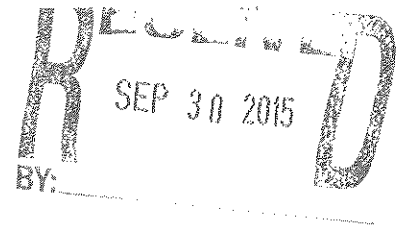
Please go back to the drawing board and rework this project.

Sincerely



Marcia Rea

DOLRT DEIS



Marcia Rea

September 23, 2015

Sir

We wish to dispute the calculation for ridership of the DOLRT that you are publishing to the Durham and Orange County residents.

By your own calculation each car will seat 40-60 passengers and in a rush period can hold 180 sardines.

If you figure a 3 hour rush period in the morning and a 3 hour end of day rush period, and have a train car every 10 minutes (36 trips X 180 sardines equals 6,480 rush hour riders). If the remaining 10 hours you have every seat filled and 3 cars per hour equaling 1,800 riders.

Now if you figure a car going from South Alston Avenue to UNC Chapel Hill and one in the opposite direction, you still only arrive at a total 14,760 riders per day. If you are depending on each of these riders using LRT as their sole means of transportation to and from these destinations we are talking about 7,380 persons being served daily. We know from bus ridership, that the numbers that I suggest are inflated, as our current bus system often has 1-5 riders per route per day. Just because it is a fancy new, expensive toy doesn't mean that it will receive the kind of ridership that I have outlined above.

The people that currently have free bus service will resist in paying even a portion of the ridership for LRT even if it were to deliver them close to their destination.

An effort to project population growth 25 years in the future would require a crystal ball. By looking at current LRT and mass transit usage we find a 3-5 percent usage. If Charlotte, with a population of nearly 700,000 has a daily ridership of 16,000 it is not likely that tis area would exceed that. I would challenge the 16,000 daily ridership since there is not supporting data offered to back this up.

Please re-evaluate this project from a purely fiscal aspect to determine feasibility.

Sincerely

A handwritten signature in cursive script that reads "Marcia Rea". The signature is fluid and elegant, with a long horizontal flourish extending to the right.

Marcia Rea

DOLRT DEIS

Marcia Rea

September 23, 2015

Sir

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Please re-evaluate this project from a purely fiscal aspect to determine feasibility.

Sincerely

A handwritten signature in dark ink, reading "Marcia Rea". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Marcia Rea

D-O LRT DEIS

Marcia Rea

September 23, 2015

Sir

I am writing to question the validity of the ½ cent sales tax voted into being in the election of 2011.

First of all it was placed on an off year election cycle ballot.

Second the wording of the proposal never mentioned Light Rail Project.

While a majority of voters, 16,754, voted yes and 11,104 voted no, the majority of the voting public 137,723 did not vote. Not surprisingly, the following year the legislature deemed this type action as illegal.

We, however, are stuck with officials that took that as a mandate to select people to act on Go Triangle as planners, managers and project managers. There are members of both Durham and Chapel Hill Councils on the Board of Trustees. Bill Bell, Mayor of Durham is the Chair Person.

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This project needs to be re-examined by an impartial source and re-worked accordingly.

Sincerely

A handwritten signature in cursive script that reads "Marcia Rea". The signature is fluid and elegant, with a long, sweeping underline that extends to the right.

Marcia Rea

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Marcia & Erwin Rea

Email:

Mailing Address:

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:

Bookers give you all of their land
& will share the inconveniences
they inflicted on the rest of us.

Please Turn Over →

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 live at RomF ground zero
We will be displaced if this fiasco
go through thanks to the greedy under handed
dealings with Walter Curtis Booker. We and
some of our neighbors will be uprooted +
inconvenienced having to relocate in a
period we are dealing with many health
problems. Mr. Booker will keep his farm, house
store + mother's house and his only
inconvenience will be finding a way
to carry his money to the bank.

We have done extensive research + this
light rail will ① not fix traffic ② not
fix societal problems of housing, families
crime + education. It will only burden
the Citizens with a never ending debt.
We will drop our opposition if the,

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Marcia Kea

Email

Mailing Address

How to Comment

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
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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:

Money things tend to get very murky on an ethical basis.

This whole mess needs to be cleaned up & be more transparent.

We need a more responsive transit authority & city & town councils.

We need an impartial study.

Please Turn Over →

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

There are enough safety, environmental
traffic & zoning concerns with
the ROME on Farrington Rd to warrant
a new Independent not biased
evaluation of this entire project. There
is entirely too much insider involvement
& active participants (mayor, council
members etc) to get a clear understanding
of what is physically & fiscally
the best way to serve the citizens.
Realors, developers & council members
who only see ways of enriching
their financial bottom line are not
a fair impartial judge. People of
GoTriangle that were hired specifically
to push the light rail through and
whose salaries & futures depend on
that outcome are the least trust
worthy of all. Once you follow the



12 MR. JOYNER: Thank you.

13 MS. MARSHA REA: My name is Marsha
14 Rae. I live at
15 otherwise known as ground zero ROMF.

16 I'm here today to inform you of
17 the happenings at ROMF zero. At the first
18 meeting I attended, I realized we were at
19 risk. I asked what we should do in the
20 meanwhile, and the response was just do
21 what you were doing as if it's not
22 happening.

23 One day a young man who said he
24 was with GoTriangle came to the door and

1 told me he wanted to look at the property.
2 He said it was for the ROMF but not to
3 worry because it would be crazy to put it
4 here. He said the obvious choice was
5 south Alston Avenue.

6 Around the time when I was at --
7 Around that time, I was out in the
8 backyard at dusk and found a man. I asked
9 what he was doing. His response was
10 surveying. I asked why. He says he
11 didn't know. I should have suspected what
12 now is obvious, the ROMF was coming.

13 When the Culp Arbor meeting
14 occurred was the first definite
15 verification of my fears. I want to tell
16 you despite the DEIS that claimed that
17 they had notified the
18 homeowners/stakeholders of their intent,
19 neither my daughter who owns our home or
20 the neighbors, the Bareilles family, have
21 received such contact.

22 Our family has a very complex
23 situation. My husband is a Marine Corps
24 Vet of 20 years, is disabled with a brain

1 tumor, and has many complicated health
2 problems. My adult son is profoundly
3 retarded and in full care. Both of my men
4 have seizures. I have breast cancer.

5 To be forced to move at this time
6 in our life will be difficult and
7 complicated. We have done much research
8 on light rail and feel it is currently --
9 as it is currently planned it is not going
10 to serve the people in the area it claims
11 to want to serve.

12 The area near central and south
13 Alston Avenue, already zoned industrial,
14 would be most beneficial and provide jobs
15 and transportation if the ROMF were
16 located there. Historically, light rail
17 has fewer riders than projected and costs
18 much more to build and maintain than
19 planners project. I doubt we will do any
20 better than the more populated areas that
21 have light rail. We do not support the
22 light rail.

23 MR. JOYNER: Thank you.

24 MR. ANDREW JACOBSON: Good

Rec'd Oct 12, 2015

DEIS

Dear Sir,

After listening to the concerns of several of your proponents who were concerned with emissions of autos and particulate from degradation of roads I was struck by the failure of them to realize that the rail will need to be lubricated and even then metal shavings will likely enter the region near tracks and be carried into the ground water.

Those that think going electric will be a panacea to all things polluting the environment need to take a closer look. After contacting Duke Energy I was informed that our electricity will still be generated by COAL and nuclear power for the most part(wind and solar are minimal in the big picture). All light rail will do is move from fossil fuels in cars to much more dangerous nuclear and coal.

This light rail project needs further and more extensive examination to guarantee the safest, most economical decision is made and one that won't be regretted in the future.

Sincerely,

Marcia Lea

Dear sir,

DZ/S

I am writing with concerns about the light rail route as it stands. As the frequent trains pass the churches and schools on 15/501 in particular St. Thomas More it would cause noise and distraction from services and instruction.

The planning team acknowledged these as problems for the Jewish community at the Cornwallis Road area and they are no less a problem to St. Thomas More complex. Please reconsider sound abatement measures or alternate route placement of the light rail so as not to disrupt religious services, meditation and classroom activities.

Sincerely

R.

DEIS Comments from Terry Rekeweg

Terry Rekeweg

Sent: 10/12/2015 1:02 AM

To: info@ourtransitfuture.com

Hi,

Attached are my comments to the D-O LRT DEIS.

I am also attaching an appendix document and some maps.

I will be sending more maps in a following e-mail.

Thank you.

Attachments:  [DEISComments Rekeweg Oct.11 2015.pdf](#)  [DEISComments AppendixA Rekeweg Oct.11 2015.pdf](#)
 [DEISComments I-40NC55AlternativeMap.pdf](#)  [DEISComments LPAmmap.pdf](#)
 [DEISComments maps Oct.11.2015 IncomeALTLRT.pdf](#)  [DEISComments maps Oct.11.2015 IncomeD-OLRT.pdf](#)
 [DEISComments TravelIntensityMap Revised.pdf](#)

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DEIS Comments for the Durham-Orange Light Rail Project

October 11, 2015

by Terry Rekeweg, PE, R. Arch.

INTRODUCTION:

I begin with recognition of the many years spent by GO Triangle staff, by consultants and by public officials all working together towards a Rail Project with the best of intentions to bring transit service to the citizens of the Triangle Region. I was also one of those engineers with 15 years of experience on Triangle rail transit projects.

I anticipate the negative reaction and gnashing of teeth towards me by stating that the Durham-Orange Project has lost its way and veered from its real purpose -which was to be the best transit service possible for its riders, maybe even a model for the rest of country to follow. Instead I predict that this rail project will die a slow death because it is based upon a flawed route concept and it is being choked by numerous problems and has accepted below-standard solutions. It is not accomplishing its original goals.

Dissent is needed in society in order to bring about necessary changes and best results. In no way do I expect change to happen at once. It is quite understandable that my papers, data and presentations up to this point has been ignored. My purpose here is to bring forward the problems found with the Durham-Orange LRT project. I predict that it will be impossible to stop the process from going forward. Much more tax money will be spent on more design work that ultimately may not matter. The NCDOT has withdrawn funding for the project. Maybe the FTA will provide partial funding to keep design work progressing, or maybe not. However, in the end, the project will eventually stop because of unacceptable poor results. There will be a re-design effort to cut costs and increase ridership -which is the point where I was in 2011. In 2011 I realized that the project was heading towards failure. Therefore I dedicated much free time to exploring various alternatives. It was a 2 year effort and the results were surprising. Good solutions were found to dramatically cut costs, increase ridership, avoid New Hope Creek and more. My studies also revealed much deeper problems with the current D-O LRT project.

My second purpose is to make my studies available for when the D-O LRT project stops and goes into re-design years from now. If the project could be scrutinized sooner by an independent transit consultant then maybe the re-design process will not have to take place years from now. It all depends on when the decision is made to call for a second professional evaluation of the project and alternative ideas. It also depends if sufficient tax money is left over to begin the re-design process.

SUMMARY OF COMMENTS:

For several years I have submitted a good amount of data to GO Triangle which described the major problems and questionable viability of the light rail project. This data has largely gone ignored with no debate and no meetings with GO Triangle senior staff or other staff who could answer my questions -and I have really tried! This rail project has the earmarks of being a 'political project' rather than a project based on data and reality.

A major issue is that this rail project only benefits transit riders between the small cities of Chapel Hill and Durham and ignores any sense of reasonable connectivity to the rest of the greater Triangle Region. No one will want to ride a transit system that takes them 13 miles out of the way from Chapel Hill to Research Triangle Park and eastern destinations towards Raleigh. This adds up to 26 extra miles and about one hour added to a daily commute. No one would consistently do this but rather drive or take a direct bus. This is very short sighted and will assuredly lead to project failure.

Another major issue is the extreme slowness of the D-O LRT system. Early in the project planning stage it was calculated that the light rail would take 34 minutes to travel from UNC/Chapel Hill to Downtown Durham. The DEIS reports that travel time is now about 40 minutes. It is reported by Go Triangle (and I confirmed the findings with my own travel studies) that it takes an automobile about 23 minutes to travel this same corridor, allowing for some traffic conditions. The D-O LRT is not even close to being competitive with the automobile. GO Triangle's Alternative Analysis Report states: "*The total travel time from one end of the LRT route to the other should be competitive with automobile travel.*" In stark contrast, an Alternative Light Rail plan which connects to the west side of RTP would take 29 minutes to travel from Chapel Hill to Downtown Durham. 29 minutes demonstrates a successful well planned high-tech transit system. 40 minutes is an excruciatingly slow moving transit system that may eventually bring about project failure.

Many citizens also see the limitations of the D-O LRT plan and have expressed comments better than putting it in my own words. I picked a few random comments from the public record that are representative of many:

Ellen DeFlora: "This project as proposed does not help with the traffic problems in the Triangle area. We need help getting to and from the airport, Research Triangle Park and Raleigh, not between Duke and UNC. This project is ill conceived...Please stop this disaster before the first rail is laid."

Mary Eubanks: "The whole project is too costly and impractical for the proposed route. Light Rail service to RTP, Southpoint Mall, and RDU Airport and Raleigh might make more sense..."

Clyde & Ilene Stewart: "I wish to address my concerns to the FTA that would be responsible for providing funding for the proposed GO Triangle light rail transit...Considering the destinations that the transit would cover, the expense would be nothing but a waste of government tax money. If a light rail transit would be proposed to reach RTP where I-40 congestion continues to mount, then the money will be well spent. GO Triangle's absurd route selection for the light rail transit with the current congestion on Hwy. 54 through Durham and Orange Counties should be sufficient to challenge their credibility..."

Joey Pointer: "Would like to see it go to RTP/Raleigh to see real value"

Phillip Lyone: "There are far too many on-grade crossings! Silly to have no (direct) route to RDU."

Heather Payne: "In its current form, I do not believe we should spend the money to build the D-O LRT for the reason that ridership patterns do not indicate the proposed routing will significantly reduce car trips into or out of Chapel Hill. The majority of car trips into or out of Chapel Hill do not start or end in north Durham, but rather in southwest Durham, RTP, RDU, Cary and downtown Raleigh. This is a transit project looking for ridership need. Rather than building something and hoping growth will come to the transit line, it should instead go where traffic already exists from Chapel Hill to the Park (RTP), airport, and points further east. Even with further expansions, this will not occur with such a long, circuitous route which takes longer than driving."

Paul Srutton: "There seems to be some major flaws with the route proposed... There is no connection to south Durham or RTP. Given that I live in south Durham and work in RTP, the light rail plan as presently proposed won't help me with any commuting needs at all. And it won't help me get to or from the airport for longer trips. I think it should be re-thought."

Alex Cabanes: "The proposed D-O LRT line does NOT connect Chapel Hill or Durham to major commercial, retail, or employment destinations east of the corridor like Southpoint Mall, RTP or RDU."

Allen Botnick: "The system isn't linked to Raleigh so it doesn't benefit me for longer trips. If Durham is going to spend money on this project it needs to be linked to Raleigh so drivers wouldn't need their cars. Drivers don't benefit enough from the plan. I don't think this rail system meets the needs of the community and justifies the cost. I don't think it is a realistic plan for the future. I would like to know how this system will be useful as a realistic car replacement."

Mike Shiflett: "I've heard of an alternative route that takes the rail project east along I-40 paralleling Hwy. 54 towards Hwy. 55 and coming up thru RTP, to downtown/approaching downtown from the south, west thru to Duke from the east. I'd like to learn more about it as it was being promoted as costing less, have fewer elevated (bridges) miles and avoid sensitive wetlands... Please consider extending LRT further south to Durham Tech and Triangle Metro Center (RTP). It should be in 1st phase connecting RTP and Duke (and Chapel Hill).

GO Triangle has acknowledged at a public meeting that an Alternative Light Rail plan will not be studied because it would set the project back a long time. End of story -and they would not discuss it further. Meeting a schedule is their most important issue while increasing safety, ridership, dramatically reducing cost, and other significant issues have been off the table for discussion these past 2 years during the NEPA process. Ironically NEPA's main purpose was to explore reasonable alternatives.

The Federal Transit Agency (FTA) states that they *"would rather a light rail project be done right than be done quickly."* AMEN!

WHY AN ALTERNATIVE LRT PLAN?

In 2011 the Durham-Orange LRT Project ranked among the lowest of proposed light rail projects in the country. I began to explore alternative ideas of how to solve many project problem issues such as how to avoid sensitive wetlands at New Hope Creek, reduce cost, increase transit connectivity in the Triangle and increase ridership and overall effectiveness. This search for alternatives was not undertaken by GO Triangle nor their consultants, but by my own intense efforts over a two year period. I wanted rail to work in the Triangle.

Also, over 30 different route scenarios were evaluated for connections to rail transit in Wake County. The commuter rail and light rail plans developed by GO Triangle for Wake County did not make sense for several reasons. Commuter rail on shared freight tracks would forever have reliability and frequency issues that would turn riders away from this service. Light rail connecting Raleigh to Durham was basically infeasible. GO Triangle gave officials and the public the impression that it was assumed the light rail systems would one day connect, however, light rail vehicles were never practical for such a long distance and would not be permitted by the Federal Railroad Administration (FRA). I shared the new route scenarios with CAMPO (Capital Area MPO) and gave speeches to several government bodies about why Wake County needed to re-think its rail transit plan. As you know, Wake County hired independent transit consultants which gave the same findings as myself - that Wake County transit plans by GO Triangle were unfeasible and would not give reliable transit service. A new transit plan emerged and now Wake County is on a good path because they choose to get independent advice. They also saved 10's of millions of tax dollars because they did not further develop GO Triangle's earlier plans which proved to be wrong.

ACTION: Durham and Orange Counties have spent over \$30 million on consultants for their light rail plan. This is a very big expenditure which is expected to produce good results otherwise it will be called a foolish gamble. Many public comments already express citizen's views that this project is a waste of tax dollars. Durham and Orange County officials now have the choice to allow an independent transit consultant to scrutinize the current light rail project focusing on the major problems I am bringing forward for serious discussion. A new independent consultant would also evaluate all of the improvements an Alternative Light Rail plan would offer which might possibly save the light rail project.

It is a hard thing to change direction once gaining momentum down a path. However, I am requesting that county officials step back and take a wide angle look outside the tunnel vision that this light rail project has become. The DEIS Report states this tunnel vision many times: "The purpose of the proposed project is to provide a high-capacity transit service (SPECIFICALLY) within the D-O corridor." The proposed project is not a reasonable transit service with connections to the rest of the Triangle. Passengers will not use the D-O LRT for future trips to Research Triangle Park or to Raleigh. The DEIS Report is not forward thinking and is very silent for particulars on how this transit system fits into the bigger picture. GO Triangle did not provide data on this.

I am not saying that I am always right. What I am saying is that I have done a lot of digging and studies into this rail project and I know that the facts I found are real and significant. GO Triangle and their consultants do not go the extra effort to dig for overall big-picture problems because they are in the business of selling a rail project within a schedule. They are not rewarded for finding more problems, but rather they would be blamed if more problems were to come to light. Backing up and making a major change is not what they can do at this point, so they continue to gloss over problems which others try to bring to light. They are experts at placing band-aids on problems.

The numerous tight curves all along the D-O LRT corridor displays numerous band-aids applied. The corridor has become ridiculously curvy which means the train will move especially slow and may be uncomfortable due to numerous curves and too much speeding up and braking. A very big reason for riders to avoid using this transit system.

PUBLIC INVOLVEMENT PLAN:

GO Triangle's Public Involvement Plan (PIP) has been a disaster from my experience. My purpose for bringing this up is not disrespect, but to simply state the facts for transparency, discussion and to bring change to how GO Triangle handles public involvement.

GO Triangle's PIP:

"Education, inclusion, transparency, accountability and responsiveness have been key principles of the planning process for transit service in the D-O corridor from before the AA was completed in 2012 through the ongoing NEPA and project development process." "Three sets of public workshops were held during the AA phase in localities throughout the Triangle region. More than 1100 people attended 19 public workshops, and more than 500 comments were received."

My experience: I submitted comments at the March 30th, 2011 public meeting at the McKimmon Center. I was later told by GO Triangle and consultant senior staff members that even though I was a citizen, I could not comment on the rail projects. My comments were deliberately left off of the public record and confirmed by GO Triangle senior staff. I know of other (similar) comments which were also hidden and kept off the public record. After writing letters to GO Triangle Board Members, the Board Chairman finally got my comments added to the public record more than 2 years later in 2013. The only explanation for why this took place is that the consultant was protecting his own design ideas and did not want them changed. The result: My comments brought major design changes to the Raleigh side of the rail project with City of Raleigh's support.

Having my comments removed brought on intimidation and fear for my job which prevented me from submitting many comments about the D-O LRT project at other public workshops from 2011 to 2013.

GO Triangle's PIP Responsiveness Goals:

"Respond to public inquiries in a timely manner and demonstrate through documentation that the public comments received were considered, responded to, and addressed in the DEIS...The D-O LRT project staff has worked diligently to keep channels of communication open with the public. Project staff addresses comments with specific questions or requests through mail. The PIP helps open multiple channels through which agency and community perspectives, technical issues, and questions may be raised and addressed in the planning, engineering, and environmental analysis. Response to comments will be tracked individually and as transparently as possible."

"NEPA regulations require that transportation projects provide a transparent, inclusive mechanism for identifying and engaging stakeholders meaningfully, as well as documenting feedback...between GO Triangle, interested residents, stakeholders, and government agencies regarding issues raised by the proposed D-O LRT project..."

My experience: I have submitted numerous factual information sheets and questions to GO Triangle for over two years before and during the NEPA process. However, only a handful of these documents are recorded in the public comments section. Missing are approximately 30 maps, 10 detailed documents with factual data & questions, and about 5 GO Triangle Board meeting transcripts with referenced maps. Also, 2 newspaper articles and 10 transcripts from citizen presentations concerning the D-O LRT project made at other government public meetings should also be considered for inclusion in the public comments record.

I asked GO Triangle to respond to almost 70 questions during this two year time. However, they only responded to a couple of questions and these answers were vague and not meaningful. About 60 questions went ignored.

GO Triangle dismissed this large amount of data and claims submitted to them with simple answers like: "You pulled numbers out of the air", or "We are unable to substantiate this claim." GO Triangle has simply ignored any duty on their part to provide proofs or research to substantiate or disprove the data I have sent them. It is not in their scope of work to check someone else's information for accuracy, so they continue to ignore and be unresponsive.

A QUESTION FOR COUNTY OFFICIALS:

Do County and MPO officials have confidence in GO Triangle's project -given the occurrences listed below?

1. Wake County transit consultants rejected GO Triangle's commuter and light rail projects for Wake County because they were found to be unreliable, inefficient and unfeasible. Wake County saved a lot of tax money by starting over on a new transit plan. The D-O LRT plan appears to be a very inefficient project based on my studies and by a glaring absence of similar information contained in the DEIS Report.

An independent consultant's professional look at this project would be very eye-opening by establishing unbiased facts before continuing with such an expensive transit project.

2. Questions to GO Triangle have gone unanswered over a two-year period and citizen comments were intentionally removed from the public record.

3. Data demonstrating major problems for the D-O LRT project have gone ignored. No real public debate has been allowed on these issues. There is no good reason to hide the tough questions.

4. GO Triangle senior staff and consultants have refused to hear a full presentation about the problem issues up to this point.

PURPOSE AND NEED:

GO Triangle makes one brief dismissive reference in the DEIS in response to the overwhelming correspondence submitted to them about problem issues.

Sec.9.2.5 from the DEIS, Other Public Comments:

"Conceptual alignment following NC54, I-40, NC55, CSX Corridor, and NCRR Corridor. Alignment concept evaluated. It is not within the D-O Corridor, does not meet the Purpose and Need of the D-O LRT Project, and was not carried forward for detailed study."

The Purpose and Need for the D-O LRT project favors the Alternative LRT corridor, not the D-O LRT corridor. In summary, the Alternative plan would change four station locations in the middle of the corridor and adjust one station location. The Alternative LRT corridor gains several of the largest growth destinations in the Triangle such as Southpoint, and two stations on the west side of Research Triangle Park (an area with the greatest amount of employment growth in 2040). All major destinations at UNC/Chapel Hill and Duke/Durham remain the same. The Alternative LRT is a much faster and straighter transit system in an existing transportation corridor (avoiding numerous property takes) which connects directly and efficiently to the rest of the Triangle.

GO Triangle's statement that the Alternative LRT corridor does not meet the Purpose and Need for the project because it does not stay within arbitrarily drawn boundary lines has no real operational/technical significance. The Purpose and Need cannot be defined so narrowly as to prevent a reasonable and possibly superior alternative from being considered. GO Triangle has in the past adjusted their drawn boundary lines when they saw a need for change.

The following statement by NEPA confirms that GO Triangle may be wrong when they attempt to judge the worth of any alternatives based upon boundary lines established decades ago -while failing to study transit corridors through major destinations where passengers really want to go and would derive the most benefits.

NEPA calls for a Purpose and Need statement: *"To briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives. The Purpose and Need Statement must not be so specific as to 'Reverse Engineer' a solution"... "Consistent with NEPA, the purpose and need statement should be a statement of a transportation problem, not a specific solution. However, the purpose and need statement should be specific enough to generate alternatives that may potentially yield real solutions to the problem at-hand" (FHWA/FTA Feb. 2005). Examples of court challenges involving Purpose and Need have come about because the Purpose and Need was defined too narrowly and foreclosed a reasonable consideration of alternatives.*

Insisting that specific neighborhoods along US 15-501 has to be served with transit (such as Patterson Place) could be considered "Reverse Engineering." Purpose and Need should not be stated with the end project already in mind. **The Purpose and Need is about how to solve the transportation problem regionally!**

The DEIS Purpose and Need Statement says:

"To address the transportation challenge faced by the region -more specifically within the D-O Corridor. To cultivate a more sustainable cycle of growth for the future the transportation solution must address the needs of the D-O Corridor: Enhancing mobility, increasing connectivity through expanding transit options, serving major activity and employment centers, and increasing transit operating efficiency. Solution must also support local land use plans that call for compact development to manage and channel future growth along transportation corridors that can sustainably support growth, promote economic development, and preserve the region's high quality of life."

The first statement of the DEIS Purpose and Need Statement is good:
"To address the transportation challenge faced by the region."

The second statement is too narrowly defined. Rather than "-more specifically within the D-O Corridor," It should state a more inclusive purpose such as: "-more specifically along a corridor that addresses transportation challenges for effective transit connectivity both to the region and also between the major destinations of UNC/Chapel Hill, Duke University/downtown Durham which would serve the most passengers effectively."

The D-O LRT project fails their Purpose and Need Statement because the project does not increase meaningful connectivity through expanding transit options. Passengers will simply take a bus or drive to get from Chapel Hill to Research Triangle Park or all other destinations on the east side of the Triangle.

The project does not enhance mobility because the automobile could complete the same trip and make it more than halfway back in the same time it takes the train to wind along an extremely curvy and hilly track alignment which may become a joke because of its very slow travel speed.

The project does not increase transit operating efficiency. Maintenance costs will be highest of all rail alternates.

The project fails to effectively channel future growth along its transportation corridor because a great amount of developable land along US 15/501 is already mostly developed and most of the remaining land are large parcels of undevelopable wetlands, forests, golf courses and natural preserves. These large parcels will also create large gaps and block continuous urban development connectivity along the rail corridor.

The project fails to effectively promote economic development. The US 15/501 corridor has some of the highest household incomes in the area and this area is already developed. Economic development is not a priority in this part of Durham. However, the Alternative LRT corridor along Hwy. 55 and Hwy. 54 is exactly where economic development should be focused according to Durham planning and planning maps. The D-O LRT corridor misses the mark on where the most growth will occur by the year 2040.

NOTES:

I do not know of any intentional misleading statements in this paper. I am a professional engineer and strive for accuracy. I recognize the reality that I have limited time to go back and double check or triple check some calculations. I recognize the fact that the D-O LRT project has undergone some design changes since I first started collecting information more than 2 years ago. Therefore some numbers may be off but it shouldn't be by much. The magnitude of the numbers should still apply which show a stark contrast between the D-O LRT plan and the Alternative LRT plan. In many instances the numbers have become worse for the D-O LRT project, such as the end to end travel time increasing from 35 minutes to 42 minutes.

I request that GO Triangle please prepare a meaningful response to the claims made in my comments. It would also be good to hear any explanations as to what went wrong with the Public Involvement Plan and why it was not followed.

A List of Issues and Statistics comparing the current Durham-Orange LRT project to an Alternative LRT plan for the part of the corridor where the two rail plans differ:

I request that GO Triangle please prepare an adequate response to each of the following 22 major issues:

Please state why it is, or why it is not a significant issue for GO Triangle to consider.

Please state whether GO Triangle considers it a generally factual statement,

or GO Triangle will not dispute the claim and is not going to take time to study it,

or GO Triangle will provide proofs and data to the contrary if in disagreement.

1. The D-O LRT (with future rail extension to east Durham) would be 13 miles and 30 minutes longer (or 26 miles, 1 hour longer for round trips) as compared to the more direct Alternative LRT for trips from Chapel Hill/Carrboro/Chatham Park to RTP/Cary/Raleigh. This fact alone greatly limits potential ridership for a connected rail transit system in the greater Triangle area.

2. The Alternative LRT system serves the western edge of RTP. The D-O LRT is far away from RTP.

3. The Alternative LRT is about 11 minutes faster from Chapel Hill to downtown Durham.

4. The Alternative LRT is significantly safer. It has 27 fewer railroad grade crossings and about 30 fewer sharp track curves which reduces the chance of human error for vehicle collisions and derailments. There have been many news stories recently of human error derailments and vehicle collisions. With the high use of smart phones while driving and walking, more people will be prone to danger at light rail grade crossings.

Approximately 30 to 35 at-grade crossings are proposed for the D-O LRT track alignment. As several citizens commented at public meetings, THIS IS TOO MANY! This will almost DOUBLE the number of at-grade crossings in the whole City of Durham. This does not have to happen since a better Alternative is waiting. As GO Triangle stated at a public meeting, *"It will set us back a long time to study an alternative"*. Schedule is apparently much more important to GO Triangle than the public's health, safety and welfare.

Sec.4.12 of the DEIS confirms the increase in danger:

"To the extent practicable, Triangle Transit seeks to reduce or eliminate pedestrian and motorists conflicts with transit vehicles at Triangle Transit facilities. However, conflicts can occur, particularly in locations where the light rail tracks cross or run adjacent to roadways, and locations where a pedestrian must cross streets to access light rail stations...The light rail vehicles may operate in mixed traffic or in an exclusive right-of-way, either at-grade or on an elevated structure, and would have safety and security implications due to potential derailments or conflicts with other modes."

"The proposed D-O LRT project would have safety implications for the D-O Corridor as they would introduce a new mode of transit vehicles that would interact with vehicular bicycle and pedestrian traffic. The safety implications are particularly important for higher volume areas where multiple modes of transportation exists...Potential impacts from the development of light rail systems include risks of injury or fatalities to pedestrians, bicyclists, vehicle occupants, light rail passengers...due to collisions between light rail and road vehicles, increased street and alignment crossings...Design of the project acknowledges these concerns and includes provisions for safe operation."

I am again asking for GO Triangle to recognize the fact that an Alternative LRT plan exists which would dramatically reduce the statistical risks for injury or fatalities for pedestrians, bicyclists, road and rail vehicle occupants. I am also asking for GO Triangle to give their rationale for disregarding this information.

5. The Alternative LRT would cost about \$400 million less to construct, as well as be more sustainable in the future (less wear/tear and ongoing maintenance costs) as compared to the D-O LRT. This is a significant amount savings given that North Carolina Department of Transportation has recently withdrawn its \$138 million of support for the project.

6. The Alternative LRT provides 4.5 sq. miles more land available for Transit Oriented Development (TOD) within walking distance (3/4 mile) of train stations. This would also allow the possibility for significantly more affordable housing near train stations. 4.5 square miles is a very large area and would allow for significant TOD opportunities in the future and expands the tax base for Durham.

7. The D-O LRT has significantly less developable land along its corridor because the 15-501 corridor includes large areas of golf courses, wetlands and natural areas such as Duke Forest.

8. The Alternative LRT would bring economic growth to the east side of Durham - an economically held back area. Planners want to focus high growth development towards the center of the region which is adjacent to the east side of Durham. The D-O LRT corridor is already mostly developed and planning maps predict fewer growth areas along the far western edge of the Triangle.

9. The D-O LRT has significantly more environmental impacts than the Alternative LRT. This includes impacting more of the existing built environments, higher noise and energy loss associated with more rail vehicle braking and accelerating around tight curves, more undesirable view interruptions with more elevated bridges, and increased impacts to streams such as Sandy Creek.

Sec.4.4.3 of the DEIS confirms Environmental Consequences:

"The proposed D-O LRT project would introduce new visual elements to the view shed. These elements could negatively affect visually sensitive resources by altering the view to and/or from the resource, or by adding an element that would be out-of-scale or character of the existing visual context such as bridges and retaining walls."

10. The D-O LRT will construct 1.5 miles more elevated bridges as compared to the Alternative LRT. An unintended consequence is that these extra bridges will be places to attract graffiti and will require additional maintenance. It is always better to avoid building bridges if possible.

11. The D-O LRT will impact or take about 70 more private properties as compared to the Alternative LRT. This includes approx. 10 more homes and 6 more businesses. It will also locate tracks in close proximity (within 100 feet) of 18 more homes and 13 apartment buildings as compared to the Alternative LRT.

Sec.4.14 of the DEIS confirms that the D-O LRT impacts will include, "92 potential full acquisitions, 145 potential partial acquisitions and 65 displacements. The acquisition of private property is anticipated to result in a decrease in the property tax base for both Durham and Orange Counties."

Sec.5.6.10 states, "There would be commercial, institutional, and residential displacements along the entire D-O Corridor, most of which would occur in the US 15-501...evaluation areas."

The D-O LRT carves-up existing properties in order to create a new transportation corridor. The Alternative LRT is already mostly located in an existing transportation corridor, therefore it has much fewer acquisitions and would keep more properties on the county tax base.

12. The Alternative LRT passes through a corridor with significantly higher bus ridership than the D-O LRT corridor. I gave this study data to GO Triangle but again there has been no response.

13. The Alternative LRT has a greater potential to take more traffic off of more highly congested highways, such as the most congested road segment in the Triangle: I-40 between Highway 54 and the Durham Freeway. The Alternative LRT would relieve traffic from 15/501, I-40, Hwy 55, Hwy 54 and the Durham Freeway. The D-O LRT service corridor cannot make these claims and will definitely not relieve any traffic on I-40. I have given these traffic count numbers to GO Triangle. GO Triangle has their own set of highway traffic counts if they wanted to confirm this, but they haven't responded.

Sec.1.1 of the DEIS confirms that additional highway segments served by the Alternate LRT corridor have high congestion:

"Rapid growth is outpacing the Triangle's ability to repair, replace and expand its highways and bridges. The key highways under the purview of the DCHC MPO include Interstate 40, Interstate 85, US Hwy.15/501, US Hwy.70, NC Hwy.54, NC Hwy. 55, and NC Hwy.147 (eastern section), all of which experience congestion during morning and evening commute times. As a result, average travel speeds within the region are expected to decrease."

14. The D-O LRT project is not competitive with the auto -NOT EVEN CLOSE! A major justification for a light rail project is that the total travel time from one end of the LRT route to the other should be competitive with automobile travel. Consider that the D-O LRT takes 40 minutes from Chapel Hill to downtown Durham. The Alternative LRT takes about 29 minutes. This is a big difference between having an old dinosaur D-O LRT system and a quick & effective Alternative LRT system.

Sec. 1.5 and Sec.8 of the DEIS talks about improved mobility, efficiency and auto competitiveness:

"Maintain or improve transit travel times between existing and planned activity centers.

Enhance mobility- provide a competitive reliable alternative to automobile use that supports compact development." "Provide a competitive and reliable option to automobile use. Increase transit operating efficiency by offering a competitive, reliable transportation solution that will reduce travel time."

GO Triangle must have thought they could slip this major issue by us without giving any facts on whether the D-O LRT project really is competitive to the automobile. The STAC Report along with my own 6 page study of actual auto travel times during different times of the day confirms a clear conclusion. End to end, the auto takes 23 to 26 minutes. The D-O LRT takes 42 minutes. Auto wins by a wide margin. This issue alone should stop the light rail project.

15. The Alternative LRT serves a much greater percentage of minority and low-income households which is an important Title VI issue. Census data shows significantly greater minority and non-minority populations which are more likely to use transit along the Alternative LRT corridor, rather than the D-O LRT corridor.

Sec.1.5.2.2 of the DEIS confirms Transit Dependent Populations:

"In Durham, the highest concentrations of transit-dependent persons are located primarily around downtown Durham, along the NC 55 Corridor, in the area surrounding Duke, Duke Medical Center, between US 501 & US 501 Business, and the areas south of NCCU..."

There are significantly greater numbers of transit-dependent persons located along the NC 55 Corridor in contrast to the 15/501 corridor according to Census data. This area is in great need of economic development and the Alternative LRT system would do this effectively. Durham planning officials have expressed a wish for focused economic development in east Durham -and citizens also, as stated in Table 5.3.1 of the DEIS:

"Residents do not feel that the Alston Avenue Station location is consistent with the Mayor's Poverty Initiative...and do not feel that it properly serves east Durham...there is concern over not reaping benefits of sales tax revenues since light rail line is not going farther east...In those areas where stations are proposed, there is the potential for economic opportunities through associated development."

16. The STAC Report shows that there may be higher ridership along the Alternative LRT corridor. The STAC Report appears to have a miscalculation which shows a key ridership number used to justify the D-O LRT project as being 100% greater as it should be. After repeated attempts asking Go Triangle to explain this, they remain unresponsive. An independent transit consultant needs to confirm what is going on.

17. Figure 4.2-2 in the DEIS shows a large study area west of 15-501 with zero vehicle populations. This land is mostly vacant or is occupied by shopping centers. This area also is identified in the census report as having some of the highest incomes in this entire area, \$73,000 to \$90,000 household income. This information appears to be mistaken. Zero vehicle populations was identified as a major reason to locate the D-O LRT along the 15-501 corridor. In contrast, the Alternative LRT travels through the lowest household income areas on the east side of Durham (south of NCCU) where zero vehicle populations would be expected to be highest. An independent transit consultant needs to confirm these findings.

Sec.4.2.2.1 of the DEIS confirms that the east Durham evaluation area had the lowest median household income at \$24,019, and the US 15-501 Corridor had the highest household income at \$87,902.

18. The DEIS Report says, "East Durham is the only evaluation area projected to experience a decline in employment by over 50% by 2040." This information is not specific and therefore misleading. The corridor of the Alternative LRT which travels through part of East Durham/West RTP will have the highest 2040 employment growth and quantity of jobs of the entire Triangle region, as shown on future planning maps. The D-O LRT corridor will have less job growth.

19. The Alternative LRT corridor is predicted to serve the highest number of new developments in the future. The combination of large open land parcels, lowest median household incomes, the greatest job growth in the region, and higher residential growth projected than in the D-O LRT corridor. With the proposed RTP Center development nearby, this corridor will become the true crossroads to the center of the Triangle.

Sec.4.1.2.2 of the DEIS confirms that the Alternative LRT is right-on with Land Use Plans and Policies: "Transit supportive growth and development...Current growth, as well as predicted future growth in Durham and Orange Counties is mostly due to the area's strong economic base driven by the two large research universities and affiliated medical centers, the private firms in Research Triangle Park, and proximity to Raleigh-Durham International Airport."

20. The Alternative LRT would greatly benefit the proposed Chatham Park mixed-use development with a direct rail connection to RTP and straight on to Raleigh in the future. Without the Alternative LRT, the 55,000 new residents and Technology Park employees would either drive or take a bus. The D-O LRT would be of no help for transit trips from Chatham Park (the largest mixed-use development in NC) towards RTP and Raleigh.

21. Figure 1.5-3 in the DEIS, Projected 2040 Travel Intensity (3D) Trips/Sq.Mile has many inaccuracies and is highly misleading. I have commented to GO Triangle that this public display should be corrected so that the public can get an accurate overall picture. No response or curiosity from GO Triangle to try to understand why I believe this map display to be inaccurate (by the way, the Leigh Village label is in the wrong place).

This map is heavily biased towards the D-O LRT corridor and appears to be a reflection of what would happen after light rail is already built. But even given that leeway, it is highly inaccurate because it places high Trips/Sq.Mile on top of wetlands and natural lands that are never projected to be developed. An independent transit consultant needs to re-make this map to reflect existing conditions, not future wishes after the rail has already been built.

22. The Alternative LRT corridor provides at least 5 sites for the Rail & Operations Maintenance Facility (ROMF) in an appropriate existing zoned industrial area near the Expressway Commerce Center. The D-O LRT would require the rezoning of an existing residential area in the Leigh Village area. This is unacceptable to citizens in the affected neighborhood when a better alternative appears to be available.

Appendix A: Re-Submission of Questions not Responded to by Go Triangle DEIS Comments for the Durham-Orange Light Rail Project

October 11, 2015

by Terry Rekeweg, PE, R. Arch.

This is a re-submission of questions for which GO Triangle has not responded to previously. I have attempted to remove questions that were outdated or no longer applicable based on DEIS design changes. I have left in some questions that may repeat similar information given in my main DEIS Comments Paper because I believe them to be especially relevant.

I request that GO Triangle please prepare an adequate and meaningful response to each of the following questions:

August 27, 2014 List of Questions to GO Triangle

1. I found many of the statements in the TTA/MPO Nov. 12th, 2013 letter to be inaccurate. I sent a letter to TTA on December 12th, 2013 stating the inaccuracies. TTA has not responded. This letter should not be displayed on a website until it has correct information.

A. Will TTA either make corrections to the TTA/MPO Nov. 12th letter concerning the Alternative plan, or remove the TTA/MPO Nov. 12th letter from the Durham County website?

2. The conclusion of the TTA/MPO Nov. 12th letter states that *"An agency is not required to consider alternatives which are infeasible, ineffective or inconsistent with the basic policy objectives."*

Maps and data submitted to TTA about the Alternative plan demonstrate that it is not infeasible, ineffective or inconsistent with the purpose and need, but is significantly more effective than the current rail plan.

On three occasions TTA officials made public statements of, *"The Alternative plan may make an excellent future (rail) extension."* This occurred on May 13th, 2014 at the Durham Planning Commission meeting, at the May 14th DCHC (Durham Chapel Hill Carrboro) MPO meeting, and at the June 18th DOST (Durham Open Space and Trails) meeting.

A. Why does TTA believe that the Alternative plan would make an excellent future rail extension?

B. Or does TTA have evidence that the Alternative plan is infeasible?

C. Will TTA respond to previously submitted maps, data and reports which gives reasons why the Alternative rail plan may be more effective than the current rail plan?

This includes the December 12, 2013 NEPA Alternative reports, my response to the TTA/MPO Nov. 12th letter, and the report and maps submitted at the June 25th, 2014 Board of Trustees meeting.

3. TTA officials said publically that the Alternative plan's corridor has already been studied during the STAC (Special Transit Advisory Committee) in 2008. This was stated in the TTA/MPO Nov. 12th letter, at the May 13th Durham Planning Commission meeting, and at the DOST June 18th meeting. However, I have not found this information to be true in the STAC Report.

The truth is that the Alternative rail alignment is new information not previously studied, which is precisely why it is required to be studied during the NEPA process.

A. Does TTA recognize that the Alternative plan is a new route not previously studied in the STAC Report?

4. At the May 13th, 2014 Durham Planning Commission meeting, a commissioner stated, *"A focus on new development, jobs and affordable housing are needed on the eastern portion of Durham, which is where the Alternative rail plan would do the most good. Maybe it's time that we consider this Alternative plan. The current rail plan is heading into land that is already going to be developed in the western portion of Durham County, where it is not going to provide affordable housing, where it's putting people outside of their transportation needs and housing. Housing will be expensive out there."*

Census data maps clearly show that a greater minority percentage population and low-income households live along the Alternative rail alignment, rather than along the current rail alignment.

It is evident that most of the western portion of Durham County along the current rail alignment is already developed and populated by higher income households.

It is evident that the eastern portion of Durham County along the Alternative alignment has much less development and that Durham city leaders have called for redevelopment of this area. This area is also adjacent to RTP which will have the greatest amount of job growth, followed by the greatest population change in the future. City of Durham Transportation GIS 2005-2035 maps clearly show this data.

- A. Will TTA consider an Alternative rail plan which would serve a greater percentage of minority and low-income passengers which are much more likely to be dependent upon transit? Or does TTA dispute this claim and on what basis?
- B. Will TTA consider an Alternative plan which locates rail stations closer to high population growth and job growth areas as shown on planning maps?
- C. Why wouldn't TTA study an Alternative rail alignment which has several square miles more developable land located within 1/2 mile of rail stations and is an area ripe for new development?

5. The current rail plan will not provide a direct rail transit connection from Chapel Hill to RTP & Raleigh. When all rail lines are completed, it would take 41.5 miles and 70.4 minutes to travel by rail from Chapel Hill to Raleigh. Very few passengers would endure this overly long and winding transit route. Commuters would simply choose a different option for travel.

In contrast, the Alternative rail alignment would allow rail travel from Chapel Hill to Raleigh in 29.2 miles and 41.7 minutes. This direct time-competitive route would attract many transit passengers.

- A. Does TTA recognize the fact that the currently planned rail route from Chapel Hill to RTP, Cary or Raleigh is too long and time consuming and that very few passengers would use it?
- B. Does TTA realize that the Alternative rail plan shortens travel from Chapel Hill to RTP, Cary or Raleigh by 13 miles and about 30 minutes, making it a very attractive travel option for passengers? Why doesn't TTA consider the Alternative rail plan on this fact alone?

7. The Alternative Analysis 2035 Peak Hour map, Figure 2-14, shows higher traffic congestion (at capacity) for the Alternative rail alignment along I-40, Highway 55 and Highway 147. Whereas, there is less traffic congestion (under capacity) along the current rail alignment along I-40 and Highway 15/501.

- A. Is TTA willing to discuss transportation data that suggests the Alternative rail plan has a greater potential to relieve traffic or provide a travel alternative where traffic will be most congested?
- B. Does TTA recognize the fact that the Alternative plan has a much greater potential to relieve traffic and provide a travel alternative along Interstate 40 where highest traffic congestion occurs?

8. At the DOST June 18th, 2014 meeting, TTA responded to a committee member, *"We are not going to study another alternative. This would set the project back a long time."* The policy of TTA to resist studying other alternatives was made very clear at this meeting.

Another DOST committee member asked, *"Why not allow a study of the Alternative rail plan for NEPA, and if you (TTA) think you have the best project, they why would you oppose this? The best project could then go forward and it's a win-win situation."* TTA replied that they are not going to study another alternative, and that they will not discuss the particular details of the Alternative rail plan.

TTA has made it clear to the public that they are not going to study another alternative because it is too late, and that it really doesn't matter how much better the Alternative rail plan may prove to be. As a Durham Planning Commissioner stated at the May 13th meeting, *"Maybe it's time that we consider this (Alternative rail plan), but what I'm hearing from you is that it is already decided?"*

- A. Does TTA agree with the message they are giving to the public that their minds are made up, therefore getting the current rail project completed in the least amount of time is all that matters at this point?
- B. The Alternative rail plan eliminates the construction of 27 railroad grade crossings, which is a big public safety issue. If 27 is not enough, then how many grade crossings would need to be eliminated before TTA would consider studying an Alternative rail plan?
- C. The Alternative rail plan would cost approx. \$400 million less. If this savings amount is not enough, then how high would the savings need to be before TTA would consider studying an Alternative plan?
- D. The Alternative rail plan may take 8-11 minutes less time to travel from Chapel Hill to downtown Durham. It also has less chance to be further delayed by traffic because of street running sections on congested roads. If a time savings of approx. 11 minutes is not enough, then how great should the time savings be before TTA would consider studying an Alternative rail plan?
- E. The Alternative rail plan avoids the construction of 1.5 miles of aerial structures. If 1.5 miles is not enough, how much bridge structure would need to be eliminated to make it worthwhile to consider?
- F. If several organizations and citizen groups support a study of an Alternative rail plan, would this give TTA an incentive to do it?
- G. Why wouldn't TTA want to include study of an Alternative plan that claims so many public benefits? Does TTA want to research all facts in order for best decisions to be made on this large public project?

9. The Alternative rail plan meets the Purpose and Need of the project more so than the current rail plan. Its benefits are; a more efficient route between major destinations in Chapel Hill and Durham, it establishes a significantly more efficient rail route connection towards Raleigh, costs less, safer, fewer environmental impacts, provides more affordable housing and TOD, it focuses economic development in an area that needs it most, it reaches a higher percentage minority and low-income population, and can be reasonably argued that it will encourage higher ridership by including the major employment destination of RTP.

- A. Given that the above benefits could be shown true if the Alternative is allowed to be studied during NEPA, how can TTA justify that the Alternative rail plan does not meet the Purpose and Need for the project?
- B. Why Does TTA believe that the Purpose and Need for the rail project is that it must serve Patterson Place and South Square?

NEPA says, *"The Purpose and Need Statement must not be so specific as to 'reverse engineer' a solution. It should be a statement of a transportation problem, not a specific solution."* TTA's insistence that South Square must be served because Duke students live there is not the purpose and need for the rail project. Buses provide effective service to these areas.

University students are in greater numbers moving away from apartment complexes around South Square and choosing to live in new apartment and condominium projects built near downtown Durham and Southpoint. The primary retail center of Durham County has shifted dramatically south to the area around Southpoint, while strip shopping centers have proliferated along highway 15/501.

Patterson Place and South Square are not major destinations that define the rail project. These areas are mostly already fully developed and are limited in size for future growth because they are surrounded by large undevelopable natural areas.

The desired outcome for a high-density continuous urban corridor is more likely to develop along I-40 towards the west side of RTP -near the center of the region where the Alternative rail corridor is. This would make the most sense for building and locating an expensive transportation system.

10. TTA has had incidents of withholding a citizen's written (and drawn) comments submitted at public meetings. For example, my own citizen comments concerning improvement changes were submitted at a TTA public meeting in March, 2011. I was told by a TTA official that my comments would not be included in the public record. Before the next public meetings in April, 2012, I was given a memo by a TTA official which said I could not make any public comments in opposition to the plans of TTA. It took 2.5 years until I left employment at TTA when my citizen comments could finally be included into the public record.

The purpose of TTA withholding citizens comments was evident to me. They wanted to eliminate proposals for changes that may improve the rail project because they were committed to their own plans and wanted to see them succeed.

- A.** I would like to know in TTA's own words, why did they attempt to eliminate public comments that were made in good faith by a citizen for improving the rail project?

December 17, 2015 List of Questions to GO Triangle

1. The Federal Transit Administration (FTA) states; "If during the NEPA process, new reasonable alternatives not considered during the planning Alternatives Analysis are identified or new information about eliminated alternatives comes to light, those alternatives must be evaluated during the NEPA process."

Half of the Alternative's proposed changes to the route would relocate its alignment along Interstate 40. Much development has occurred along this corridor recently, therefore, any past studies along this corridor are very outdated and a new study is needed with up-to-date information . The other half of the Alternative's proposed route along Hwy. 55 & the CSX RR corridor has never been studied. Triangle Transit's claim that the Alternative corridor has been adequately studied is simply not supported with factual information.

- A.** Since the Alternative route is new information not previously studied, and it is a reasonable alternative, why is Triangle Transit not including a study of this Alternative to satisfy NEPA requirements?
- B.** The Alternative meets the Purpose and Need for the project with significantly more service benefits than the current rail project, so why does Triangle Transit say that the Alternative rail route does not meet the Purpose and Need of the project?

January 28, 2015 List of Questions to GO Triangle

1. One way to compare existing automobile travel patterns and the effectiveness of the light rail project is to add up Annual Average Daily Traffic (AADT) counts along the route. Two different methods were used to make AADT counts along the current LPA light rail route and the Alternative light rail route where they differ.

METHOD 'A' uses AADT traffic counts adjacent to station locations, parallel to the rail corridor option, and along a highway connecting at least two rail stations. All roads that are comparable in time or distance are included. The Alternative rail corridor includes an added 15/501 factor for stations from LaSalle St. to Alston Ave. because it gains traffic counts from both the LPA route (along 15/501) as well as the Alternative route.

METHOD 'B' uses AADT traffic counts that are adjacent to station locations, are parallel to the particular rail corridor, and are averaged for the segments. The average AADT is then multiplied by the distance of the particular segment as a percentage of the total rail route being compared.

METHOD A -Traffic counts using auto competitive highway routes through the light rail station options.

LPA corridor stations score: 945,100

Alternative corridor stations score: 1,494,400

Summary: The Alternative corridor serves 549,300 (58%) additional AADT.

METHOD B -Traffic counts using auto competitive highway routes along the light rail corridor options.

LPA corridor score: 77,785

Alternative corridor score: 118,102

Summary: The Alternative corridor serves 40,317 (52%) additional AADT.

- A. Will Triangle Transit include a study of the Alternative rail corridor in the NEPA report in order to compare it to the current LPA rail corridor based on AADT counts similar to above methods?
- B. Based on AADT counts in which there are significant differences between two rail plan options, will Triangle Transit use the Triangle Regional Model to confirm travel statistics between the two rail plan options? If not, please explain why the Triangle Regional Model will not be used as confirmation.

The AADT counts are a reinforcement to predictions of where the most traffic and development will be located in the future. Durham County planning maps clearly demonstrate that the highest growth areas will also be along the Alternative rail corridor, rather than the current LPA rail corridor.

- C. Would recent proposed developments, such as Chatham Park with 55,000 future residents, influence travel projections in the Triangle Regional Model?
- D. Since the Chatham Park development would add much more transit ridership along the Alternative corridor, as compared to the current LPA corridor, doesn't it make sense to recalculate the Triangle Regional Model to see how this mega development changes outdated travel assumptions?

2. Comparing ridership numbers for bus routes serving similar routes to the D-O LRT project is another good way to get a quick look at the effectiveness of light-rail route alternatives. A study was done (with more data given at the end of this letter) in which partial bus ridership counts (estimated guesses) are tabulated for bus routes that follow a somewhat similar route as the light rail alignment. Triangle Transit could use the most recent passenger boarding counts at each bus stop in order to give a more accurate picture of ridership counts.

Bus ridership estimate for the current LPA rail route: 445,565/year

Bus ridership estimate for an Alternative rail route: 1,370,000/year (307% more)

In summary, this quick method shows that the Alternative rail corridor follows bus routes that may attract 307% higher ridership than the current LPA rail corridor. This very significant ridership difference calls for the use of the Triangle Regional Model for confirmation.

A. Will Triangle Transit conduct further studies and use the Triangle Regional Model to confirm if an Alternative corridor for rail transit would gain more ridership based on existing and future bus ridership projections?
If not, is Triangle Transit able to demonstrate that bus ridership numbers derived from either my method or your method demonstrate a different conclusion and therefore are not worthwhile to study further in the NEPA report?

3. Duke University officials have not had the opportunity to see and comment on the Alternative light rail plan. This plan would have much less impact to Erwin Street, which is Duke University's most traffic congested street with a high number of pedestrian accidents. The Alternative would also not impact Duke's natural forest areas, nature trails and golf course. I believe that Duke officials would welcome a rail transit plan with less negative impacts and cost. At least they should have the opportunity to comment on it.

A. Will Triangle Transit allow Duke University planning officials to comment on an alternative light rail plan which has significantly less impacts on the campus environment? If not, what is Triangle Transit's justification for Duke officials to be kept uninformed about this alternative plan?

4. Triangle Transit's 2012 Alternative Analysis (AA) Report states; "The total travel time from one end of the high-capacity transit route to the other should be competitive with automobile travel. The greater the travel time savings, the greater the benefit to passengers and the more riders the transit system is likely to attract.

Ultimately, longer travel times will likely continue to deter choice riders from using transit, particularly for non-work trips in the study area.....(without competitive transit) the automobile is and will continue to be the only available or convenient mode of travel for most trips, particularly between Chapel Hill and Durham."

The AA Report states that an auto would take 23 minutes to travel from UNC to downtown Durham. My own automobile travel studies confirm similar results.

Triangle Transit states that light rail would take approx. 36 minutes to travel from UNC to downtown Durham.

In summary, the current LPA rail plan is not even close to being competitive with the automobile.

A. Since Triangle Transit's AA report confirms that the current LPA rail plan is not close to being competitive with the automobile, what changes will be made, if any, to the current project?

B. My study shows that the proposed Alternative rail route was very competitive with the automobile. Will Triangle Transit include their own study of automobile competitiveness for the current rail plan?

February 27, 2015 List of Questions to GO Triangle

1. Thank you for providing an e-mail from Ms. Anna Wu, Asst. Vice Chancellor of Facilities at UNC.

The effort to bring this UNC Station alternative location before UNC planning officials for their comments has taken a very long path. As you know, for about 3 years the engineer at Triangle Transit tried to get this alternative shown to UNC officials, but was refused. At a TTA board meeting this request was made again. Triangle Transit's response was that it was too late and it would not be shown to UNC. Citizen petitions were also made to DCHC MPO officials to allow UNC planning officials to see this alternative.

This is the first acknowledgement I have received from Triangle Transit that they finally released this information to UNC. I don't understand why there was such opposition at Triangle Transit to the sharing of information to a project stakeholder. It is very important to have open and unfettered discussion and debate of large public issues.

I did not receive any information as to what was actually sent to Ms. Wu. Her e-mail response gives me reason to doubt that she was given my written information about the safety issues addressed in the alternative.

- A. Did Triangle Transit send Ms. Wu my written information about the Alternative's safety benefits, and all of my maps showing the specific station layout?
- B.** Please forward to me the information and plans you sent to Ms. Wu. I would like to confirm whether it is the same information I submitted to Triangle Transit in December of 2013. I request under the freedom of information act that you please send me the correspondence first sent by TTA to Ms. Wu. along with any maps or drawings that were also sent.

2. I have heard that this project is an extremely low-ranking light rail project as compared to others competing for funding across the nation. One reason is that few-to-none New Starts light rail projects nationwide are in a corridor with as few potential riders as Durham-Orange, nor do any New Starts projects have as much undevelopable land surrounding its rail corridor. This project skirts around several golf courses and through large swaths of forest/flood zone lands.

This is my effort to persuade Triangle Transit to go forward with a much better & safer rail route with significantly higher potential ridership and connectivity to where people want to go. If the best rail project is not put forward and all relevant information is not made available to the public and officials, then this project has a high chance of failure.

- A. Would Triangle Transit be willing to share preliminary project ratings which the Durham-Orange Light Rail project may have received from the FTA from 2010 to now?
- B. If this current project ranked at or below "Low" in a "High-Medium-Low" scale, when would Triangle Transit make this information to county officials, such that decisions could be made to investigate better alternatives?

3. Triangle Transit justified the ridership projections for the D-O LRT using the 2035 Corridor Statistics was listed in the STAC report and other reports. The largest trips/acre statistic was from Chapel Hill to Patterson Place. This number was far and above all other trips/acre statistics and it does not match the patterns and relationships to other trips/acre statistics. By reasoning, if 'Total Trips' and 'Strata 1&2 In-Corridor Trips' are similar between two corridor segments, then the 'In-Corridor Trips' should also be similar, however, this is not the case with the Chapel Hill to Patterson Place segment. Also, all of the other 23 corridor segments show that the 'Total Trips' trips/acre is a number that is twice as large as the 'In-Corridor' trips/acre, however, only the Chapel Hill to Patterson Place 'In-Corridor' trips/acre has a number that is larger than the 'Total Trips' trips/acre. Therefore, the Chapel Hill to Patterson Place 'In-Corridor' may instead be 15 trips/acre, rather than the reported 33 trips/acre. This one statistic alone is a big deal and was used many times to justify the LRT project. This number should be recalculated with the most recent information available.

According to the 2035 Corridor Statistics, the I40/Hwy55 Alternative light rail plan could be shown to generate higher ridership than the current LPA light rail plan.

- A. Will Triangle Transit offer justification why the Chapel Hill to Patterson Place 'In-Corridor' trips/acre number is extremely high and out of proportion mathematically from the other 23 corridor segment statistics?
- B. If it is found that the Chapel Hill to Patterson Place statistic was listed wrong, will Triangle Transit do a new updated 2035 Corridor Statistics list, and include corridor segments of the I40/Hwy55 Alternative route?
- C. If it is found that the I40/Hwy55 Alternative route has similar or higher ridership potential statistics as compared to the current LPA route, isn't this a good justification to include the study of the Alternative in the NEPA report?
- D. This corridor statistic issue was brought to your attention in my Dec. 12th, 2013 letter, of which I received no response. Why didn't Triangle Transit respond, ask for more information, or do something other than ignore this letter? I would think that this information is critical to the light rail project and should be investigated as soon as possible.

June 2, 2015 List of Questions to GO Triangle

- 1. A. I again request a meeting with Triangle Transit senior staff and consultants to discuss an alternative light rail proposal. I have not been given the opportunity to fully discuss big issues concerning the current light rail plans, and how significant improvements could be made. Will this be possible?

On February 27th, 2015 I was granted a meeting with Triangle Transit staff members, however, no senior staff or consultant engineers attended. I asked technical and basic questions to staff members that did attend this meeting, however, since most were new hires, they could not give answers and they have not followed-up these past 3 months with any answers. Staff members were not aware and uneducated of the details in my previous studies.

- B. Will there be a response from Triangle Transit concerning my questions at this Feb. 27th meeting?
Note: Mr. David King responded and said that senior staff did attend the meeting and that staff did not recall any questions I had. This statement is false. No Triangle Transit senior staff as listed on the GO Triangle website attended this meeting. Also, no staff attended who have extensive knowledge and background of the project. This is why they could not answer my technical questions. They must have lost the many handouts that I gave them with the questions circled with a highlighter!

The I-40/Hwy55 Alternative Light Rail plan may outperform the current rail plan and should be included in the study of alternatives:

SAFETY - It eliminates the need to build 27 new RR grade crossings -which also reduces traffic congestion.
 - It also eliminates approx. 30 speed-restricting tight track curves.

TRAVEL TIME - 2-5 minutes faster from Chapel Hill to Downtown Durham.
 - It cuts out 13 miles and 25 minutes of rail travel between Chapel Hill and future RTP/ RDU/ Raleigh rail connections. The Chapel Hill -Raleigh commute would become a very well-used transit corridor with the Alternative rail route.

AFFORDABLE HOUSING - 4.5 square miles more area for affordable housing and Transit Oriented Development within walking distance of rail stations. This would be similar in size to 6 Raleigh downtowns! The current rail plan has limited areas for growth.

ENVIRONMENTAL IMPACTS - Reduced at Sandy & New Hope Creeks.
 - It eliminates approx. 1.5 miles of elevated rail bridges.
 - It eliminates the taking of approx. 70 private properties, which would reduce interruptions and business relocations.

COST - The Alternative plan has projected savings of \$400 million.

RIDERSHIP - Higher percentage of minority and low-income households could have transit within walking distance.
 - Durham planning maps show that the Alternative route could potentially take more traffic off of more highly congested streets.
 - The Alternative rail route reaches to more major destinations and high growth areas/developments as shown on planning maps.

Please comment to Triangle Transit requesting that the I-40/Hwy55 Alternative be included in the NEPA report.

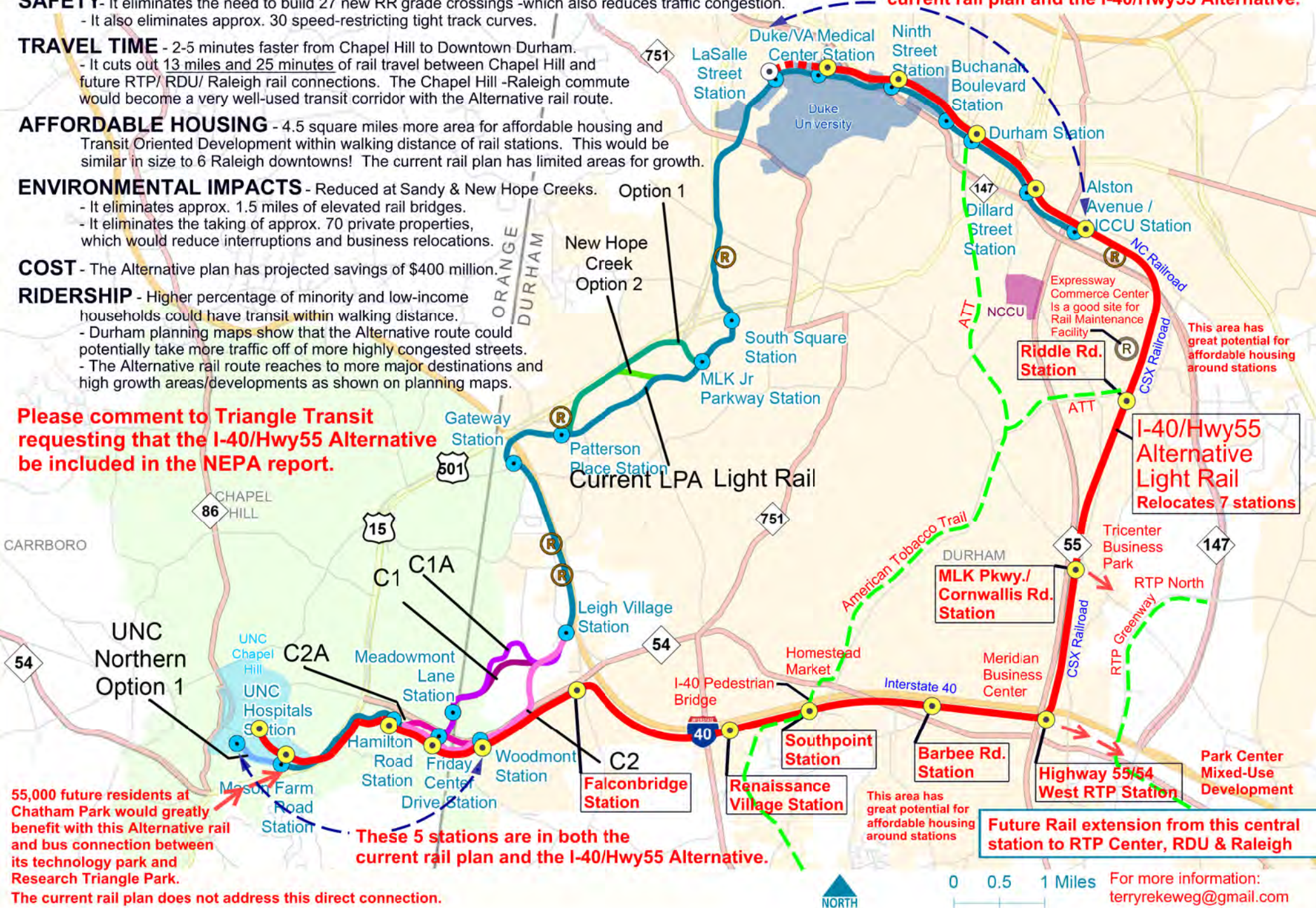
These 6 stations remain the same for both the current rail plan and the I-40/Hwy55 Alternative.

This area has great potential for affordable housing around stations

I-40/Hwy55 Alternative Light Rail Relocates 7 stations

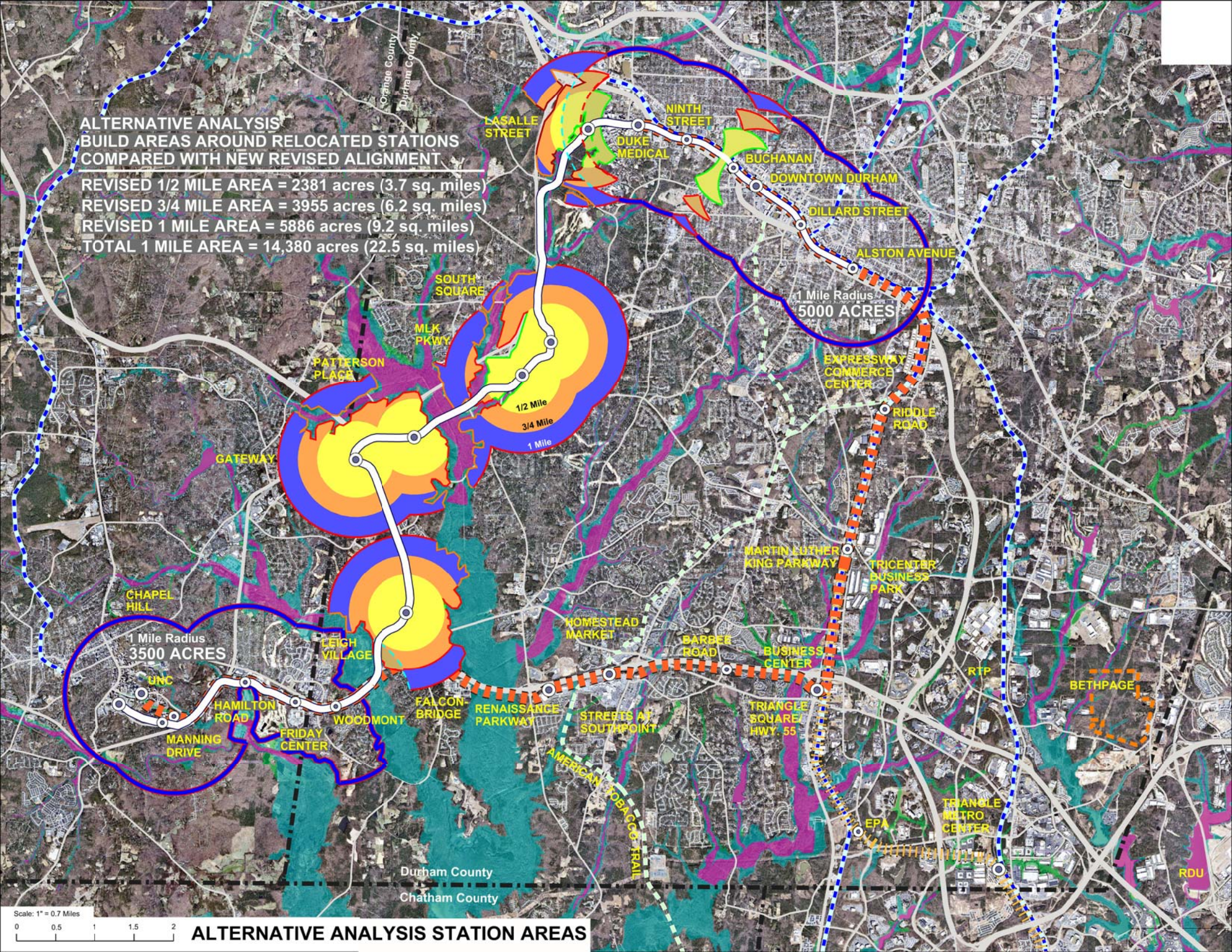
This area has great potential for affordable housing around stations

Future Rail extension from this central station to RTP Center, RDU & Raleigh



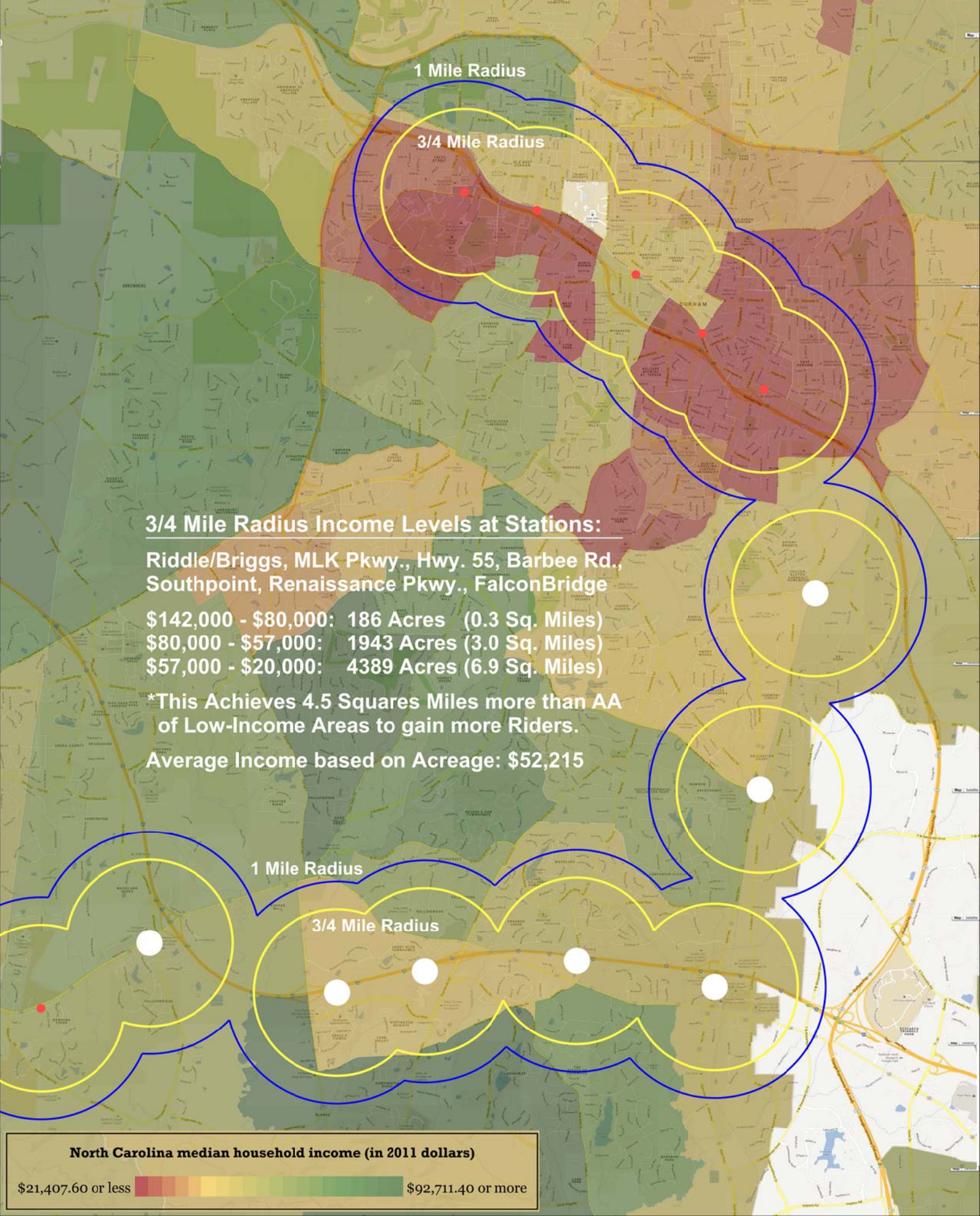
**ALTERNATIVE ANALYSIS
BUILD AREAS AROUND RELOCATED STATIONS
COMPARED WITH NEW REVISED ALIGNMENT**

REVISED 1/2 MILE AREA = 2381 acres (3.7 sq. miles)
REVISED 3/4 MILE AREA = 3955 acres (6.2 sq. miles)
REVISED 1 MILE AREA = 5886 acres (9.2 sq. miles)
TOTAL 1 MILE AREA = 14,380 acres (22.5 sq. miles)

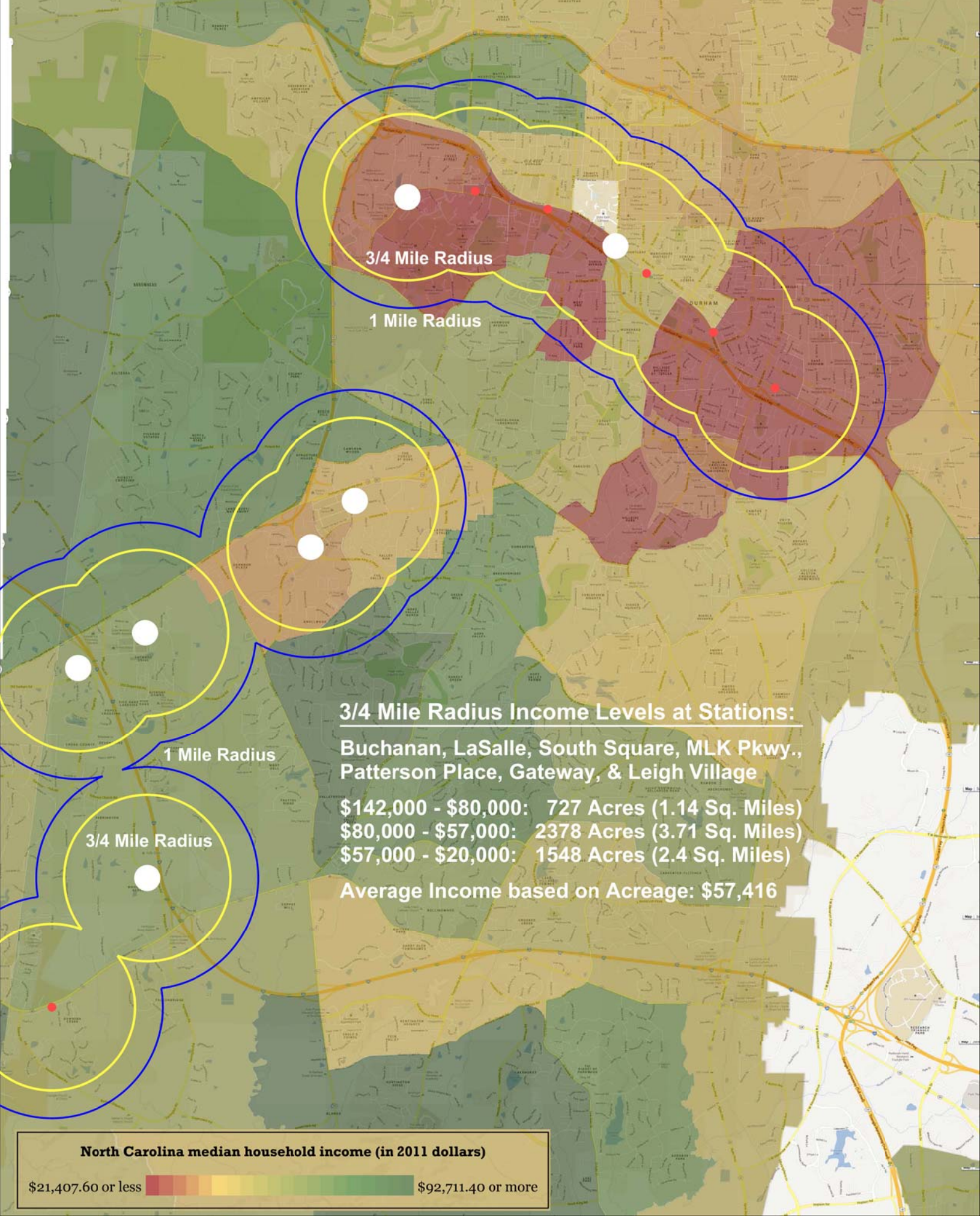


ALTERNATIVE ANALYSIS STATION AREAS

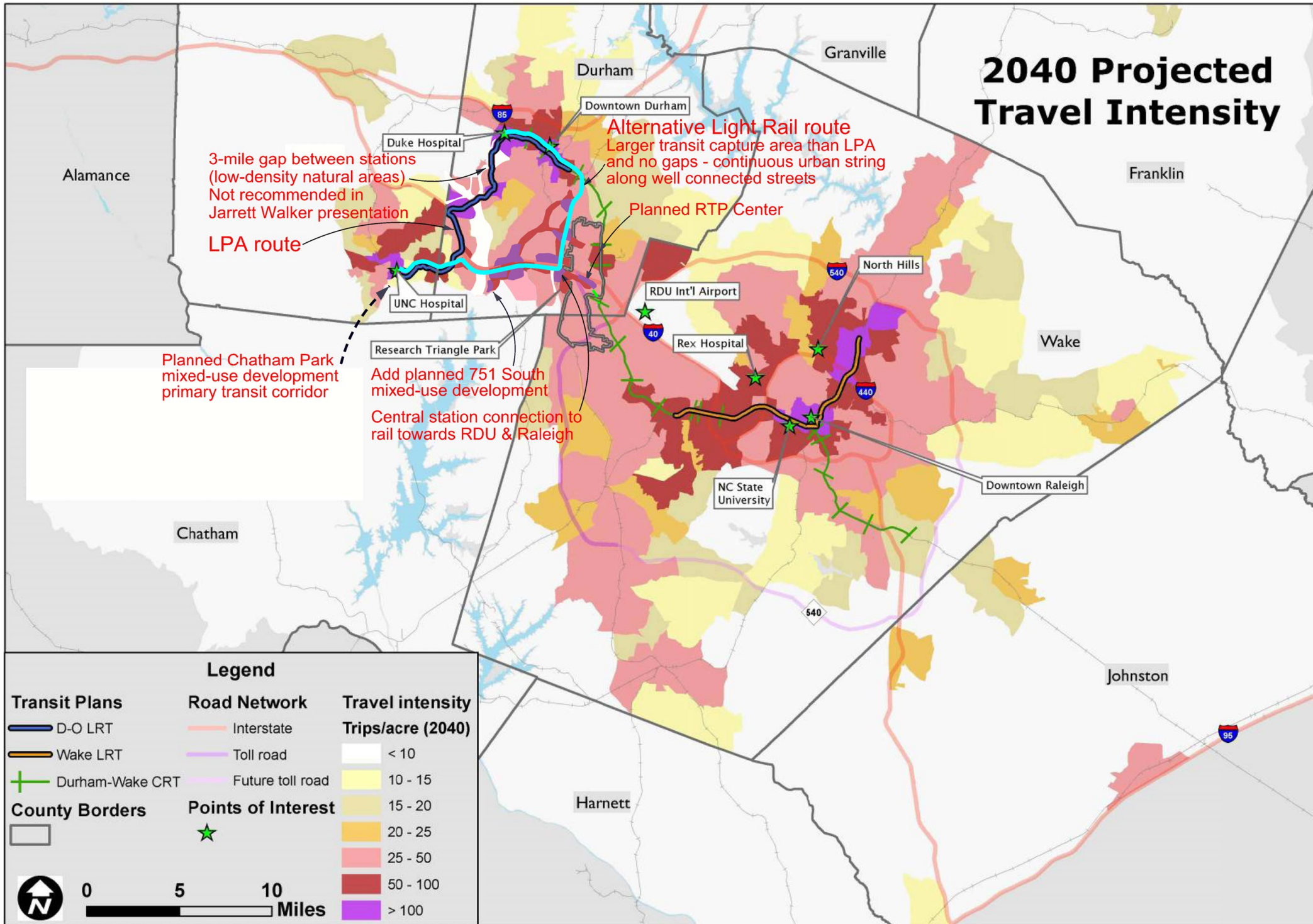
4RA REVISED ALIGNMENT - INCOME AT STATIONS



4AA ALTERNATIVE ANALYSIS - INCOME AT STATIONS



2040 Projected Travel Intensity



DEIS Comments Maps 1

Terry Rekeweg

Sent: 10/12/2015 10:31 AM

To: info@ourtransitfuture.com

Hi,

The next three e-mails are a continuation of materials that are an appendix to Terry Rekeweg's DEIS Comments. These materials were given to Triangle Transit previously, however, they were not included in the public record.

Attachments:  [MAPUNLISTED 1_DurhamEmploymentChange2035_3AA_.pdf](#)

 [MAPUNLISTED 1_DurhamEmploymentChange2035_3RA_.pdf](#)

 [MAPUNLISTED 1 DwellingUnitGrowth2040_4AA.pdf](#)  [MAPUNLISTED 1 DwellingUnitGrowth2040_4RA.pdf](#)

 [MAPUNLISTED 1 EmploymentChange2035_HighGrowthAreas_2RA.pdf](#)

 [MAPUNLISTED 1 EmploymentGrowth2040_1AA.pdf](#)  [MAPUNLISTED 1 EmploymentGrowth2040_1RA.pdf](#)

 [MAPUNLISTED 1 PopulationChange2035_6AA.pdf](#)  [MAPUNLISTED 1 PopulationChange2035_6RA.pdf](#)

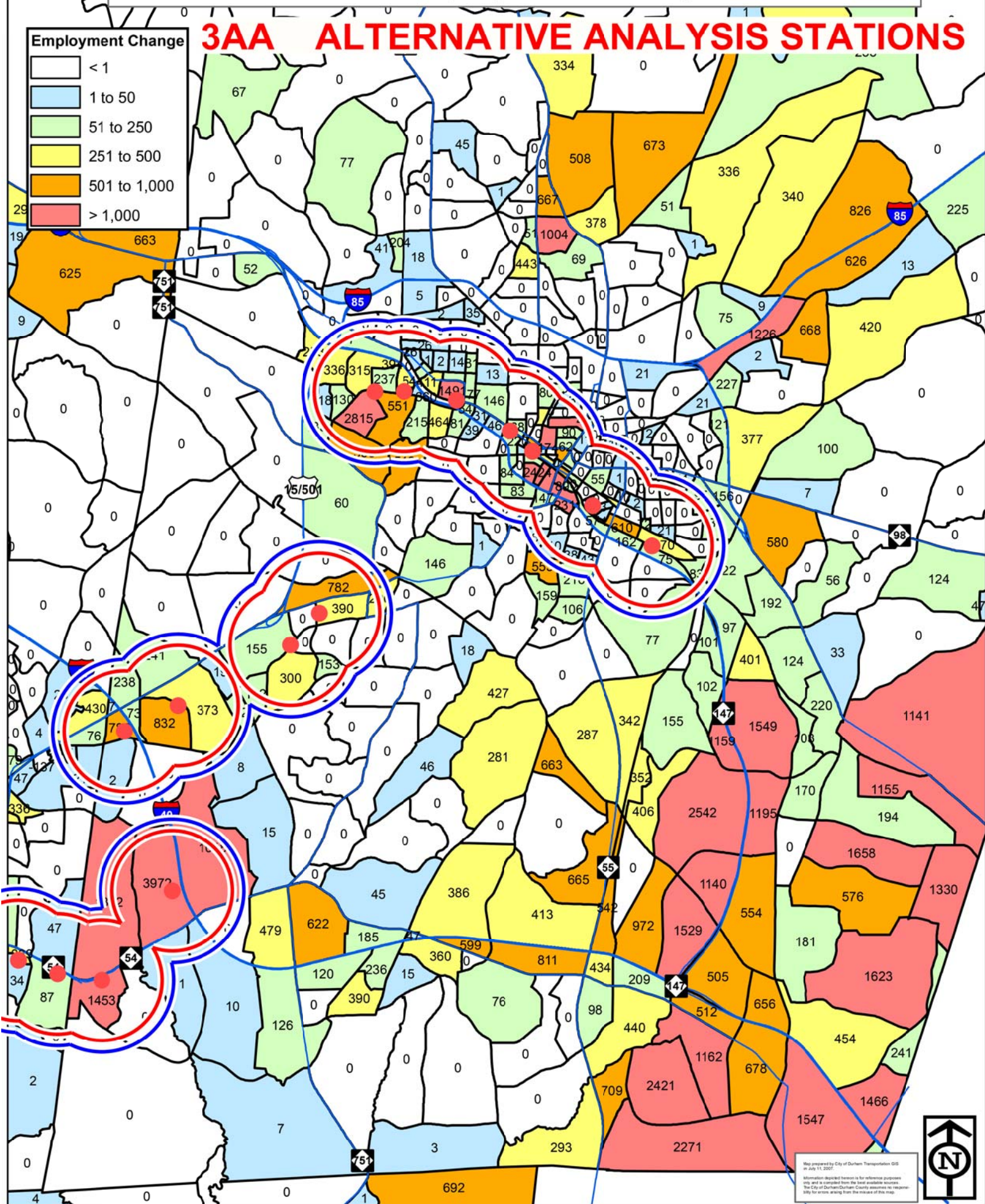
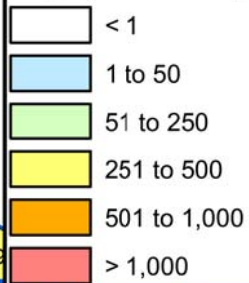
 [MAPUNLISTED 1 PopulationChange2035_HighGrowthAreas_5RA.pdf](#)

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Southern Durham Employment Change 2005 to 2035

3AA ALTERNATIVE ANALYSIS STATIONS

Employment Change



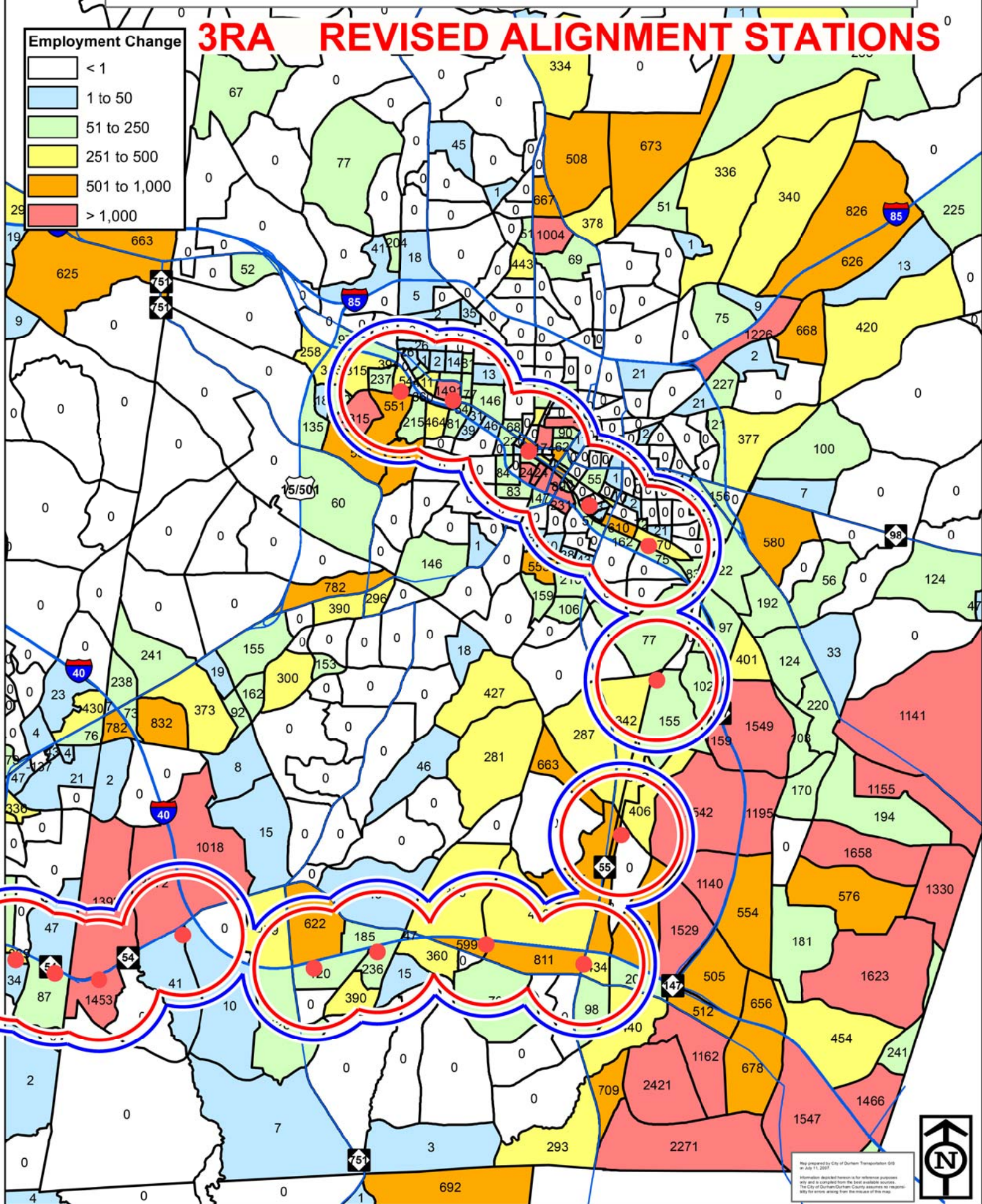
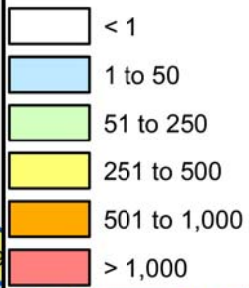
Map prepared by City of Durham Transportation GIS
on July 11, 2007
Information depicted herein is for reference purposes
only and is compiled from the best available sources.
The City of Durham/Durham County assumes no responsi-
bility for errors arising from the misuse of this map.



Southern Durham Employment Change 2005 to 2035

3RA REVISED ALIGNMENT STATIONS

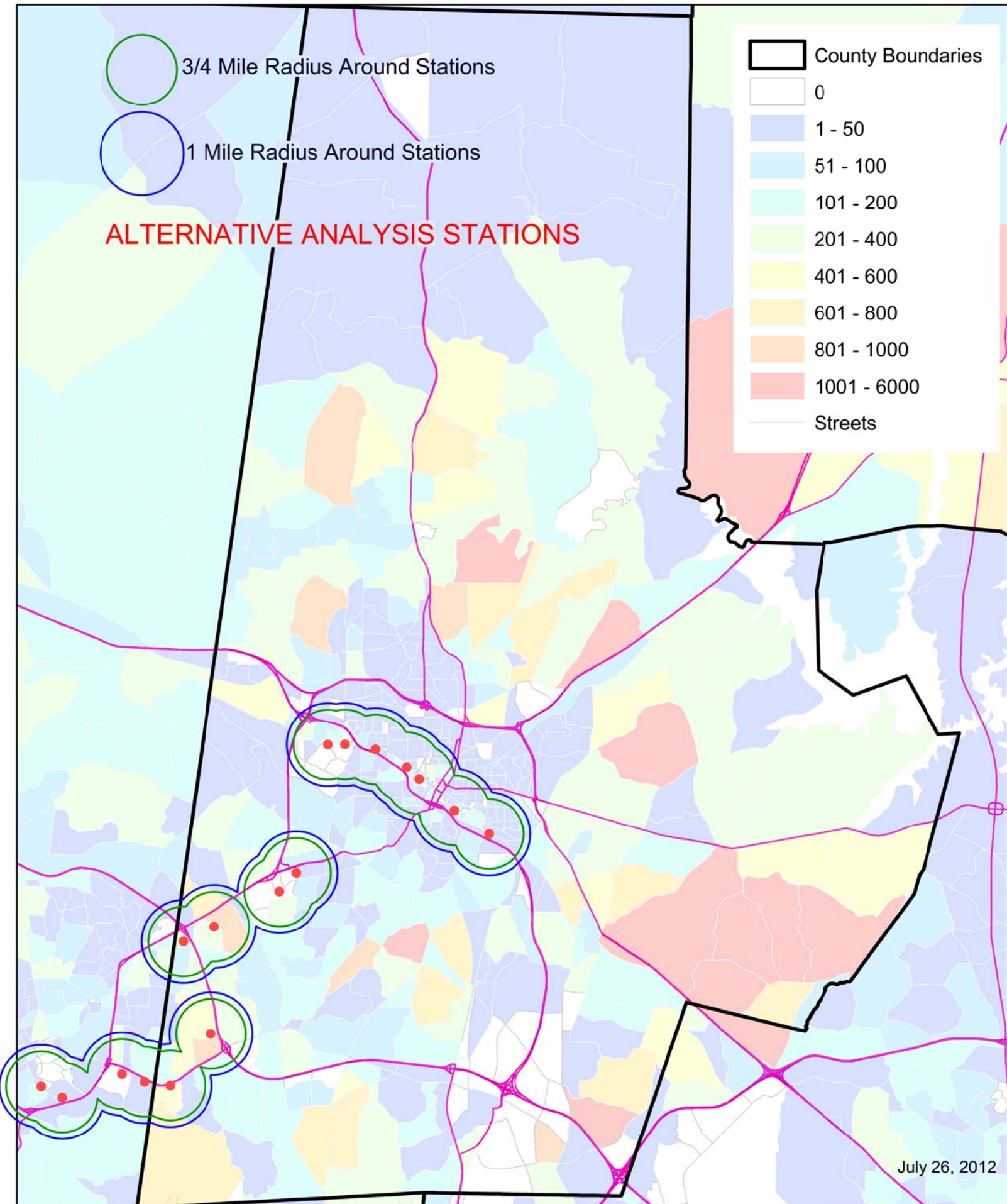
Employment Change



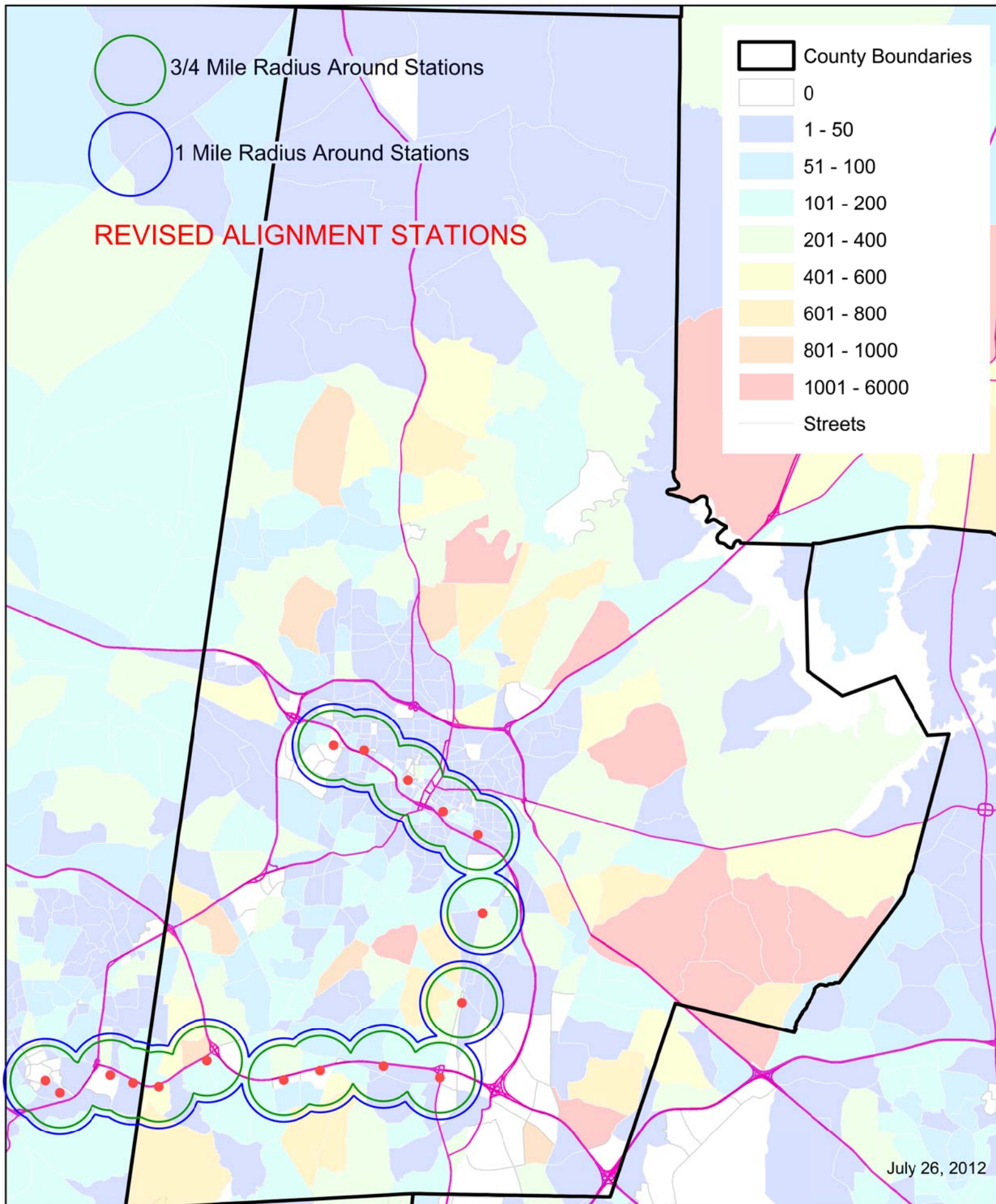
Map prepared by City of Durham Transportation GIS
on July 11, 2007
Information depicted herein is for reference purposes
only and is compiled from the best available sources.
The City of Durham/Durham County assumes no responsi-
bility for errors arising from the misuse of this map.



Community Plan--Dwelling Unit Growth 2010-2040



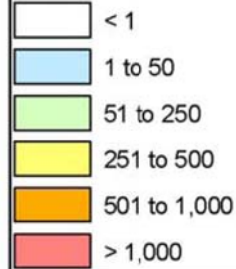
Community Plan--Dwelling Unit Growth 2010-2040



Durham County Employment Change 2005 to 2035

2RA REVISED ALIGNMENT

Employment Change



Map prepared by the Planning and Economic Development Department, Durham County, North Carolina. The map is for informational purposes only and does not constitute a guarantee, warranty, or endorsement of any product or service by Durham County.

High Growth Areas

Treyburn area.

Regional Hospital and medical parks.

I-85 corridor.

Downtown Durham and Duke University and Medical Center.

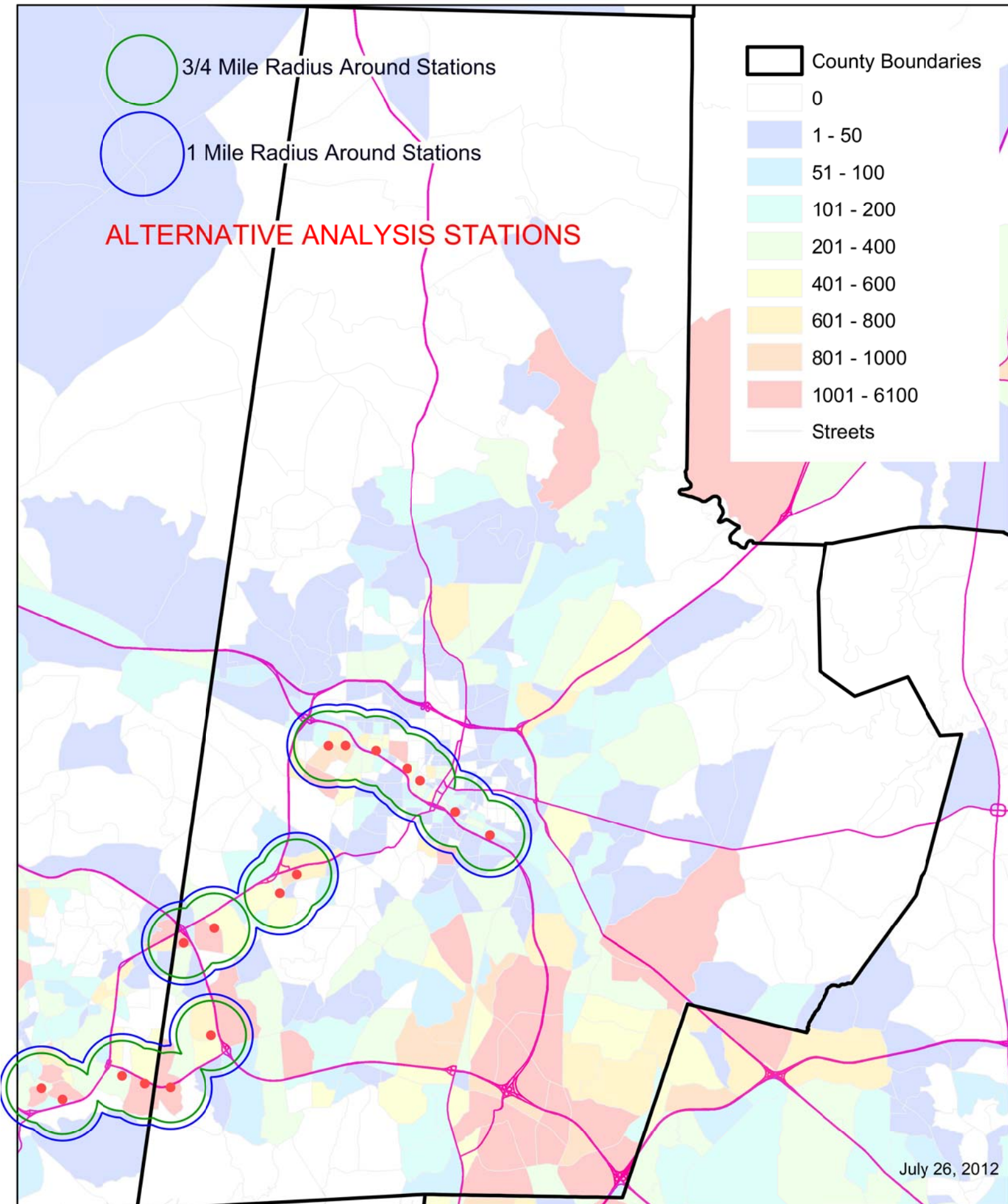
US 70 corridor.

RTP and Airport area.

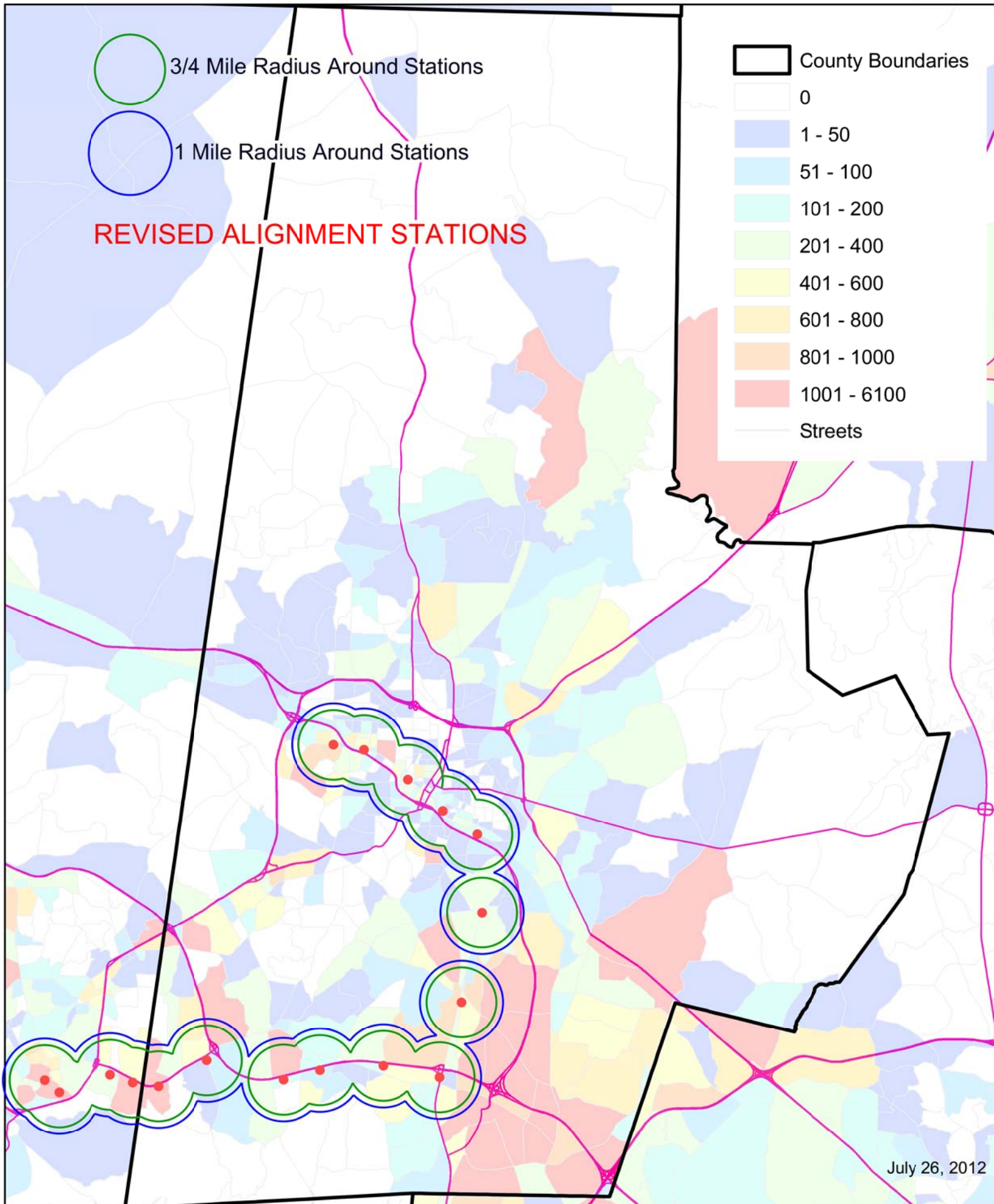
North of I-40 and NC 54 interchange.

3/4 Mile Radius

Community Plan--Employment Growth 2010-2040



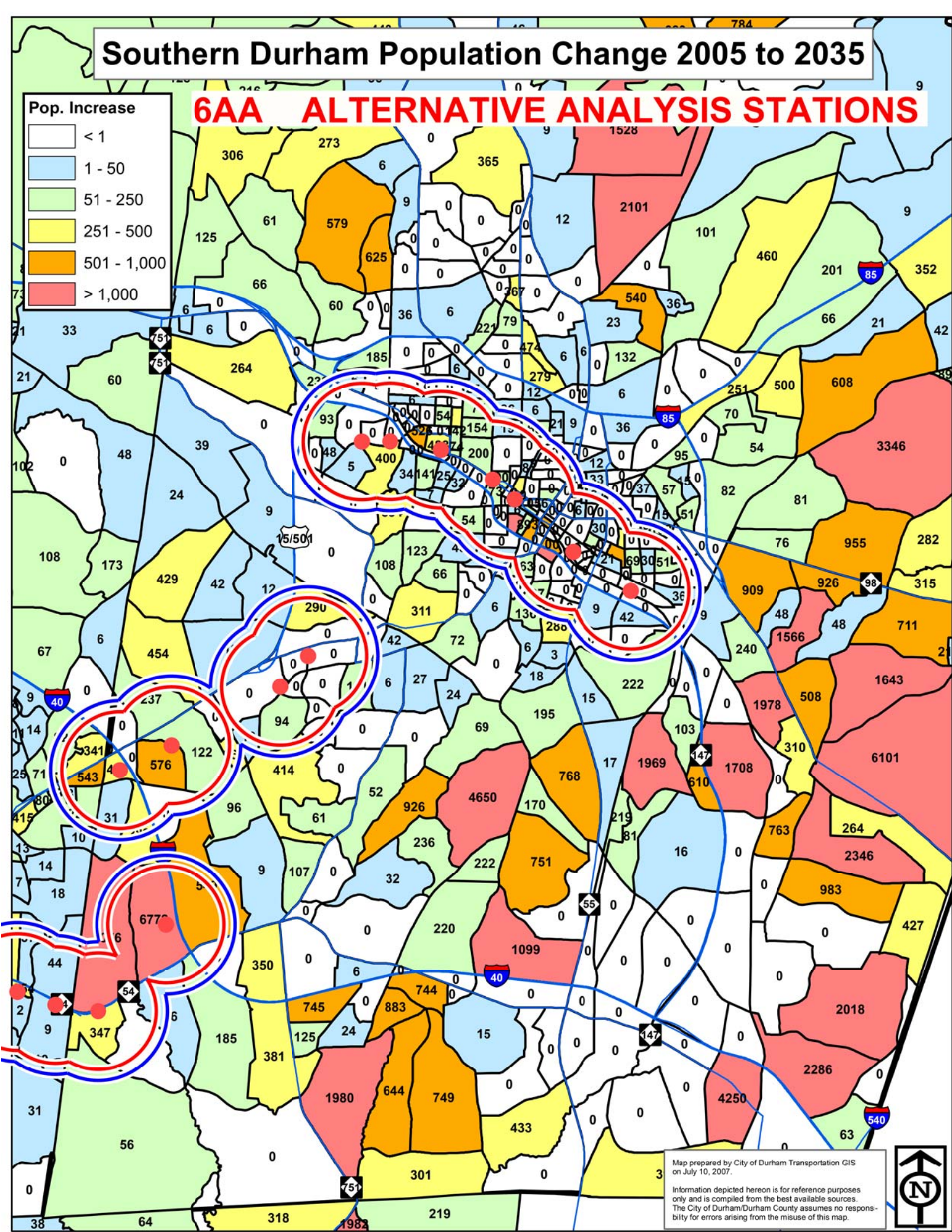
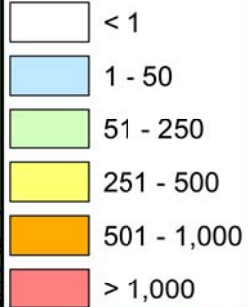
Community Plan--Employment Growth 2010-2040



Southern Durham Population Change 2005 to 2035

6AA ALTERNATIVE ANALYSIS STATIONS

Pop. Increase



Map prepared by City of Durham Transportation GIS on July 10, 2007.

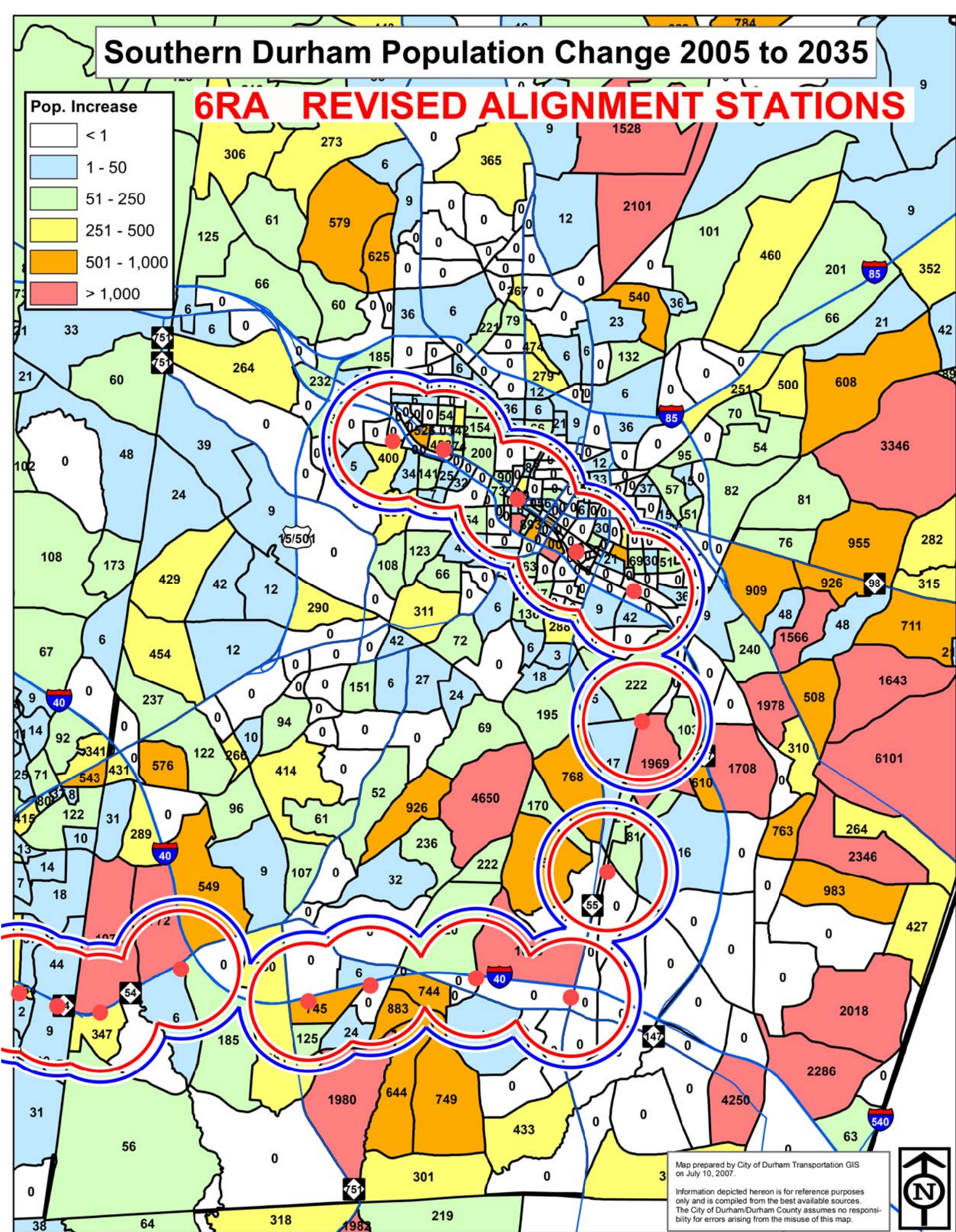
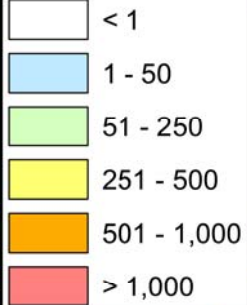
Information depicted herein is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.



Southern Durham Population Change 2005 to 2035

6RA REVISED ALIGNMENT STATIONS

Pop. Increase



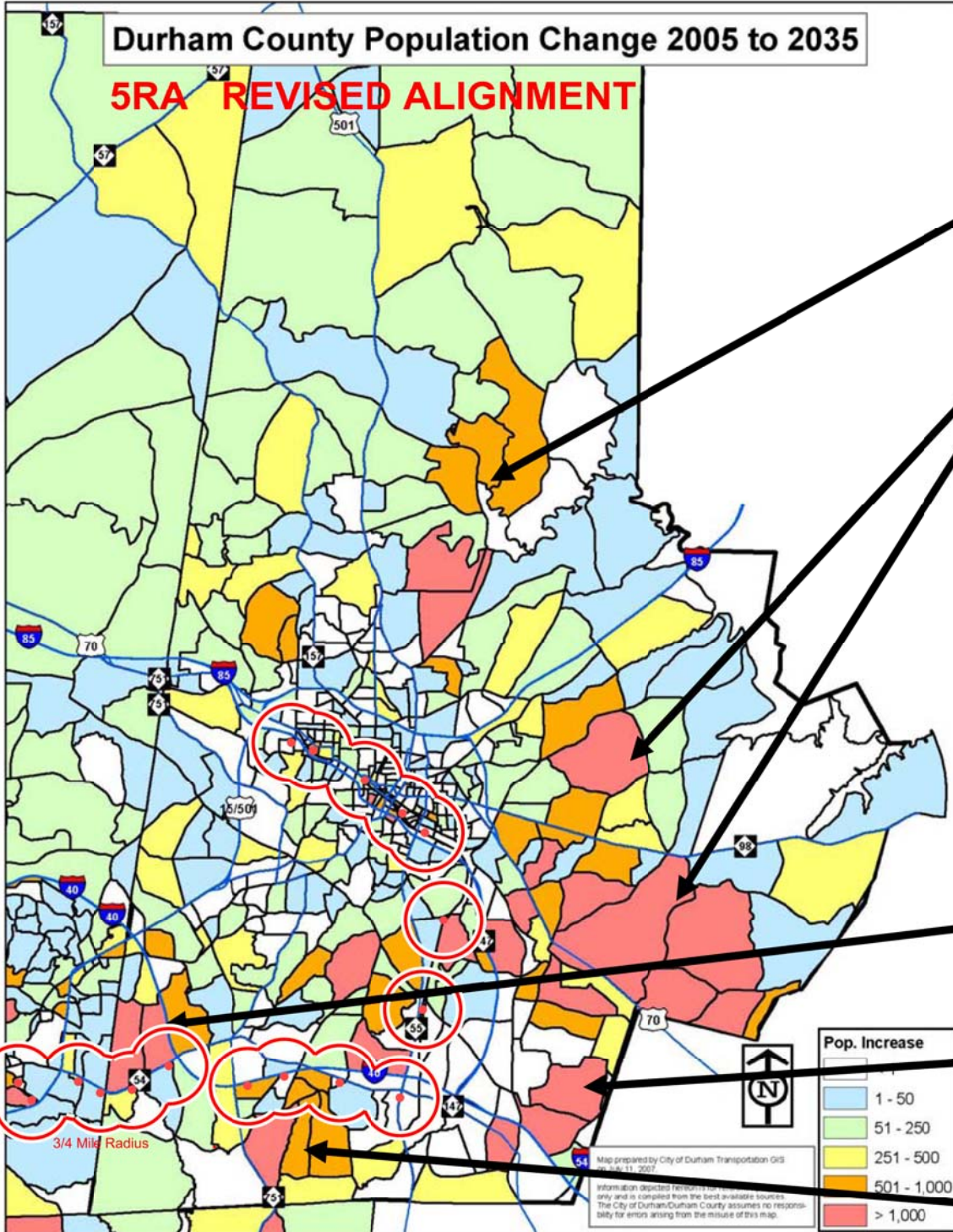
Map prepared by City of Durham Transportation GIS on July 10, 2007.

Information depicted herein is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.



Durham County Population Change 2005 to 2035

5RA REVISED ALIGNMENT



High Growth Areas

Treyburn and south of Treyburn.

East Durham, especially between NC 98 and US 70, and along future Northern Durham Parkway.

North of I-40/NC 54 interchange

Between RTP and Airport.

South of SouthPoint Mall




DEIS Comments Maps 2

Terry Rekeweg

Sent: 10/12/2015 10:33 AM

To: info@ourtransitfuture.com

This is the second e-mail containing maps for Terry Rekeweg's DEIS comments.

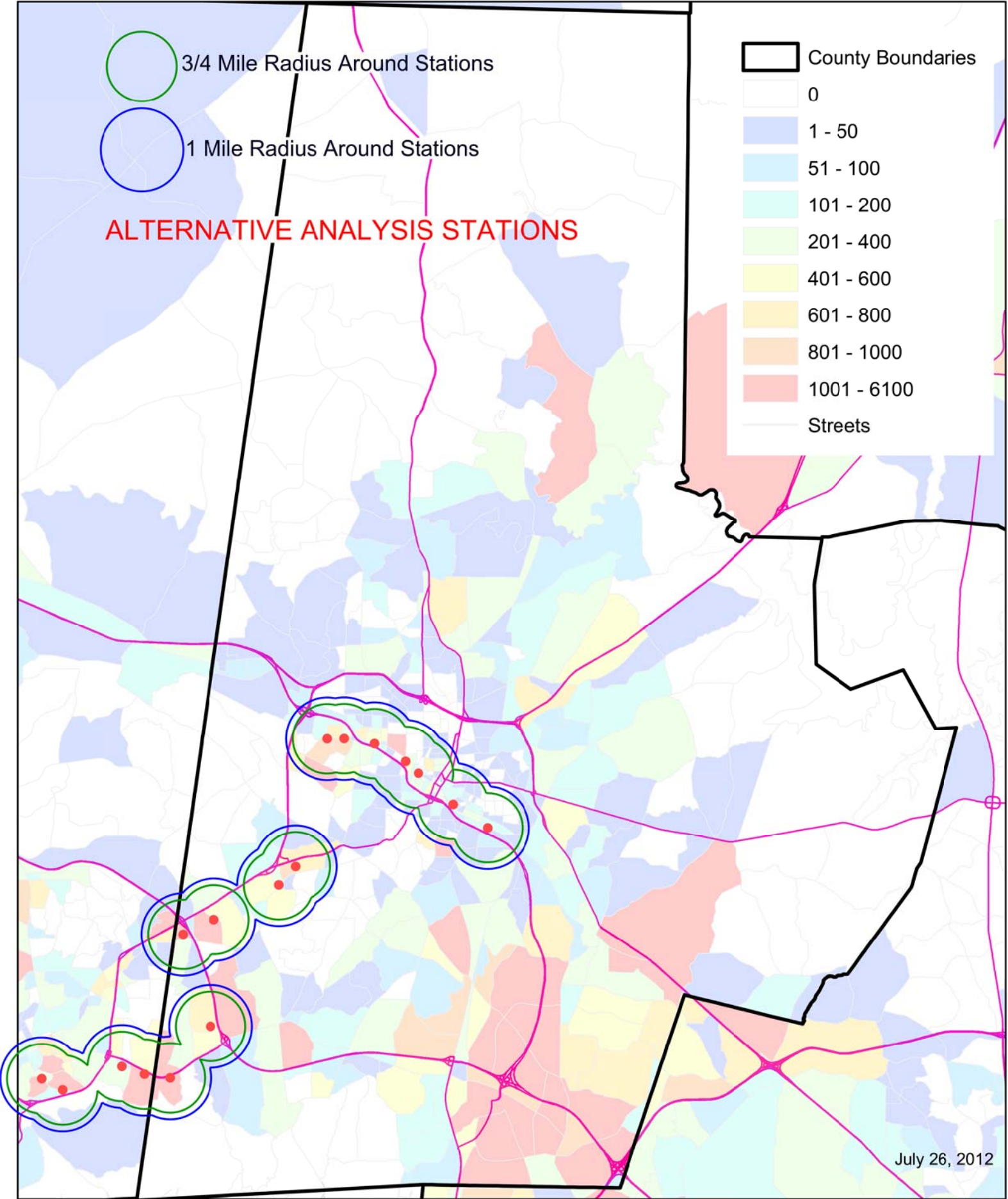
Attachments:  [MAPUNLISTED 1AA 1RA.pdf](#)  [MAPUNLISTED 2RA 5RA.pdf](#)  [MAPUNLISTED 3AA 3RA.pdf](#)
 [MAPUNLISTED 4AA 4RA.pdf](#)  [MAPUNLISTED 6AA 6RA.pdf](#)  [MAPUNLISTED 7AA 7RA.pdf](#)
 [MAPUNLISTED 2035 Employment Transit Blueprint.pdf](#)
 [MAPUNLISTED 2035 Primary Travel Market Transit Blueprint.pdf](#)

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1 AA

Durham County
Community Plan--Employment Growth 2010-2040

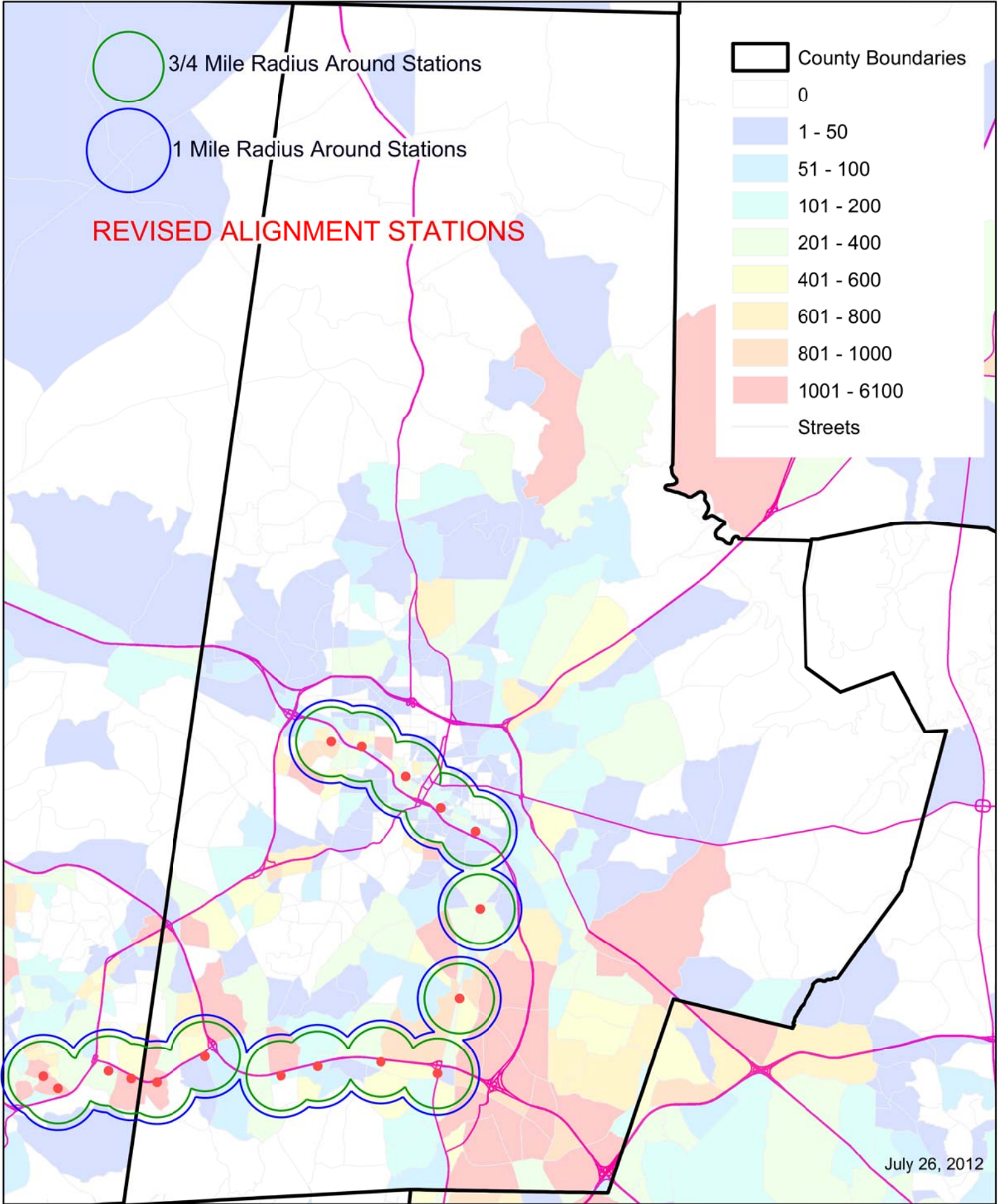
SE Data 6-6

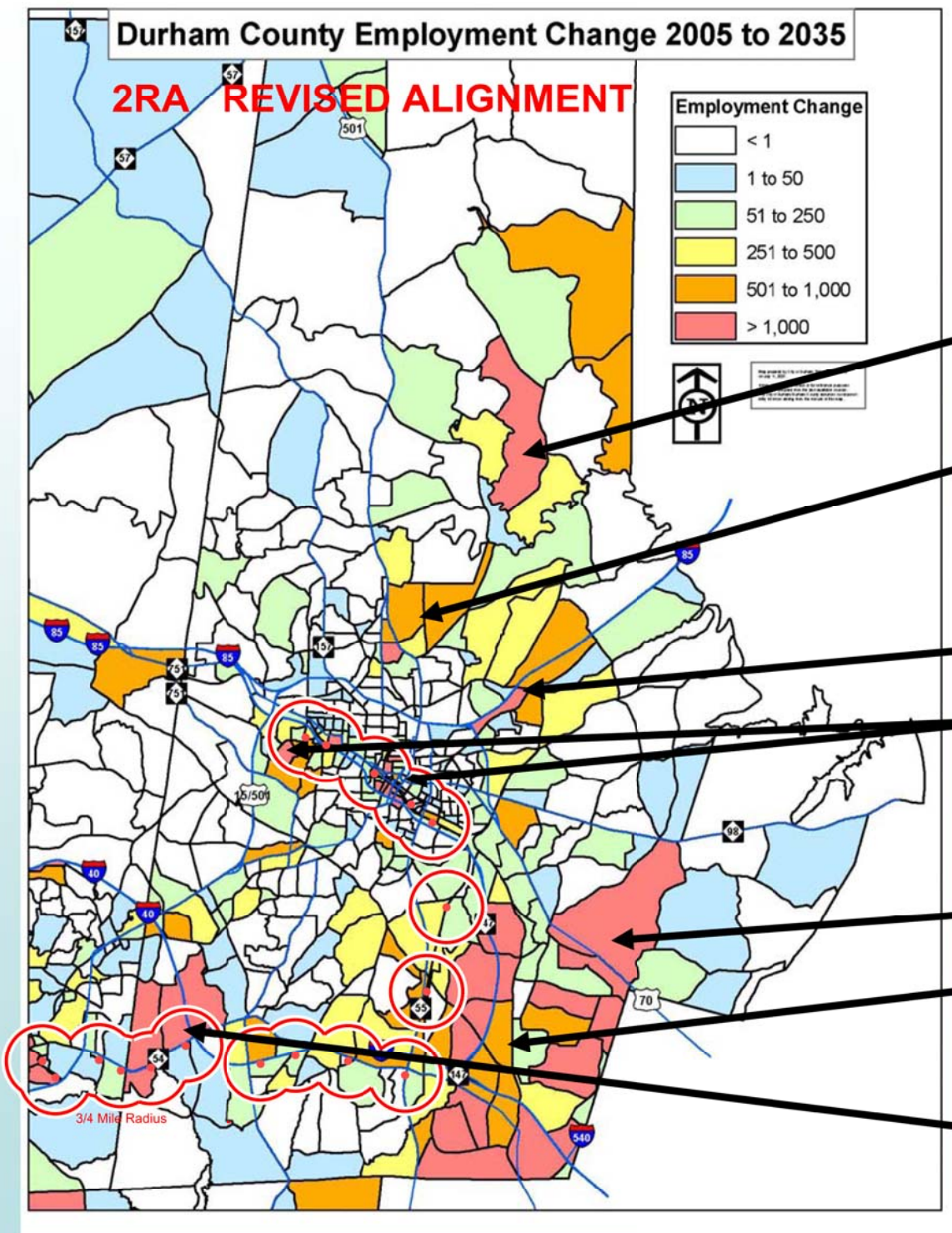


1 RA

Durham County
Community Plan--Employment Growth 2010-2040

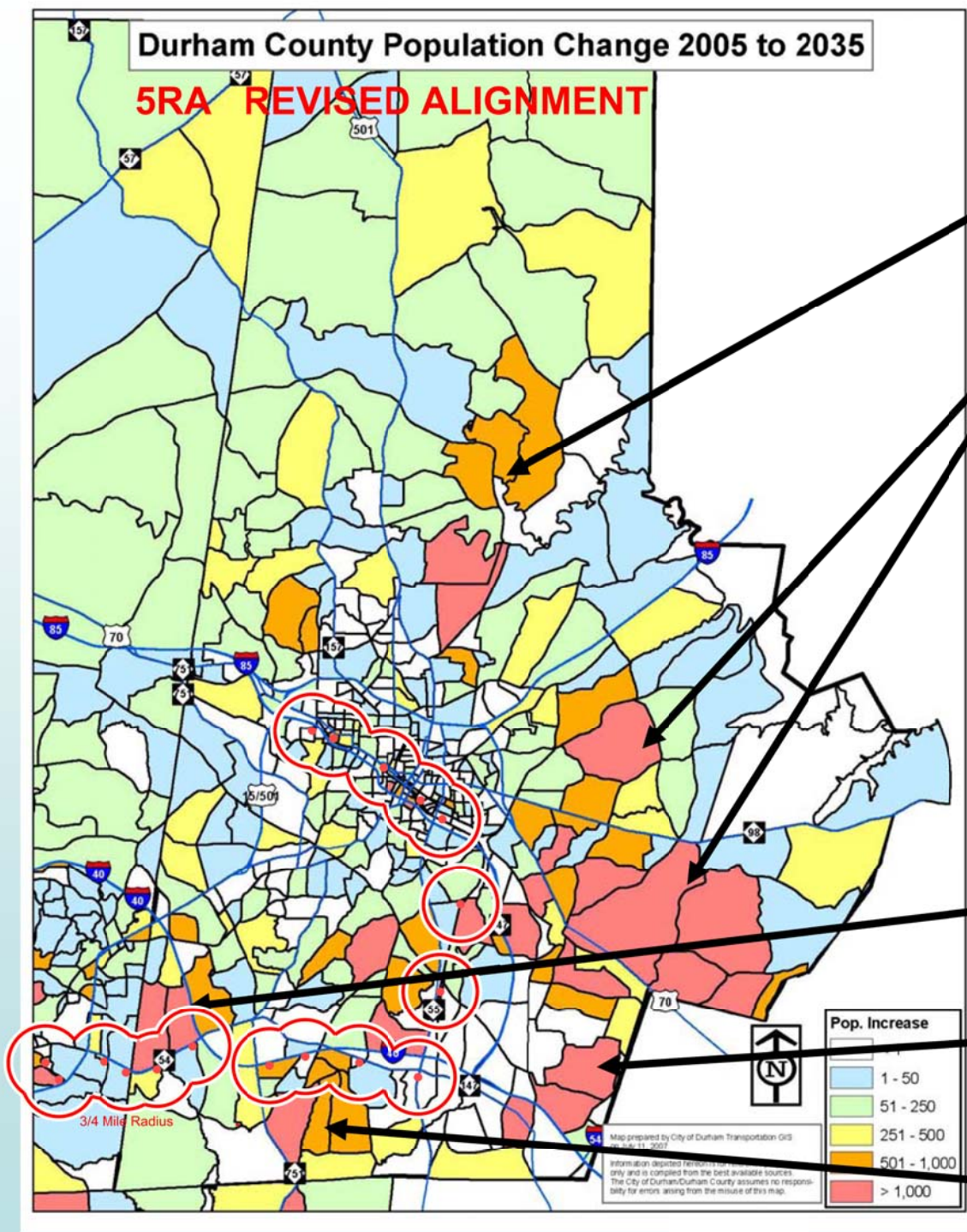
SE Data 6-6





High Growth Areas

- Treyburn area.
- Regional Hospital and medical parks.
- I-85 corridor.
- Downtown Durham and Duke University and Medical Center.
- US 70 corridor.
- RTP and Airport area.
- North of I-40 and NC 54 interchange.

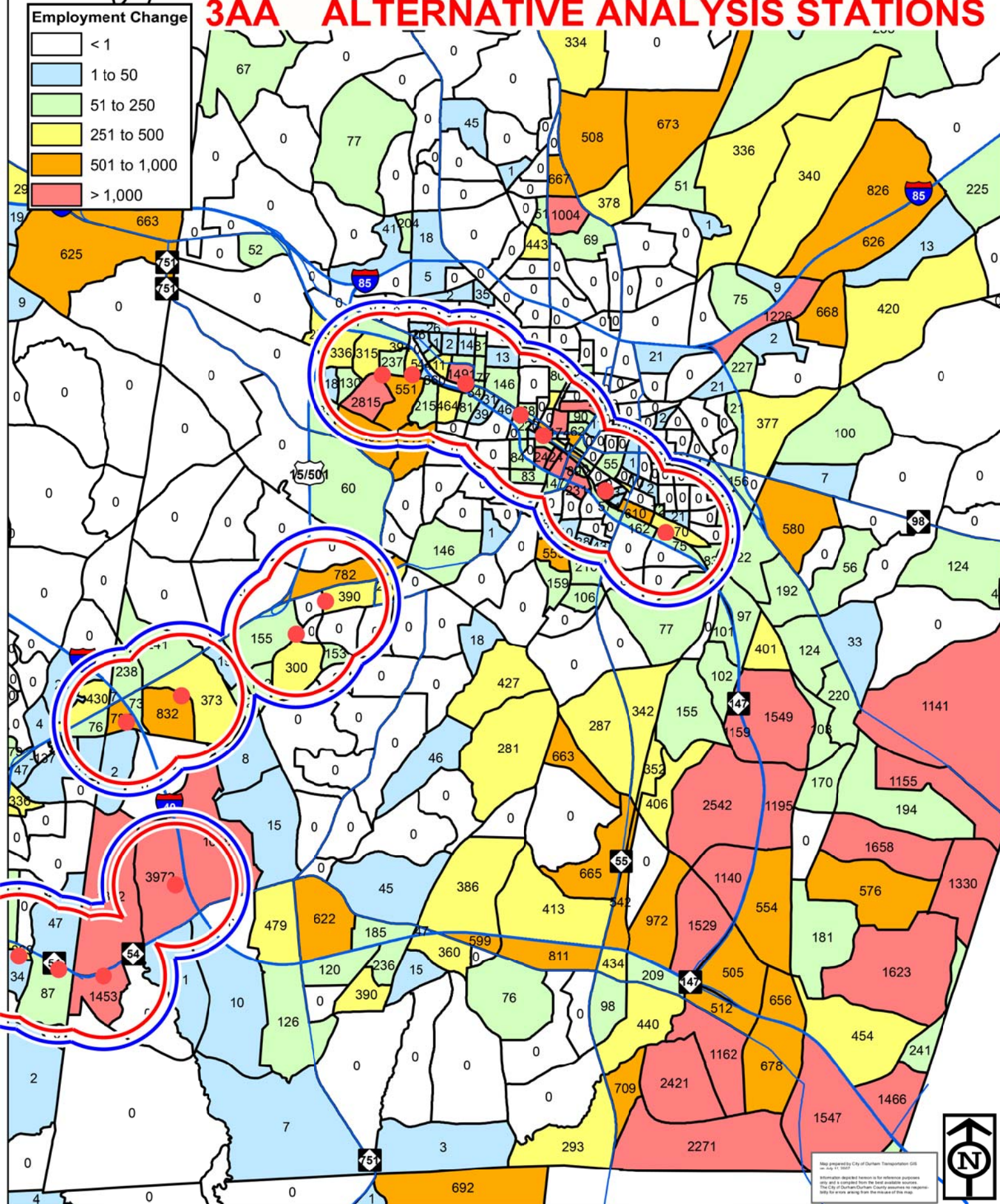


High Growth Areas

- Treyburn and south of Treyburn.
- East Durham, especially between NC 98 and US 70, and along future Northern Durham Parkway.
- North of I-40/NC 54 interchange
- Between RTP and Airport.
- South of SouthPoint Mall

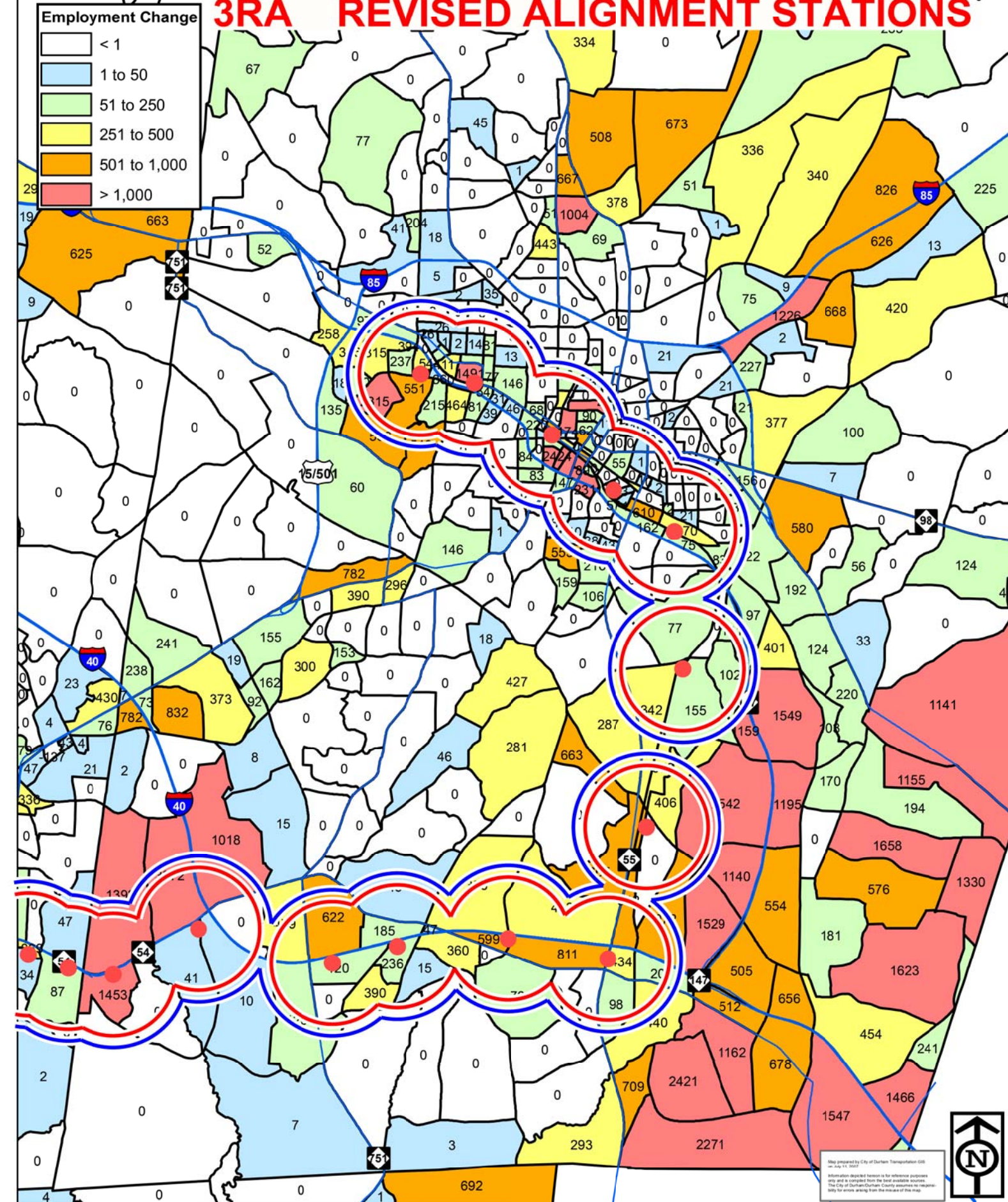
Southern Durham Employment Change 2005 to 2035

3AA ALTERNATIVE ANALYSIS STATIONS



Southern Durham Employment Change 2005 to 2035

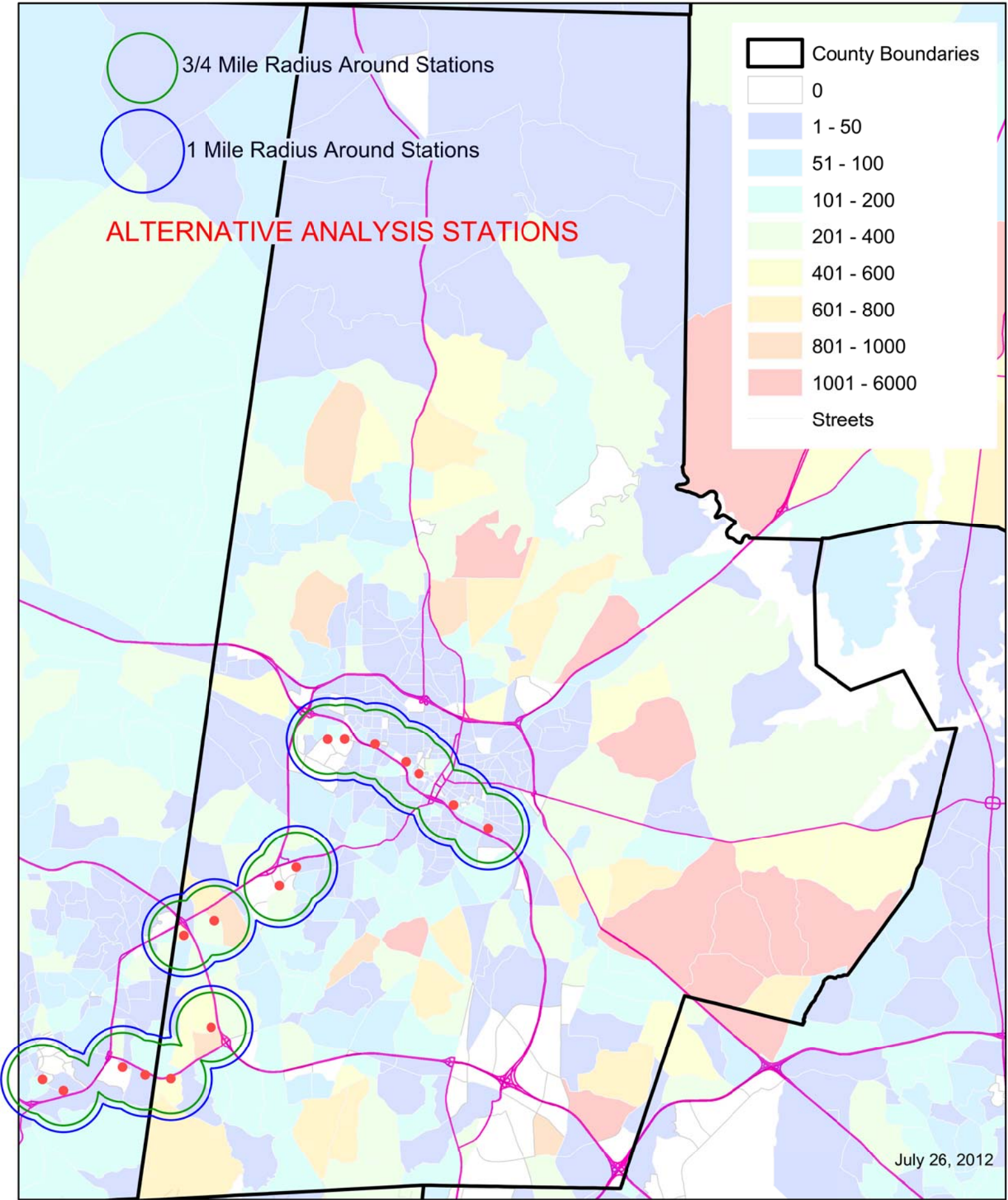
3RA REVISED ALIGNMENT STATIONS



4 AA

Durham County
Community Plan--Dwelling Unit Growth 2010-2040

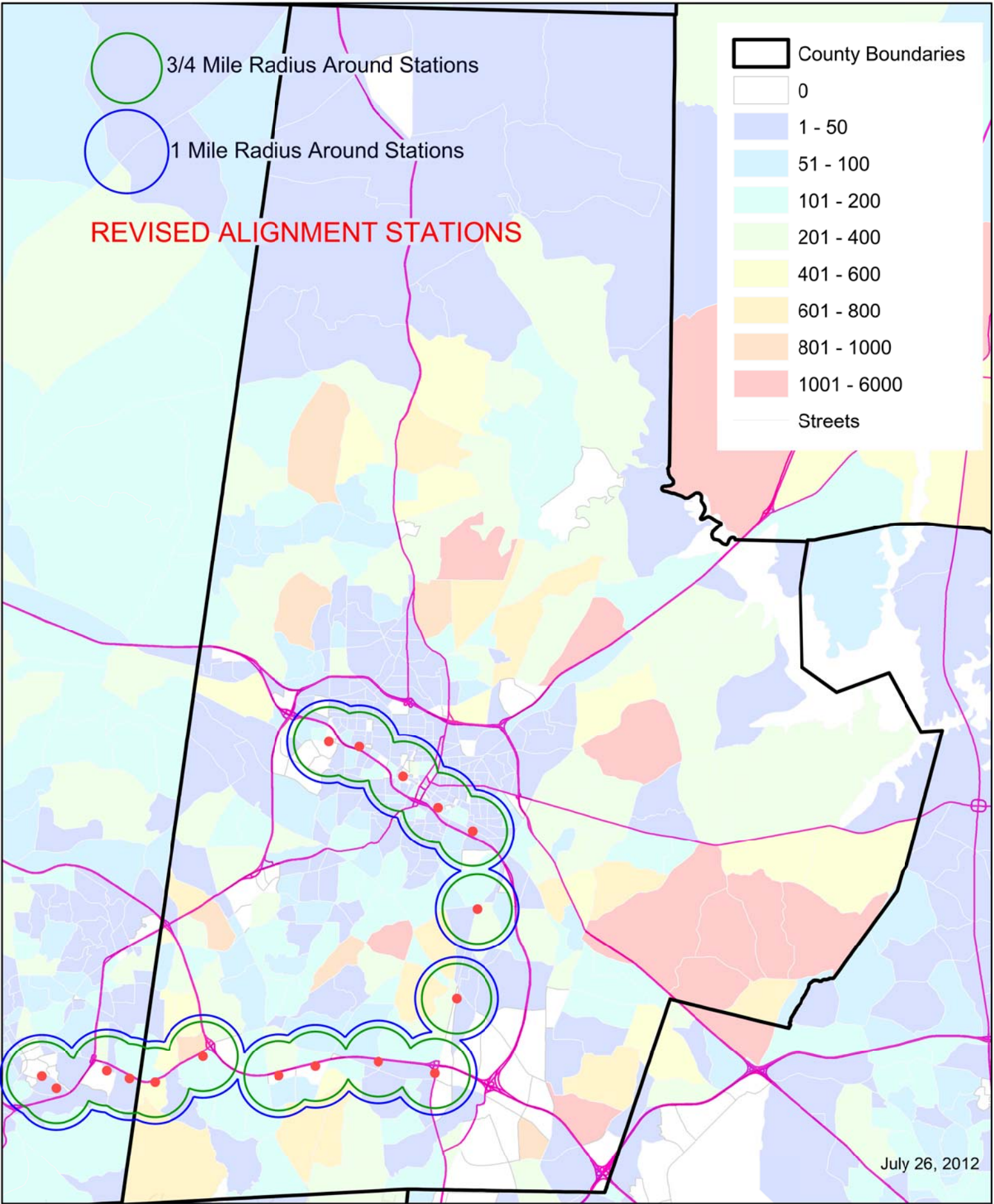
SE Data 6-3



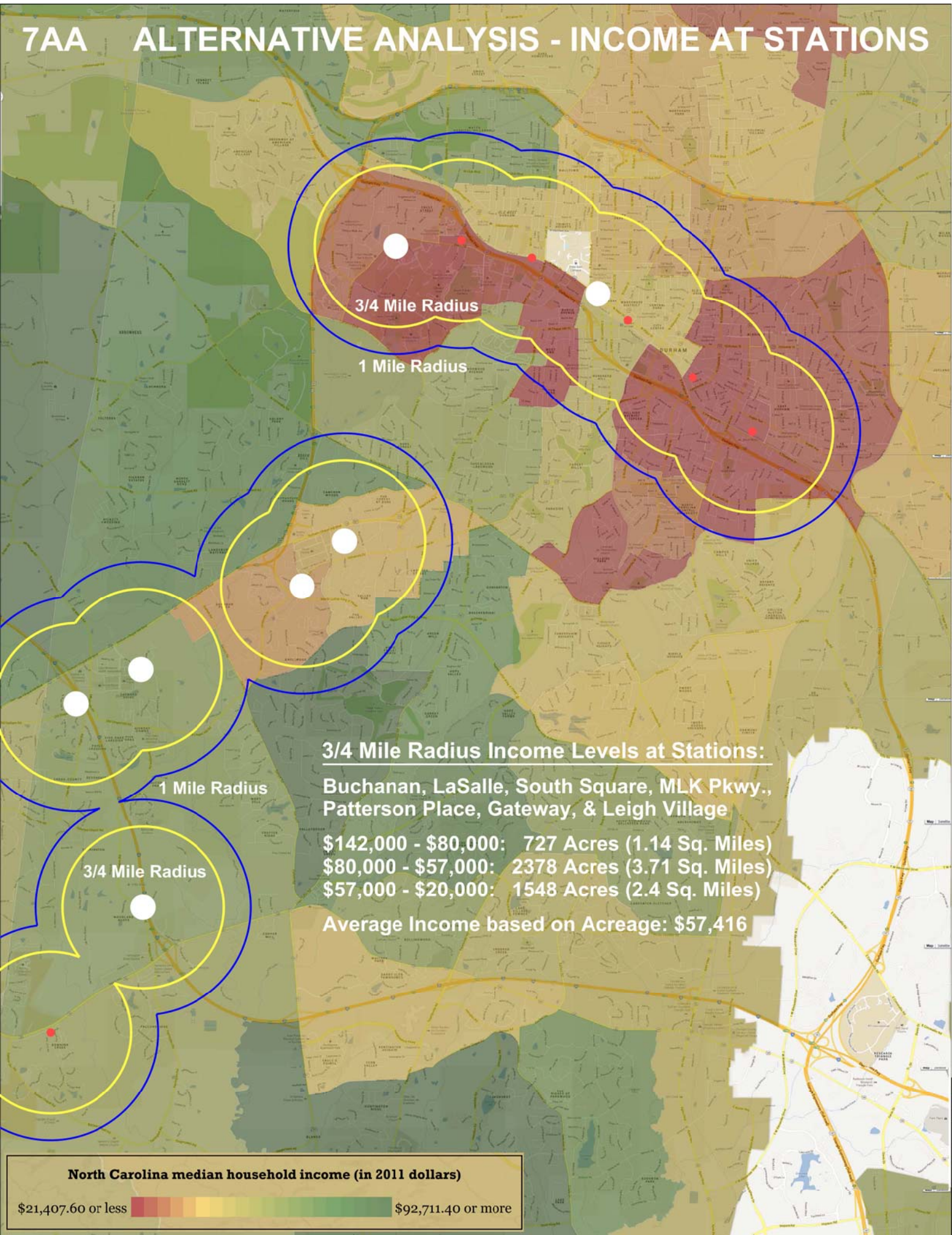
4 RA

Durham County
Community Plan--Dwelling Unit Growth 2010-2040

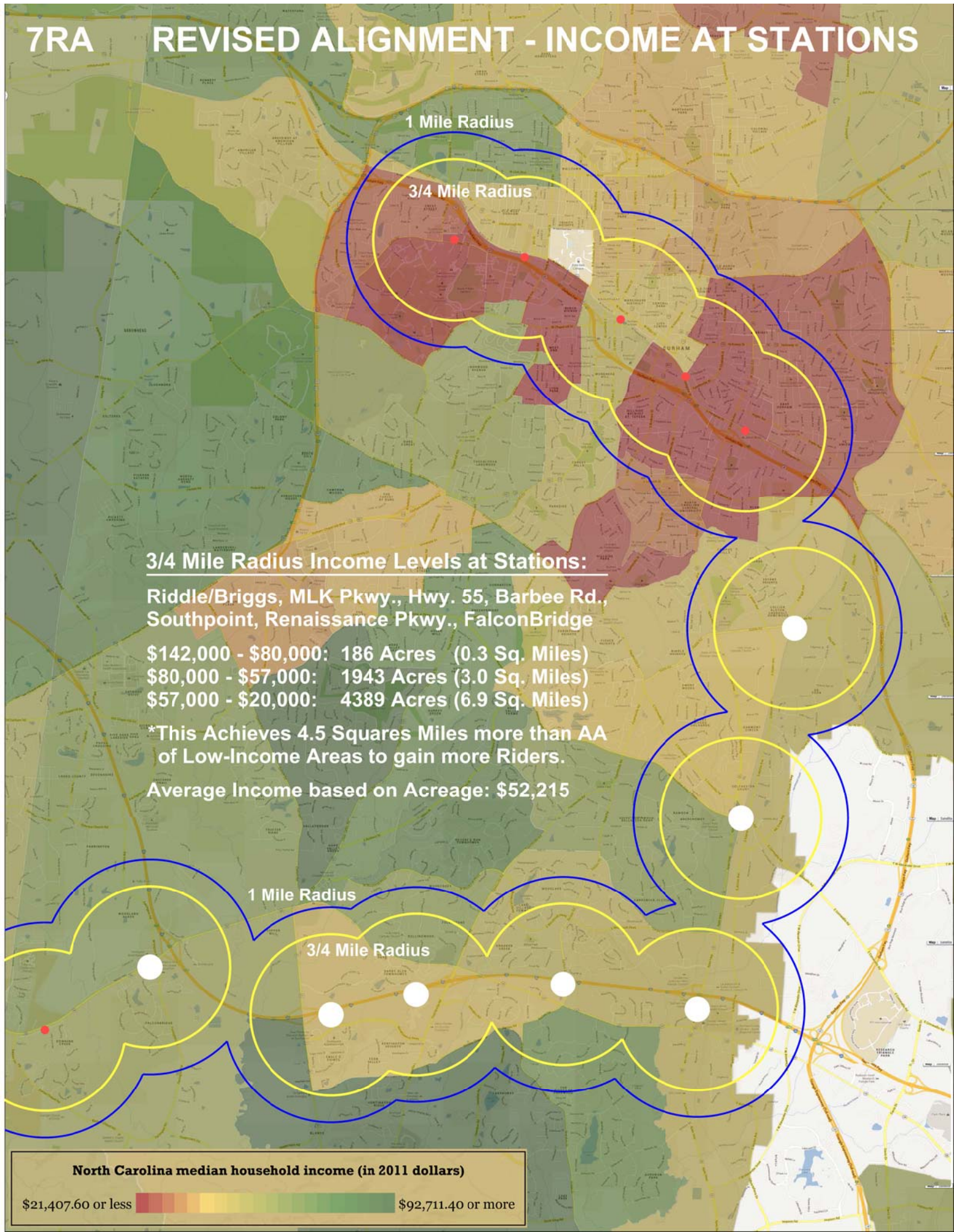
SE Data 6-3

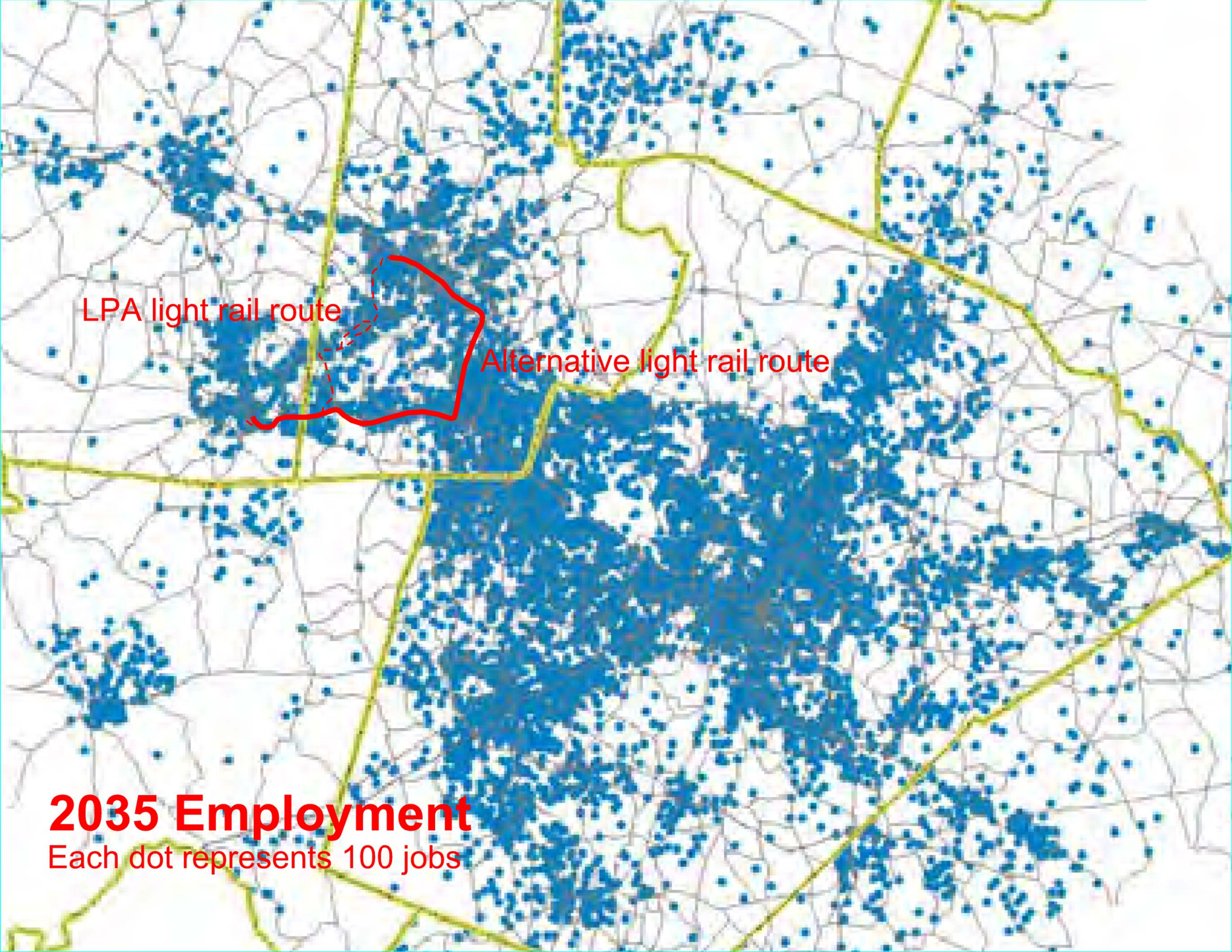


7AA ALTERNATIVE ANALYSIS - INCOME AT STATIONS



7RA REVISED ALIGNMENT - INCOME AT STATIONS





LPA light rail route

Alternative light rail route

2035 Employment

Each dot represents 100 jobs

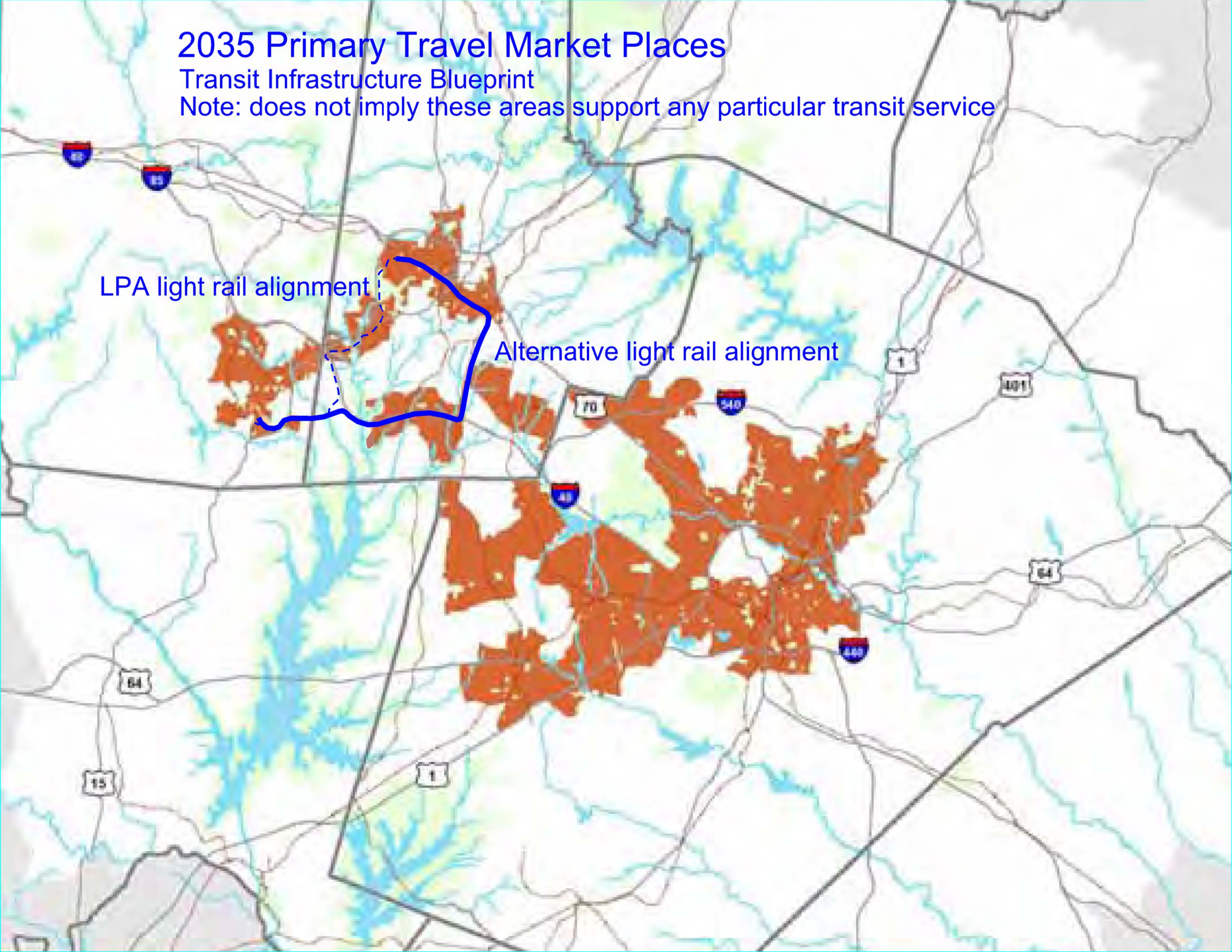
2035 Primary Travel Market Places

Transit Infrastructure Blueprint

Note: does not imply these areas support any particular transit service

LPA light rail alignment

Alternative light rail alignment




DEIS Comments Terry Rekeweg Maps 3

Terry Rekeweg

Sent: 10/12/2015 10:40 AM

To: info@ourtransitfuture.com

This is the last of the Maps and other supporting data for Terry Rekeweg's DEIS comments. The Main Summary (11 pages), and an Appendix of Past Questions (8 pages) was sent in an earlier e-mail. Let me know if you don't see these documents.
Thank you.

Attachments:  [MAPUNLISTED_Comparison_Stations_D-OLRT_May212013.pdf](#)
 [MAPUNLISTED_DEIScomments_AlternateAlignmentMap.pdf](#)  [MAPUNLISTED_DurhamPopDens2035_AltRail.pdf](#)
 [MAPUNLISTED_DurhamPopChange20052035TAZ_AltRail.pdf](#)  [UNLISTED_KingLetter_112814.doc](#)
 [MAPUNLISTED_GradeCrossings_Bridges_BothAlternatives_060614.pdf](#)
 [MAPUNLISTED_MinorityPopulationForCommunity_1r.pdf](#)  [UNLISTED_Summary_MinorityAlongLPA.doc](#)
 [MAPUNLISTED_MinorityPopulationForCommunity_2r.pdf](#)  [UNLISTED_SummaryofAlternatives_061714.doc](#)
 [UNLISTED_TrafficAndBusCounts_4thQuestionsAppendix_012815.doc](#)
 [UNLISTED_TravelTimeComparisons_062014.doc](#)

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AA Stations and Alignment Issues	Distance Between Stations (miles)	Continuous Distance East (miles)	Time Between Stations (minutes)	Cumulative Time East (minutes)	Ridership (daily)
1 UNC (Mason Fram Road)	0.53		1.4		2430
2 Mason Farm Road		0.53		1.4	520
	1.29		2.2		
3 Hamilton Road		1.82		3.6	340
	0.8		1.9		
4 Friday Center		2.62		5.5	160
	0.51		1.2		
5 Woodmont		3.13		6.7	610
	1.6		2.7		
6 Leigh Village		4.73		9.4	1560
	2.05		2.9		
7 Gateway		6.78		12.3	1400
	1.01		2.2		
8 Patterson Place		7.79		14.5	530
	1.66		2.9		
9 Martin Luther King Pkwy.		9.45		17.4	820
	0.38		1.6		
10 South Square		9.83		19	620
	3		5.1		
11 LaSalle Street		12.83		24.1	680
	0.53		1.6		
12 Duke Medical Center		13.36		25.7	1010
	0.83		2.7		
13 Ninth Street		14.19		28.4	430
	0.7		1.4		
14 Buchanan Boulevard		14.89		29.8	150
Similar Time	0.36		1.1		
15 Downtown Durham		15.25		30.9	650
	0.74		1.6		
16 Dillard Street		15.99		32.5	260
Similar Mileage	0.84		1.6		
17 Alston Avenue		16.83		34.1	650

Comparison of Stations for Ridership Estimates

Stations	Ridership
Gateway (AA)	1400
Renaissance Parkway	1000 estimate
Patterson Place (AA)	530
Southpoint/ Homestead	1410 estimate
MLK Parkway (AA)	820
Barbee Road	400 estimate
Southsquare (AA)	620
Highway 55/Triangle Square	1600 estimate
Lasalle Street (AA)	680
MLK Pkwy./Riddle Rd./Duke	1200+ estimate

Highway 55 Alternative Stations and Alignment Issues/Cost	Distance Between Stations (miles)	Continuous Distance East (miles)	Time Between Stations (minutes)	Cumulative Time East (minutes)	Ridership (daily)
1 UNC (Manning Drive)	0.5		1.3		2430
2 Dean Smith Center		0.5		1.3	520
	1.17		2.1		
3 Hamilton Road		1.67		3.4	340
	0.8		1.9		
4 Friday Center		2.47		5.3	160
	0.51		1.2		
5 Woodmont		2.98		6.5	610
	1.2		1.9		
6 Falconbridge SC		4.18		8.4	1560
(near Leigh Village)	2		2.8		
7 Renaissance Parkway		6.18		11.2	1000
(Highway 751)	0.7		1.4		
8 Southpoint / Homestead Market		6.88		12.6	1410
(at ATT pedestrian Bridge)	1.5		2.2		
9 Barbee Road		8.38		14.8	400
(connection to Meridian Campus)	1.2		1.9		
10 Triangle Square SC / Hwy. 55		9.58		16.7	1600
(connection to Meridian Campus)	1.9		2.7		
11 Markin Luther King Pkwy.		11.48		19.4	800
(TriCenter South Business Park)	1.9		2.7		
12 Riddle Road / Briggs Ave. South		13.38		22.1	400
(Expressway Commerce Center)	2.5		3.3		
13 Alston Avenue		15.88		25.4	650
	0.84		1.6		
14 Dillard Street		16.72		27	260
	0.74		1.6		
15 Downtown Durham		17.46		28.6	650
Buchannan Blvd Similar Time	1.06		1.7		
16 Ninth Street		18.52		30.3	430
	0.83		2.7		
17 Duke Medical Center		19.35		33	1600

Estimated 2000 Ridership Increase
Alignment is 2.52 miles longer than AA
From UNC to Duke Medical the distance is 6.0 miles longer
Fayetteville St. at the railroad crossing is where AA & alternative alignments have identical distance
Time Difference is estimated to be 1.1 minutes less than AA

Highway 55 / NCCU Campus Alternative Stations and Alignment Issues/Cost	Distance Between Stations (miles)	Continuous Distance East (miles)	Time Between Stations (minutes)	Cumulative Time East (minutes)	Ridership (daily)
1 UNC	0.5		1.3		2430
		0.5		1.3	520
2 Mason Farm Road		1.17		2.1	
		1.67		3.4	340
3 Hamilton Road		0.8		1.9	
		2.47		5.3	160
4 Friday Center		0.51		1.2	
		2.98		6.5	610
5 Woodmont		1.2		1.9	
		4.18		3.6	1560
6 Falconbridge SC		2.7		3.6	
(near Leigh Village)		6.88		12	1700
7 Southpoint / Homestead Market		1.5		2.6	
(at ATT pedestrian Bridge)		8.38		14.6	300
8 Barbee Road		1.2		1.9	
(connection to Meridian Campus)		9.58		16.5	2400
9 Triangle Square SC / Hwy. 55		1.9		2.7	
(connection to Meridian Campus)		11.48		19.2	600
10 Markin Luther King Pkwy.		1.9		2.7	
(TriCenter South Business Park)		13.38		21.9	300
11 Riddle Road / Briggs Ave. South		1.8		3.1	
(Expressway Commerce Center)		15.18		25	440
12 Fayetteville Street		1		2	
		16.18		27	810
13 NCCU Campus / Lawson Street		0.95		2	
		17.13		29	500
14 Bulls Ballpark / Morehead Ave.		0.55		2.1	
		17.68		31.1	650
15 Downtown Durham		1.06		1.4	
(eliminate Buchannan Blvd. Station)		18.74		32.5	900
16 Ninth Street		0.83		2.7	
		19.57		35.2	1600
17 Duke Medical Center					

Estimated 3000 Ridership Increase
Alignment is 2.74 miles longer than AA
From UNC to Duke Medical the distance is 6.22 miles longer
Fayetteville St. at the railroad crossing is where AA & alternative alignments have identical distance
Time Increase estimated to be 2.0 minutes longer than AA

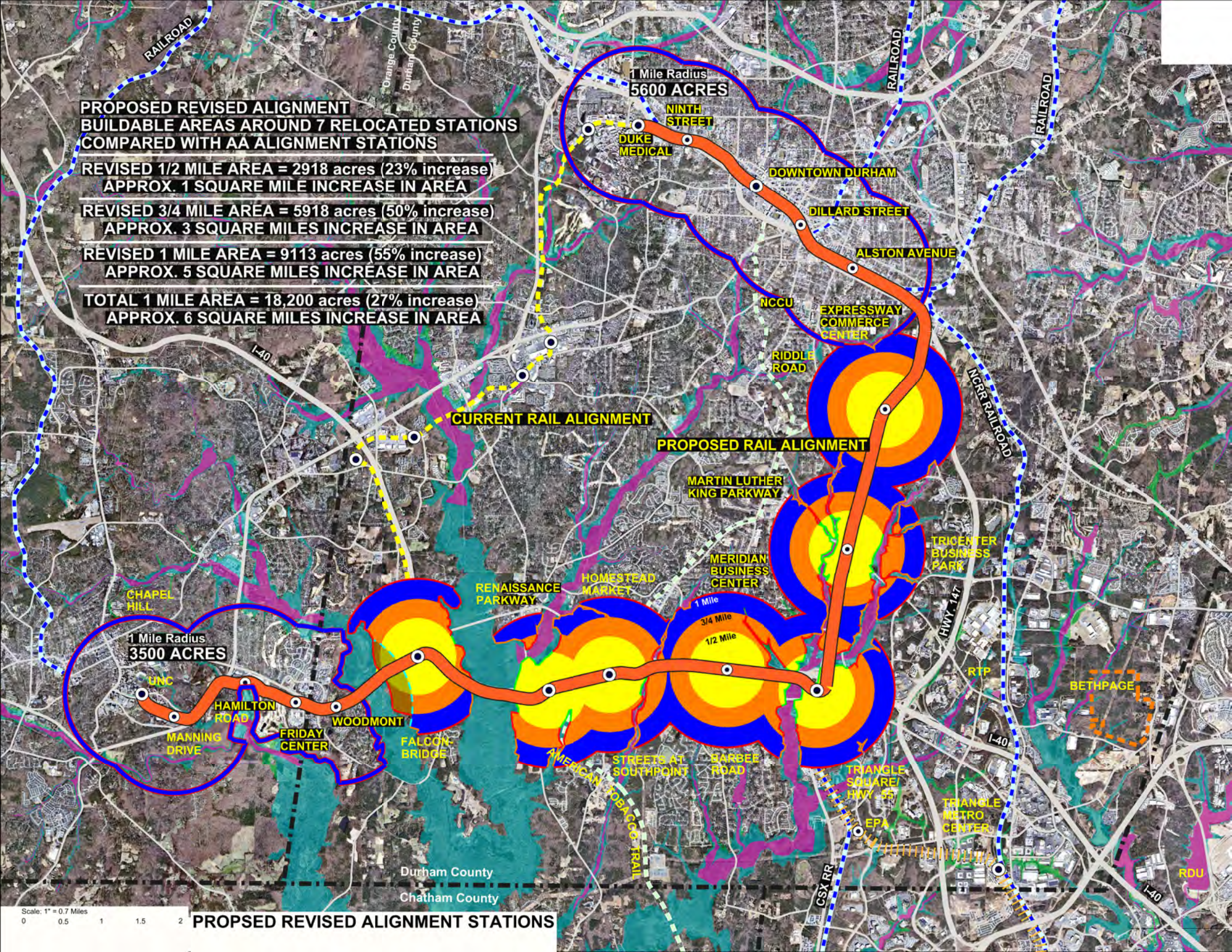
**PROPOSED REVISED ALIGNMENT
BUILDABLE AREAS AROUND 7 RELOCATED STATIONS
COMPARED WITH AA ALIGNMENT STATIONS**

REVISED 1/2 MILE AREA = 2918 acres (23% increase)
APPROX. 1 SQUARE MILE INCREASE IN AREA

REVISED 3/4 MILE AREA = 5918 acres (50% increase)
APPROX. 3 SQUARE MILES INCREASE IN AREA

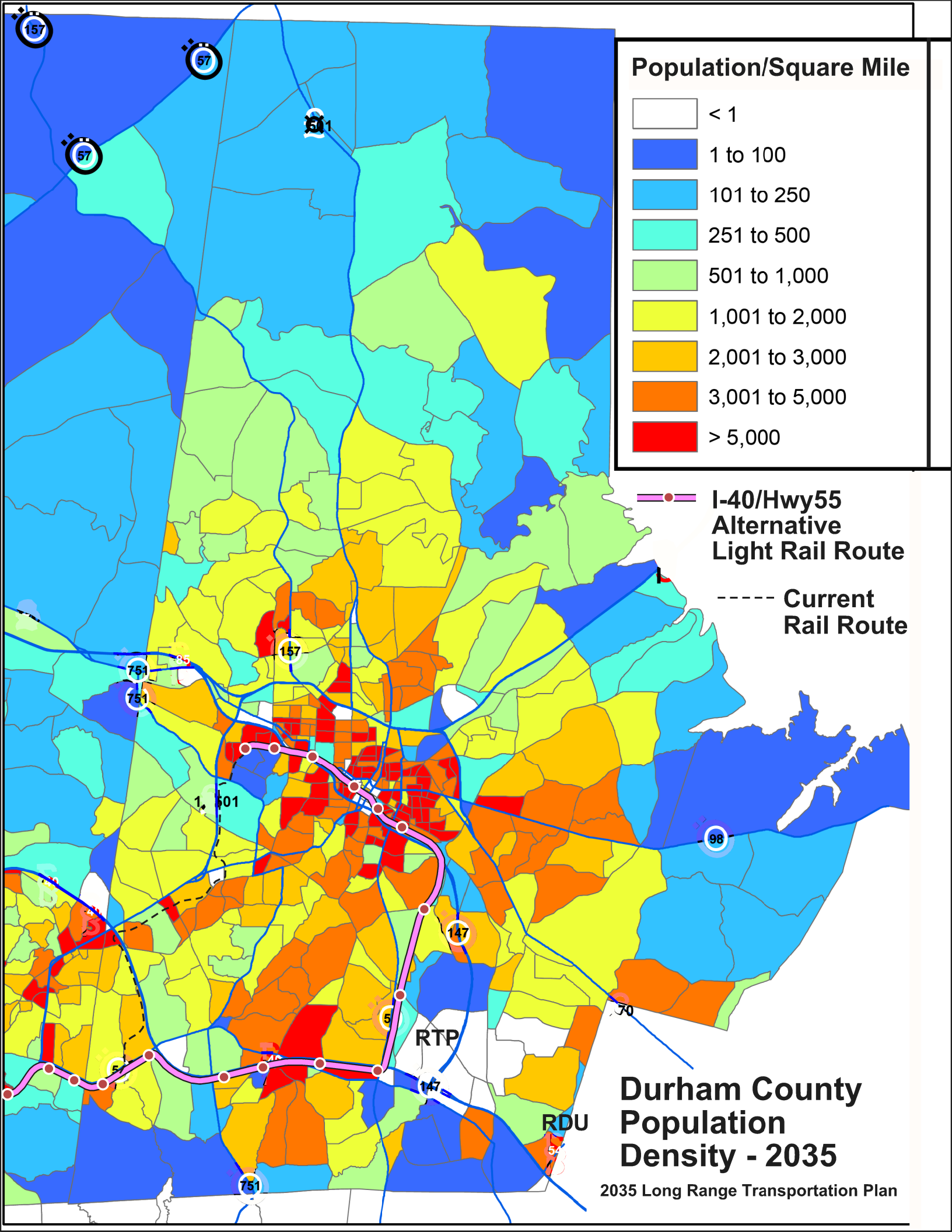
REVISED 1 MILE AREA = 9113 acres (55% increase)
APPROX. 5 SQUARE MILES INCREASE IN AREA

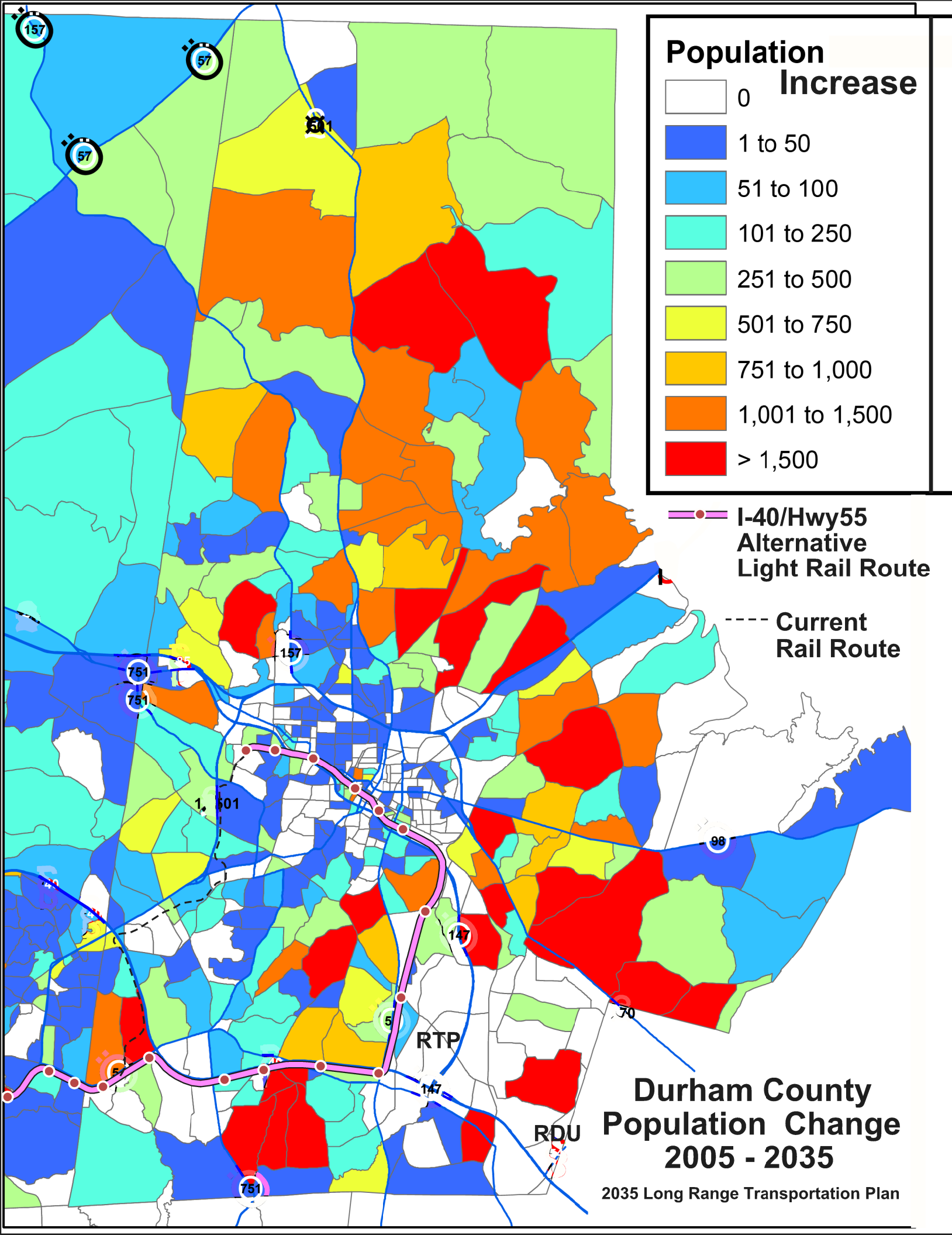
TOTAL 1 MILE AREA = 18,200 acres (27% increase)
APPROX. 6 SQUARE MILES INCREASE IN AREA



Scale: 1" = 0.7 Miles
0 0.5 1 1.5 2

PROPOSED REVISED ALIGNMENT STATIONS





Terry Rekoweg, PE

December 1, 2014

Mr. David King
Triangle Transit General Manager
4600 Emperor Blvd. Suite 100
Durham, NC 27703

Re: Studies, Reports and Letters sent to Triangle Transit since August 2013

Dear Mr. King,

A NCDOT engineer informed me that if my written comments about the LRT project have not been addressed, I should submit a request for a response. As you may know, the planning and environmental documents being produced for this project should document and address comments not only from regulatory and resource agencies, but from the public as well.

I request a detailed response to each of the issues that I have written to you about which demonstrates how the Alternative LRT plan appears to meet the purpose & need of the project much better than the current LRT plan, and in light of this information, why is it not being studied during the NEPA process?

I also request a response in regard to several issues I have written to you about concerning process. In the past, I have not been allowed to present in person all this information to Triangle Transit staff, nor allowed to bring it up for discussion and debate. Triangle Transit stated at a DOST meeting in May 2014 that they will not discuss details of the Alternative LRT plan.

Therefore, I request again that I be allowed to present this information to Triangle Transit Staff and to the Board of Trustees at a scheduled meeting in which I am given time to present all information. I have also requested a meeting with the DCHC MPO.

The following letters, reports, studies and maps were sent to Triangle Transit previously. There has been no written reply to date by Triangle Transit in reference to these papers.

1. A large collection of maps and information sheets describing the Alternative LRT plan

Submitted to the Triangle Transit Board of Trustees at the August 27th, 2013 meeting.

2. I-40/NC55 Light Rail Alternative to be Studied per NEPA Requirements

For the Durham-Orange LRT Project (20 pages)

Cover letter addressed to both Ms. Cindy Yu-Robinson and Mr. David King

Dated: December 12, 2013

3. An Alternative to be included for NEPA Requirements

For the UNC Station in the Durham-Orange LRT Project (2 pages with maps)

Dated: December 8, 2013

4. Response to the Executive Summary from DCHC MPO Staff for the I-40/NC55 (Alternative), Durham-Orange Light Rail Project (8 pages)

Dated: December 12, 2013

5. Letter to Mr. David King - Regarding the December 2013 Submission for D-O LRT Project DEIS

Dated: January 17, 2014

6. Summary Comparing Light Rail alignments (4 pages with maps)

Submitted to the Triangle Transit Board of Trustees at the June 25th, 2014 meeting

7. Minority Populations along the Durham-Orange Light Rail alignment (1 page including maps)

Submitted to the Triangle Transit Board of Trustees at the June 25th, 2014 meeting

8. Letter to David King - Questions about the Durham-Orange Light Rail Project (6 pages)

Submitted to the Triangle Transit Board of Trustees at the August 27th, 2014 meeting

Dated: August 27, 2014

9. Letter to David King - Additional Questions about the Durham-Orange Light Rail Project



Dated: December 1, 2014 (submitted along with this letter)

If you need another copy of any of these papers, please let me know and I will send it to you.
I look forward to your reply.





Sincerely,

Terry Rekeweg, PE

I-40/NC55 Alternative LRT Alignment:

- It eliminates the construction of  27 new railroad grade crossings,
-  1.5 miles of elevated rail bridges,
- & 27 speed-restricting track curves.
- Travel time is 2 minutes faster from UNC to downtown Durham.
- It adds 4.5 sq. miles for affordable housing or 3 sq. miles for transit development within 3/4 mile radius of stations.
- Potential transit ridership is higher.
- Potential savings of \$400 million+.
- Greater transportation connectivity to bike/ped trails and rail extensions.
- Greatly reduces environmental impacts.

Legend

-  New RR grade crossing
-  Existing RR grade crossing
-  New RR grade crossing
common to both alignments
-  Aerial Segment

LPA Stations in I-40/NC55 Alternative:

**Hamilton Road
Friday Center Drive
Woodmont**

Revised Locations:

**UNC Hospital
Mason Farm Road**

CARRBORO

UNC
Northern
Option 1

Chatham Park
Development
Transit Riders

Alternatives Being Evaluated in the Draft Environmental Impact Statement

LPA Stations in I-40/NC55 Alternative:

**LaSalle St. Extension
Duke Medical
Ninth Street
Downtown Durham
Dillard Street
Alston Avenue**

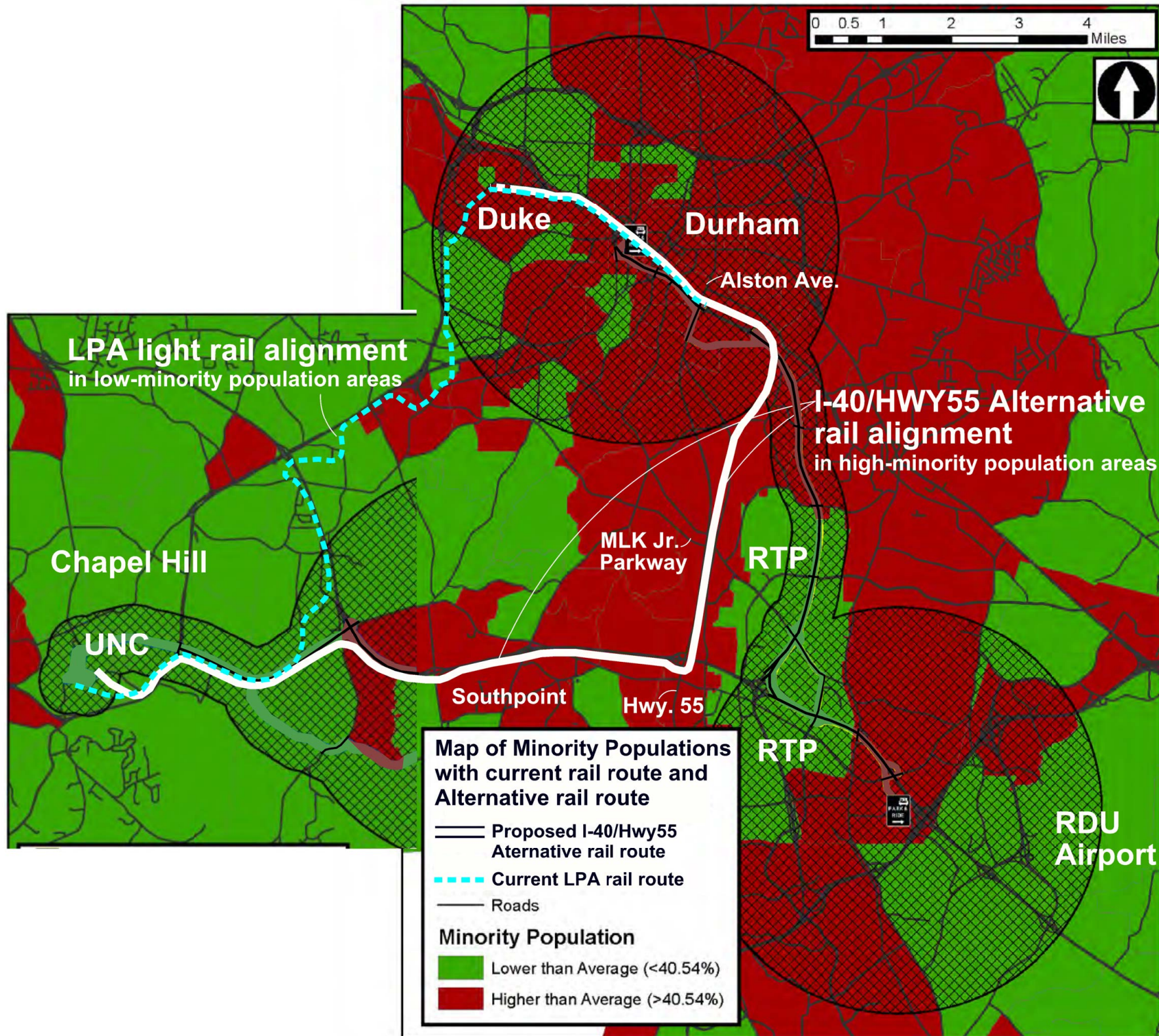
I-40/NC55 Alternative Alignment

Future Passenger Rail Extension to RTP Park Center, RDU, Cary & Raleigh

Highway 55/54
West RTP Station

 Potential Rail Operations and Maintenance Facility Sites





Minority Populations along the Durham-Orange Light Rail alignment.

June 25, 2014 TTA Board meeting citizen presentation by Terry Rekoweg

This report uses information from the May 13th, 2014 presentation at the Durham Planning Commission. Demographic maps are from Triangle Transit and the 15/501 corridor study.

The conclusion drawn from this demographic information is that the LPA D-O LRT project mostly travels a corridor that serves a population with higher household incomes and fewer minority households.

The LPA corridor does not serve the minority population that is represented by Durham City demographics.

The I-40/NC55 Alternative LRT route serves the greatest minority and low-income population that is possible. These areas also represent a higher population of renters whom may lack access to a vehicle.

<u>Total Durham City population:</u>	<u>242,810</u>
40.4% African-American	98,095
14.2% Hispanic	34,479
5.0% Asian	12,140
37.9% White	92,025

<u>LaSalle & Duke Medical Center:</u>	<u>9,101 within 1/2 mile</u>
8.1% African-American	737
18.5 % Hispanic	1,684
18.3% Asian	1,665
40.7% White	3,704

<u>Ninth Street Station:</u>	<u>4,986 within 1/2 mile</u>
13.6% African-American	678
9.6% Hispanic	479
17.9 % Asian	892
56.7% White	2,827

<u>Buchanan Station:</u>	<u>5,265 within 1/2 mile</u>
23.6% African-American	1,242
15.1 % Hispanic	795
8.3% Asian	437
50.5% White	2,659

<u>Durham Station:</u>	<u>5,215 within 1/2 mile</u>
35.9% African-American	1,872
16.6 % Hispanic	866
5.9% Asian	398
39.3% White	2,049

<u>Dillard Street Station:</u>	<u>3,693 within 1/2 mile</u>
67% African-American	2,474
15.7% Hispanic	580
0.7% Asian	26
14.6% White	539

<u>Alston Avenue Station:</u>	<u>4,276 within 1/2 mile</u>
71.9% African-American	3,074
20.5% Hispanic	877
5.6% White	239

Total from LPA station areas: 32,536
10,077 (31%) African-American
5,281 (16.2%) Hispanic
3,418 (10.5%) Asian
12,017 (37%) White

An educated guess from the maps for the population at the other 10 LPA stations:
17% African-American
12% Hispanic
65% White

Conclusion:

The LPA stations near downtown Durham likely serve the highest number of minority populations. However, even these stations don't gain full ridership participation of minorities as shown by total City of Durham race percentages.

When the populations are added from the other 10 stations, the LPA rail project will show a great unbalance for serving non-minority and higher-income areas.

The I-40/NC55 Alternative is the best route for Environmental Justice to be accomplished. It would be reasonable and justifiable to include this alternative in the NEPA process.

Exhibit VI-XI

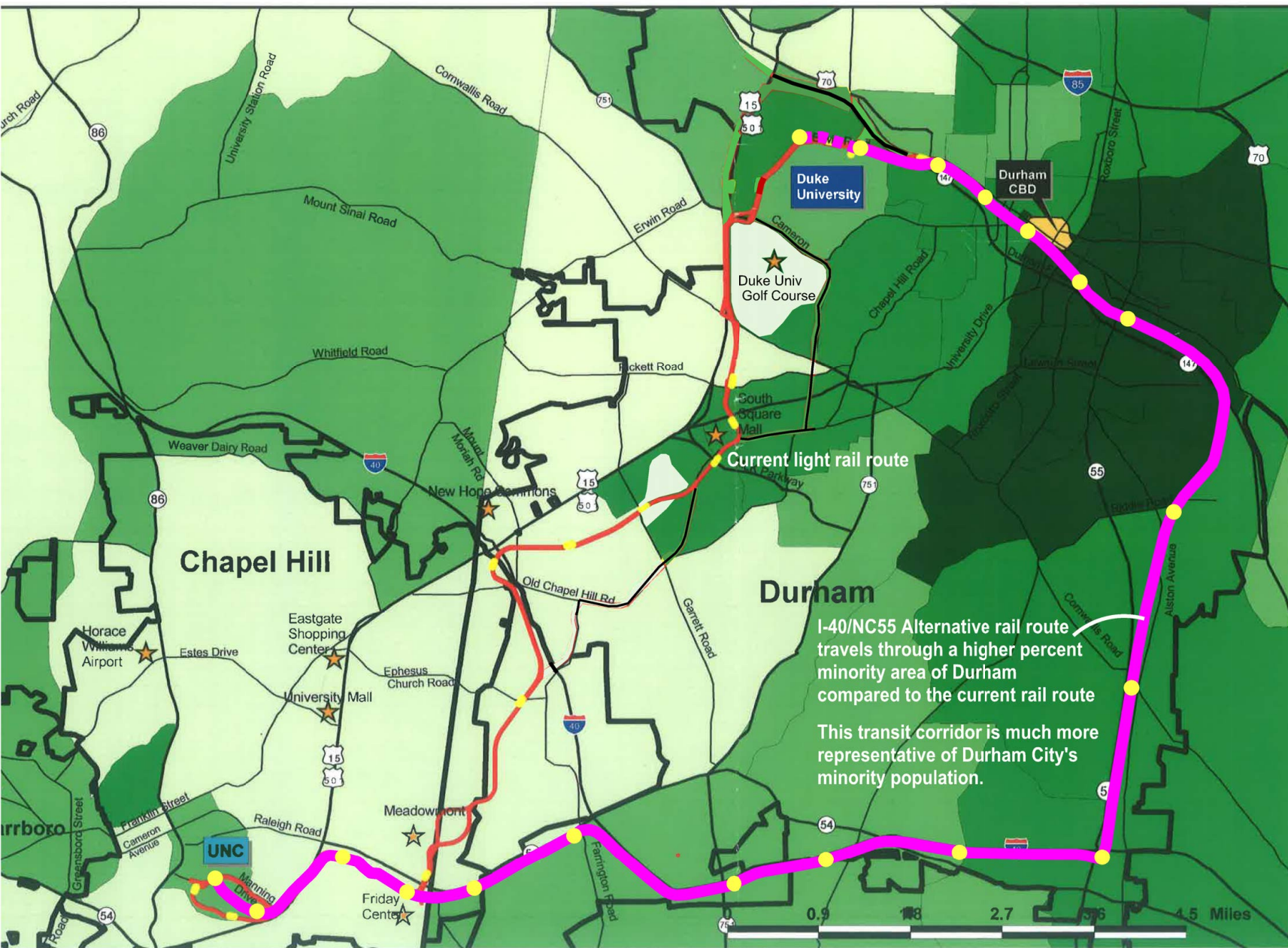
US 15-501 Phase 2 MIS Census Tracts

LEGEND

- Transit Stations
- Transit Alignments
- Points of Interest
- Highways
- I-40/NC55 Alternative
- Durham CBD
- City Boundaries

Percent Minorities

- 0 - 19.9
- 19.9 - 39.7
- 39.7 - 59.6
- 59.6 - 79.4
- 79.4 - 99.3



2\base mapping\arcview\census tracts.apr

Map Information is from "Transit Area Demographics and Housing Inventory May 13, 2014 presentation.

Summary Comparing Light Rail alignments

Bold boxes highlight the best statistics. Significant comparisons between rail alignments are shown by arrows.

1. Competitive with automobile travel

Note from Triangle Transit Alternative Analysis report: *The total travel time from one end of the LRT route to the other should be competitive with automobile travel. The greater the travel time savings, the greater the passenger benefit and the more riders the LRT system is likely to attract.*

Locally Preferred Alternative (LPA)

Chapel Hill to Alston Avenue: 39 minutes by LRT

by automobile: 26 minutes at 7:30 am
28 minutes at 12:00 pm
32 minutes at 5:00 pm

Conclusion: Route is not competitive with auto.

Three different auto routes were timed with Duke Medical as the point between UNC and Alston Ave.

This alignment may not remove any measurable traffic off of I-40 since it parallels it for 2.8 miles.

Note on traffic conditions:

Stopped traffic times on I- 40 were not included. Reasonably moving heavy traffic with traffic light stops were timed.

I-40/NC55 Alternative

Chapel Hill to Duke Medical: 35 minutes by LRT

by automobile: 39 minutes at 10:00 am
32 minutes at 12:00 pm (use NC 147)
41 minutes at 5:00 pm

Conclusion: Route is competitive with the auto.

Two auto routes were timed with Hwy. 55/54 as the point between UNC and Duke Medical.

This alternative potentially removes traffic off I-40 for a distance of 5.2 miles, or for 12 miles if the proposed MLK Jr. Blvd. BRT is connected to LRT.

Automobile times on this route are most affected by traffic backups on Interstate 40 and Hwy. 147. It is an advantage to place rail in this congested corridor.

2. Travel Distance and Time

LPA

1. Chapel Hill - Durham: 15.3 miles, 30.9 minutes

LPA with commuter rail extension

2. Chapel Hill - North RTP, transfer to proposed commuter rail in Durham: 23 miles, 42.1 minutes
3. Duke Medical - North RTP, transfer to proposed commuter rail at Durham: 9.7 miles, 16.3 minutes
4. Chapel Hill - Raleigh, transfer to commuter rail at downtown Durham: 41.5 miles, 67.4 minutes
5. Duke Medical - Raleigh, transfer to proposed commuter rail: 28.1 miles, 41.7 minutes

Add additional time delays and service disruptions for LRT street-running sections, traffic lights and the probability of traffic blocking light rail vehicles.

Add additional time if the bypass route is chosen to avoid impacts to New Hope Creek.

I-40/NC55 Alternative

1. Chapel Hill - Durham: 17.5 miles, 28.6 minutes
2. Chapel Hill - West RTP: 9.6 miles, 16.7 minutes
3. Duke Med. - West RTP: 9.8 miles, 16.3 minutes

I-40/NC55 Alt. with commuter rail extension

4. Chapel Hill - Raleigh, transfer to commuter rail at West RTP: 29.2 miles, 41.7 minutes
5. Duke Medical - Raleigh, transfer to commuter rail at West RTP: 29.4 miles, 44.4 minutes

This rail alignment has no street-running sections except for the optional LaSalle Street extension.

Notes:

Times includes a 3 minute wait for rail transfers at stations.

West RTP is at the intersection of Highways 55&54.

North RTP is on the east side of IBM, north of Cornwallis Rd.

3. Capital Costs Operations & Maintenance (O&M) Costs

LPA

Cost is \$1.3 billion - \$1.7 billion (year of expenditure).

The New Hope Creek bypass route with additional rail bridges may add to the project cost.

The LPA alignment has the highest number of properties requiring relocation costs and mitigation costs for residences in close proximity - within 100 feet of the tracks.

The Rail Operations and Maintenance Facility (ROMF) is proposed for a residential zoned neighborhood along Farrington Road.

Note:

Reducing cost will increase the ability to receive a higher project effectiveness number to receive FTA funding.

I-40/NC55 Alternative

This rail alignment significantly reduces cost by:

1. Eliminating 27 new railroad grade crossings.
2. Eliminating 1.5 miles of bridge trestles.
3. Eliminating street-running sections.
4. Eliminating approximately 70 private properties from eminent domain taking. This alternative is located mainly in a public transportation and railroad right-of-way. The ROMF location is proposed in an existing industrial zoned area near the Expressway Commerce Center.
5. Use of the CSX Railroad corridor is efficient.
6. Eliminating approximately 27 speed-restricting tight curves which increases O&M costs for wear and tear on rail vehicles and tracks.
7. Eliminating an expensive rail bridge bypass around the New Hope Creek natural area.

Approx. savings may be \$400 million or more.

4. Environmental Impacts

LPA

In every measure of environmental impacts, the LPA is the lowest performing LRT alignment.

The LPA requires more property acquisitions and has greater construction, business and street disruptions, visual and potential Section 4(f) resource impacts than the I-40/NC55 Alternative.

This rail alignment would be built lower than the 100 year flood elevation for a portion of street-running on Erwin Road.

The LPA crosses New Hope-Sandy Creek flood-plains in locations that would degrade the quality of important open space and natural area lands. It would reduce the educational and recreational qualities of the New Hope Bottomlands trail & the Duke Forest/Al Buehler Trail. Impacts include habitat alteration and interference with wildlife movement as a result of the construction process and the erection of permanent structures.

I-40/NC55 Alternative

This alternative rail alignment is the best option for the environment because it travels in existing transportation right-of-way corridors, rather than creating a new route across natural 'gem' corridors.

This alternative has the least amount of construction impacts to existing streets, utilities, business and residential structures. Rail vehicles operate on a straighter track alignment which reduces braking. Autos would have fewer railroad crossings to stop at. This would reduce fuel consumption and emissions.

As stated in Triangle Transit documents, *the greatest visual impact of a LRT system would be created by aerial structures (or flyovers)*. Building fewer aerial structures has long-lasting environmental benefits.

The I-40/NC55 Alternative eliminates 1.5 miles of aerial structures over natural areas and gateway corridors such as Hwy. 54 & I-40. It includes the elimination of a very tall rail bridge flying over a proposed Garrett Road & NC 15/501 interchange.

5. Economic Development

There is a need to focus development efforts at formerly underutilized areas of Durham, such as the east side. Rail transit could have the potential to catalyze new urban growth patterns at underutilized sites on the east side and towards the center of the Triangle region, rather than Durham's western edge where less land is available for Transit Oriented Development (TOD). The future major transit route will be along I-40 to RTP to Durham.

LPA

Serves the primary trip generators of Chapel Hill/UNC, Duke University and downtown Durham.

Income and acres within 3/4 mile radius of the seven differing-stations (Leigh Village, Gateway, Patterson Place, MLK Parkway, South Square, LaSalle and Buchanan):

\$142,000-\$80,000: 1.1 square miles

\$80,000 - \$57,000: 3.7 square miles

\$57,000 - \$20,000: 2.4 square miles

7.2 square miles total

Average income based on acreage: **\$57,416**

Observation:

A light rail alignment that provides more service to areas of low-income neighborhoods and more area for (TOD) possibilities would also provide a greater opportunity to meet the 15% affordable housing goal around transit stations.

I-40/NC55 Alternative

Serves the primary trip generators of Chapel Hill/UNC, Duke University and downtown Durham.

This alternative also serves the west side of RTP, which is an additional primary trip generator, and it connects effectively to rail extensions to Raleigh.

Income and acres within 3/4 mile radius of the seven differing-stations (Falconbridge, Renaissance Village, Streets at Southpoint, Barbee Road, Highway 55/54, MLK Jr. Parkway and Riddle Road):

\$142,000-\$80,000: 0.3 square miles

\$80,000 - \$57,000: 3.0 square miles

\$57,000 - \$20,000: 6.9 square miles

10.2 square miles total

Average income based on acreage: **\$52,215**

4.5 square miles of more low-income households.

6 sq. miles more within a 1-mile radius of stations.

6. Ridership Performance

LPA

The following comparisons suggest that the LPA and the I-40/NC55 Alternative could reasonably have similar ridership at these stations:

LPA Leigh Village Station ridership compares similarly to I-40/NC55 Alt. Falconbridge Station.

LPA Gateway Station ridership compares to I-40/NC55 Alt. Renaissance Village Station.

LPA Patterson Place Station ridership compares to I-40/NC55 Alt. Highway 55/54 Station.

LPA MLK Jr. Pkwy. Station ridership compares to I-40/NC55 Alt. MLK/Cornwallis Rd. Station.

LPA South Square Station ridership compares to I-40/NC55 Alt. Streets of Southpoint Station.

Urban growth potential around these stations will determine which would be best in the long-run.

I-40/NC55 Alternative

Many large employers are located within reach of two stations located on the west side of RTP. The Park Center mixed-use development is within 1.5 miles.

This alternative provides transit near the 751 South development, located one mile south of Renaissance Village Station. This development will have 1300 residences, 600,000 sq.ft. of commercial & office space, provide 2980 jobs and build two new schools. More growth is projected for this area south of I-40.

This alternative connects the enormous Chatham Park development to Research Triangle Park with a logical transit route. It will be home to 60,000 residents with 24,000 homes, and 13 million sq.ft. of commercial development and a new technology office park.

This alternative has **quicker travel times** from Chapel Hill to Durham -which will boost ridership.

7. Safety and Traffic Impacts

While both of the alignment alternatives would incorporate appropriate safety concepts and would use fixed, automatic, or other protective safety devices to control safety hazards, alternatives that minimize the potential for collisions with vehicles and pedestrians are preferred. There will always be a human failure factor, so the best railroad grade crossing is no crossing. Also, a street-running LRT would greatly increase operational awareness issues related to increased stopping time and distance for traffic lights and backed-up traffic.

LPA

The LPA alignment would add approximately 41 new railroad grade crossings, essentially doubling the number of active railroad crossings that currently exists in the City of Durham.

The question was asked, "Why build so many new railroad grade crossings if this construction could be avoided?" Triangle Transit responded:

"Safety is directly enhanced and maintained by implementing 'sealed corridor' improvements including four-quadrant gates and raised medians, as well as computer-based train control, traffic signalization, and mechanical warning devices such as bells, signals, flashing lights, horns, signage and pavement markings. In short, all major rail and transit projects are designed with the goal of increasing safety and efficiency...The proposed D-O LRT project will be designed and implemented using best practices."

I-40/NC55 Alternative

This rail alignment significantly increases safety by:

1. Eliminating 27 new railroad grade crossings. This would also reduce traffic stops and delays for automobile traffic, enhancing street operations.
2. Eliminating street-running sections. This would reduce automobile and rail vehicle collisions. According to statistics, street-running LRT systems have more incidents than non street-running.
3. Eliminating approx. 27 speed-restricting curves. This reduces the possibility of track derailments.
4. Reducing the proximity of the LRT system to existing residential units, and eliminating track crossings of residential neighborhood streets.
5. Effectively connecting existing greenway trails, such as the ATT and nearby RTP trails directly to several rail stations. This provides safe rail access for bicycle riders and pedestrians.

8. Conclusion

The LPA is the lowest performing rail transit alignment option relative to the above evaluation criteria.

The I-40/NC55 Alternative alignment appears to provide the best rail vehicle performance, safety, stewardship for the environment, environmental justice for low-income areas and more TOD and housing opportunities. It satisfies the purpose and need for the project and is a reasonable alternative to be studied during the National Environmental Policy Act (NEPA) process. Please encourage its inclusion in the NEPA study.

June 10, 2014

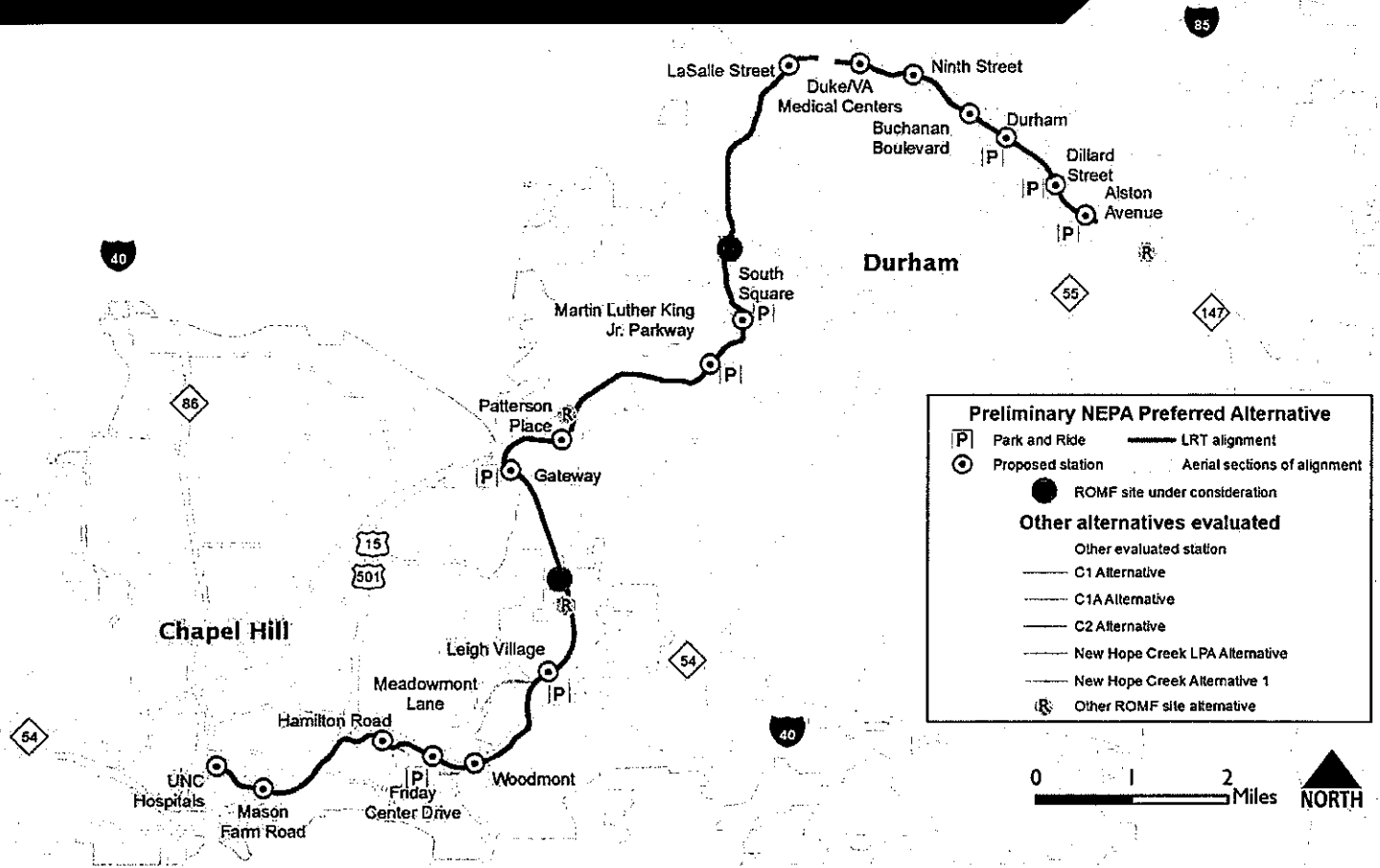
Summary written by Terry Rekeweg PE

e-mail

More information and maps are available.

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.

Answer for #2

ROMF near at the cornwall's Rd. will:

- 1) Impact the ability of the Jewish community center to expand to better serve the growing needs of our community*
 - 2) will create a Health risk for students and ICC member during the constr. period (20 feet deep excavation!) with major dust and fumes and noise!*
 - 3) will permanently impact the quite environment so important for schools the ICC and the synagogue*
- I deeply object to the choice of this site as ROMF*

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.

3. Please feel free to share other comments.

Name:

Amir Reichman

Mailing Address:

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.

September 15, 2015

Triangle Transit
Post Office Box 530
Morrisville, NC 27560

Subject: Durham-Orange Light Rail Transit (D-O LRT) Project and DEIS

To Whom It May Concern:

We remain opposed to the C1 and C1A alternatives through the "Meadowmont" area of Chapel Hill, in both Orange and Durham counties. Our concerns include the deviations in the routes from original plans for the community; environmental impact; safety of residents (pedestrians, bicyclists, dogs); noise and vibration (especially during construction); and overall feasibility of the project.

While Meadowmont was originally planned for a transit corridor, the most recent versions of the C1 and C1A alternative routes no longer follow the planned corridor. When we decided to purchase our home in Meadowmont just two-and-a-half years ago, we carefully studied the transit corridor location. Since that time, numerous revisions to the C1 and C1A routes have been made, moving them from the existing road onto additional properties, even through a corner of our home, straight through a neighbor's home, or across the sewage easement for our portion of the neighborhood. The continuous changes have been stressful and of major concern to us, as they impact our homes, our access to basic services, the value of our property, and more.

Moreover, the Meadowmont community has grown up as a walking and bicycling community, with large numbers of pedestrians and bicyclists sharing the roads and sidewalks with cars and trucks each day. They do so for exercise, for dog walking, to access the school, and to catch up with neighbors. The changes to the C1 and C1A routes from original plans to the latest drafts cause great concerns for the safety of pedestrians and bicyclists.

While newspapers and media have noted complaints by the Downing Creek community about the 4 at-grade crossings currently planned for the C2 and C2A routes, it is more concerning that Meadowmont would have 5 at-grade crossings as the C1 and C1A routes are now designed - which includes level crossings near an elementary school and an assisted living community as well as the heavily used bicycle lanes and pedestrian paths. The C1 and C1A routes have as much, if not more, cause for concern about safety and traffic due to at-grade crossings as the C2 and C2A routes - again meaning that we do not support C1 or C1A.

Our additional concerns impact not only C1 and C1A, but the entire project. It should be noted, however, that the DEIS reports that C1 and C1A have greater negative impacts to our concerns about the environment, noise, and vibration than other routes.

The potential impact to wildlife (animals and trees) is too great. A recent study reported in *Nature* cites that trees have been decimated on the planet, reduced by at least 46 percent, through human activity. A large-scale project of this type would take down a significant number of trees throughout Orange and Durham counties, which on its own would negatively impact the wildlife in our area. Destruction of trees, plants, and wildlife habitat cannot be afforded on a large scale any longer. The latest reports from the IPCC definitively spell out the impact of climate change made by human activity such as this.

Noise and vibration impacts are also causes of concerns, especially during construction. Reports from the Charlotte light rail construction project indicates that both were greater than anticipated from the planning process. Existing infrastructure - homes, roads, sewer, water and other services - could be greatly damaged. Noise is also a negative factor to wildlife and humans in the area, as shown in studies of airport noise.

Lastly, is this project feasible? We remain unconvinced that it is. The technology is rapidly becoming outdated. Will autonomous vehicles be available in just 5 years, long before the light rail is completely? Quite possibly. Can infrastructure on this scale be implemented as an afterthought to urban development? The literature tells us no.

In summary, we remain opposed to the C1 and C1A routes for the Durham-Orange Light Rail Transit Project, and we are not yet convinced of the overall feasibility of the project versus alternatives.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Cynthia Reifsnider'.

Cynthia and Eric Reifsnider

Durham County

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Cynthia & Eric Ritsnyder

Mailing Addr _____

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:

We support the conclusions of the DEIS but do not support the overall project as planned. We are opposed to the C1/C1A routes thru Meadowmont. Our concerns include continuing deviations to the routes; environmental impact; safety of the residents (pedestrians, bicyclists); noise and vibration, especially during construction; overall feasibility of the project.

While Meadowmont was planned for a transit corridor, the more recent C1/C1A routes do not follow the planned corridor. Instead, they wander more thru the neighborhood, homes, and wetlands. They affect property values, noise, wild life (trees, plants & animals) negatively. As a walking community, Meadowmont would see increased safety risks from 5 at-grade crossings - near a school and an assisted living community. This safety issue is

Please Turn Over →

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

form to
the comment
box

September 29, 2015

Triangle Transit
Post Office Box 530
Morrisville, NC 27560

Subject: Durham-Orange Light Rail Transit (D-O LRT) Project and DEIS

To Whom It May Concern:

We remain opposed to the C1 and C1A alternatives through the "Meadowmont" area of Chapel Hill, in both Orange and Durham counties. Our concerns include the deviations in the routes from original plans for the community; environmental impact; safety of residents (pedestrians, bicyclists, dogs); noise and vibration, especially during construction; and overall feasibility of the project.

While Meadowmont was originally planned for a transit corridor, the more recent versions of the C1 and C1A alternative routes no longer follow the planned corridor. When we decided to purchase our home in Meadowmont just two-and-a-half years ago, we carefully studied the transit corridor location. Since that time, numerous revisions to the C1 and C1A routes have been made, moving them from the existing road onto additional properties, even through a corner of our home, straight through a neighbor's home, or across the sewage easement for our portion of the neighborhood. The continuous changes have been stressful and of major concern to us, as they impact our homes, our access to basic services, the value of our property, and more.

Moreover, the Meadowmont community has grown up as a walking and bicycling community, with large numbers of pedestrians and bicyclists sharing the roads and sidewalks with cars and trucks each day. They do so for exercise, for dog walking, to access the elementary school, and to catch up with neighbors. The changes to the C1 and C1A routes from original plans to the latest drafts cause great concerns for the safety of pedestrians and bicyclists.

While newspapers and media have noted complaints by the Downing Creek community about the 4 at-grade crossings currently planned for the C2 and C2A routes, it is more concerning that Meadowmont would have 5 at-grade crossings as the C1 and C1A routes are now designed - which includes level crossings near an elementary school and an assisted living community as well as the heavily used bicycle lanes and pedestrian paths. The C1 and C1A routes have as much, if not more, cause for concern about safety and traffic due to at-grade crossings as the C2 and C2A routes - again meaning that we do not support C1 or C1A.

Our additional concerns impact not only C1 and C1A, but the entire project. It should be noted, however, that the DEIS reports that C1 and C1A have greater negative impacts to our concerns about the environment, noise, and vibration than other routes.

The potential impact to wildlife (animals and trees) is too great. A recent study reported in *Nature* cites that trees have been decimated on the planet, reduced by at least 46 percent, through human activity. A large-scale project of this type would take down a significant number of trees throughout Orange and Durham counties, which on its own would negatively impact the wildlife in our area. Destruction of trees, plants, and wildlife habitat cannot be afforded on a large scale any longer. The latest reports from the IPCC definitively spell out the impact of climate change made by human activity such as this.

Noise and vibration impacts are also causes of concerns, especially during construction. Reports from the Charlotte light rail construction project indicates that both were greater than anticipated from the planning process. Existing infrastructure - homes, roads, sewer, water and other services - could be greatly damaged. Noise is also a negative factor to wildlife and humans in the area, as shown in studies of airport noise.

Lastly, is this project feasible? We remain unconvinced that it is. The technology is rapidly becoming outdated. Will autonomous vehicles be available in just 5 years, long before the light rail is completely? Quite possibly. Can infrastructure on this scale be implemented as an afterthought to urban development? The literature tells us no. Will telecommuting (remote work) be a better answer, to get more cars off the road? With Google Fiber and other high-speed broadband solutions entering the residential market here, perhaps so.

In summary, we remain opposed to the C1 and C1A routes for the Durham-Orange Light Rail Transit Project, and we are not yet convinced of the overall feasibility of the project versus alternatives.

Sincerely,

A handwritten signature in black ink, appearing to read "Cynthia Reifsnider". The signature is fluid and cursive, with the first name "Cynthia" being more prominent than the last name "Reifsnider".

Cynthia and Eric Reifsnider

Durham County

Light Rail

Kelly Reilly

Sent: 8/24/2015 10:02 AM

To: info@ourtransitfuture.com

I am writing in order to make a public comment about the D-O LRT Project. I am not in favor of this project for two major reasons:

1) I do not believe such a short system (only around 17 miles from my understanding) will in fact be very beneficial for our area. If Wake County was on board, it might be worth considering. But the fact that Wake County doesn't want to participate speaks loudly to the concerns for our own area.

2) I am definitely not in favor of the proposed maintenance facility site on Farrington Road. My house backs up to Farrington Road, and I cannot be convinced that traffic will not increase along this road, and that our property values will not go down. A maintenance facility should be located in an industrial area, period. No matter what you say, the areas around Farrington Road are by in large neighborhoods. It just does not make sense for the maintenance facility to be put there. I find it a little amusing that the only reason Meadowmont is not being considered for the maintenance facility is because of a "possible historical site" on the premises, and no other reason. There's no way they would ever put the maintenance facility in such a rich, white neighborhood. If Meadowmont was located on Farrington Road, I don't think we would even be seeing this proposal. The neighborhoods surrounding Farrington should be given the same respect as Meadowmont.

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Light Rail

Kelly Reilly

Sent: 9/19/2015 3:29 PM

To: info@ourtransitfuture.com, carlos.gonzalez3@dot.gov

I am opposed to the Durham Orange Light Rail. Many of the reasons I am opposed are the same reasons that Wake County articulated when they backed out of the project. I don't feel the cost is worth the 17 miles that will actually be built, since I don't believe it will alleviate as much traffic as proposed, and I don't think there are enough stops to make it worthwhile. I also live near the proposed Maintenance Facility site on Farrington Road, and am adamantly opposed to that location. I have heard that Go Triangle is trying to change the status of the location to "industrial," when it is clearly a neighborhood area. It makes no sense to have it in that location. The only reason that Go Triangle could give for not having the maintenance facility in the Meadowmont neighborhood is because of a "possible historical site," which is laughable. Everyone knows that Meadowmont is a wealthy, white neighborhood, and Go Triangle would never dare to try and put a maintenance facility in that neighborhood. The neighborhoods surrounding Farrington Road should be revered as highly as Meadowmont. A professor from UNC wrote a great article outlining reasons against having a light rail in this area, and I support that article. My vote is NO for light rail.

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support

Phil Remmers

Sent: 9/30/2015 12:15 PM

To: info@ourtransitfuture.com

Hi Our Transit Future,

I would like to express my FULL support of the Light Rail transportation project. For my work I travel often to Asia and Europe and have seen some amazing examples of light rail mass transit projects. In the area of mass transit options I think the Triangle area is in the stone age compared to what is going on in the rest of the US and around the world. Frankly, it is embarrassing and shameful to see the lack of alternate transportation options here in North Carolina (beyond internal combustion engines). I fully support the light rail project.

I would also add two slight modifications. First, I think many of the at-grade (street level) rail crossings need to be elevated to above grade crossings to address the traffic and safety concerns. Second, I do not think this light rail project is complete until you extend the line all the way to RDU airport.

Thank you,

Phil Remmers

comment

Phil Remmers

Sent: 9/30/2015 11:33 PM

To: info@ourtransitfuture.com

Hi Go Triangle Transit,

Today I reviewed the D-O LRT Flythrough video on your website. Thank you for making the excellent video as it gave me a very good idea of what you hope to do.

First, let me say that I am very supportive of light rail. I think in the US we need to put a much greater emphasis on transportation alternatives. It is embarrassing and shameful to see how little emphasis we put on mass transit here in the US. (I travel frequently overseas and see what a quality mass transit system can do.)

But after reviewing the D-O LRT Flythrough video I was very disappointed with the design of the rail line. When designing a rail line you want to put stations in places where people currently live and in places where they need to go (strip malls, grocery stores, etc.). In the Flythrough video you have placed a number of stations in areas where few people currently live and completely by-pass major shopping centers / apartment complexes. It makes no sense at all. I think the current design is setting yourself up for failure.

Another problem is that the design is far too reliant upon commuter lots. If a person is willing to drive two or three miles from their house to the commuter lot, why would they then wait for ten or fifteen minutes for a train when they only need to go another five or ten miles to their final destination? It seems that parking in commuter lots will be far less convenient than simply driving. However, if you eliminate the commuter lots and focus on major living areas or destinations I think you will have a lot more riders....and it will be much faster. Again, I think the current design is setting yourself up for poor ridership. But if it is designed well, then I think it can be a very successful rail project. If you wish I would be happy to sit down with you and point out the design problems. Please feel free to contact me.

Thank you,
Phil Remmers

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: S Ricci

Email: _____

Telephone: _____

Mailing Address: _____

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:

No BUILD —

Do Not Build the Light-Rail

Please Turn Over →

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

September 28, 2015

Our Transit Future
P.O. Box 530
Morrisville, N.C. 27560

To Whom It May Concern:

I have lived in the Durham-Chapel Hill area for over forty years. I am not opposed to Light Rail. What I don't understand, however, is the decision to route the trains down Farrington Road to N.C. 54 and up 54 to the hospital. Even with the construction of I-40 through the heart of the Leigh Farm/Patterson's Mill community, the area has managed to remain a rural buffer amidst escalating development. I drive this route nearly every day to and from work so I'm very familiar with it. And I frequently visited Leigh Farm before I-40 came through and people still occupied the farm house and smaller houses and cabins that surrounded it. I'm afraid we are rapidly losing the very qualities of life in this area that make it so attractive, such as the rural look and feel of an area such as Farrington Road.

Why not route the trains straight down 15-501 and Fordham Blvd. around Chapel Hill? That area is already developed, yet I'm sure your engineers could design a route alongside what is already there as easily as trying to crowd a light rail line into the Farrington Road corridor.

Thank you.

A handwritten signature in black ink that reads "Ken Richardson". The signature is written in a cursive, flowing style.

Ken Richardson

Get Involved Contact Form

Gary Richman

Sent: 10/5/2015 9:02 AM

To: info@ourtransitfuture.com

Name: Gary Richman

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Several Comments

- 1) If the line is built, we appreciate the inclusion in the DEIS of a sound and visual barrier - landscape and/or fencing - between the RoW and the Highland Woods neighborhood.
- 2) The DEIS appears to use both Highland Woods and The Highlands as the designation for the neighborhood between Glenwood Elementary School and the NC Botanical Garden. Only the former is correct.
3. Having said the above, the route as designed is not adequate or acceptable. A route which includes shopping destinations like South Pt and downtown Chapel Hill, major employment centers like RTP, the RDU airport and Raleigh would be a true regional mass transit system. The current route structure is primarily park and ride transport for only 2 major employers and fails to spread benefits more broadly while extending cost to the entire community. We recommend the NO BUILD option

Gary Richman

VP Highland Woods Residents Assoc.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Bill Riley

Mailing Address

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
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3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
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Please leave your comment on the Draft Environmental Impact Statement:

All - from light rail to connect
CH, Durham & Raleigh, Cary,
& Hillsborough.

Preferable to 10, 12, 14 ^{more} lanes of
traffic 40, 15/50, etc?

Lower pollution & stress.

Please Turn Over →

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

Oppose Light Rail

Sent: 10/12/2015 8:15 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety – no traffic light

I oppose the proposed Durham – Orange Light Rail because there will be no traffic light at the Downing Creek Parkway and Hwy 54 intersection and it will be an at-grade crossing. Hwy 54 is a very busy highway and cars will run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Please flag and investigate this intersection.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Chapel Hill, NC 27517

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:17 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because there are at-grade crossings and at-grade crossings are extremely dangerous for cars and pedestrians.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:20 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because it will cross federally protected wetlands 140 times per day. The Army Corps of Engineers maintains this land. Building it will destroy the habitat and it will never be able to recover because of the constant crossing of the train. The Army Corps of Engineers should never have approved this route. They were led to believe that Downing Creek residents wanted the Woodmont station and this is not true. A survey shows that 90% of Downing Creek residents do NOT want the rail.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail

Sent: 10/12/2015 8:22 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion. This does not include cost over-runs. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:24 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because the proposed route of the rail travels through low-density areas. And in addition, the entire region does not have a dense enough population for such a monster of transportation. This train does not service areas that would use it, nor does it take riders places that are needed, such as the Research Triangle Park, shopping, or the airport.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:25 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because rail has become an antiquated mode of transportation for the 21st century. It is totally incompatible with up and coming technology.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:28 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because it will not serve the aging population in this area. We have a very large aging population and transportation is becoming a huge issue for them and this population is getting larger every day. Seniors will need to ride buses that can take them to places they need to go and get closer to their doorstep for pick-up and drop-off. The financial resources used for this rail will use up any resources that could help seniors.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam |

Sent: 10/12/2015 8:28 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because it will not serve the aging population in this area. We have a very large aging population and transportation is becoming a huge issue for them and this population is getting larger every day. Seniors will need to ride buses that can take them to places they need to go and get closer to their doorstep for pick-up and drop-off. The financial resources used for this rail will use up any resources that could help seniors.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail –

Sent: 10/12/2015 8:29 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because the ballot that had the tax increase for transportation was only about “transportation systems” not rail. Rail was never mentioned on the ballot nor was it ever voted on. To say the people want light rail because they voted for it is a lie, or at the best, it is ignorance. Do not consider the .05% tax increase a mandate for the rail; it is a mandate for improving transportation.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam [p]

Sent: 10/12/2015 8:31 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because it is clearly being built for Duke and UNC and developers. Just follow the route, that is whom it serves and they want this for their private reasons at the expense of the taxpayers.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:32 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because there will be little additional parking at most of the stations and several stations will have no parking at all, including the Woodmont station. Duke is not adding parking and neither is UNC. Most stations will be walk-up only and this will further minimize ridership, which, by the way, is extremely overstated by GoTriangle.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:34 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because the proposed maintenance facility is in a rural but populated area with a school close by. The originally proposed facility was to be in an

area of Durham where most of the workers would reside and could walk to work and was close to the end of the line. This area is in the middle of the line so empty trains will have to come to it from either end of the line which means trains will be running empty deliberately and frequently. This is additional expense, pollution and noise. It is my understanding the original site for the facility was dropped because the land there is contaminated with chemical waste from a prior chemical plant and this would have to be cleaned-up in order to build the maintenance facility and GoTriangle did not want to spend that money. As a note, the residents in this poorer area of town still have to live with the toxicity and will not have the jobs they were promised.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Oppose Light Rail – Safety – no traffic light

Pam

Sent: 10/12/2015 8:36 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because it does not serve the poorest members of the population who need transportation and jobs more than Duke, UNC and the developers.

Sincerely,

Pamela K Rhodes

Downing Creek Community

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: DEBORAH ROACH

Email: _____

Mailing Address: _____

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I favor the C2A alternative
for light rail alignment

Please Turn Over →

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

form to
the comment
box

Google Maps Rendition of Light Rail?

Madeleine Roberts

u]

Sent: 10/8/2015 11:58 AM

To: info@ourtransitfuture.com

Hi there,

Do you have a Google Maps map of the light rail? I would like to include it on a larger map that I am making for a school project.

Thank you.

Madeleine

--

Best regards,
Madeleine Roberts

Duke University '17
Public Policy & History Majors
Economics Minor

Phone Interview re LightRail

Madeleine Roberts [m]

Sent: 10/8/2015 1:53 PM

To: info@ourtransitfuture.com

Hi there,

I am a junior at Duke and am researching some of the infrastructure in Durham. I would love to learn more about the Light Rail. Would you be available for an interview in the next couple of days to discuss the project?

Thank you,
Madeleine

--

Best regards,
Madeleine Roberts

University '17
Public Policy & History Majors
Economics Minor

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Douglas Rockett

Mailing Address

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I live in Chapel Hill so I am more interested in what is going on for that segment.

I would like for the light rail to avoid the Meadowmont Development and stay on the Friday Center side of 54.

Also I love the wetlands / waterfowl impoundment area and the open-ness of that area coming into Chapel Hill so please preserve that area as much as possible.

Would love to see this in my lifetime!

Please Turn Over →



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

Get Involved Contact Form

Joseph Roger]

Sent: 9/11/2015 5:27 PM

To: info@ourtransitfuture.com

Name: Joseph Rogers

Phone Number:

om

Message Body:

I believe that a light rail project will substantially increase the property values of the area. It will also provide a safe effective and cheap way to travel around the RTP area. Having spent lots of time in the southend district of Charlotte, I can say that the light rail project there was a great investment in the community.

Change is good.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Bob Rogers

I

Mailing Address:

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
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Please leave your comment on the Draft Environmental Impact Statement:

Haven't reviewed the DEIS but attended the 9/15 info. session. ~~Strongly~~ Comments:

1. Strongly support the project, including the final preferred alternatives.
2. Would like to see more interface with bike linkages - mainly trails, etc. especially in the area of the Woodmont and Leigh Village stations, near where I live.
3. Thanks for your information.

Bob Rogers

Please Turn Over →

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

Light Rail Transit



Sent: 9/22/2015 1:50 PM

To: info@ourtransitfuture.com

Dear, Sir/Madam:

Please refer to the attached letter for our statement.

Cordially,

C Arthur Rolander

Attachments:  [Scan0001.pdf](#)

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C. Arthur Rolander

Chapel Hill, North Carolina 27517

September 22, 2015

GoTriangle

Email - info@ourtransitfuture.com

Dear, Sir/Madam:

We have followed with great interest the studies to construct a light rail transit between Chapel Hill and Durham. We strongly support GoTriangle's decision to chose C2A over the other alternatives for that section of the Light Rail Transit project.

We understand that C2A would be less costly, would accommodate more users, and would not have the same serious impact on the sensitive environmental areas.

Sincerely,

C. Arthur Rolander

Mr. and Mrs. C Arthur Rolander

Muriel Roll

Chapel Hill, NC 27517

D-O LRT Project – DEIS, c/o Go Triangle

P.O. Box 530

Morrisville, NC 27560

September 22, 2015

I support Go Triangle's decision to choose C2A over the other three alternatives for that section of the Light Rail Transit project. In terms of costs to build and operate and expected ridership, it certainly makes more sense than the rejected alternatives. Every alternative has a negative side, but C2A would affect far fewer people and in ways that can be mitigated as construction plans proceed. Thank you for choosing C2A.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Muriel Roll". The signature is fluid and cursive, with the first name "Muriel" written in a larger, more prominent script than the last name "Roll".

Muriel Roll

9-29-2015

Ms. Margaret Anne Rook

Of the light Rail
choices, C2 seems
better than the others
in terms of cost to
build, operate and
expected ridership.

However, the enclosed
article makes a lot
of sense to me. The
bus system could
serve the Airport,
Research Triangle and
Raleigh.

MARGARET ROOK



The Humane Society of the United States
MEMBER

COMMENTARY

Light rail: Let it rust in peace

By Mike West

Business and government leaders need to stop trying to resurrect a proposed \$1.6 billion regional rail system that will cost approximately \$17.9 million to operate per year.

Each mile of track along the 17-mile rail system will cost taxpayers \$94 million. The Federal Transit Administration and GoTriangle are betting on a too-costly rail system that will underserve its customer base and lose money from day one, while siphoning off public money that would be better used for other transportation options.

Adopting 19th century technology (trains) to meet the transportation needs of 21st century cities is not viable for the low-population-density Chapel Hill-Durham-Raleigh region. This choo-choo train fell off the tracks years ago - let it rust in peace.

Better and less costly regional transportation alternatives abound, including bus rapid transit, added capacity lanes, high occupancy vehicle (HOV) lanes, HOV networks, and telecommuting. The FTA and GoTriangle need to view mobility improvement from a holistic approach - examining the cost-effectiveness of all transportation and how each system interacts and affects the others.

Bus rapid transit (BRT) uses dedicated bus lanes that operate separate from all other traffic modes. This allows high reliability since only professional bus operators are allowed on the bus way and lowers construction costs since dedicated lanes can be utilized from existing roadways. Other elements that increase the reliability of BRT systems include the construction of bus turnouts, bus boarding islands and curb realignments. Many major cities utilize BRT systems such as Los Angeles, Honolulu, Louisville, Miami, Cleveland, Chicago, Pittsburgh, Boston, Albany, Hartford, Charlotte, and Washington, D.C.

creating areas of lower road use as an incentive. Vehicular sharing can reduce the number of individual commuter vehicles, reducing road congestion - especially during commuting times. HOV lanes may be either added capacity lanes - special lanes either built onto or converted from existing roadways. Buses, car pools, van pools and other high-occupancy vehicles can utilize HOV lanes for at least a portion of the day.

An example of a HOV "thinking outside the box" system is a segment of Chicago's Outer Drive. This is a multi-lane reversible highway that provides for additional capacity. During the morning commute, the eight-lane roadway has six lanes available for commuters and during the evening rush hour, the six lanes "reverse" and handle commuter traffic returning home.

What about telecommuting? Why don't local governments look toward ways to provide incentives to corporations to promote telecommuting? Telecommuting or working from home has many advantages for both our roadways and the employee. More employees telecommuting lower the number of vehicles on Durham roadways and helps


reduce road congestion. The employee also benefits from no commuting time and lower stress levels while achieving a greater balance between work and family life. The company benefits since no commuting time means employees have increased time available to work and increased productivity because of fewer office interruptions.

How about some original discourse on other mobility options for pedestrians We need to invest more money into sidewalk construction and to connect those sidewalks that "go nowhere." What about dedicated bike routes? We need more smart growth initiatives that cluster developments in concentrated pockets and provide residents with "walking mobility" options to grocery and retail establishments. This is the kind of innovative thinking that I find woefully lacking in our elected officials.

Finally, how about some additional investment into our existing TTA bus system? Replace the pitifully inadequate bus stop signs with actual pedestrian shelters and provide curb realignment so buses can pull out of the traffic lanes to load passengers. Restart stalled negotiations on a tri-city bus system that would benefit the entire region. Do a better job of marketing and promoting our local Durham TTA bus system as a viable commuting option for both the downtown and RTP commuter.

There are a myriad of transit and mobility options that could help alleviate our regional transit issues - they just don't have anything to do with rail.

Mike West lives in Durham.



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newsobserverstore.com
or 919-836-2829

HOV lanes and networks are designed to promote vehicle sharing and use of public transport by

C2A Light Rail Alternative



Sent: 9/13/2015 8:03 PM

To: info@ourtransitfuture.com

I strongly support GoTriangle's decision to choose C2A over the other three alternatives for that section of the Light Rail Transit Project. Considering the costs to built and operate and expected ridership along with environmental issues, the selected alternative presented during various presentations is clearly the right decision. Thank you for choosing C2A.

Don Rorke

Get Involved Contact Form

Jill Rose

Sent: 10/11/2015 3:10 PM

To: info@ourtransitfuture.com

Name: Jill Rose

Phone [REDACTED]

Email Address [REDACTED]

Message Body:

Hi - please DO NOT select the Cornwallis site for the maintenance facility. I recently reviewed the maps and noticed that it is super close to the Jewish day school and Jewish community center. A facility so close will pose safety, quality of life and noise issues. The land the maintenance site will be located on is also designated for future growth of the community center. If that land is consumed for a maintenance facility, it will forever limit the growth of our community.

Please don't build the maintenance facility at the Cornwallis location.

Thanks -

Jill Rose

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Josh Rose [

Sent: 10/11/2015 3:04 PM

To: info@ourtransitfuture.com

Name: Josh Rose

Phone

Message Body:

I strongly encourage the Our Transit committee NOT select the Cornwallis Road site for the maintenance facility. The proposed Cornwallis site is immediately adjacent to a thriving community center and day school. A maintenance facility at that location will have serious safety, noise and quality of life impacts on the citizens of Durham. The land that the Cornwallis facility will be built on is also critical for future growth of the community center. It will seriously impact the value of the light transit project as a whole. Please consider alternate locations for the maintenance facility.

Thank you

Josh Rose

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:06 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Email

Message Body:

The current funding for the light rail project relies on 25% funding from local sources. Any cost over runs, which will surely occur, will increase the cost borne by tax payers of Durham and Orange counties. The one-half cent tax increase for improved transit will probably cover only a small part of that 25%. The rider fares will cover probably only 20% of the ongoing operating costs and ridership may be significantly lower than their estimates. The construction of the light rail, like most construction projects, will likely run considerably over budget. The combination of these shortfalls will mostly likely result in a property tax increase for all the tax payers of Durham and Orange counties the majority of which will never ride the light rail system. I think that Go-Triangle needs to explain how it will deal with cost overruns and revenue deficits.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:08 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Email

Message Body:

Go-Triangle has not sufficiently addressed the management of the water run-off from the proposed ROMF at Farrington Rd except to say that it will be collected in catch basins. There seems to be no plan in place to treat this run-off. The ROMF will use industrial lubricants and cleaning solvent some of which will part of the run-off. Go-Triangle has not released a list of these chemicals. Any overflow from the catch basins will end up in New Hope Creek watershed, New Hope Creek, and Jordan Lake, which provides drinking water for Raleigh, Durham, and Cary. I think that Go-Triangle should release a complete list of all chemicals with complete MSDS sheets used at the ROMF. They should also address how they will treat the run-off to prevent contamination of New Hope Creek.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:11 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Email Address:

Message Body:

The proposed light rail system's cost of 1.6-1.8 billion dollars for a 17 mileage route from UNC Hospital to Duke Hospital represents the most expensive alternative to provide rapid transit between the two sites. Once built there will be no flexibility in altering the route. Bus rapid transit allows a cheaper and flexible answer to connect these sites. The routes could be altered to adjust to the demands of the ridership and changes in populations. The reduction in the costs would allow the addition of routes. The lower building and operating costs might also be covered by the half cent sales tax for transit without a significant increase in property taxes and may provide low or free fares. The flexibility to add routes could allow the system to add routes to the under serviced parts of the cities and counties. I think that bus rapid transit should be actively investigated as the most efficient and least costly alternative to light rail.

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Get Involved Contact Form

Charles Roser

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Sent: 10/5/2015 8:14 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number: 9

Email

Message Body:

In evaluating possible routes from UNC Hospital to Duke Hospital, Go-Triangle seems to have over-ruled the direct route using Hwy 15-501 and Hwy 15-501 Bypass and chosen the indirect route that crosses environmentally sensitive Little Creek and New Hope Creek watersheds. This direct route could be easily accessed by bus rapid transit. I think that Go-Triangle should re-consider the route and the use of bus rapid in place of the light rail route.

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Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:17 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Message Body:

Go-Triangle and its supporters continue to state that the voters who supported the one-half cent sales tax increase voted for light rail. In fact they voted for money to be spent to improve transportation in general and not specifically light rail. Go-Triangle has not shown that light rail is the most cost effective and flexible choice compared to bus rapid transit. For less money, dedicated bus lanes could be built to UNC and Duke Hospitals as well as routes like RTP and the Raleigh-Durham Airport. I think Go-Triangle should show the cost comparison between light rail and bus rapid transit for the UNC-Duke route.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:20 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

om

Message Body:

I think that it is important to observe that the current route of the light rail does not serve Durham Tech and NCCU directly in the way that it serves UNC and Duke. Durham Tech and NCCU as well as underserved areas of east Durham could be significant users of the system if it were more convenient and if they didn't need to take a bus to then take a train. Based on convenience and cost, these riders might as well take one bus to their final location. Increasing the real cost to the rider will reduce the chances that someone will choose light rail over buses or cars.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:23 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number: 9

Message Body:

I have observed that the time required to travel the full length of the system has steadily increased and is significantly longer than one could drive that distance or that a dedicated express bus would take. Riders will tend to take the shortest time route. Having to take a bus to a light rail station and find parking will increase the travel time and reduce ridership and increase the cost paid by the residents of Durham and Orange counties.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:26 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Message Body:

After considering five sites for the ROMF, Go-Triangle chose the Farrington Rd. site. They stated that their choice was primarily based on cost and ease of development of the site. I do not agree with this choice since it converts one of the few rural corridors between Durham and Chapel Hill into an industrial site. Farrington Rd. is already challenged by car traffic and the ROMF will make that worse. While it might take more money to use the Cornwallis Rd. site, that site is already commercial and Hwy 15-501 can handle the increase in traffic. While it might take more money to use the Alston Ave. site, that site is already an industrial site and Hwy 147 can handle the increase in traffic. The Alston Ave. site is also at the current end of the route. It would make better sense to have the ROMF at the end of the route than in the middle of the route at Farrington Rd. If Go-Triangle wants a ROMF in the middle of the route, it could be placed at the proposed Leigh Village Compact Neighborhood where a very large number of the predicted riders will live. I think that Go-Triangle should reconsider the Cornwallis Rd. and Alston Ave. sites. Why has Go-Triangle not considered Leigh Village for the ROMF since a park-and-ride site already be there?

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:28 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone

Message Body:

Go-Triangle has recommended the Farrington Rd. site for the ROMF. Farrington Rd. has several disadvantages. Besides compromising one of the few rural corridors between Durham and Chapel Hill and significantly increasing the traffic problems on Farrington Rd., it creates safety issues. The Farrington Rd. site is directly across from Culp Arbor, a senior retirement village, and less than half a mile from Creekside Elementary School. Any large accident at the ROMF especially one involving chemicals may require evacuation of both Culp Arbor and Creekside. Culp Arbor has many limited mobility residents and Creekside has a large number of small children. They would involve a slow evacuation. Go-Triangle has not discussed any evacuation plans in its presentations. The two lane bridge on Farrington Rd. over I-40 also makes evacuation more difficult. The ROMF will also reduce the resell value of the Culp Arbor homes, money the residents will need to make a move to their next home.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:30 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Message Body:

Go-Triangle has recommended the Farrington Rd. site for the ROMF and routing the light rail in and out of the ROMF from I-40. This will necessitate blocking parts of Farrington Rd. during the construction. It will also require rebuilding the two lane bridge on Farrington Rd. over I-40 resulting in closing the bridge for a long time. Farrington Rd. carries a large amount of traffic between Hwy 15-501, Old Chapel Hill Rd., Hwy. 54 and I-40. This is also one of the main accesses to Creekside Elementary. Closing the bridge would reroute this traffic through residential neighborhood, will cut off direct access to Hwy 54 and significantly increase commute times. The closing also present evacuation problems and increased drive to UNC hospital in case of an emergency. I think that GO-Triangle needs to explain how it will deal with the traffic issues created on Farrington Rd. and Ephesus Church Rd. if it builds the ROMF on Farrington. Rd.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:32 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Message Body:

I am concerned that Go-Triangle was allowed to do its own environmental impact and feasibility studies which seems like a major conflict of interest. When Wake County was considering constructing a light rail system, it chose independent investigators to do its environmental impact and feasibility studies and decided not to go with light rail. The light rail system has significant environmental impacts created by the wide corridor required for the track stations, the large area required for its ROMF, the above ground power poles and lines, and the crossing of sensitive watersheds. It also has a significant social impact on the people displaced by the construction and on the neighborhoods adjacent to the line and the ROMF. I think that Go-Triangle, Durham County and Orange County should be required to have an independent agency do environmental impact and feasibility studies to support the decision to use light rail especially in light of the findings of Wake County.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Charles Roser

Sent: 10/5/2015 8:34 PM

To: info@ourtransitfuture.com

Name: Charles Roser

Phone Number:

Message Body:

Go-Triangle is using the possible construction of the Leigh Village Compact Neighborhood as a justification for the construction of the light rail and specifically its current route. Go-Triangle has not shown that the potential residents of the Leigh Village Compact Neighborhood will actually use the rail to get to UNC and Duke Hospitals. It is very likely that many of them will be employed in Research Triangle Park and will use I-40 and not the light rail. I think that Go-Triangle needs to provide a more detailed explanation of its projected ridership.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Eric Ross [e]

Sent: 10/12/2015 3:46 PM

To: info@ourtransitfuture.com

Name: Eric Ross

Phone Number:

Message Body:

I am writing to wholeheartedly confirm my full support for Durham Orange Light Rail project. Connecting two major research universities, three medical facilities, two downtowns, all of which are a part of one of the fastest growing regions in the country. This is smart urban planning. These connection points combined with Durham and Orange Counties high percent of public transportation usage will make this project a huge success.

The project has the backing of both Durham and Chapel Hill city leaders with recent letters of support. The project has also been endorsed overwhelmingly by Durham and Orange County voters.

I have seen the success of light rail in Europe and closer to home - the success in Charlotte. I am very impressed at the economic benefits that light rail has brought to Charlotte just in the past few years.

I would also like to show my support for the ROMF on Farrington. I live approximately three miles from that location and drive by it 5-6 times a week. Proximity to the interstate and both counties make it a solid location for the ROMF.

I would like to show my support for Durham Area Designers recommendation (if feasible) for a Durham City Center station and to move the proposed Durham Station back to the Amtrak location where the proposed future commuter rail stop is to be located.

Also, while comments were requested just on the proposed line, I would like to state that I highly support expansion to Carrboro, NCCU, and Park Center in RTP and would hope that planning for expansion will occur during the build stage of the initial line. I know this is jumping ahead, but those are eventual important locations for the future of the line.

I was born and raised in Durham and I could not be more excited for this project and for my hometown. Thanks to everyone that has been and will be working hard on this important project.

Thank you,
Eric Ross

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Light Rail Maintenance Facility

Jim [REDACTED]

Sent: 8/26/2015 3:59 PM

To: info@ourtransitfuture.com

I oppose the proposed location of the maintenance facility along the Farrington Road corridor. Some significant amounts of degreasers, lubricants and other potentially hazardous chemicals will be transported to and from and handled and stored within the facility, a few hundred yards from an elementary school under the current proposal. While I am sure that measures will be adopted designed to insure safety of operations at the maintenance facility, the fact is that accidents happen and people—even the best intentioned people—make mistakes. It may be that the risks of a serious incident would be small but the consequences could be catastrophic. The only reason suggested for preferring the Farrington Road site, currently a bucolic greenspace, zoned residential, over the alternative existing industrial site, already appropriately zoned for maintenance activity of such a scale is cost. It would be callous to choose to run the risk, even if small, of a serious accident in close proximity to an elementary school because of the added expense. As an attorney, I would suggest to you that the liability consequences of such a choice in the event of an accident could dwarf any initial cost saving. Thank you for your consideration. James R. Johnson, 204 Kinsale Drive, Chapel Hill, NC 27517

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light rail transit program

Riley J Ruske

Sent: 9/25/2015 10:28 AM

To: info@ourtransitfuture.com

Regarding public hearings on this project:

I would simply like to express my opinion that this project is a horrific waste of taxpayer money and will not improve transit in Orange county. If you need any factual evidence of this, simply ride the various Orange busses that drive around empty wasting taxpayer money and contaminating the environment. You could also look at the Amtrak trains that run mostly empty all of the time. Mass transit is simply not economically feasible nor effective except maybe in very heavily populated cities.

If you proceed with this project (and I'm sure you will as it is rare for government to take into account usefulness or beneficial use of taxpayer money), start by just making it a roadway and see how much use it gets. That would be a less expensive test of the need and might even establish a flexible roadway that would be useful while minimizing long term environmental impacts.

Riley J. Ruske

Mebane, NC 27302

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: CHLOE RUSSELL

Email

Mailing Address

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:

I BELIEVE THAT THE LIGHTRAIL WOULD BE AN
INDISPENSABLE VALUE ADDED TO THE COMMUNITY. I AM A
VNC-EMPLOYEE AND WOULD LOVE TO HAVE A SERVICE LIKE
THIS TO USE FOR WORK.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: CHLOE RUSSELL

Email: _____

Mailing Address

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.
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Please leave your comment on the Draft Environmental Impact Statement:

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INDISPENSABLE VALUE ADDED TO THE COMMUNITY. I AM A
VNC-EMPLOYEE AND WOULD LOVE TO HAVE A SERVICE LIKE
THIS TO USE FOR WORK.

Please Turn Over →

13 MR. BRIAN RUSSELL: Hi. My name
14 is Brian Russell, and I live on
here in

16 downtown, and I fully support the
17 Durham-Orange Light Rail plan as it exits
18 now. And there are a lot of reasons why I
19 think it's a good idea, but I just want to
20 mention one.

21 My son, who's six years old, when
22 he's old enough to drive, about the time
23 this rail will be built, I would like to
24 encourage him to drive less. And I hope a

1 lot of us think more about decades and
2 centuries into the future when congestion
3 and other challenges that we have in this
4 community, what will they think? Will
5 they want to stay in a community that has
6 a poor public transportation system that
7 is as far behind as we are? Because let
8 me tell you, I think this community will
9 be a lot bigger in 10 years, in 20 years,
10 and 40 years, and we should think about
11 people that will be living then and how
12 this would benefit them and why they'd
13 want to be here. Thank you.

14 MR. JOYNER: Thank you.

15 MR. GARY COOK: I may not -- I may
16 not need this. If I need it, let me know.

17 MR. JOYNER: Sir, you will.

18

Light Rail Project

Sent: 9/11/2015 10:16 AM

To: info@ourtransitfuture.com

As a resident of Meadowmont, I wish to register my support for the choice of the route C2A for the Light Rail Transit project. There are several compelling reasons:

It is clearly the alternative that is least damaging to the fragile environment -- the forest, wetlands, and wildlife -- in its path and will certainly be least disruptive to the community of Meadowmont.

It is projected to cost less than other alternatives.

Rte. C2A is supported by the town of Chapel Hill, Durham County, and UNC -- and by the Corps of Engineers.

Thank you for your support, as well.

Beverly Rutstein

Chapel Hill

Light Rail Transit Project

Zevi Ryan

Sent: 9/21/2015 12:39 PM

To: info@ourtransitfuture.com

I am writing this email in support of the Light Rail Transit Project. I would not only like to see this project be put into place for the environmental impacts, but I would also use the Light Rail regularly.

Thanks,

Zevi Ryan- Resident at [REDACTED] in Durham North Carolina

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