

Request for a speaker on light rail

Walter Bach [REDACTED]

Sent: 9/30/2015 2:40 PM

To: info@ourtransitfuture.com

The Friendly City Kiwanis Club of Durham cordially invites a representative from your organization to speak to our club about the proposed light rail system for the Triangle, especially the Durham-Orange County portions. We meet each [Monday night at 6:30 pm](#) at Bennett Point Grill on Hillsborough Road, excepting the last Monday of each month. If a speaker is available for [Monday, October 5](#), it would fit our schedule very well, but other dates can be accommodated.

The point of contact is our Club Secretary:
Dr. Walter Bach

[REDACTED]

Thank you for your prompt reply.

[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Sue Balog

ϕ

Telephone:

██████████

1522 KIM ET AL.

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:

[illegible]

Please Turn Over

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Glad to see the C2A Proposal
is the choice!

Please
return this
form to
the comment
box

I support the light rail!

Melanie [REDACTED]

Sent: 10/12/2015 5:18 PM

To: info@ourtransitfuture.com

I think Durham and the triangle will benefit greatly from the light rail and I fully support it.

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Light Rail



Sent: 9/15/2015 2:29 PM

To: info@ourtransitfuture.com

I received a notice for a public hearing about light rail... a project that began more then 20 years ago and the subject of numerous studies. Each and every such notice sent to the public should include a full account of the taxpayer (state and federal) dollars that have been spent on the "idea". and the forward projected costs.

Woody Barfield
PhD, JD, LLM


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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Angelo Bartolale Email: _____ Telephone: _____
Mailing Address: _____ City: Knightdale N.C. Zip Code: 27545

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I feel this will be great for services and I do hope to
be part of it. Great Idea, please go ahead with this
project.

Please Turn Over →



THE CEDARS
OF CHAPEL HILL

To Light Rail Transit,

The choice as the preferred alternative is especially wise because it would have much less impact on the forest and wetlands and the wildlife in the area than the other alternatives that were studied for the project. We think it is extremely important that the advantages of light rail are not offset by irreparable damage to our environment. We're glad. The design made ecological considerations a top priority in choosing C2A as its preferred alternative.

Autry Milton Barker

No Build Light-rail

Tanja Bauer [REDACTED]

Sent: 9/28/2015 8:14 AM

To: info@ourtransitfuture.com

To whom this may concern,

I see several issues with building this light-rail, one of them is that the planned route does not connect people to the actual places where they need to go. When looking at the traffic in the morning, the majority of cars do not go into Chapel Hill or Durham, they go to RTP. Therefore, building a light-rail that connects Chapel Hill to Durham will not fix out traffic issues. Not that there are really any traffic issues, as compared to other cities the commute/traffic is really not bad at all. One of the benefits that is always pointed out during Go Triangles presentations is that it will connect the two universities. There is currently a bus that transports passengers between the colleges, however the average use is 5 persons per ride. Also, a recent UNC Chapel Hill study showed that the current bus system that is in place between Chapel Hill and Durham is being used by less than 1300 riders a day. I really believe that it would be a huge waste of tax dollars, if we build a light-rail for those few people. I understand that you believe the ridership will increase but when you look at Charlotte, which opened their light-rail in 2007, their ridership has NOT increased even though many more people have moved to the Charlotte area in the last 8 years.

Please consider either a different route, which would really increase the usage of the light-rail or to face the facts and discontinue the project and not further waste our tax dollars.

Thank you,

Tanja Bauer

No light-rail for the lower social economic class

Tanja Bauer [REDACTED]

Sent: 9/28/2015 8:23 AM

To: info@ourtransitfuture.com

To whom this may concern:

One of the issues that this light-rail project completely leaves out is that it doesn't connect any of the lower social economic areas in Durham. There is a historically African-American college and a community college that is being completely left out of the light-rail project planning. These are very likely the people that would actually use this system, as they often have to rely on public transportation, not like the Duke students whose parents can easily afford a car for their children.

I personally would prefer you not waste our tax dollars on this project but if you do, the light-rail should service the areas that most heavily rely on public transportation.

Tanja Bauer

safety concerns

Tanja Bauer [REDACTED]

Sent: 9/28/2015 8:36 AM

To: info@ourtransitfuture.com

To whom this may concern:

I'm very much concerned with the safety of this light-rail project. On average there is at least one light-rail accident a week in the U.S. and in most cases the results are fatal. The planned light-rail system is passing by many areas that have high traffic areas, which will not be resolved by adding the light-rail, for example the planned light-rail is passing by an elementary school. Parents will not switch from dropping off their kids in car-line to taking the kids to school on a light-rail. So, this area will still have a lot of traffic and it would put the lives of many children and adults at risk. The same is true for the section on NC54, most people driving on NC54 won't take the light-rail as it doesn't go where they need to go, places such as RTP, the airport, Raleigh, and even Chatham county. But by putting in a light-rail in those places, the traffic very likely will increase as the cars will have to wait every 10 minutes for a light-rail to pass. People will get impatient and again their lives will be put at risk. The current average ridership between Chapel Hill and Durham is less than 1300 a day. Do we really want to risks 10,000s, if not more, lives, so that a few of people can ride a light-rail?

I'm very much hoping that you reconsider building this light-rail or at least that the U.S. government, just like the state of NC, is smart enough to see that this project just focuses on your companies personal gain.

Thank you,

Tanja Bauer

Get Involved Contact Form

Brandi Beeker [REDACTED]

Sent: 10/13/2015 8:02 PM

To: info@ourtransitfuture.com

Name: Brandi Beeker

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

The development of the Durham-Orange Light Rail project is the best way to meet the demands of our growing region.

--

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

NO BUILD POSITION

Astrid Beisner [REDACTED]

Sent: 10/10/2015 1:01 PM

To: Info@ourtransitfuture.com

I am writing to comment on the DEIS for the Durham/Orange LRT project and to emphasize how poorly our valuable taxes will be spend to say nothing of the intrusion on residential neighborhoods with unwanted traffic congestion and noise etc.

The powers that be have studied this so long that none of it makes sense any longer. The train goes nowhere. People are not saving time by taking the train but add an inconvenience instead at great expense to the community.

Municipal buses run virtually empty. Is that an indication for our future train?

The population density of big cities is just not here. Commercial centers and/or office towers of big cities are not here.

Public transportation constantly needs additional funding. So us, the tax payers will foot that bill as well. I beg of you to really understand that our local Durham County situation can be improved by other means that are based on common sense such as keeping the roads in decent condition and improving traffic flow. Yes, road construction and maintenance are costly but not nearly as costly as building and maintaining a one purpose a rail line.

Before you start cutting down trees and demolishing neighborhoods for this pipe dream, think about this same environment with clanking bells for empty trains to nowhere.

NO THANK YOU. WE DO NOT WANT THIS AND DO NOT NEED THIS.

Sincerely,

Astrid Ch. Beisner
[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Blaine Benson

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

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Please leave your comment on the Draft Environmental Impact Statement:

Transit for all! I'm in support of 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

DEIS Public Comment

dberglund@nc.rr.com [dberglund@nc.rr.com]

Sent: 10/12/2015 5:49 PM

To: info@ourtransitfuture.com

To Whom It May Concern,

Attached is summarized comparison of the annual operation and maintenance costs associated with the DOLRT and bus area transit, as well as the estimated cost build worksheet provided in the DEIS.

Thank you,

Attachments:  [DOLRT DEIS Chapter 7 Public Comment.docx](#)

 [Build Alternative C1-NHC-LPA Total Project Cost Sheet.pdf](#)

 [Appendix-K29-Operating-and-Maintenance-Cost-Results.pdf](#)

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After careful review of Chapter Seven titled “Project Costs” of the Durham Orange Light Rail Transit (DOLRT) Draft Environmental Impact Statement (DEIS), please substantiate why it is necessary to incur over \$1.5 Billion in cost to build a 17 mile light rail system (Little Creek-New Hope Creek- Locally Preferred Alternative) infrastructure that will cost over \$17.8M annually to operate and maintain (O&M).

This annual O&M expense is in addition to the \$16.2M needed annually to operate and maintain the three area bus transit systems. Also, given that the current proposed DOLRT project is unproven and does not provide any significant traffic congestion relief in the Durham Orange county corridor, please validate that the system will generate enough revenue to cover annual operation and maintenance expenses.

In closing, since many if not all of the local politicians that are currently in favor of the DOLRT project will not be in office when the light rail system becomes functional, who then will be held accountable for the excessive project build costs, short fall in ridership and revenue.

MAIN WORKSHEET-BUILD ALTERNATIVE							(Rev-Mar2015)	
TRIANGLE TRANSIT AUTHORITY					Today's Date		3/27/15	
ALTERNATE - C1-NHC-LPA					Yr of Base Year \$		2015	
EIS (Preliminary Estimate)					Yr of Revenue Ops		2020	
	Quantity	Base Year Dollars w/o	Base Year Dollars Allocated (X000)	Base Year Dollars TOTAL	Base Year Dollars Unit	Base Year Dollars Cost	Base Year Dollars Project	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	16.87	325,924	93,971	419,895	\$24,886	42%	27%	0
10.01 Guideway: At-grade exclusive right-of-way				0				0
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	8.47	39,418	9,855	49,273	\$5,819			0
10.03 Guideway: At-grade in mixed traffic			0	0				0
10.04 Guideway: Aerial structure	4.12	189,592	56,878	246,469	\$59,847			0
10.05 Guideway: Built-up fill	1.74	6,969	1,742	8,711	\$5,008			0
10.06 Guideway: Underground cut & cover			0	0				0
10.07 Guideway: Underground tunnel			0	0				0
10.08 Guideway: Retained cut or fill	2.55	29,737	7,434	37,172	\$14,588			0
10.09 Track: Direct fixation		16,307	4,892	21,199				0
10.10 Track: Embedded		15,302	4,591	19,893				0
10.11 Track: Ballasted		21,239	6,372	27,611				0
10.12 Track: Special (switches, turnouts)		6,864	2,059	8,923				0
10.13 Track: Vibration and noise dampening		496	149	645				0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (numb	17	98,803	27,549	126,352	\$7,432	13%	8%	0
20.01 At-grade station, stop, shelter, mall, terminal, platform	14	32,882	9,865	42,747	\$3,053			0
20.02 Aerial station, stop, shelter, mall, terminal, platform	3	18,255	5,477	23,732	\$7,911			0
20.03 Underground station, stop, shelter, mall, terminal, platfor	m		0	0				0
20.04 Other stations, landings, terminals: Intermodal, ferry, tro	lley, etc.		0	0				0
20.05 Joint development			0	0				0
20.06 Automobile parking multi-story structure		41,831	10,458	52,289				0
20.07 Elevators, escalators		5,834	1,750	7,584				0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDG	16.87	56,832	17,049	73,881	\$4,379	7%	5%	0
30.01 Administration Building: Office, sales, storage, revenue counting		7,024	2,107	9,132				0
30.02 Light Maintenance Facility			0	0				0
30.03 Heavy Maintenance Facility		25,196	7,559	32,755				0
30.04 Storage or Maintenance of Way Building		12,307	3,692	15,999				0
30.05 Yard and Yard Track		12,305	3,691	15,996				0
40 SITEWORK & SPECIAL CONDITIONS	16.87	135,915	45,097	181,011	\$10,728	18%	11%	0
40.01 Demolition, Clearing, Earthwork		3,477	1,217	4,694				0
40.02 Site Utilities, Utility Relocation		68,837	26,158	94,996				0
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments		4,000	2,000	6,000				0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks		5,250	1,575	6,825				0
40.05 Site structures including retaining walls, sound walls		500	150	650				0
40.06 Pedestrian / bike access and accommodation, landscaping		3,710	1,298	5,008				0
40.07 Automobile, bus, van accessways including roads, parking lots		46,881	11,720	58,601				0
40.08 Temporary Facilities and other indirect costs during construction		3,260	978	4,237				0
50 SYSTEMS	16.87	162,228	44,676	206,905	\$12,262	21%	13%	0
50.01 Train control and signals		31,770	9,531	41,301				0
50.02 Traffic signals and crossing protection		19,237	3,847	23,084				0
50.03 Traction power supply: substations		37,911	7,582	45,493				0
50.04 Traction power distribution: catenary and third rail		24,744	4,949	29,692				0
50.05 Communications		41,967	16,787	58,754				0
50.06 Fare collection system and equipment		6,600	1,980	8,580				0
50.07 Central Control			0	0				0
Construction Subtotal (10 - 50)	16.87	779,701	228,343	1,008,044	\$59,743	100%	64%	0
60 ROW, LAND, EXISTING IMPROVEMENTS	16.87	119,138	35,741	154,879	\$9,179		10%	0
60.01 Purchase or lease of real estate		92,859	27,858	120,716				0
60.02 Relocation of existing households and businesses		26,279	7,884	34,163				0
70 VEHICLES (number)	44	84,000	8,400	92,400	\$2,100		6%	0
70.01 Light Rail	17	76,500	7,650	84,150	\$4,950			0
70.02 Heavy Rail				0				0
70.03 Commuter Rail				0				0
70.04 Bus				0				0
70.05 Other				0				0
70.06 Non-revenue vehicles	10	700	70	770	\$77			0
70.07 Spare parts	17	6,800	680	7,480	\$440			0
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	16.87	214,418	21,442	235,860	\$13,978	23%	15%	0
80.01 Project Development		38,985	3,899	42,884				0
80.02 Engineering		54,579	5,458	60,037				0
80.03 Project Management for Design and Construction		19,493	1,949	21,442				0
80.04 Construction Administration & Management		54,579	5,458	60,037				0
80.05 Professional Liability and other Non-Construction Insurance		7,797	780	8,577				0
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		15,594	1,559	17,153				0
80.07 Surveys, Testing, Investigation, Inspection		15,594	1,559	17,153				0
80.08 Start up		7,797	780	8,577				0
Subtotal (10 - 80)	16.87	1,197,257	293,926	1,491,183	\$88,377		94%	0
90 UNALLOCATED CONTINGENCY				89,471			6%	0
Subtotal (10 - 90)	16.87			1,580,654	\$93,679		100%	0
100 FINANCE CHARGES				0			0%	0
Total Project Cost (10 - 100)	16.87			1,580,654	\$93,679		100%	0
Allocated Contingency as % of Base Yr Dollars w/o Contingency				24.55%				\$0

1 can't drive. I can't catch the bus.

2 People have to take me where I need to go
3 as well as this mother who lives in the
4 Crest Street area, which is also called
5 Hicks Town.

6 This is going to negatively affect
7 poor neighborhoods, and I don't want to
8 hear all of that pie in the sky without
9 some proof. So I'm against the light
10 rail. Thank you.

11 MR. JOYNER: Before our next
12 speaker comes up, anybody who has a number
13 7 on their speaker card, do we have any
14 additional speakers? Say at this point,
15 do we have any additional speakers? Okay.
16 Go ahead and get started.

17 MS. RACHEL BERTHIAUME: Hi. My
18 name is Rachel Berthiaume, and I live at
19 [REDACTED]. I just wanted to come up
20 and share my point of view.

21 So I came into the Triangle for
22 grad school opportunities and for the
23 multiple options for employment in the
24 health sector that this area provides.

1 I've lived both in Raleigh and now
2 currently live in Durham, and during that
3 time, during the past seven years, I've
4 traveled across the Triangle daily from
5 either Raleigh or from Durham to Chapel
6 Hill for work and for school, and 90
7 percent of that travel for work and school
8 was on public transit, on Triangle Transit
9 buses.

10 And this opportunity would save me
11 thousands of dollars in car use and gas
12 and tons of stress that I would have
13 otherwise experienced by driving in the
14 traffic.

15 So I'm totally in support of this
16 light rail plan. I look forward to using
17 it. I would ask that more consideration
18 be taken to extend the light rail into
19 east Durham to ensure that these
20 neighborhoods have access to the
21 opportunities. And I appreciate the
22 comments that were just made about
23 inexpensive transit opportunities, and I
24 would like to see that happening in

1 tangent with the continuation of the light
2 rail pursuits. Thank you very much.

3 MR. JOYNER: Is there anybody that
4 has signed up to speak? Okay. If not,
5 we're going to take a break for a few
6 moments until someone else has an -- or
7 until some other speakers come in.

8 I will quickly go through, again,
9 for those who joined us recently -- this
10 looks like somebody -- ma'am, have you --
11 did you come in to speak? You look like
12 you have a speaker's card. You timed it
13 perfectly. If you would come over here to
14 the front, and we'll let you speak.

15 Okay. We're going to take a
16 five-minute break then until we get a
17 couple more speakers in at this point.
18 So, again, I'll talk a little bit about
19 how the hearing is set up. Folks will
20 have until 6 o'clock [sic] to sign up to
21 speak. And so when we don't have
22 speakers, we take a break for -- what'd I
23 say? 6? I was looking at the time.
24 Thank you. 7 o'clock. My mistake. Folks

1 will have until 7 o'clock to sign up to
2 speak. So we'll take a brief break right
3 now, and when we get more speakers in, we
4 will reconvene and give them an
5 opportunity to speak.

6 (RECESS.)

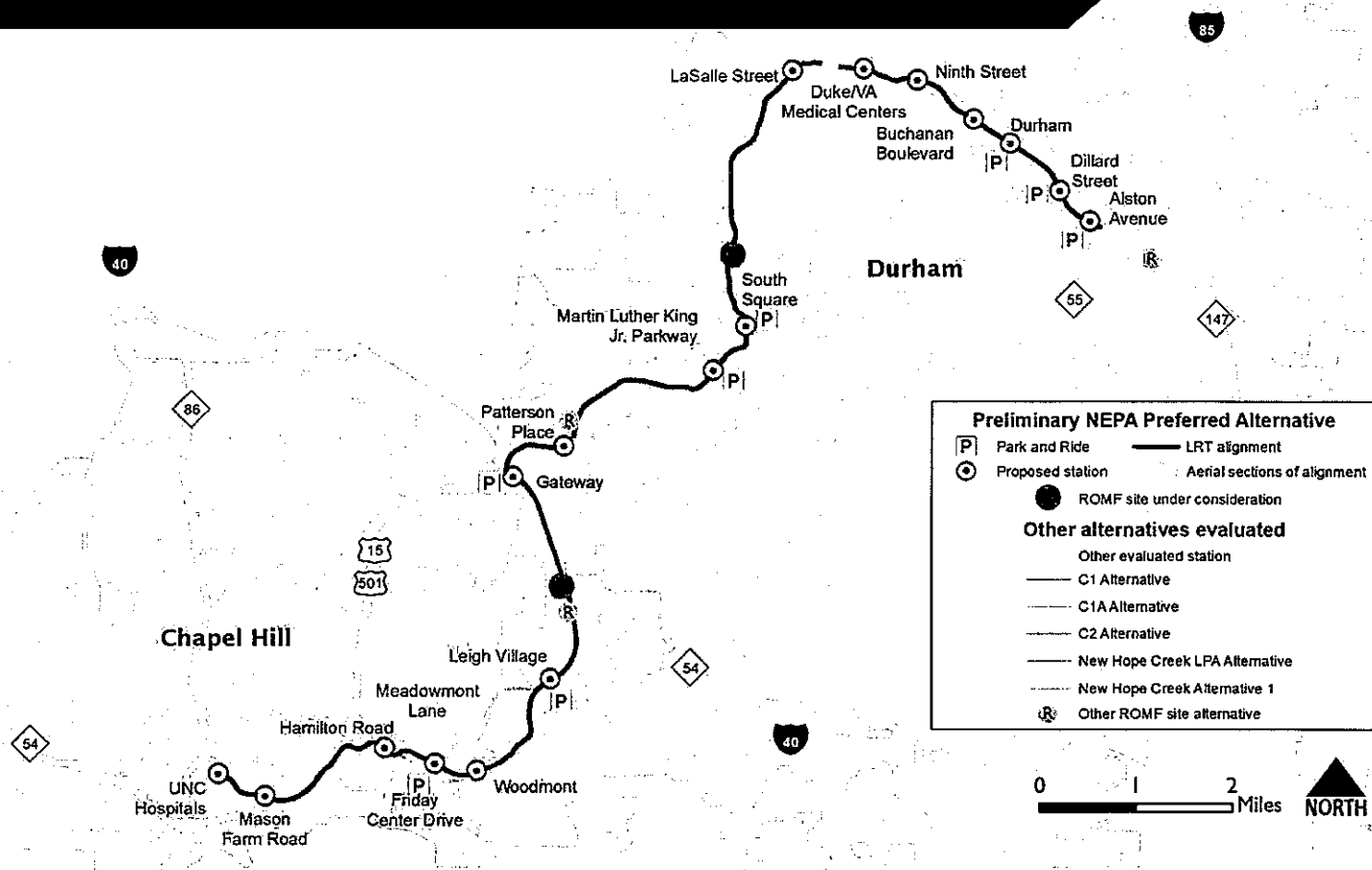
7 MR. JOYNER: At this time I'll go
8 ahead and reconvene so we can give our
9 other folks an opportunity to speak. I
10 will quickly go through the process for
11 those who have recently joined us.

12 Again, we will be allowing folks
13 to sign up to speak until 7 o'clock this
14 evening. So anybody who has signed up to
15 speak as of 7 o'clock, we'll stay as long
16 as it takes for those folks to finish up.

17 All speakers will have two minutes
18 to speak. I'll point out the ground rules
19 that we have here. I would ask that
20 everyone please continue to abide by
21 those. Everybody's done a great job so
22 far. I want to make sure that everyone
23 has an opportunity to speak and be heard.
24 So as the speakers are called to come up

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.

positive in general a project - positive impact on community, creating more liveable, workable community better connecting Durham & Chapel Hill.

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.

Concerned about Cornwallis ROMF. Parent and professional at The Lerner School and member of the Jewish Community Center. Placement of ROMF prohibits expansion and growth of Jewish campus which our community has heavily invested in over the years. It raises security concerns and negative impacts on school environment and potential future enrollment.

3. Please feel free to share other comments.

Important to consider community impacts in assessment of Cornwallis site ROMF.

Name: Rachel Bearman

Email: [REDACTED] Phone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

Organization: Lerner School; Durham-Chapel Hill Jewish Federation

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.

Opposition to Light Rail - Safety Issues

Anne Billings [REDACTED]

Sent: 10/12/2015 11:51 AM

To: Info@ourtransitfuture.com

To: Federal Transportation Administration

I want to express opposition to the proposed Durham – Orange Light Rail because of the safety issues involved with the at-grade crossings. These crossings are extremely dangerous and particularly for Downing Creek residents, as there is no traffic light accessing Hwy 54. Cars can easily be stopped on the tracks trying to get onto Hwy 54, becoming trapped between the gate and cars on Hwy 54 with no ability to get out of the way. Please consider the danger that so many at-grade crossings are proposing.

Sincerely,
Anne Billings
[REDACTED]

Opposition to Light Rail - cost/benefit

Anne Billings [REDACTED]

Sent: 10/12/2015 12:02 PM

To: info@ourtransitfuture.com

I am strongly opposed to the Orange County/Durham County Light Rail. The is an extremely expensive, permanent solution to a problem that doesn't exist and fails to address the problems that do exist. The target population for using the rail system is miniscule relative to the cost. Not only is there already a shuttle bus system in place to connect UNC Hospital to Duke Hospital, but the rail doesn't go anywhere else that benefits anyone. As such, the LRT has no hope of meeting a fraction of its cost, placing the burden squarely on the taxpayers of Durham and Orange Counties. Light rail will also do virtually nothing to ease traffic congestion in the affected areas. I would urge you to spend the time and resources on a forward-thinking plan to address transportation issues in the area and drop the LRT which is fraught with economic and safety issues.

Thank you,

Anne Billings
[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: DAVIS BINGHAM

Email: [REDACTED] Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Thank you for the approved (SO FAR!) Route. It bypasses wet lands, school, continuing care facility. It also portends increasing ridership. Thank you for a job well done!

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

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Joan Bingham

Email: [REDACTED] Phone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

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:

Thank you for selecting Route 2A.
It bypasses the wetlands, the school,
and a nursing home. Also, it is less
expensive to build and has larger
ridership. Congratulations!

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

Get Involved Contact Form

Deborah Bishop [REDACTED]

Sent: 10/12/2015 3:06 PM

To: info@ourtransitfuture.com

Name: Deborah Bishop

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I question how many people would actually be traveling the proposed route. If the route went to RDU airport, RTP and Raleigh it would be much more useful. Also, it should definitely have a stop at the Durham Transit Center. I am retired and proposed stations do not appear convenient to where I live in Durham.

--

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

VOTE NO for Light Rail

Jill Ridky-Blackburn [REDACTED]

Sent: 10/1/2015 9:08 AM

To: info@ourtransitfuture.com

As someone who cares greatly about environmental issues, I vote NO for light rail.

Just stop and think about the proposal – only 17 miles of rail, cost of \$1.8 BILLION (and it may be more by the time the project is completed) and this rail will take us from UNC to Aston Avenue. REALLY!!!!

As a long- time resident I may have to travel from UNC to Aston Avenue once a year – this is not a destination point for many of us. This rail is not going to RDU, where most of us do travel to or to Southpoint Mall or to NCSU.

Triangle Transit is already providing a substantial service in our area, there are constant riders from Chapel Hill to Downtown Raleigh and to the Universities. Let' provide funding for Triangle Transit to go hybrid. Going hybrid would cost a lot less and provide all residents will more service and a better impact on our environment.

Vancouver for example is one community which requires all public vehicles to be hybrids, including cabs and taxi's.

This is a cost effective way to improve our environment and would be of greater benefit and service to our community.

Please VOTE NO.

Jill Blackburn

Get Involved Contact Form

Lori Black [REDACTED]

Sent: 10/1/2015 3:31 PM

To: info@ourtransitfuture.com

Name: Lori Black

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am so FOR light rail, have lived in many cities with it and used it regularly in one and sporadically in another (to go to airport, downtown or sporting event venue), but I do not see this particular project as being viable or helpful to our traffic. Namely, IT DOESN'T GO ANYWHERE that people want/need to go. I live in Chapel Hill and this LR route doesn't go to Raleigh, doesn't go to the airport, doesn't even have a stop in my neighborhood anymore (Meadowmont.) Where are these places in Durham? And more specifically, when you get off the train, what is within WALKING distance to the station? Because I know for certain that if you get off the train and there's NOTHING there, the LR will not get used. Atlanta made that mistake... put the stops out in the middle of nowhere with the ridiculous assumption that people would then get on buses to go places. WRONG, didn't happen. It wasn't until they sold the land around the stations and THAT property was developed, did anyone use MARTA because then there was retail/office and living space to go to. Its such a short distance, I just don't think this watered down LR project fills any discernable commuting need.

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

Get Involved Contact Form

Lori Black [REDACTED]

Sent: 10/10/2015 3:53 PM

To: info@ourtransitfuture.com

Name: Lori Black

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am writing to comment on the DEIS for the D-O LRT and to express my support in favor of the NO BUILD OPTION. The project as it is currently conceived is based on fundamentally unsound ridership projections and will not result in any appreciable reduction in automobile congestion in the Chapel Hill-Durham road corridor. In fact, in other urban centers around this country, the introduction of light rail primarily shifts ridership from buses to light rail, without significantly decreasing automobile traffic.

Furthermore, the routing of the proposed light rail track is not aligned with the higher density compact neighborhood developments in Orange and Chatham counties, including the Ephesus-Ford, Glenn Lennox and Obey Village communities. Lastly, there is no incentive to take light rail to reduce travel time between Durham and Chapel Hill, with an estimated LRT time of 42-44 minutes end to end, versus a projected automobile commuting time of 27 minutes in 2035. And this does not include automobile commuting time to the station parking lots, parking time and walking time to the platform, and waiting time on the platform for the next train. This is neither convenient nor does it reduce automobile congestion.

Academic studies reviewing the cost and feasibility of light rail projects across the USA indicate that most of these projects require an annual 70% taxpayer subsidy, as the ridership farebox collection only supports a small percentage of the annual operating costs. The 1.6 billion dollar capital cost associated with this project is not a responsible use of scarce resources for mass transit development, and can be better allocated in a region of low population density (Chapel Hill-Durham) with increased investment in conventional bus service, which has the flexibility of deployment to actual growth areas, versus projected growth areas.

A research working paper from the University of California-Berkeley, which analyzed urban light rail mass transit, indicated that a population density of 30 people per gross acre, or roughly 19,000 people per square mile (ppsm), was necessary in order to support light rail transit. The Chapel Hill-Durham corridor has a population density less than 20% of that threshold, with a current density of approximately 3,000 ppsm, which is predicted to rise to 4000 ppsm in 2035. This is not a recipe for success.

The ridership projections for the D-O LRT are wildly optimistic, with estimated daily boardings of 23,000. This is in contrast to the Charlotte LRT system, with daily boardings of 16,000 (which has been static since inception in 2007, while the population has increased 17%, with no measurable decrease in traffic congestion), in a area with a population that is 70% larger than the Triangle area. These ridership projections are further inflated with the working assumption that 40% of households in the Durham-Chapel Hill corridor will not own automobiles in 2040, which flies in the face of current ownership levels and assumes a massive change in public behavior, which is then used to justify an overly optimistic ridership utilization.

Just looking at the current utilization of the Robertson Scholars Express Bus between Duke University and UNC indicates a very low level of utilization, serving only 350 boardings per day, with buses running every 30 minutes between campus for 16 hours each weekday. This equates to an average of only 5 riders per bus, which is well below capacity. Why would this magically increase with the introduction of light rail, with a transit time that is longer than the current bus option?

For all these reasons and more, I support the NO BUILD OPTION. The projected growth in the Triangle is predominately weighted toward Wake County, and Wake County, with a much larger population than Orange or Durham Counties has rejected the Light Rail option in favor of Bus Rapid Transit and Diesel Rail Rapid Transit, using established rail corridors and new bus rapid transit lanes, without incurring the unsustainable economic costs associated with light rail. Let's learn from Wake County and make smart choices for Durham and Orange counties when it comes to mass transit resources. The population density is not sufficient to justify an investment in light rail.

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DEIS leads to NO on DOLRT

Lori Black [REDACTED]

Sent: 10/10/2015 3:36 PM

To: info@ourtransitfuture.com

We are concerned citizens of Orange County North Carolina. The DEIS is inaccurate and misleading in many aspects. Specifically from the DEIS section 4(f) p.4-288, the Council on Environmental Quality (CEQ) requires an assessment of indirect and cumulative impacts per 40 C.F.R. §§ 1500–1508. Regulations included in the appendix to the Planning Assistance and Standards, Title 23 C.F.R. Part 450, indicate that the indirect and cumulative effects analysis should be sufficiently detailed such that consequences of different alternatives can be readily identified, based on current data and reasonable assumptions, and based on reliable and defensible analytical methods. Furthermore, courts have mandated that federal agencies take a reasonably “hard look” at their projects with regard to available information and analysis of appropriate issues (including indirect and cumulative effects).

The DEIS is deficient in that the indirect and cumulative impacts of the project are not fully addressed. These indirect and cumulative impacts include the transformation of what is today, rural and low density residential land use within the project corridor to intense high density, mixed use development approaching 100 units per acre. The proposed rail corridor from US15/501 to US54 sits on a narrow peninsula of land bounded by New Hope Creek on the east, Little Creek to the west and to the south, Jordan Lake. The area is currently low density residential and farm land. The rail ridership numbers assume this area becomes intensely high density residential (60 to 100 units to the acre) with large amounts of impervious surface area (900 car park-and-ride lot at Leigh Village Compact Neighborhood for example, and 26 impervious acres at the proposed ROMF site). The indirect and cumulative impacts on and to the environment (including Leigh Farm Park, an 86 acre nature preserve) due to storm water runoff and silt run off for this area—as transformed by transit driven development – needs to be addressed in specific, quantifiable scientific terms.

Lori Black
Jim Green

LRT feedback

Tony [REDACTED]

Sent: 8/22/2015 7:17 AM

To: info@ourtransitfuture.com

Cc: "Alex Cabanes" [REDACTED]

1) The project is a waste of public transit dollars that should be used to expand/upgrade the existing system and better serve the transit public. The proposed line misses most of the "health care corridor" along 15-501 where the hospitals and medical practices are expanding to. The line make no improvement in areas where the most congestion is, namely RTP and the airport, in fact it effectively links very little of the existing transit infrastructure.

2) LRT is a 20th century technology that has failed for numerous reasons in areas with a much greater population density and other, better drivers of rail service than this area has. "If you build it they will come" has shown to be a false premise for LRT. There are technologies on the horizon that will make this LRT line obsolete such as connected and driverless cars. Further both Duke and UNC Hospitals (the primary beneficiaries of the LRT) are in the midst of decentralizing reducing traffic at their main facilities. Neither Duke nor UNC are contributing to the costs of the plan.

3) The effect of the LRT will be to drive up prices along the corridor forcing mid an low income families to move out further which exacerbates the traffic problems you claim LRT is being built to address. In point of fact the transit line goes directly by some of the most expensive properties in the area while ignoring areas that are currently undeserved.

4) The "our transit future" campaign was glib, misleading and dishonest. Millions have been wasted on studies and consultants over more than 15 years. Costs are already increasing rapidly and resistance to the deception is heating up which will further increase costs.

Get Involved Contact Form

Rainer Blaesius [REDACTED]

Sent: 10/11/2015 9:05 PM

To: info@ourtransitfuture.com

Name: Rainer Blaesius

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am writing in support of the light rail in principal but would very much like to see modifications of the current plans. I live in a neighborhood adjacent to the proposed route in Chapel Hill. As per my latest information there is no sound barrier planned between the tracks and our neighborhood at Highland Woods Rd. I urge you to reconsider this and add a barrier to protect us from noise pollution and loss of property value!

With kind regards,

Rainer Blaesius

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

DEIS Comments submitted for inclusion in the official project file for the Federal Transit Administration (FTA)

Laura Blank [REDACTED]

Sent: 10/9/2015 6:17 PM

To: info@ourtransitfuture.com

Cc: [REDACTED]

Dear Our Transit committee and elected officials --

I am writing to submit this letter in strong opposition to the NEPA Preferred Alternative C2A alignment as currently planned and recommended in the DEIS.

Downing Creek is a well-established Durham community located along south side of NC54 in the area defined as "Little Creek" in the proposed Durham-Orange light rail project. This area is a quilt of confusing city and county boundary lines. While the site proposed for the Woodmont station is in Durham County, it falls within the Town of Chapel Hill planning jurisdiction. As a result, our neighborhood is disenfranchised from development planning decisions that directly affect us. Our Durham elected officials have no planning control over this geographical area, and our neighborhood voice carries little weight with Town of Chapel Hill, as we are not their voting constituents.

Despite years of repeated comments to Go Triangle and elected officials to provide an alternative placement (in the road median or on north side of NC54) or appropriate mitigation (such as elevated station and tracks), Downing Creek Residents' safety concerns and traffic impacts have been ignored and marginalized in order to reduce project costs.

At-grade - Safety Concerns: The Meadowmont development was originally designed and planned to accommodate a future transit corridor for light rail. The DEIS contains detailed traffic studies for all those potential intersections C1 & C1A alignments. The C2A & C2 alignments did not receive the same type of analysis or thorough consideration. There were no traffic studies done for impacts at the grade crossings for either Downing Creek Parkway or Little John and for access to NC54. This information was repeatedly requested from GoTriangle.

The only reference to our specific concerns in the DEIS is in Section 3.2.4.1 NC 54, pg. 3-51 which states: "Residents of the Downing Creek neighborhood expressed concern regarding impacts to traffic and safety at the intersections of NC 54 with East Barbee Chapel Road, Littlejohn Road, and Downing Creek Parkway under the C2 and C2A alternatives. Per the request of City of Durham staff, Triangle Transit, in coordination with NCDOT, will refine traffic analysis and mitigation recommendations in this area during the Engineering phase if the C2 or C2A Alternative is selected. Environmental consequences and mitigation related to safety at intersections and at-grade crossings."

The C2A (as well as C2) alignment will establish three at-grade light rail crossings within a half mile stretch of road at Barbee Chapel Hill Road, Little John & Downing Creek Parkway. This will have a detrimental effect on ingress and egress to the neighborhoods lying south of NC54 by obstructing roads and impeding access for our residents, school buses, as well as delaying any emergency response vehicles. There are planned train crossings 140 times a day. At peak times with trains traveling over the at-grade crossings every 10 minutes, it is expected that gates will obstruct one or more of the crossings and drivers will be forced to merge onto NC54 into heavy traffic without benefit of traffic signals or merge lanes.

Even with gates and signals, light rail safety statistics continue to show that at-grade crossings are inherently dangerous. DEIS Appendix K-06- NC 54 Traffic Simulation Report, p 1-3 clearly, states: "Due to the proximity of the LRT at-grade alignment to NC 54 under the C2A Alternative, this alternative will affect more intersections along the NC 54 corridor than the other two Build LRT Alternatives. NC 54 signal coordination would be disrupted by LRT preemption events, and therefore, several movements along the corridor may experience moderate increases in delay and queuing. Appendix-L-VOL-1-REV-5-Basis-for-Engineering-February-2015, sheet C2A-03 shows a planned addition of a median on Downing Creek Parkway.

This median will restrict our resident's ability to turn left onto Stancell Drive and we will no longer be able to exit via Little John or Barbee Chapel. GoTriangle has indicated that the Stancell drive access will be modified or closed due to the proposed grade separated ramp when NC54 is widened. This means any traffic envisioned dropping off all the "forecasted riders" at Woodmont station kiss & ride will have little choice when they exit but to attempt to get on NC54 by crossing the tracks at Little John, or by cutting through the Downing Creek neighborhood.

Our neighborhoods are home to many families with young children. Bicyclists and pedestrians from Downing Creek use Stancell Road to travel to trails in Meadowmont and Chapel Hill. There is concern about how they can safely take these

routes. There will be increased traffic congestion on these roads and the DEIS does not address any plans to extend the bike and pedestrian trails shown on in the DEIS Woodmont station down to Downing Creek Parkway. We do not feel that our community should bear the negative safety and traffic impacts that will further stress and not relieve an already congested area.

The proposed C2/C2A route does nothing to mitigate traffic congestion on NC54. The proposed light rail tracks and station, in conjunction with the NCDOT including the planned widening of NC54, the proposed superstreet and a grade separated ramp at Barbee Chapel interchange will dramatically reduce our ability to access and exit our neighborhood. There will be no room left to include merge lanes and there is no planned traffic signal at Downing Creek Parkway. Access points on C2/C2A obstructed roads will not be wide enough to provide motorists, particularly school buses and emergency vehicles, adequate 'wait to merge' areas. This situation will render our access roads to NC54 simply too hazardous to consider using, effectively isolating us.

Noise Concerns: In addition to traffic and safety concerns, the DEIS states that the Little Creek Alternatives would have more noise, vibration, and ground-borne noise impacts than other areas. Downing Creek is identified as "category 2, residential" for both noise and vibration. Our neighborhood was not included in the DEIS data, Table 4.10-5: Monitored Existing Noise Levels (dBA) which provided existing noise level data for locations in the alignment area.

This is a very quiet residential neighborhood and the residents located in close proximity to the entrance and three at-grade crossings will be subjected to the noise of the train horns, gate bells clanging every 10 minutes during rush hour (1 train in each direction) - about 140 crossings a day. The residences in closest proximity to the proposed route were not designed or built with any sound mitigation strategy.

There seems to be a rush to obtain funding and not to take the time to plan this right. It has been suggested our issues can be worked out down the road, but if the DEIS is approved it is unlikely the route will be changed or there will be any mitigation efforts. It appears that NCDOT, GoTriangle projects and local municipality development planning projects are all working at cross-purposes with competing interests.

No one is at looking at NC54 "Little Creek" area cohesively. We are seeking a comprehensive independent review of the LRT project assumptions and the development of an overall transportation and development strategy for the NC54, I40 & US15501 corridors by NCDOT, DCHCMPO, Durham and Chapel Hill. Please ensure that the DEIS does not go forward until this has been completed and the Little Creek alignment is revised.

We strongly encourage you to take into account our serious concerns regarding safety of light rail, especially in regards to at-grade crossings. We have a lack of confidence in the overall ridership projections and associated assumptions. As taxpayers, we do not want to bear the burden of underwriting billions of dollars for a light rail system when there are more cost effective and flexible transit solutions such as BRT or the No Build Alternative.

Sincerely,
Laura Blank

[REDACTED]

Oppose Light Rail – Safety, at-grade crossings

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:05 PM

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,

Jennifer Blazing

[REDACTED]

Oppose Light Rail – Safety – no traffic light

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:06 PM

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – federally protected wetlands

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:09 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – federally protected wetlands

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – Cost

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:11 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Cost

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.

Jennifer Blazing
[REDACTED]

Oppose Light Rail – Route

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:14 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Route

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.

Jennifer Blazing
[REDACTED]

Oppose Light Rail – antiquated mode of transportation

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:15 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – antiquated mode of transportation

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – unusable by the aging population

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:16 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – unusable by the aging population

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – Voters never voted on light rail

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:18 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Voters never voted on light rail

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – being built for Duke, UNC and developers only

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:21 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – being built for Duke, UNC and developers only

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – no parking at stations

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:23 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – no parking at stations

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – maintenance facility

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:25 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – maintenance facility

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – does not serve the poorest of the population

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:26 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – does not serve the poorest of the population

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,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – serves less than 5% of population

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:28 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – serves less than 5% of population

I oppose the proposed Durham – Orange Light Rail because based on figures submitted by GoTriangle in the DEIS, it serves less than 5% of the population. There are more flexible and cost efficient ways such as Bus Rapid Transit to address the transportation issue than spending \$1.8 billion on such a small number of people.

Sincerely,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – noise and safety at grade level crossings

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:29 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – noise and safety at grade level crossings

I oppose the proposed Durham – Orange Light Rail because the grade level crossings on the C2A route will create dangerous situations as people try to access NC54 without the benefit of traffic lights. Please either scrap the project and investigate alternative options, move C2A route to the north side of NC54 or elevate it to eliminate these dangerous intersections.

Sincerely,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – does not solve the traffic issues

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:31 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – does not solve the traffic issues

I oppose the proposed Durham – Orange Light Rail because is not a complete solution to our traffic issues. Studies have shown that drivers will continue to drive cars on a daily basis and LRT riders will be the same ones currently using buses.

Sincerely,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – why MUST it be a train

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:36 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – why MUST it be a train

I oppose the proposed Durham – Orange Light Rail because there are other forms of transportation and technology being developed that will solve the transportation needs in a much more efficient and flexible way. Why spend \$1.8 billion on a system that cannot be moved as ridership needs change, is dangerous and will be obsolete before it's complete. I'd prefer my tax dollars to be spent more wisely and less frivolously.

Sincerely,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – it's simply a waste of taxpayer dollars

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:37 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – it's simply a waste of taxpayer dollars

I oppose the proposed Durham – Orange Light Rail because with citizens budgets so tight there is no need to spend such an extravagant amount of money on this project when there are other forms of transportation and technology being developed that will solve the transportation needs in a much more efficient and flexible way. Why spend \$1.8 billion on a system that cannot be moved as ridership needs change, is dangerous and will be obsolete before it's complete. I'd prefer my tax dollars to be spent more wisely and less frivolously.

Sincerely,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – it's simply a waste of our taxpayer dollars

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:39 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – it's simply a waste of our taxpayer dollars

I oppose the proposed Durham – Orange Light Rail because with citizens working hard to make ends meet, state and local officials making cuts to budgets in the areas of education and health, I think that spending \$1.8 billion on a system that serves a minor segment of the population, causes environmental impacts and disrupts the lifestyles of many is a waste of money. As we, the taxpayers must take care of our personal budgets and spend our hard earned money as responsibly as possible, I would expect you to do the same with the contributions we make to our economy. Please be responsible with my tax dollars and look into other more progressive and less expensive ways to solve our traffic issues. Don't invest in a system that will be obsolete before it's complete and leave a tax burden behind. I'd prefer my tax dollars to be spent more wisely and less frivolously.

Sincerely,

Jennifer Blazing
[REDACTED]

Oppose Light Rail – will not sustain itself

Jenny Blazing [REDACTED]

Sent: 10/12/2015 4:41 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – will not sustain itself

I oppose the proposed Durham – Orange Light Rail because it will not sustain itself and become a financial burden to the taxpayers for years to come. There is no need to spend such an extravagant amount of money on this project when there are other forms of transportation and technology being developed that will solve the transportation needs in a much more efficient and flexible way. Why spend \$1.8 billion on a system that cannot be moved as ridership needs change, is dangerous and will be obsolete before it's complete. I'd prefer my tax dollars to be spent more wisely and less frivolously.

Sincerely,

Jennifer Blazing
[REDACTED]

Rec'd Oct 12, 2015

Lanier Blum and Tom Campbell

October 1, 2015

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

Subject: EIS Comment – Environmental Justice

We would like to thank Triangle Transit Authority for its outstanding efforts to reach out to all of Durham in informing us about plans for light rail. We expect that this broad and detailed process will result in collaborative corridor and station area development that also benefits all of Durham including low income, mobility impaired and other nearby residents and riders who might otherwise be excluded or less well served.

Transit will enhance access or proximity to work and services for people who cannot afford a reliable vehicle and a safe stable home. The fact that light rail, along with better bus service, will reduce commute time and trouble is especially valuable to people whose work days are long and who obligations are many. (We can't wait to see Durham transit riders get there before drivers who are stuck in traffic!) With help from transit planning, Durham is learning more about how to preserve and expand affordable housing as property values rise near stations.

One of us works in community development and one of us owns a book store near the Ninth Street Station. This plan will improve our lives, livelihood and environment. Lanier – I focus both through my job and volunteer activities on expanding accessible affordable housing. I look forward to all the ways our community and transit system will be able to carry out the ideals of new FTA aspirations for inclusive station access and area housing. While making our air clearer, thus reducing illness. And giving us better facilities and reasons to walk! Tom- I own a store on a street with inadequate transit. This system will be an enormous benefit to our store and our whole block of independent locally owned businesses.

We also live near one of the maintenance facility location options, and we strongly support this plan. If the facility location walking distance from our house is selected we will benefit FAR more from transit than we would ever be inconvenienced by living near this facility.

I lived in Atlanta for a time and found that riding MARTA significantly increased my attachment to the community and feeling of safety, wellness, and belonging. Little conversations expanded my horizons, and the entertainment value of kids heading to the baseball games, gorgeously clothed church ladies, travelers and neighbors was a daily delight.

So thanks to TTA, FTA, and all of the contributors to this plan and our future transit system. Here's to everything we can do together to maximize its environmental justice, environmental and economic benefits for Durham and Chapel Hill.

Sincerely,

Lanier Blum & Tom Campbell
LB

Light Rail Comments

Rebecca Board [REDACTED]

Sent: 10/13/2015 2:44 PM

To: info@ourtransitfuture.com

I have several comments about the light rail plans. Hope you don't mind that I include several topics in this one message.

Safety:

All stations should be safely accessible via bike or foot from all directions. Station plans should indicate provisions for safe street crossings.

East Durham:

Can a station be added to East Durham? The community is the most in need of public transportation, but the rail line seems to come up short to the east.

Garrett Road:

A station at the busy intersection of Garrett Road and 15-501 would be most welcome to the nearby residential and commercial properties.

Quality of Life:

Existing residential areas near stations and crossings need to be protected from noise (particularly at signalled crossings!). Please indicate provisions for these on the plan. In particular, the crossing near Downing Creek need significant attention. These protections need to be guaranteed to local residents in advance, not an afterthought. When I was recently shown a video demonstration how quiet the trains were and how quickly they cleared an intersection -- what I heard was the long period of clanging bells. Safe is one thing, but would you want to live next to that? The Bradford Place at Downing Creek homeowners certainly don't! If you can't do MUCH better in a residential area, then move the rail away from these existing homes.

Pedestrian Safety:

Safety barriers to keep curious children off the track in existing residential areas are essential. I'm thinking particularly of the stretch along Hwy 54 where Downing Creek children now walk and ride to reach the Meadowmont trail system. These barriers are shown on the map for some places in Chapel Hill, and they should be identified in all residential areas.

Traffic Safety:

Some crossings, such as Downing Creek Parkway will need special attention to make them safe. These features need to be shown on the plans and required to be implemented as shown. In particular, when I inquired about Downing Creek Parkway at Hwy 54, I was told that there was probably enough room to load a single car on the far side of tracks. Probably isn't good enough. Any proposal with a crossing at this location MUST show and guarantee safe loading areas for cars to keep the intersection functional and safe.

C2 alignment(s):

I do not believe, and have been saying for years now, that grade level crossings at Barbee Chapel Road are just plain a bad idea, and grade level crossing at Downing Creek parkway is a burden to long time local residents. I would much prefer to see the rail line cross Hwy 54 just after leaving the Friday Center, and travel along the north side of Hwy 54. This will allow for the same minimal impact to the wetlands, a fast route, and opportunities for future development. All that can be done without imposing an unfair burden on the residents of Downing Creek.

I lived in Downing Creek for a great many years, where I supported the light rail and repeatedly argued that the C2 alignments needed to be modified to create a version of C2 that benefited the local area as well as the long term plan. But I have become increasingly frustrated with being ignored. Had you addressed my concerns years ago, you would not have the entire neighborhood now opposing the entire light rail plan. This opposition could have been avoided with more thought to how it would affect local residents near the line.

Thank you for your work planning for the future of Durham, but I sincerely hope that you will consider my comments to make changes to improve the final plan.

--Rebecca Board
[REDACTED]

Oppose Light Rail - Safety - no traffic light

Margie Bocchieri [REDACTED]

Sent: 10/12/2015 4:47 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because there will be no traffic light at the intersection of my neighborhood, Downing Creek, with Hwy 54. It is planned to 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,
Margie Bocchieri

Margie Bocchieri



Oppose Light Rail - Safety, at-grade crossings

Margie Bocchieri [REDACTED]

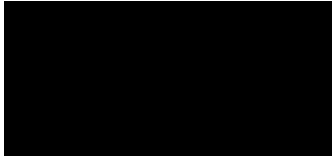
Sent: 10/12/2015 4:46 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because there are at-grade crossings in many places on the proposed route and at-grade crossings are extremely dangerous for cars and pedestrians. Children and adults ride bicycles in our neighborhood and would often have to cross these at-grade crossings.

Sincerely,
Margie Bocchieri

Margie Bocchieri



Oppose Light Rail - federally protected wetlands

Margie Bocchieri [REDACTED]

Sent: 10/12/2015 4:48 PM

To: info@ourtransitfuture.com

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,
Margie Bocchieri

Margie Bocchieri

[REDACTED]

Oppose Light Rail - Cost

Margie Bocchieri [REDACTED]

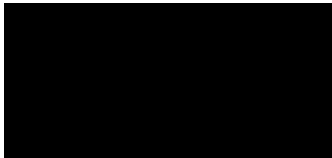
Sent: 10/12/2015 4:49 PM

To: info@ourtransitfuture.com

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,
Margie Bocchieri

Margie Bocchieri



Oppose Light Rail - Doesn't ameliorate our biggest traffic problems

Margie Bocchieri [REDACTED]

Sent: 10/12/2015 4:52 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because the routes as proposed do not ameliorate our greatest traffic problems. The route should be down I-40 to RTP, the RDU airport, and Raleigh. I think people might ride it if it went to these business hubs but will not ride a train that merely goes between UNC and Duke Hospitals.

Sincerely,
Margie Bocchieri

Margie Bocchieri



Oppose Light Rail - Voters never voted on light rail

Margie Bocchieri [REDACTED]

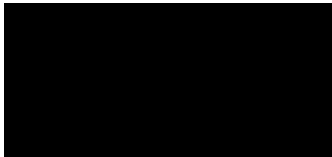
Sent: 10/12/2015 4:53 PM

To: info@ourtransitfuture.com

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,
Margie Bocchieri

Margie Bocchieri



Oppose Light Rail - no parking at stations

Margie Bocchieri [REDACTED]

Sent: 10/12/2015 4:53 PM

To: info@ourtransitfuture.com

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,
Margie Bocchieri

Margie Bocchieri



Oppose Light Rail - maintenance facility

Margie Bocchieri [REDACTED]

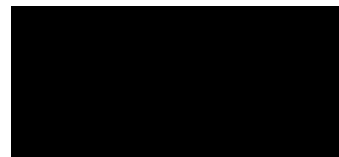
Sent: 10/12/2015 4:54 PM

To: info@ourtransitfuture.com

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,
Margie Bocchieri

Margie Bocchieri



Oppose Light Rail - serves less than 5% of population

Margie Bocchieri [REDACTED]

Sent: 10/12/2015 4:55 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because based on figures submitted by GoTriangle in the DEIS, it serves less than 5% of the population. There are more flexible and cost efficient ways such as Bus Rapid Transit to address the transportation issue than spending \$1.8 billion on such a small number of people.

Sincerely,
Margie Bocchieri

Margie Bocchieri



Oppose light rail--traffic concerns at Barbee Chapel and NC54

Margie Bocchieri [REDACTED]

Sent: 10/12/2015 6:04 PM

To: info@ourtransitfuture.com

I oppose the routing of light rail as there is planned to be an at-grade crossing at Barbee Chapel Road and NC 54. Currently this is a traffic bottleneck with only cars (and bikes and pedestrians) using this intersection. I fear that it will become much more of a congestion headache and much more dangerous for pedestrians and cyclists by adding an at-grade crossing to this mix.

Sincerely,
Margie Bocchieri

Margie Bocchieri



Get Involved Contact Form

Joel Boggan [REDACTED]

Sent: 9/28/2015 9:16 PM

To: info@ourtransitfuture.com

Name: Joel Boggan

Phone Number:

Email Address: [REDACTED]

Message Body:

I support the light rail project and efforts to fund it via local, state, and federal funding. Such a project will allow for continued economic success and growth in this region and provide an alternative to auto travel to increase travel between our cities and linkage to future transportation projects.

--

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

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Oppose Light Rail – unsafe, too expensive, federally protected wetlands

Sent: 10/12/2015 10:04 AM

To: info@ourtransitfuture.com

Dear Federal Transportation Administration:

I strongly oppose the proposed, \$1.8 billion Durham-Orange Light Rail Line and am asking federal, North Carolina and local government officials to closely examine this proposed project and its many flaws.

The proposed C2/C2A routing directly in front of the Downing Creek residential neighborhood is unsafe and would cross federally protected wetlands 140 times per day. The Army Corps of Engineers maintains this land. Light rail will destroy the habitat because of the constant noise and crossing of the train. The Army Corps of Engineers should disapprove the proposed C2/C2A routing. Surveys have shown that 90% of Downing Creek residents do NOT want the rail. The rail line will endanger neighborhood children and motorists.

From the true cost of building and maintaining the line, to the number of projected riders and the real economic impacts on communities served by the line, concrete, fact-based numbers are difficult to find.

Please examine this proposed rail project and objectively review the real safety, financial, economic and environmental impacts not only for Downing Creek, but all Durham and Orange county citizens who will be negatively impacted and taxed to pay for a light rail routing that is dangerous.

Sincerely,

N. J. Bolinger, Ph.D., P.E.

Downing Creek, Chapel Hill, North Carolina (Durham County)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Jon Bond

Email:

[REDACTED]

Telephone:

[REDACTED]

Mailing Address:

[REDACTED]

City:

[REDACTED]

Zip Code:

[REDACTED]

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:

WANT RECOMMENDED LINE C2A,

THIS PROPOSED IS A FINANCIAL DISASTER
16 BILLION FOR 17 MILES $\approx \$100M/MILE$

4 17 1/2 M FOR OPERATION FOR 23,000
RIDES $\approx \$900/RIDE$

Please Turn Over →

1 and come down and Jeffrey will get you
2 lined up.

3 And, again, for anybody that has
4 just entered, periodically -- everyone
5 that has requested to speak, you should
6 have a number on your card. Periodically
7 I will call the number on the card and ask
8 everybody to step out into the hall and
9 come down and we'll line you -- you up so
10 that everybody will speak in order. And,
11 again, the -- the ground rules are -- are
12 posted here, and I really appreciate
13 everybody's cooperation. It's been very
14 good so far. Thank you. Yes, sir.

15 MR. TOM BOND: My name's Tom
16 Bond. I live at [REDACTED]
[REDACTED].

18 Some of which I am going to say
19 has been repeated before, but if I
20 understand the numbers that have been
21 given out, this -- this project is going
22 to be a disaster. I understand it's going
23 to be around 1.7 billion to build 17
24 miles, which is like \$100 million per

1 mile. It's going to run around \$17
2 million a year to operate for 23,000
3 rides, which comes to around about \$900
4 per ride. So I just think the whole thing
5 is -- is ridiculous. I think we ought to
6 be looking at some sort of alternatives,
7 but I don't think this is going to fly,
8 and -- unless people are going to get
9 taxed a lot. So I vote no build. Thank
10 you.

11 MR. JOYNER: Thank you.

12 MR. PHILLIP SINGER: My name is
13 Phillip Singer. I live at [REDACTED]
[REDACTED].

15 In addition to being a Chapel Hill
16 resident, I'm also co-president elect of
17 the Jewish Federation of Durham-Chapel
18 Hill.

19 One of the alternative sites for
20 the rail operations and maintenance
21 facility is the Cornwallis Road site, and
22 that site backs up to a Jewish Community
23 Center as well as to other institutions on
24 our Jewish campus: Judea Reform

Section 106

Sent: 10/12/2015 5:05 PM

To: info@ourtransitfuture.com

To Whom It May Concern:

I am writing in reference to the impact of the Farrington Road ROMF on the Walter Curtis Hudson Farm. I have been and continue to be a strong advocate of Durham/Orange Light Rail, and, in general, I support the Farrington Road ROMF, but I feel that GoTriangle has not done all that must be done to protect the historic integrity of the Hudson site. I agree wholeheartedly with Rene Gledhill-Early's assessment in her September 10, 2015 letter to you in which she writes that "the Draft and Final Environmental Impact Statements should clearly outline the environmental commitments for landscaping and other means proposed to reduce the effect of the undertaking on historic properties." She further writes that "The commitments should include the groups, organizations and/or agencies that will be involved in developing plans for any landscaping or other treatments that will be implemented to ensure that no adverse effects will occur." These comments are particularly germane to the Hudson Farm as no other historic site along the light rail route is so significantly compromised by visual degradation from the project.

The baffling aspect of this problem is why it persists when remedies are so readily available and do not compromise the placement of the Farrington Road ROMF. Figures 100, 101, 102 and 103 of the Preliminary Assessment of Effects for Historic Properties clearly illustrate both the problem and the solution. The images make clear the topographical and landscape difficulties that the assessment does not address. The ROMF intrudes into an open field that has been part of the historic landscape for nearly a century. Additionally, the Hudson farmhouse sits well above the grade of the ROMF and in plain view of the back of the ROMF buildings and the southern portion of the rail yard. The final paragraph of page 5-62 of the Assessment admits that the ROMF will "introduce new visual and atmospheric elements to the project setting," but ignore Rene Gledhill-Early's directive regarding "environmental commitments for landscaping and other means . . . to reduce the effects of the undertaking." Finally, the Assessment falsely states that due "to the presence of woodland between the northern National Registry boundary and the ROMF, the ROMF would be largely screened from view from the Walter Curtis Hudson Farm." The Assessment then concludes that "Given the presence of the woodland, the proposed project would have No Adverse Effect on this historic property."

Evidence of the failure of this evaluation is presented in the Assessment itself. Figure 95 clearly shows that the sight line from the north front of the farmhouse travels unencumbered to the back of the ROMF buildings and the rail yard. As the woodland lies to the east of the farmhouse and the ROMF buildings and rail yard, the principle elements of the historic property are exposed to the most industrial aspects of the ROMF site with no screening whatsoever. Only the parking lot is partially obscured. The last sentence on page 5-62 is thus rendered false since "the presence of the woodland" is not at all a mitigating factor. As it is "the presence of the woodland" that solely leads to the conclusion that "the proposed project would have No Adverse Effect on this historic property," that conclusion is false.

This brings us again to Ms. Gledhill-Early's observation, an observation that should lead to a happy solution to this problem. That solution is screening including a full complement of berms, walls, plantings and other mitigations. Note that Ms. Gledhill-Early calls for the identification of "groups, organizations and/or agencies that will be involved in developing plans for any landscaping or other treatments that will be implemented to ensure that no adverse effects will occur."

Although the proper mitigations are readily available, they will require significant outlays of time, expertise and money; and since the false application of the eastern woodland leads to the equally false conclusion that "the proposed project would have No Adverse Effect on this historic property," it must be assumed that GoTriangle has no plans to follow the directives of the North Carolina Department of Cultural Resources. It is significant that, following a statement of praise for the work of GoTriangle, the only directive in the Gledhill-Early letter is that quoted above.

I realize that the Final Environmental Impact Statement can rectify these omissions and misstatements of fact, and I sincerely hope that such is the case. However, if I am not satisfied that all appropriate means to visually

screen the Walter Curtis Hudson Farm from the clear adverse effects of the Farrington Road ROMF have been employed, I promise to use whatever political and legal means are available to force proper compliance.

I add, as something of a postscript, that all available means must be used to fully screen Farrington Road from the ROMF facilities as well. The community as a whole deserves the best efforts of your organization to ameliorate any adverse consequences of this project. Visual screening is key to those efforts.

Sincerely,

Curtis R. Booker

Acknowledgement: I am the only grandchild of Walter Curtis Hudson and attorney-in-fact for his only child, my mother, Elsie Hudson Booker, who still resides in the house in which she was born 92 years ago. Additionally, I am general manager of Patterson's Mill LLC, the entity which owns about eight acres of property to be acquired by GoTriangle on the southern edge of the twenty-five acre site. All shares of Patterson's Mill LLC are owned by myself, my mother, my wife and my two children.

Please note:

This hard copy is mailed to you simply to ensure that either the email or this hard copy reaches you. There is no presumption that both should enter the record. They are identical.

Curtis Book

From: bookermize [REDACTED]

To: info <info@ourtransitfuture.com>

Subject: Section 106

Date: Mon, Oct 12, 2015 5:05 pm

To Whom It May Concern:

I am writing in reference to the impact of the Farrington Road ROMF on the Walter Curtis Hudson Farm. I have been and continue to be a strong advocate of Durham/Orange Light Rail, and, in general, I support the Farrington Road ROMF, but I feel that GoTriangle has not done all that must be done to protect the historic integrity of the Hudson site. I agree wholeheartedly with Rene Gledhill-Early's assessment in her September 10, 2015 letter to you in which she writes that "the Draft and Final Environmental Impact Statements should clearly outline the environmental commitments for landscaping and other means proposed to reduce the effect of the undertaking on historic properties." She further writes that "The commitments should include the groups, organizations and/or agencies that will be involved in developing plans for any landscaping or other treatments that will be implemented to ensure that no adverse effects will occur." These comments are particularly germane to the Hudson Farm as no other historic site

along the light rail route is so significantly compromised by visual degradation from the project.

The baffling aspect of this problem is why it persists when remedies are so readily available and do not compromise the placement of the Farrington Road ROMF. Figures 100, 101, 102 and 103 of the Preliminary Assessment of Effects for Historic Properties clearly illustrate both the problem and the solution. The images make clear the topographical and landscape difficulties that the assessment does not address. The ROMF intrudes into an open field that has been part of the historic landscape for nearly a century. Additionally, the Hudson farmhouse sits well above the grade of the ROMF and in plain view of the back of the ROMF buildings and the southern portion of the rail yard. The final paragraph of page 5-62 of the Assessment admits that the ROMF will "introduce new visual and atmospheric elements to the project setting," but ignore Rene Gledhill-Early's directive regarding "environmental commitments for landscaping and other means . . . to reduce the effects of the undertaking." Finally, the Assessment falsely states that due "to the presence of woodland between the northern National Registry boundary and the ROMF, the ROMF would be largely screened from view from the Walter Curtis Hudson Farm." The Assessment then concludes that "Given the

presence of the woodland, the proposed project would have No Adverse Effect on this historic property."

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I add, as something of a postscript, that all available means must be used to fully screen Farrington Road from the ROMF facilities as well. The community as a whole deserves the best efforts of your organization to

ameliorate any adverse consequences of this project.
Visual screening is key to those efforts.

Sincerely,

A handwritten signature in cursive script that reads "Curtis R. Booker".

Curtis R. Booker

Acknowledgement: I am the only grandchild of Walter Curtis Hudson and attorney-in-fact for his only child, my mother, Elsie Hudson Booker, who still resides in the house in which she was born 92 years ago. Additionally, I am general manager of Patterson's Mill LLC, the entity which owns about eight acres of property to be acquired by GoTriangle on the southern edge of the twenty-five acre site. All shares of Patterson's Mill LLC are owned by myself, my mother, my wife and my two children.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Tammy Bouchelle

Email:

Telephone:

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

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

I am VERY excited about the D-O LRT Project! It will serve as yet another vital link between Chapel Hill and Durham and those who live, work, and play in these growing areas. The D-O LRT Project will provide access to educational opportunities, medical care, jobs, activity centers, neighborhoods and housing, community facilities, and other development potential for tens of thousands of people - not just in the Southern Part of Heaven and the Bull City - but for our neighbors within and visitors to the metro Research Triangle region. The D-O LRT will be a game changer, and I can't wait to ride it!

I appreciate GoTriangle's commitment to work with Town and City personnel to provide walkable stations. I encourage GoT and local jurisdictions to focus on bike and ped facilities not just

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

at D-O LRT stations, but along the entire 17 mile alignment. For example, a multi-use path along the entire alignment would be a welcomed consequence of or addition to the proposed D-O LRT Project.

Please
return this
form to
the comment
box

Additionally, I would like to see more sustainability measures incorporated into the final design of the project (e.g., LEED certified ROMF and certified stations (or the equivalent); solar lighting and solar powered project elements (ROMF, stations, project office etc.); incorporation of recycling at stations; native plant species; etc.

GoT should consider partnering with local jurisdictions to place historical markers, whether through the NC Department of Cultural Resources, the Town of Chapel Hill, or the City of Durham, along the D-O LRT alignment and throughout the D-O Corridor.

This is going to be amazing! Bring on the D-O LRT!

No to Light Rail

Ellen Boylan [REDACTED]

Sent: 9/25/2015 10:43 AM

To: info@ourtransitfuture.com

The Light Rail does not make sense for our communities. We have been misled about the project. The expanded bus option is much less expensive, much more flexible and less disruptive.

Cut it loose NOW and stop dumping money into useless studies.

Ellen Boylan
[REDACTED]

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Lisa Brach [mailto:]
Sent: Tuesday, September 15, 2015 1:12 PM
To: Jeffrey Sullivan
Subject: Two more quick questions

Mr. Sullivan,
Thank you for your response.

As a result of your e-mail I now have two more, hopefully quick, questions. Does the Charlotte Light Rail ROMF conduct the same activities as the Durham ROMF will be conducting? I understand that it is considerably smaller than the Durham ROMF will be so I just wanted to make sure that we knew about all of the planned activities and services and jobs which will take place at the Durham ROMF.

Secondly how many people does the Charlotte ROMF employ?

Thanks again for your help - Lisa Brach

1 MS. LISA BRACH: Lisa Brach,
2 B-r-a-c-h; and my address is [REDACTED]

[REDACTED]
[REDACTED], but I live in Durham
5 County.

6 MR. JOYNER: Okay.

7 MS. LISA BRACH: I strongly
8 support Regional Public Transportation,
9 which is why I feel that we need to find
10 safe, flexible, and cost-effective
11 alternatives to the light rail. I have
12 come before you today to object to the
13 portion of the plan which would place the
14 rail operations and maintenance facility,
15 a ROMF, at the site on Farrington Road.
16 For six years, I have lived in the Villas
17 at Culp Arbor on the opposite side of
18 Farrington Road from the proposed ROMF
19 site. I vehemently oppose the selection
20 of Farrington Road for the ROMF. This is,
21 indeed, an industrial-type facility with
22 all that's inherent, noise and light
23 pollution. This facility will be open
24 24/7 and have 110 to 175 employees. It

1 will have a rail yard where all the train
2 cars will return each night after midnight
3 to receive repairs, maintenance, cleaning,
4 be stored for a few hours, and then depart
5 at 5 a.m. each and every day.

6 Quoting the DEIS, this ROMF will
7 be large enough to accommodate between 17
8 and 26 train cars. It will have a
9 three-story building, as well as an
10 observation tower. It will have stadium
11 lighting. The ROMF will require a
12 security fence for protection. This is
13 the epitome of the term industrial. All
14 in a section of Durham which is zoned
15 residential. Less than 400 yards away
16 from the rail yard of this ROMF sits
17 Creekside Elementary School with 906
18 children, along with their teachers,
19 workers, and principal. Think about the
20 risk to -- to the children of Creekside
21 Elementary by placing an industrial site
22 that close to them. Only 50 yards away
23 from the ROMF sits Culp Arbor, a
24 Durham-designated 55-plus community. Over

1 half of our residents chose to move here
2 because of Culp Arbor's beautiful, quiet,
3 natural, and safe surroundings. Make the
4 Patterson ROMF work or make this -- or
5 move this ROMF to a new more appropriate
6 location. Better yet, stop this train.

7 MR. JOYNER: Thank you. Yeah, I
8 guess. I'm trying to look at logistics.
9 I think we were going to send folks back
10 around that way, but that'll be fine --
11 that's -- what you're doing is fine. That
12 -- That's not a problem at all. But I
13 think -- do you want to just leave it so
14 folks can -- I think that's a quicker way
15 to do it. Next speaker, please.

16 MR. WILLIAM PITTS: My name is
17 William Pitts, and I live at [REDACTED]
[REDACTED], which is in the
19 Farrington Road area.

20 There are many reasons why
21 building the ROMF on Farrington Road is
22 not workable. There are also many reasons
23 why the DOLRT is also not workable, only
24 some of which will be listed here. It

1 Finally and in that same thread, I
2 argue that a multipurpose trail should be
3 built in parallel along the outer T line
4 as it's seen in some other projects.
5 Thank you.

6 MR. JOYNER: Thank you.

7 MS. LISA BRACH: My name is Lisa
8 Brach, B-r-a-c-h, like the candy. My
9 address is [REDACTED]
[REDACTED]

11 and I am most assuredly a Durham taxpayer.

12 As I attended these public -- As I
13 have attended these public comment
14 meetings, I hear a recurring theme among
15 those who deal with the light rail is the
16 only answer to Durham and Orange County's
17 transportation problems.

18 First, that the light rail will
19 end the traffic congestion along 15/501
20 and 54 and, second, that it will provide
21 better transportation for those who are in
22 lower-income level jobs and situations.

23 To the first assumption of
24 reducing traffic, I would ask, how? On

1 15/501, only two stops are vaguely close.
2 On 54, the majority of eastbound traffic
3 is either attempting to access I-40 or
4 attempting to travel further east on 54 to
5 south parts -- parts of southeast Durham
6 or the RTP where the light rail does not
7 go.

8 The majority of the westbound
9 traffic is traveling to UNC Hospital from
10 I-40 or from southeast Durham. Again, no
11 tracks or stations.

12 As to the second and more
13 important false assumption that this
14 17-mile route will provide reliable and
15 affordable transportation for minorities
16 and lower-income families, I would ask
17 how? How will it do this when the closest
18 stations are so far away that they will
19 either need a car to get to a station or
20 they will have to pay for a bus to get to
21 a station to pay for a train ticket to get
22 to their job, which better be located at
23 Duke or UNC Hospitals where it means
24 another bus fare?

1 Add to all this the extreme tax
2 debt, which will be placed on the
3 shoulders of all Durham and Orange County
4 taxpayers from the poorest on up, and the
5 light rail becomes a slap in the face of
6 those who truly need good public
7 transportation.

8 Do not waste 400 million of
9 Durham's tax dollars just to build it. Do
10 not commit us to a debt which will take
11 generations to pay and still not solve our
12 public transportation problem for those
13 who need it most.

14 Where is the environmental justice
15 in this plan and method of
16 transportation?

17 MR. JOYNER: Anyone who has a
18 speaker card with the number 2 on it, if
19 you would please go on back and come over
20 to the side and Jeffrey will make sure
21 that you are in the correct order and
22 ready to speak.

23 Okay, ma'am. Thank you.

24 MS. NANCY GORDAN: Thank you. My

Public Comment:

In pouring over Chapter 9 of the DEIS I found that GoTriangle (aka Triangle Transit) states that they followed the guidelines for public participation including Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and Executive Order 12898. This federal document talks about Environmental Justice which I believe GoTriangle has violated! Two of the six property owners one of which is an Hispanic family and one of which is a Biracial couple were not informed of the ROMF site of Farrington Rd – the land upon which their homes sit, until **June 24, 2015** when the site had already been chosen as the NEPA preferred alternative.

GoTriangle begins Chapter 9 of the DEIS stating: *"For Triangle Transit, **education, inclusion, transparency, accountability, and responsiveness have been key principles of the planning process** for transit service in the Durham-Orange (D-O) Corridor, from before the Alternatives Analysis (AA) was completed in 2012 through the ongoing National Environmental Policy Act (NEPA) and Project Development Process. Agencies, non-governmental groups, and **the public have been en-gaged throughout the planning process for the proposed Durham-Orange Light Rail Transit (D-O LRT) Project as required by federal and state law. NEPA mandates agency and public participation in defining and evaluating the impacts of project alternatives.**"* This did not occur for the people living on Farrington Rd - most specifically for the two stakeholders mentioned in the previous paragraph.

Under the DEIS Table 9.3-17 entitled Summary of Stakeholder Notifications, GoTriangle States that in *"August of 2014" using "Phone calls and/or postal mail" as their "Method of Outreach" GoTriangle had "285" as their "Targeted Stakeholders/Addresses" with the intent of talking to them about being "Residential property owners potentially affected by any portion of the alignment and/or **any of the ROMF alternatives**".* In August 2014 none of the residents of the Villas of Culp Arbor received a call or a postcard or letter nor did the two homeowners on the ROMF site (stakeholders) mentioned in the previous paragraphs.

Under Section 9.3.3 of the DEIS entitled Public Open Houses for Potentially Impacted Property Owners GoTriangle states: *"In 2014, Triangle Transit began engaging property owners and tenants along the entire D-O Corridor to discuss the proposed D-O LRT Project, alternatives under consideration, and the DEIS process. The method of outreach, location, dates of the public open houses for property owners, and the number of attendees are shown in Table 9.3-4."* In this table it clearly states that **none** of the Farrington Road ROMF Affected Property Owners "were 'invited' to a 'presentation or meeting' via 'direct mail' until '06/24/2015' 'at the Culp Arbor Clubhouse'". It was during this meeting that all of the Farrington Rd Residents who were present were told that the decision had already been made that the Farrington ROMF was the "preferred NEPA alternative site". Why, during this GoTriangle meeting

(held June 24th, 2015) were the attendees not given comment cards?" If the EIS was not submitted until JULY 15, 2015 (which is the date we were quoted by GoTriangle) then in order to be compliant with both Federal DEIS guidelines as well as GoTriangle's self imposed guidelines of inclusion and input from "*residents living within a 1- mile buffer of the ROMF*", every person present should have been given comment cards to fill out and those cards should have been collected and the comments then calculated into the public responses, topics, concerns and criteria in selecting a ROMF alternative (these "missing" facts and figures would have been included in tables 9.3-11, 9.3-12, 9.3-13, 9.3-14, 9.3-15, and 9.3-16). This should have taken place before a final decision was made to designate the Farrington Rd ROMF site as the NEPA Preferred Alternative.

This manipulation of public comments and figures clearly illustrates the avoidance of "*inclusion*" of the attendees "*in the planning process*". By delaying their meeting with the property owners and stake holders of the Farrington Rd ROMF site and then informing those present that the decision had already been made to "make the Farrington site the NEPA Preferred Alternative definitively excluded them from the "*planning process*". Added to the list of errors by GoTriangle is the fact that the only notice of the meeting received by the residents of Culp Arbor was placed in an unsealed, unstamped envelope on the outside of residents mailboxes (exposed to the elements) just a few days prior to the meeting. GoTriangle employees were obviously making a rushed last minute attempt to "legally notify" the residents of the meeting. With the meeting that close to the date of their unprofessional delivery shouldn't they have at least rung every doorbell to see if people were at home and hand delivered the meeting notice to the residents? Considering that it had rained heavily the day before why take the risk of having the letters blown away by wind or destroyed by the rain if GoTriangle's true intent was to meet with us? When asked about their "last minute notification", Ms. Murdock's excuse (given during the June 24th meeting) was that they did not realize that our mailing address was Chapel Hill, NC 27517. Interesting when you consider that the Durham City Tax Collector had been privy to that information for 6 years and that the addresses are public records. Interesting that earlier in the year they managed to contact Mr. Curtis Booker who has the same mailing address of Chapel Hill, NC 27517(residing just across the road). Again, a huge lack of due diligence and federal compliance on GoTriangle's part.

In Chapter 9 of the DEIS using tables 9.3-1 and 9.3-2 (covering public meetings and comments from 2013 through October of 2014) none of the facts and figures reflect input from Farrington Rd Residents specifically 2 of the stakeholders and the residents of the Villas of Culp Arbor. Why? Because despite GoTriangle's claims of education and inclusion and involvement of "*residents within a 1-mile buffer of any tracks, stations or ROMF sites*", we were not included, we were not informed, we were not educated, and we were not involved in the planning process!

It seems to me that Farrington Rd residents were intentionally avoided as long as possible when you view *Table 9.3-3 entitled "Small Groups, Neighborhoods, Agency and Stakeholder Meeting List (January 2012 to June 30, 2015)"*. It is interesting to me that GoTriangle made a point of meeting with: Oak Creek Village Apartments three times (in June & July 2014), Sam's Quick Shop on Erwin Rd (in March of 2015), and Downing Creek (in April of 2015) yet GoTriangle couldn't manage to set up a meeting with the Farrington Rd residents (the majority of which are retirees) at the Culp Arbor Club house until June 24th, 2015 after the "Preferred Alternatives" had been selected. At the June 24th meeting no comment cards were handed out (and thus none collected) – again, probably because GoTriangle announced that the Farrington Rd ROMF site had already been chosen as the NEPA preferred alternative. Sensing our overwhelming number of negative concerns over the ROMF site did they intentionally choose not to hand out comment cards or was it merely a matter of incompetence?

As a result, any numbers or statements made to City Officials stating that meetings were held with the homeowners along Farrington Rd and that there was little to no objection from those people (aka the public) to the Farrington ROMF was at a huge lie! Two of the homeowners living on the ROMF site (often referred to in the DEIS document as STAKEHOLDERS) were not informed of the ROMF location decision or the fact that it had already been selected as the NEPA Preferred Alternative until the meeting held June 24, 2015.

Studying the DEIS it appears that the decision to make the Farrington Rd ROMF the preferred site of the final 5 (really only 4) site possibilities occurred somewhere between November of 2014 and April of 2015 and yet the property owners who would be directly affected by the placement of an industrial site like a ROMF in a neighborhood which is currently zoned Residential (R-20) were finally informed of its existence planned for their neighborhood on June 24, 2105. This is not following federal guidelines. This is not following the "*key principles of the planning process*" to which GoTriangle says that it ascribes. This is not the proper "*education, inclusion, transparency, accountability and responsiveness*" which GoTriangle claims to have accomplished during the D-O Light Rail planning process. Instead it is the polar opposite of all of the above descriptions.

We the homeowners, stakeholders, neighbors, senior citizens and elementary school children within the "1 mile buffer of the Farrington ROMF site" demand that this ROMF be moved to a more appropriate location. As shown in the examples above, GoTriangle has not done their due diligence. GoTriangle has not followed federal guidelines. They need to return to the drawing board and either make Patterson ROMF work or find a whole new location.

As far as new location suggestions what about the tract of land off of Shannon Road that stretches all the way between University Dr and 15-501 Business which is already zoned Commercial and has a large percentage of existing impervious surface? Better yet, what about Downtown Durham at the Police Station site (since it has been announced that the police station is moving)? This location would not only be close to NC Hwy 147 but to Amtrak (should Raleigh ever become a part of the system). A 3 story shiny building and rail yard would look right in either of those locales, it could shine there, it would do no harm there and it would not displace people from their homes or negatively impact a Residential zoned neighborhood where senior citizens and an elementary school reside. It also would not affect New Hope Creek, ground water, Trenton resident's wells, wildlife and the natural beauty remaining in a tiny corner of Durham.

Why didn't GoTriangle meet with the neighbors that would be most affected by an industrial site like a ROMF with a Rail Yard early enough to be affective in the planning process? It is time for GoTriangle to do what they were hired and charged to do - find a suitable site for a ROMF – one that does no harm and serves the community! It is past time for GoTriangle to follow Federal guidelines and follow the guidelines which they set for themselves as described in the DEIS!

Sincerely,

Lisa Brach

[REDACTED]

[REDACTED]

DEIS Comment

Lisa Brach [REDACTED]

Sent: 10/9/2015 3:34 PM

To: info@ourtransitfuture.com

Public Comment:

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Sincerely,
Lisa Brach

[Redacted Signature]

Get Involved Contact Form

Lisa Brachman [REDACTED]

Sent: 10/13/2015 2:41 PM

To: info@ourtransitfuture.com

Name: Lisa Brachman

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Thank you so much for the opportunity to express my thoughts on the Durham-Orange Light Rail Project. I write about the proposed ROMF location. I support the decision in Section 8 of the Draft Environmental Impact Statement to not recommend the Cornwallis Road ROMF Alternative. Location of the ROMF at the Cornwallis Road site would interfere with development of land gifted to the Jewish Federation for expansion; this additional land is important to the Federation's future. Furthermore, light and noise from the ROMF may adversely affect Judea Reform Congregation's worship services, a Bar/Bat Mitzvah, or a funeral. Additionally, relocation of Western Bypass would bring the road significantly closer to both the Lerner School and the Carter Community Charter School, causing safety and security concerns. Also, noise and vibration during the construction period will interfere with religious services at Judea and learning at Lerner and Carter. Finally, Judea has an access easement through the Cornwallis Road Site that is crucial to the Jewish campus's future. For all these reasons, I support the decision to not recommend the Cornwallis Road ROMF alternative. Thank you for your consideration.

--

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

Get Involved Contact Form

Jessica Braverman [REDACTED]

Sent: 10/8/2015 3:05 PM

To: info@ourtransitfuture.com

Name: Jessica Braverman

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

My family would just like to state our support for the light rail project. We think it is necessary to bring our area up to modern standards of living, and coming from DC originally, we miss the easy access to public transportation that light rail and metro projects offer.

Thanks!

Jessie & Jonathan Braverman

--

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

4 MR. JOYNER: Thank you, sir. Next
5 speaker, please.

6 MS. EMILY BREWER: My name is
7 Emily Brewer. I've been a resident of
8 Orange County since 2003.

9 When I taught literature at UNC,
10 teaching Victorian literature, I'd
11 sometimes teach Elizabeth Gaskell.
12 Writing during the Industrial Revolution,
13 she was very much afraid of trains. She
14 was afraid of the dirt. She was afraid of
15 the danger, and she wrote of one of her
16 characters dying by train. Thank God she
17 was wrong, because when I was traveling
18 around Europe in college and afterwards, I
19 can't imagine how I would have gotten
20 around without trains. I am not afraid of
21 trains. I embrace them.

22 I'm here because I believe that a
23 lot of people who are against this project
24 have a great megaphone funded by free

1 hours from retirement and personal
2 wealth. But a lot of the people who would
3 benefit from this project are nurses and
4 orderlies, people who need to work at the
5 hospital, and this would help them, and
6 they can't possibly be here and they don't
7 have the means to speak for themselves, so
8 I decided I would do it for them.

9 I encourage you to pass this
10 project. Thank you.

11 MR. JOYNER: Thank you. Has
12 anyone else signed up to speak? Is there
13 anyone else that has signed up to speak?
14 Okay.

15 Well, we'll take another break
16 until we have additional speakers. Again,
17 we will be here until 7 o'clock -- at
18 least 7 o'clock. Folks will have an
19 opportunity to sign up to speak up to 7
20 o'clock and then everyone that has signed
21 up at that -- by that point will have that
22 opportunity to speak. So we will take
23 another break until we get a couple more
24 speakers. Thank you very much.

Get Involved Contact Form

Scott Brees [REDACTED]

Sent: 10/11/2015 6:54 PM

To: info@ourtransitfuture.com

Name: Scott Brees

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I live on [REDACTED] in Chapel Hill. I was pleased to see that the draft plan for the D-O LRT Project includes a barrier in the vicinity of our neighborhood. If the D-O LRT Project is implemented, then I certainly view this barrier as a necessary part of the plan.

However, I remain unconvinced that the benefits of proceeding with the D-O LRT are worth the enormous cost. I would like to ask all parties involved to undertake a careful study of the costs of other feasible transportation plans, in order to enable the public to see a comparison of all feasible options. As it stands, the public just has been presented with a plan and its estimated cost, and so the public has just two choices: approve or disapprove it.

A more rich and useful public discussion would result from the presentation of a series of alternatives and their estimated costs (not just costs in terms of dollars, but also environmental costs). For instance, I (and others in my neighborhood) would like to see more details about the costs related to the options listed on the "No Build Alternative" slide of the EIS presentation. Overall, the public has not been given enough information to make useful comparisons between the various options.

--

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

No light rail needed





Sent: 10/3/2015 10:10 AM

To: info@ourtransitfuture.com

I support public transportation projects where they will help improve the quality of life within the communities supported by the project. However, the cost of light rail project can not be justified based on the study data available to date and definitely should not be authorized.

Walter Brittle



Sent from my iPad

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Martha A. Brown

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

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:

I feel that it is appalling for General Assembly to cut funding for this Transit. As always the General Assembly will always take care of themselves, but not the people of NC who need to keep the funding for the Transportation for the people. We all as citizens, can complain, but will it help? But we must keep the fight to protect the Light Rail Transit, that will affect the citizens of N.C. It is important for all to vote. Because if you don't vote, this is what you get, in the General Assembly in Raleigh!!!

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

1 your two-minute time will begin. There is
2 a timer at the podium that you can see as
3 your time counts down, and it will make a
4 tone at the end of that time period.

5 So if our speakers are settled,
6 you may proceed.

7 MR. MONTE BROWN: Hello. My name
8 is Monte Brown, and I live at [REDACTED]

[REDACTED], and the train does not affect

11 me. Therefore, I have no conflict of
12 interest, but I felt obligated to come
13 give my opinion.

14 I'm speaking today as a private
15 citizen, and I do not represent any group,
16 so I have no conflict, but I'm extremely
17 knowledgeable about the Erwin Road
18 corridor, including detailed knowledge of
19 the traffic, employee commute patterns,
20 and even the exact location of every
21 building. I also benefit from the
22 knowledge of a spouse who's dependent on a
23 bus system as she cannot drive.

24 So I support public

1 transportation, just not this one. I work
2 in Durham and live in Chapel Hill.
3 Supposedly I would be the target of the
4 ridership of the light rail, but, in fact,
5 I would never use it.

6 I come here today to say the
7 emperor has no clothes. The only ones
8 likely to benefit from the current plan
9 are the few developers who own land along
10 this circuitous route which makes no sense
11 and the consultants who are getting paid
12 to design the plan that does not work.
13 Where is the independent analysis?

14 We have totally lost sight of what
15 we're trying to achieve, but it is
16 politically incorrect to question the plan
17 because we're seen as NIMBY, I don't live
18 in their back yard; against the
19 environment; or an elitist.

20 When I met with the consultants
21 personally, they said the goal was to get
22 employees to work. When I pointed out
23 there was no park-and-rides, they then
24 changed the goal to say it was to get the

1 patients to Duke and UNC. What is the
2 goal?

3 We should not be talking about
4 routes 2A, 2B, 2C1. We should step back
5 and say, what do we need to do to better
6 connect our community and what's the best
7 method? Don't think that we've gone too
8 far down a road to turn now.

9 There is no clear objective. This
10 won't increase employment. There -- If
11 you're trying to connect Duke and UNC,
12 there is the Robertson Shuttle and Bull
13 City Connector, but they're not connected
14 and there's no park-and-ride. We can fix
15 that.

16 This thing does not connect to
17 Carolina North, the new RTP density plan;
18 the airport; and the downtown Raleigh,
19 where the highest density is planned in
20 Chapel Hill.

21 If we want to help the
22 environment, we'd be better using our
23 dollars to shut the coal plant at UNC and
24 convert it to natural gas. Yet we move

1 down this project as if we have blinders
2 on and no stopping.

3 So at this point we need to
4 realize the goal -- that we need to
5 realize that the goal is to justify the
6 light rail. There is no other goal. So
7 we -- But we're justifying the light rail,
8 so we look progressive rather than simply
9 becoming a progressive community. The
10 time is to stop the light rail to nowhere.

11 MS. JANE WAGSTAFF: My name is
12 Jane Wagstaff, [REDACTED]

[REDACTED]. I'm
14 following this gentleman. I, too, have no
15 dog in this fight. My area is not
16 affected by this particular project.

17 I will say that I am the mother of
18 a police academy candidate right now, so
19 I'm paying close attention to budgets. I
20 know what that young man is going to
21 make. I know what his future will look
22 like. I know the hazards and the dangers,
23 and it is not a big salary.

24 So from a fiscal standpoint, just

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: RAISHAWN BROWN

Email

Telephone:

Mailing Address:

City: HIGH POINT

Zip Code: 27260

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

TAKING AWAY / REDUCING FUNDING FOR THE DURHAM-ORANGE LIGHT
RAIL TRANSIT PROJECT WILL NEGATIVELY IMPACT VETERANS WHO HAVE
MEDICAL APPOINTMENTS AT THE VA IN DURHAM. THEY MAY MISS THEIR
APPOINTMENTS DUE TO LIMITED PARKING. TAKING THE TRAIN WILL ENABLE
THEM TO LESSEN THE CHANCE OF THEM NOT MISSING THEIR APPOINTMENTS.
ALSO, HAVING LIGHT RAIL TRANSIT WILL EASE TRAFFIC CONGESTION
IN THE DURHAM AREA SINCE MANY PEOPLE ATTEND THE HOSPITALS,
COLLEGES, AND COLLEGE GAMES IN THE AREA.

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

www.ourtransitfuture.com



Get Involved Contact Form

roger brown [REDACTED]

Sent: 10/11/2015 10:11 AM

To: info@ourtransitfuture.com

Name: roger brown

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Not enough riders will ride the light rail if you retain the current route. If it went from Durham to South Point to Chapel Hill...riders from both Durham and Chapel Hill would go to South Point...not that many riders will go just between Durham and Chapel Hill. Commit a few buses for the route you have chosen for 1 year and you will see that the ridership will not support the system. I am not opposed to light rail but I am opposed to light rail that will not take cars off the road...and your route will not take cars off the road.

--

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

No Subject



Sent: 10/13/2015 7:11 PM

To: info@ourtransitfuture.com

October 13, 2015

To whom it may concern:

The purpose of my e-mail is to comment on the proposed Durham-Orange Light Rail corridor project.

As a visually impaired individual, I support the concept of light rail but have significant concerns about both the proposed "system" and the information being used to move the proposal forward.

To that end, I am writing to ask GoTriangle to provide the community and our elected officials with more complete, digestible and transparent information including:

1. An explanation of how individuals living in various parts of Chapel Hill and working in Durham will access and use the system. For instance, what will it entail and how long will it take for individuals to get from home to work in the morning and back again in the evening? The answer should include logistics for various parts of town such as Southern Village, Downtown, Ephesus-Fordham and Carolina North.
2. A section-by-section description of the overall cost of the project as new costs for engineering and purchase of land are determined.
3. Estimates of additional capital and operating costs associated with this system, especially the buses that will be necessary to get people to and from terminals.


Without this information, it is impossible for members of the public to provide informed comment and our elected officials do not have what they need to determine whether this project meets town goals and budgets.

Sincerely,

Jeanne Brown



Comments on Durham-Orange Light Rail Line



Sent: 10/13/2015 7:14 PM

To: info@ourtransitfuture.com

October 13, 2015

To whom it may concern:

The purpose of my e-mail is to comment on the proposed Durham-Orange Light Rail corridor project.

As a visually impaired individual, I support the concept of light rail but have significant concerns about both the proposed "system" and the information being used to move the proposal forward.

To that end, I am writing to ask GoTriangle to provide the community and our elected officials with more complete, digestible and transparent information including:

1. An explanation of how individuals living in various parts of Chapel Hill and working in Durham will access and use the system. For instance, what will it entail and how long will it take for individuals to get from home to work in the morning and back again in the evening? The answer should include logistics for various parts of town such as Southern Village, Downtown, Ephesus-Fordham and Carolina North.
2. A section-by-section description of the overall cost of the project as new costs for engineering and purchase of land are determined.
3. Estimates of additional capital and operating costs associated with this system, especially the buses that will be necessary to get people to and from terminals.

Without this information, it is impossible for members of the public to provide informed comment and our elected officials do not have what they need to determine whether this project meets town goals and budgets.

Sincerely,

Jeanne Brown



Get Involved Contact Form

Sarah Bruce [REDACTED]

Sent: 10/12/2015 9:35 AM

To: info@ourtransitfuture.com

Name: Sarah Bruce

Phone Number:

Email Address: [REDACTED]

Message Body:

I am writing as a 20-year citizen of Chapel Hill to express deep support in the GoTriangle Durham-Orange Light Rail line. As a water quality professional and a planner, I understand that there will be some impacts to existing neighborhoods and water resources. However, I also understand that attempting to protect these at the expense of building the rail line is foolish and short-sighted. Automobiles are expensive and spew carbon (atmospheric pollutant) and nitrogen (water pollutant) in addition to requiring massive amounts of impervious cover (which hurts water quality as well as community character).

I want Chapel Hill and Durham to continue to be an attractive place to live, work, learn, and play, so I support the light rail line, and I want to see it happen with all expediency!

Best regards,
Sarah Bruce

[REDACTED]

--

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

lite rail

■ [REDACTED]

Sent: 10/8/2015 8:18 AM

To: info@ourtransitfuture.com

Please do not build this light rail. No Build! It is going to cost much more than the taxpayers will be able to support and it benefits very few Durham and Orange county residents.

1. Why doesn't the LRT go to the places where everyone wanted it to go like RTP and Raleigh and Southpoint Mall and up US 15/501 from NC 54 intersection north?
2. Why isn't it a better solution to improve our bus system including bus rapid transit on dedicated lanes during rush hours?
3. Why are you planning fixed railroad tracks that will use up our scarce transportation money when new technologies happening now will be so much better than light rail starting in 2026?
4. Why is the community that most needs this LRT system, the East Alston/NC Central/Durham Tech area, not served by the LRT but instead left with the bus?
5. Why don't you spend time and money to develop an engineering solution for the East Alston residents instead of putting train tracks in areas where there is no sure plan for density build or affordable housing, where a significant length of track crosses wetland that cannot be developed, and where there are very few low income, transit using persons,?

Let's do this right for everyone not just the lucky few at UNC and Duke.

Megan Buckley
[REDACTED]
[REDACTED]

Get Involved Contact Form

Bruce Buley [REDACTED]

Sent: 9/29/2015 1:03 PM

To: info@ourtransitfuture.com

Name: Bruce Buley

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I would like to go on record as being against the proposed light rail transit plan. While I think it is environmentally sound, it is not needed in the way it is proposed. The plan does not include direct connections to the RDU Airport or the city of Raleigh. The plan communicates Durham and Raleigh and I think a bus rapid transit system (BRT) would serve this area less expensively. The city of Raleigh is going forward to do such a plan after long term careful evaluation.

In summary, this plan, while appearing to be a chick and futuristic idea is not practical. I would call it a, "solution in search of a problem" and we as a community would do well not to go any further with it.

--

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

Get Involved Contact Form

Doris Alexander Buley [REDACTED]

Sent: 10/4/2015 10:23 PM

To: info@ourtransitfuture.com

Name: Doris Alexander Buley

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Light rail transit can be a forward thinking, excellent solution to transportation problems in areas with high density population. Clearly it is working well in Charlotte. But, building light rail between Durham and Chapel Hill seems ill-conceived. Employees and visitors come to both cities from a wide radius. Will this project serve enough people to justify it's enormous cost? I know that there are future projections of usage and certainly development would follow it's path, but is this the best expenditure of public funds? Wake County which has a higher population density decided on a rapid transit bus system instead of light rail because of it's tremendous cost. Given the climate of austerity in the NC legislature, where is the money going to come from? Don't we have bigger problems to solve?

--

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

Get Involved Contact Form

Marshall Burkes, Ph.D [REDACTED]

Sent: 9/1/2015 6:33 PM

To: info@ourtransitfuture.com

Name: Marshall Burkes, Ph.D

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

With an increasing population, particularly in this area that is expected to continue, I am a progressive and support alternatives to auto roads. My education says that the shortest distance between two locations is a straight line. Thus, the light rail should go from East Raleigh thru Downtown Raleigh thru NC State thru Downtown Durham/Duke Complex thru Downtown Chapel Hill/UNC Complex. If the fails, a flawed short route would be from North Durham thru the Duke Complex thru Downtown Chapel Hill/UNC Complex thru South Chapel Hill. Anything short of that 20 to 25 mile route would NOT be ridership effective and to costly.

An deviation, such as the two miles along I-40 in Durham County is unwarranted, excessive and pure POLITICS. So, if the I-40 zig-sag and the Repair Facility is pursued any further, then I am strongly and totally NEGATIVE on a bob-tailed light rail in only Chapel Hill & Durham.

Marshall Burkes, Ph.D / Trenton

--

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: Wayland Burton

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

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
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Please leave your comment on the Draft Environmental Impact Statement:

Great project - proposals are detailed and informative.
The project hopefully will move forward even with
the shortsightedness of the NC General Assembly.
We need (Durham - Chapel Hill) this to advance our
future.

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

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Celeste Burns

Email:

Telephone:

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Great! The triangle is so behind
in doing thing! Make it
happen!

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

Light railtransitProject

Carma Burton [REDACTED]

Sent: 9/24/2015 12:55 PM

To: info@ourtransitfuture.com

I was thrilled to read that GoTriangle has chosen C2A as the preferred route for light rail in our area. It protects the environmentally important Little Creek Bottomlands , and other natural areas. Just as importantly, it protects the hundreds of school children and elderly citizens using Meadowmont Lane . With the support of The Town of Chapel Hill, Durham County and UNC, plus the Corps of Engineers, I sincerely hope this environmental Impact statement will finalize this decision.

Sent from my iPad

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1 and locations where they hibernate and
2 live and feed every day.

3 So please take wildlife and
4 children into account in this project.
5 Thank you.

6 MR. WAYLAND BURTON: Good
7 evening. My name is Wayland Burton. I
8 live at [REDACTED]

[REDACTED].

10 I've spent the past 36 years in
11 the service of my country with the
12 Department of Defense. That's given me an
13 opportunity to live in a lot of world and
14 a lot of world-class communities.

15 I am in support of the light rail
16 system. I also have the enthusiastic
17 opportunity to expound on how progressive
18 city and county, Durham and Durham County,
19 has always been.

20 I also was supportive of the light
21 rail system because I believe that without
22 it, there would be an increase and
23 expansion of various roads that we have
24 and also in those record commutes that

1 people have to -- have to endure in
2 traveling to their jobs or to commute to
3 Durham for either to shop or to visit or
4 to live.

5 Without the light rail system, I
6 can see the future of our community
7 disappearing. Do not let our future
8 down. Thank you.

9 MR. JOYNER: Thank you. As our
10 next speaker's coming up, I would like to
11 call anyone who has a speaker card with
12 the number 4. If you would, please, come
13 up and line up behind Jeffrey and he'll
14 make sure that you're in the correct
15 order.

16 And if our speaker will wait just
17 a moment until everybody has a chance to
18 be seated so that they won't disrupt you.

19 Okay. Thank you for your
20 patience. You can go ahead.

21 MR. CHARLIE GIBBS: Thank you. My
22 name is Charlie Gibbs. I live at [REDACTED]

[REDACTED]

[REDACTED].

Save the transit and move forward

Burton [REDACTED]

Sent: 10/2/2015 11:40 AM

To: info@ourtransitfuture.com

I am in favor of the transit system. My name is Wayland Burton. My address is [REDACTED] Rougemont, NC. I have spent the pass 36 years in the service of our country with the Dept of Defense. That has giving me the opportunity to live in a lot of world class cities and communities. I also have enthusiastically espoused what a progressive city and community Durham and Durham County had always been. Durham needs a transportation system that will continue its march into the future. Without light rail there will be either a need to expand roads and highways. That will mean displacing large numbers of businesses and individuals. Our growth will continue and not stop or slow down. Look at the number of people who have resettled here already. I am a native Durhamite and have seen the growth. I would have never imagined all these people moving here. I don't fault them it's a great area. That also means others will come as well. Not just from within the US but outside internationally as well. We must prepare for it. I've made that trip to Raleigh using TTA buses. It is long. Up in the dark and returning in the dark. Expansion did not rectify the problem neither have toll roads. We risk losing our ability to attract business, entertainment, and visitors to our city without this transit system. The cost do not become cheaper over time just more expensive. NO ONE WANTS A TOLL ROAD!!!

This rail system is our future, don't let our fire die.

Sent from my iPhone

----- Original Message -----

Subject: Light Rail

From: "Eric W. Butler" [REDACTED]

Date: 9/2/15 3:48 pm

To: info@ourtransitfuture.com

I am a Downing Creek Resident and would like to register my objections to the light rail project.

Light rail is not the proper solution for our community. It cost too much money, will never reach sustainable ridership levels and will be a public burden. Further, it will certainly cause many fatalities which could have been avoided due to excessive at grade crossings. With regard to the local 54 corridor, it will increase congestion by usurping other more narrowly focused and thoughtful traffic solutions. With regard to Downing Creek, it will cut off access and impose a major safety risk to the hundreds of families in our neighborhood.

All in all, the antiquated concept of light rail should be abandoned as outdated and intellectually dull and lazy. The area would be better served by doing nothing rather than making the elementary error of over building with an outdated technology. That type of error could not only cripple the area's economy but the progressive zeitgeist of Durham/Chapel Hill. It could have major repercussions the likes of which we here and now cannot fathom. As for Downing Creek residents, the mere existence of the train makes its far more likely that our neighbors and loved ones will come to an early preventable demise. It is just a very bad idea, indeed.

--

Eric W. Butler

[REDACTED]

Get Involved Contact Form

Cliff Butler [REDACTED]

Sent: 9/29/2015 1:58 PM

To: info@ourtransitfuture.com

Name: Cliff Butler

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Our future depends on the light rail. Much growth is predicted and we can control it and we can ignore it and let our roads be clogged. Every day there are delays on the roads.

--

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



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES

September 16, 2015

Mayor William V. "Bill" Bell, Chairman
GoTriangle Board of Trustees
GoTriangle
P.O. Box 13787
Research Triangle Park, NC 27709

Dear Mayor Bell and Members of the GoTriangle Board of Trustees:

I am submitting this letter to you to convey my support of your efforts relative to the Durham-Orange Light Rail Transit (D-O LRT) Project. This project promises to provide a 21st Century transportation system which the people in Durham and Orange Counties need to get to work each day, educate their families, and build a healthy and secure future.

The population in Durham and Orange Counties is anticipated to grow by 64% and 52% respectively, over the next 30 years. In the Durham-Orange (D-O) corridor the population is expected to double. This growth is fueled by major colleges and universities including Duke, NCCU, UNC and Durham Technical Community College and by the Duke and Durham VA Medical Centers, UNC Hospitals and our other medical and research facilities.

The D-O LRT Project will offer dependable, affordable, and time competitive transit service within the D-O Corridor while providing a much needed alternative to the corridor's increasingly congested roadway network which includes NC 147, Erwin Road, US 15-501, I-40, NC 54 and Fordham Boulevard. In addition, the project will improve access to more job opportunities and expand the workforce available to local employers. These important aspects will enhance the attractiveness to future businesses and industries that are looking for the well-educated and highly trained men and women that call this region home.

It is with the above referenced in mind that I submit this letter of support to you. This project is a great example of the modern infrastructure investments that we need to undertake. As jobs are created and this region continues to grow, the Durham-Orange Light Rail Transit Project will help to shape a more equitable future, keeping this area competitive and well connected.

Very truly yours,

G. K. Butterfield
Member of Congress

BUTTERFIELD.HOUSE.GOV

Opposed to the light rail - no traffic light

Steven Buzinski [REDACTED]

Sent: 10/12/2015 1:47 PM

To: info@ourtransitfuture.com

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,

Dr. Steven Buzinski

[REDACTED]
[REDACTED]

Steven G. Buzinski, Ph.D.

Lecturer | Karen M. Gil Internship Director
Department of Psychology & Neuroscience
University of North Carolina at Chapel Hill
Chapel Hill, NC 27599

[REDACTED]

I oppose the light rail - federal wetlands

Steven Buzinski [REDACTED]

Sent: 10/12/2015 1:48 PM

To: info@ourtransitfuture.com

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,

Dr. Steven Buzinski

[REDACTED]
[REDACTED]

Steven G. Buzinski, Ph.D.

Lecturer | Karen M. Gil Internship Director

Department of Psychology & Neuroscience

University of North Carolina at Chapel Hill

Chapel Hill, NC 27599

[REDACTED]

I oppose the light rail - huge expense

Steven Buzinski [REDACTED]

Sent: 10/12/2015 1:49 PM

To: info@ourtransitfuture.com

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,

Dr. Steven Buzinski

[REDACTED]
[REDACTED]

Steven G. Buzinski, Ph.D.

Lecturer | Karen M. Gil Internship Director
Department of Psychology & Neuroscience
University of North Carolina at Chapel Hill
Chapel Hill, NC 27599

[REDACTED]

I oppose the light rail - demographics

Steven Buzinski [REDACTED]

Sent: 10/12/2015 1:52 PM

To: info@ourtransitfuture.com

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,

Dr. Steven Buzinski

[REDACTED]
[REDACTED]

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Durham-Orange Light Rail Transit Project

Official Public Comment

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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:

*M
other
path!*

Please Turn Over →

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Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

I find it unbelievable that taxpayer dollars will fund the Light Rail to nowhere! There is no population along the route that will benefit... no students, no shoppers to Southpoint.

Also, putting the RDMT near a school in a residential community is unconscionable! To rezone Farrington Rd to industrial will hurt the community, environment, wildlife etc.

Thank! Listen to your constituency!

Thank you!