---------- Original Message ----------
Subject: Get Involved Contact Form
From: [REDACTED]
Date: 9/2/15 3:35 pm
To: info@ourtransitfuture.com

Name: [REDACTED]

Phone Number:

Email Address: [REDACTED]

Message Body:
PLease do not disclose my personal information.

I have a number of questions about this project, particularly about a Railroad Operations Facility on Farrington Rd in southwest Durham:

Neighbors will be negatively affected by installing this industrial facility in what is a mostly rural/suburban zoned area, with fragile watersheds, and difficult geology. We are told that this is necessary because locating a train repair facility in this particular location is the least expensive alternative. That in other areas the natural environment and local populations will be affected.

Question 1: how much more expensive is to locate this INDUSTRIAL facility in the Alston location, which is ALREADY zoned as industrial? If this project is estimated to cost AT LEAST US 18 million, what is the estimated cost difference between the Farrington Rd location and other alternatives?

Question 2: on what grounds is it justifiable to rezone the Farrington Rd area into INDUSTRIAL use, when there are at least 3 elementary schools within a 2-mile radius of the intended facility? When the traffic patterns to get to these schools are already heavy? Have any traffic studies been conducted in this area, beyond touring the area in off-peak times? These kids are not taking the train to school; they walk to school and they take the dozens of school buses that bring kids from diverse parts of Durham. Are environmental costs and burdens factored into the equation, or it is mainly how much it will cost the state and taxpayers (not those who have to live with the facility in their front and backyards)?

Question 3: have studies been conducted on the feasibility of the underground structure and the underground water sources that will be affected by placing an INDUSTRIAL site on Farrington Rd? Some of our neighborhoods use well water. We already have impervious surface problems, where the county of Durham has prohibited anymore IMPERVIOUS SURFACE
allocations (e.g., you can't put a pool in most of the 14 different neighborhoods affected by this project). How can an INDUSTRIAL maintenance facility be put here, which requires so much impervious surface and risks for water contamination? How will underground water charge and surcharge be affected by placing this facility here? What are the risks of placing an INDUSTRIAL waste facility in areas that use underground water?

Question 4: the facility is expected to generate increased noise and light pollution, day and night. How is this a "preferred" option in a residential area? How often will trains be going through, night and day? Is that "normal" for residential use?

Seems to me too many burdens have not been taken into account into this "economical" routing.

--

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

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:

[Signature]
Very interested in senior citizen services.
Please leave your comment on the Draft Environmental Impact Statement:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Light Rail – Safety – no traffic light

Sent: 10/13/2015 10:20 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,

[Redacted]

Copyright © 2003-2015. All rights reserved.
Oppose Light Rail – Safety, at-grade crossings

Sent: 10/13/2015 10:21 PM
To: info@ourtransitfuture.com

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,
Stef van Dijk

Copyright © 2003-2015. All rights reserved.
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,
Stef van Dijk
Oppose Light Rail – Route

Sent: 10/13/2015 10:23 PM
To: info@ourtransitfuture.com

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

Sincerely,
Stef van Dijk
Oppose Light Rail – antiquated mode of transportation

Sent: 10/13/2015 10:24 PM
To: info@ourtransitfuture.com

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,
Stef van Dijk

Copyright © 2003-2015. All rights reserved.
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,
Stef van Dijk
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,
Stef van Dijk
Oppose Light Rail – no parking at stations

Sent: 10/13/2015 10:26 PM
To: info@ourtranslitfuture.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,
Stef van Dijk

Copyright © 2003-2015. All rights reserved.
Oppose Light Rail – maintenance facility

Sent: 10/13/2015 10:27 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,
Stef van Dijk

Copyright © 2003-2015. All rights reserved.
Oppose Light Rail – does not serve the poorest of the population

Sent: 10/13/2015 10:27 PM
To: info@ourtransitfuture.com

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,

[Redacted]

Copyright © 2003-2015. All rights reserved.
letter of support
Mary Ann Van Kampen

Sent: 9/26/2015 6:08 AM
To: info@ourtransitfuture.com

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

Mary Ann Van Kampen

Copyright © 2003-2015. All rights reserved.
Durham-Orange Light Rail Transit Project
Official Public Comment

Name: **Peteisa Vanderburg**
Mailing Address: [Redacted]
City: [Redacted]
Zip Code: [Redacted]

Email: [Redacted] Phone: [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:

**Light rail transit is a great idea**
Please leave your comment on the Draft Environmental Impact Statement:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Name: Colin Verrilli

Phone Number: [redacted]

Email Address: [redacted]

Message Body:
I have a great concern with the proposed route along Stancell Drive and the proposed Woodmont Station. This would cause noise and increased activity to the Bradford Place community. Our condominium is on Kingswood drive near Stancell Drive. The proximity of our condo to the elevated rail would result in an extreme disturbance. This is a quiet community and we don’t want the disturbance of a railway or station.

--
This e-mail was sent from a contact form on Our Transit Future (http://ourtransitfuture.com)
I think the project is good for Durham & Orange Counties. I believe the route through Meadowmont is a better route. Meadowmont was designed with transit technology in light rail in mind. I think it is only logical to continue this through Meadowmont. The corridor has the density similar to the Ninth Street Area. Great project.

Go Durham!
Please leave your comment on the Draft Environmental Impact Statement:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________
minutes, it also has a little buzzer, as well.

Please be sure to speak so that everybody can hear you, particularly our court reporters because they will be providing a written transcript of your comments, and these comments will be on the record for the Draft Environmental Impact Statement for the Durham-Orange Light Rail Transit Project.

So with that...

MR. PHILLIP: Sure. Good evening.

My name is Phillip Vereen. I live at here in Durham, 27717. I just want to speak out in support of the project. Durham is my hometown. I've been back in Durham now for the last three years, so obviously seeing all the development and rebirth of downtown and all the different things that have happened in the community since I was gone for ten years, it's exciting.

One of the communities I've lived
at in the last five -- ten years while I was gone was Charlotte, and I've seen what they've done along South Boulevard as well as what they're doing in the northern part of the city, not just with density but also just attracting economic development and development for students and cohesiveness between the universities and the hospitals.

I think that this project will definitely be of benefit to this area. I was stuck on the Durham Freeway this evening coming here, and as I was stuck between Swift and Chapel Hill, I saw a train coming through and thought it must be a great idea to be on the train versus stuck on the Durham Freeway.

So that being said, I applaud the leadership for investing and looking at this type of technology. I think light rail's a good thing for this community. I think we are rapidly developing the density to support this kind of development, and I think it's a good
thing. So keep moving forward, and I support it. Thank you.

MR. JOYNER: Thank you. Is there anyone else that has a blue comment card and is ready to speak? Okay. Check -- She's going to check and just make sure before we pause, see if anybody else has had an opportunity to speak.

Again, tonight we are seeking comments on the Draft Environmental Impact Statement for the project. There's several ways to provide input on the project in addition to speaking at this hearing. Written comments are being collected tonight. You may send comments via email, postal mail, and project website. Verbal and written comments carry the same weight, so feel free to use other methods of providing input, if you'd like.

Sounds like we don't have anybody else to speak just yet. Again, we will be allowing folks to sign up to speak up to 7 o'clock this evening, so we'll be here at
Durham-Orange Light Rail Transit Project
Official Public Comment

Name: Corey Venier
Email: [Redacted]
Telephone: [Redacted]

Mailing Address: 
City: 
Zip Code: 

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

The project development team has done a great job of getting this project closer to the finish line! I hope to see it come fruition soon.

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
As a property owner in Downing Creek, I strongly oppose the development of the railway system in front of Downing Creek (at the Stancel Lane access road) because of the deterrence to easy access in and out of Downing Creek, the noise, safety concerns and because of the traffic congestion.

Colin Verrilli
Co-owner
I have a great concern with the proposed route along Stancell Drive and the proposed Woodmont Station. This would cause noise and increased activity to the Bradford Place community. Our condominium is on Kingswood drive near Stancell Drive. The proximity of our condo to the elevated rail would result in an extreme disturbance. This is a quiet community and we don't want the disturbance of a railway or station.
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:

This project will provide the Durham community a great transportation project.

www.ourtransitfuture.com
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:
Name: Ann Von Holle

Phone Number: ********

Email Address: *********

Message Body:
As a homeowner in the Downing Creek development in Durham I am opposed to the current light rail design (including the C2A alignment) in southwest Durham County. I support all comments made by the Downing Creek Community Association. If the C2A alignment is built I will be forced to alter all of my daily travel patterns in a way that is an inconvenience at best and a safety hazard at worst. The three at-grade rail crossings closest to Downing Creek are within a half-mile span and block ANY exit I have to all destinations I use on a daily basis. None of these three at-grade crossings will be timed with lights and with approximately 140 crossings per day this volume is not trivial. The bottom line is that our community is collateral damage in light rail plans for the University of North Carolina, Chapel Hill (UNC-CH) in what appears to be a glorified park and ride system for the University.

During the public comment period in October, 2015, only one of the people speaking in favor of light rail, all of whom hailed from Orange County and Chapel Hill, mentioned that they would actually use the light rail -- and this was for a trip on Saturday evening. What is wrong with this picture? The light rail footprint in Chapel Hill occupies a very small part of the entire proposed light rail line, avoiding proximity to almost all Chapel Hill residential neighborhoods, with an end destination of UNC Chapel Hill Hospitals. The utility of the light rail in Southwest Durham will be in its stops at park and ride lots at the perimeter of Chapel Hill town limits (Friday Center), street parking at the proposed Woodmont Station (Durham County), and a 500 car lot in Durham (Leigh Village proposed development). The illegal parking at the Woodmont Station will be inevitable as well as a nuisance to our neighborhood. The light rail line may be a boon to UNC-CH (boondoggle perhaps to people not served by the rail line), but the C2A alignment plans adversely affect our neighborhood, are poorly designed and need to change.

--
This e-mail was sent from a contact form on Our Transit Future (http://ourtransitfuture.com)
this kind of light system, but they should have built it like 30 years ago, not where everything is already built up and all they're putting on top of it -- it's like putting the horses in front of the carriage. Thank you.

MR. JOYNER: Thank you, sir.

MS. ANN VON HOLLE: My name is Ann Von -- oops. Thank goodness. My name is Ann Von Holle, and I live at [redacted], and I am a resident of Durham County, and I'm also a resident of Downing Creek.

After attending meetings with light rail representatives and a Chapel Hill town council representative in 2015, I understand the primary beneficiary -- beneficiaries of this plan in southwest Durham will be developers building undeveloped land at the proposed light rail stations, meanwhile residents around the Woodmont -- proposed Woodmont station are collateral damage.

Developers will benefit greatly
from this light rail project, while
successfully managing to shift the vast
majority of the risk of the light rail
tracks away from Chapel Hill to areas of
low -- lower socioeconomic status and
income compared to Chapel Hill.

In sponsoring this project, the
federal government will be sponsoring
inequity. Accidents are inevitable with
so many at-grade tracks located in our
neighborhood of Downing Creek. I'm a
mother of two children, and 10 or 15 years
from now, my -- my children would be
driving, and I don't want to get a phone
call that they were hit by a train, been
stuck on a track because they're impulsive
teenage drivers. It could happen.

Our community of Downing Creek
will be adversely affected by the light
rail in both traffic and safety domains,
and for these reasons, I support the no
build option.

MR. JOYNER: Thank you. Our next
speaker. Are you...