

16                   MS. JACKIE WAGSTAFF: Good  
17 evening. My name's Jackie Wagstaff. I  
18 guess that's my sister right there.

19                   MS. JANE WAGSTAFF: Separated at  
20 birth.

21                   MS. JACKIE WAGSTAFF: I'm here in  
22 opposition of this light rail, been in  
23 opposition of this light rail proposal  
24 since the day of its conception, but I'm

1 going to bring a new twist to this.

2 Let's talk about the fares. I've  
3 been sitting in these meetings for over a  
4 couple of years either informal or formal,  
5 and the one question that I've asked at  
6 every meeting that has never been answered  
7 is, what will be the price of the ride of  
8 this fare?

9 When I look around this room, how  
10 many people in this room ride a DATA bus  
11 or Go Durham? How often do you ride it?  
12 I mean, are you riding it now because now  
13 we're trying to get the light rail, or do  
14 you ride it out of a sense of necessity?  
15 That's what we need to look at.

16 This is the price of a fare -- I  
17 called Charlotte just before I got here  
18 because I remember meeting with you and  
19 you never could answer it. So I called  
20 Charlotte to find out what the -- and I've  
21 ridden the light rail in Charlotte and it  
22 run through all the high rent districts.  
23 It doesn't run in the hood. It runs in  
24 the high rent districts. So let's be

1 clear where it will be going.

2 Meadowmont didn't want it and  
3 several other people in Chapel Hill didn't  
4 want it. So we know it's not going to go  
5 through the hood, so the price of it is  
6 going to more than that \$2 that it costs  
7 you to get on a DATA bus or Go Durham and  
8 ride all day long.

9 One way on the light rail in  
10 Charlotte, \$2.20, one way, versus the \$1  
11 we pay now to get on DATA bus. For a  
12 round trip, \$4.40. That's just to get  
13 from here to here to Southpoint and then  
14 come back.

15 Now, if you ride all day where it  
16 costs us \$2 to ride all day on DATA bus or  
17 Go Durham, that will be \$6.60. We know  
18 that poor people ride those light rails  
19 and those buses. For seven days -- If you  
20 want to get a pass for seven days, that's  
21 \$22. How can we afford it? I don't see  
22 the population even in this room that are  
23 going to be affected by that light rail.  
24 That light rail is not going to be put

1 there to accommodate the poorest of our  
2 residents.

3           Our residents struggle to find \$2  
4 to ride DATA bus every day, and they're  
5 never in the conversation. So even though  
6 Mr. Huggins said that that quick a ride  
7 from Durham to Chapel Hill for poor people  
8 to the hospital, it's going to be quicker,  
9 it won't be cheaper, so they still won't  
10 be getting on it.

11           So we have to understand the cost  
12 that's going to be associated, that's  
13 going to even stress our people that are  
14 already stressed to the max. So while  
15 we're sitting here talking about all this  
16 other stuff, we need to think about the  
17 cost of light rail and do -- and bring  
18 that survey back of other cities that have  
19 it and what they charge for you to ride  
20 light rail. So adamantly oppose.

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

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

1 like the other gentleman, I wanted to be  
2 here to voice a concern purely on economic  
3 issues is why I've been watching and also  
4 because my dear friend lives in the  
5 Farrington ROMF area.

6 So I want you to pay close  
7 attention to what I'm going to read now  
8 because even though this project does not  
9 affect my area right now and it might not  
10 affect many people in here who are not  
11 like directly affected by the project  
12 right now -- I think most of you here  
13 are -- it could be you next time.

14 So the GoTriangle website and the  
15 DEIS public comment and media sections  
16 failed to mention the intense opposition  
17 to the Farrington ROMF site that has  
18 erupted since the site became known to  
19 residents on June 18th when a public  
20 meeting was held to discuss the Leigh  
21 Village compact neighborhood with  
22 invitations mailed by the Durham Planning  
23 Department.

24 Can it be a coincidence that the

1 DEIS states that the comment period on  
2 scoping for the D-O LRT concluded on June  
3 18th? Did you hear that, mailed and  
4 concluded June 18th. It appears the  
5 Farrington ROMF was unveiled to those  
6 directly affected only when the GoTriangle  
7 knew it was too late for them to  
8 participate.

9 And speaking of elected officials,  
10 is it appropriate for them to serve on the  
11 board of GoTriangle and still take part in  
12 discussions, much less to vote, on the  
13 light rail plans? Should they not recuse  
14 themselves under a conflict of interest  
15 policy? Thank you.

16 MS. JACKIE WAGSTAFF: Good  
17 evening. My name's Jackie Wagstaff. I  
18 guess that's my sister right there.

19 MS. JANE WAGSTAFF: Separated at  
20 birth.

21 MS. JACKIE WAGSTAFF: I'm here in  
22 opposition of this light rail, been in  
23 opposition of this light rail proposal  
24 since the day of its conception, but I'm

# NO NO NO to the fiscal outrageous DOLRT!!!

Janie Wagstaff [REDACTED]

Sent: 10/2/2015 3:09 PM

To: info@ourtransitfuture.com

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Jane Wagstaff  
Durham NC

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Janie Wagstaff

[REDACTED]

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# Light Rail

Esten Walker [REDACTED]

Sent: 9/11/2015 3:39 PM

To: info@ourtransitfuture.com

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Just wanted to say I am all for the light rail, and I think it is very exciting. It has been amazing to see what LR has done for Charlotte, and other cities. It will make Durham even better!

Sincerely,  
Esten W.

---

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# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: George Walker

Email \_\_\_\_\_

Telephone: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: DURHAM

Zip Code: 27703

**How to Comment on the DEIS**

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://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:

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Please Turn Over →



# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Lauryn Walker

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

### How to Comment on the DEIS

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

Great Idea

Please Turn Over →

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please  
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9 MR. MORRIS WALLACK: My name is  
10 Morris Wallack. I live at [REDACTED]

[REDACTED]  
[REDACTED].

13 I'm also a member of Judea Reform  
14 Congregation in Durham and Vice President  
15 of the Board of Directors for the Jewish  
16 Federation of Durham and Chapel Hill. I  
17 am speaking on behalf of myself as a  
18 citizen of Chapel Hill and Durham County.

19 First, I appreciate the  
20 opportunity for public comment. My second  
21 point would be that I am for the light  
22 rail due to the overall viability of the  
23 light rail idea as a well-conceived  
24 solution to the high-density traffic,

1 employment, and usage patterns that have  
2 already been identified in our present  
3 Durham-Orange County Corridor and what we  
4 foresee as continued growth in that area.  
5 I think this is an investment that will  
6 keep the area viable and vibrant for years  
7 to come. It's one that we should make  
8 today.

9           Second, I fully support the  
10 proposed DES option C2A for Little Creek.  
11 Living quite near Little Creek at the end  
12 of Meadowmont Lane, I've been close to  
13 this issue for many years, and considering  
14 the costs, the environmental impact, and  
15 the residential mix versus the viable  
16 alternatives on Route 54 and George King  
17 Road, I am for C2A.

18           Third, I support the ROMF  
19 alternative at Farrington and want to  
20 underscore the impact of alternatives,  
21 particularly on Cornwallis Road. That  
22 site in particular, the proposed  
23 reconfiguration of the western bypass,  
24 will move traffic very close to the Judea

1 Reform Synagog, Lerner Elementary School,  
2 and the Jewish Federations Community  
3 Center, all of which have high-density  
4 population, day and night, weekday and  
5 weekend.

6           Additionally, a ROMF at that site  
7 implies land taking, literally eminent  
8 domain taking of two to three acres of  
9 land that is owned by the Jewish  
10 Federation and slated for future  
11 development. Finally, a ROMF at that  
12 location would generate potential noise  
13 and other things where quiet religious  
14 activity occurs, and certainly during the  
15 construction period between 2019 and 2026  
16 and possibly thereafter. Thank you for  
17 your consideration.

18           MR. JOYNER: Thank you, sir. Next  
19 speaker.

20

[REDACTED]

[REDACTED]

[REDACTED]

# Get Involved Contact Form

Michael Waldroup [REDACTED]

Sent: 10/12/2015 1:48 PM

To: info@ourtransitfuture.com

---

Name: Michael Waldroup

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

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

I know there is opposition in particular areas where small numbers of people have problems with the locations of the proposed line, with the ROMF or with station area selections.

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

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

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

With two (i) significant (and growing) municipalities and (ii) 24/7 employment areas at either end, with many 'greenfield' sites remaining along the corridor that could be filled with residential 'rooftops', the LRT system could meet the needs of a large number of people and allow the richer development of the two city centers by reducing auto congestion and the need to provide parking for all that want or need to get to the major employment or cultural destinations of Durham or Chapel Hill.

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

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

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



# Support for the Durham-Orange light-rail project

Robin Waldroup [REDACTED]

Sent: 10/12/2015 8:11 PM

To: info@ourtransitfuture.com

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

My family owns land in the area and I believe that a light-rail transportation is a positive development forward for both the local community, the environment at large, and the development potential for the area.

By creating more public, energy efficient transportation options, more people will be able to reduce car usage, and with it carbon emissions. Also through a light-rail system, the area can create transit-oriented, higher density residential and commercial zones, which further promote the sharing of resources and reduction of environmental impacts.

Transit-oriented development - with the net positive impact on the environment it promotes - is the model needed for the future, and the Durham-Orange line can be a role model for the region and state.

I strongly support this project.

Thank you,

Robin C Waldroup

# Get Involved Contact Form

Marc Waldroup [REDACTED]

Sent: 10/13/2015 11:26 PM

To: info@ourtransitfuture.com

---

Name: Marc Waldroup

Phone Number [REDACTED]

Email Address: [REDACTED]

Message Body:

I would like to express my strong support for the Light Rail Transit (LRT) project that runs through Patterson Place between Durham and Chapel Hill .

I have observed the traffic patterns on the 15-501 , especially in the area between Interstate 40 and Durham where I and my family own land , and it seems congested in significant daily time periods today . What will the traffic congestion be like in 10 or 20 years , I can only surmise that it will be much worse and bringing the light rail into this area will be highly beneficial from an economic standpoint and development standpoint for many years to come .

It will take some time for the project to get underway and the construction of the LRT may be trying at times , but in the end I believe it will be very much worth it not only for the residents , future residents and businesses of this area , and help the cities regulate to a much better degree the traffic between these two important cities. In addition , it will have good environmental impacts to the alternative and keep North Carolina the way we like it , green.

Respectfully submitted,

Marc Waldroup

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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: *Pam Wallace*

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:

*Keep on improving.*

Please Turn Over →

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

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Please  
return this  
form to  
the comment  
box

# vote yes for light rail in Durham and Orange Counties

Helen Warner [REDACTED]

Sent: 10/11/2015 5:29 PM

To: info@ourtransitfuture.com

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Go Triangle,

Based on years of research by organizations and individuals in our area, I am in favor of building a light rail system between Durham and Orange Counties.

One of my priorities is reducing pollution, including reducing the need for more highways. Light rail transit is a crucial investment in the future of our region because increased auto travel has contributed to an air quality situation that could threaten federal funding for road projects. Riding light rail transit is one way we can help make our air cleaner and conserve natural resources. Car traffic account for 63% of our region's ozone pollution. Transit emits 92% less VOC (volatile organic compounds) and 50% less NOx (nitrogen oxides) per passenger mile than a car. Without a balanced transportation system, our air quality and our funding could both be in jeopardy.

My second priority is economic growth. Every \$1 invested in public transit generates an economic return of \$4. Within the area of transit, rail is a better catalyst for economic growth because the infrastructure for rail is permanent. Developers and business owners can feel confident locating next to rail because it is highly likely that the service will still be present for years to come.

There are many substantiated reasons to build light rail in our area. I am in favor of the project going forward.

Helen Warner  
[REDACTED]  
[REDACTED]



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

# Get Involved Contact Form

Julie D. Warshaw [REDACTED]

Sent: 10/8/2015 11:29 AM

To: info@ourtransitfuture.com

---

Name: Julie D. Warshaw

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am greatly concerned about the proposed route of the Light Rail system along NC 54. This area already is burdened with a high volume of traffic during peak travel periods, and this can be anticipated to worsen with the addition of more vehicles from new housing developments that use local roads to funnel towards NC 54 and Highway 40. The addition of at-grade crossings, which are being phased out in other parts of the country because of their inherent danger, will create an intolerable number of "accidents waiting to happen."

The proposed local stations have either limited or no parking, and since many roads in this area have no sidewalks and inadequate lighting it is hard to envision many local residents being able to make use of the system.

--

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

# DONT Build No LightRail

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 10:03 PM

To: info@ourtransitfuture.com

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• Under the current plan, the Rail will not serve major commercial, retail, or employment destinations in our cities. Nor will it provide transportation to major destinations east of the proposed corridor such as Raleigh-Durham Airport, SouthPointe Mall, and the Research Triangle Park. Please seek an unbiased and independent review of DOLRT by those without vested interests in where the line will go.

---

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# Fw: NO Build This cost is way too excessive.

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 10:30 PM

To: info@ourtransitfuture.com

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--- On Tue, 10/13/15, Rosemarie Wenzel [REDACTED] wrote:

> From: Rosemarie Wenzel [REDACTED]  
> Subject: NO Build This cost is way too excessive.  
> To: info@futuretransit.com  
> Date: Tuesday, October 13, 2015, 10:27 PM  
> strongly support the NO BUILD OPTION  
> re: Durham-Orange Light Rail Transit (DOLRT) in North  
> Carolina  
>  
>  
>  
> Please oppose the Durham-Orange Light Rail Transit (DOLRT)  
> for this reason:  
>  
> · the cost is now projected at 1.6 billion dollars  
>  
> This cost is way too excessive. There are better, more  
> cost-effective approaches such as rapid rail and bus rapid  
> transit—the current focus in Wake County.  
>  
> Rapid rail might cost \$50 million per mile, compared to \$100  
> million per mile for light rail, according to Richard Adams,  
> a consultant with the design consulting firm Kimley-Horn.  
>  
>  
>  
> Rosemarie Wenzel  
>  
> Vice President Oaks III Homeowners  
>  
> [REDACTED]



# Fw: No Build more analysis

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 10:36 PM

To: info@ourtransitfuture.com

---

--- On Tue, 10/13/15, Rosemarie Wenzel [REDACTED] wrote:

> From: Rosemarie Wenzel [REDACTED]  
> Subject: No Build more analysis  
> To: info@ourfuturetransit.com  
> Date: Tuesday, October 13, 2015, 10:34 PM  
> I strongly support the NO BUILD  
> OPTION re: Durham-Orange Light Rail Transit (DOLRT) in North  
> Carolina.  
>  
>  
> Today, the current DOLRT, Durham Orange Light Rail Transit,  
> plan has major route concerns for Durham and Orange County  
> citizens in NC. Please do not fund it. First, its current  
> routes stand to negatively impact seniors, schools, and  
> certain residential areas. DOLRT does not serve the  
> exploding growth centers near Chatham Park, NC Commerce  
> Center, and the redevelopment of the Research Triangle Park.  
> Also 42 of the at-grade crossings along the 17-mile route  
> are deemed unsafe. The aggressive promotion of light rail  
> for Chapel Hill and Durham warrants much more in the way of  
> cost-benefit analysis.  
>  
>  
> Rosemarie Wenzel  
> [REDACTED]  
> VP Oaks III HOA  
>

# Low Ridership/ misrepresenting numbers DONT Build

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 10:45 PM

To: info@ourtransitfuture.com

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There is not enough ridership. It is based on false numbers. There needs to be an outside study to verify numbers. The study was based on Wake County population, with close to a million residents , yet Durham and Orange County, only have less than 500k.

Rosemarie Wenzel  
[REDACTED]

---

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# Negative environmental impact by way of proposed light rail for Chapel Hill and Durham must be investigated. Please don't fund DOLRT (

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 10:48 PM

To: info@ourtransitfuture.com

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Negative environmental impact by way of proposed light rail for Chapel Hill and Durham must be investigated. Please don't fund DOLRT (Durham Orange Light Rail Transit) without considering the landscape. First, there is the incompatibility of land use for light rail with land use in low-density residential, historic, and environmentally sensitive areas such as the areas planned for DOLRT. Second, there are the real concerns of stormwater runoff concentrated with pollutants because of LRT (light rail transit) into Leigh Farm Park, an 86-acre nature preserve with wetlands, bottomland hardwood forest, and steep slopes. Water flows through Leigh Farm Park's alluvial soil into the New Hope Creek Waterfowl Impoundment and then on into Jordan Lake. Leigh Farm Park is also the home of Piedmont Wildlife Center where a couple of thousand kids attend nature camps each year. Finally, the light and noise from light rail 24 hours a day / 7 days a week will disturb surrounding neighborhoods and the park. GoTriangle has failed to communicate the impacts of light rail to the

neighborhood dwellers subject to nearby light rail.

Rosemarie Wenzel

[REDACTED]  
VP Oaks III HOA

# NO Build DOLR most DANGEROUS TYPE OF TRANSPORTATION

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 11:25 PM

To: info@ourtransitfuture.com

---

I strongly support the NO BUILD OPTION re: Durham-Orange Light Rail Transit (DOLRT) in North Carolina.

Oppose DOLRT, Durham Orange County Light Rail Transit. Not only is the \$1.6 billion and climbing cost projection a major objection, but so also is safety. Light rail transit is much more dangerous in terms of fatalities than transportation by car, bus, train, or airplane. A chart in <http://www.caranddriver.com/features/howre-ya-dying-fatality-data-from-various-types-of-transportation> shows light rail fatalities per 100 million miles at 22.6, for cars it's at 1.1, for buses 3.7, for trains 7.0, and for airplanes 4.2. A light rail train is a 100-ton train that would cross gates in our area 150 times a day. It takes a light rail train 428 feet to stop once brakes are fully engaged—in comparison a football field runs 300 feet. Consider the safer alternatives such as uber and buses.

Rosemarie Wenzel  
[REDACTED]  
[REDACTED]

1 don't care about really anything else, the  
2 egregious safety issues --

3 MR. JOYNER: Thank -- Thank you,  
4 sir. Your two minutes are up.

5 MR. KEITH CAMERON: They just want  
6 to force it through.

7 MR. JOYNER: Thank you, sir.

8 MS. ROSEMARIE WENZEL: I'm  
9 Rosemarie Wenzel, [REDACTED]  
[REDACTED]

11 I wanted to state that my daughter  
12 lives in Houston, Texas, and the light  
13 rail is not working there. People are not  
14 riding it, and it's causing budget  
15 overrides, and Houston, Texas, is the  
16 fourth largest city in our state -- in our  
17 United States.

18 Also this light -- light rail goes  
19 through part of RTP that is not the growth  
20 area of our region. It does not connect  
21 to RDP [sic] and RDU in Wake County. It  
22 is also underestimated on cost. Based on  
23 Charlotte, 126 million per mile means over  
24 \$2 billion in funding from the state is

1     questionable. 25 years ago, it was  
2     estimated a hundred million dollars. Now  
3     we're not sure where it's going.

4             The Army Corps of Engineer and  
5     wetlands will say that it will disrupt the  
6     wetlands and the habitat of the wetlands  
7     and the aesthetics of Chapel Hill. Also,  
8     it is not needed. Not enough people to  
9     justify. In Charlotte, there are 16 --  
10    16,000 that ride it and in Durham it's  
11    projected to have 23,000, and I think that  
12    we need to reevaluate, like Raleigh did,  
13    where they decided to have an outside  
14    company come in and do an evaluation and  
15    they decided not to go ahead with it  
16    because it was not cost effective because  
17    people would not ride it.

18            MR. JOYNER: Thank you. Oh, ma'am  
19    -- ma'am, we need your card, if you don't  
20    mind. And while we have a quick break,  
21    anybody that's a number five -- there's  
22    one, two, threes out there, but we're at  
23    number five now, so if you have a number  
24    five, if you would step out in the hall

1 Philco by telling me how much I really  
2 need a home entertainment system.

3 BRT system is flexible. The rails  
4 that are pinned to the ground are not.  
5 Wake County is going with BRT. Chapel  
6 Hill believes BRT will pay for itself. We  
7 get only one try. We should get this one  
8 right, too. Thank you.

9 MS. ROSEMARY WENZEL: I'm Rosemary  
10 Wenzel, [REDACTED]

[REDACTED].

12 I'm vice president of the Oaks III  
13 Homeowners' Association. Our HOA is  
14 against the light rail project. It is  
15 expensive, old technology. It is not  
16 flexible and not useful.

17 It will cause terrible traffic  
18 jams. It will not link RDU, Wake County,  
19 or RTP. There are many examples of unused  
20 buses in Chapel Hill and Durham. An  
21 example, there are -- only five students  
22 per bus are on the Roberts Bus Program.

23 Buses go empty all over Durham and  
24 Chapel Hill. It is way too expensive,

1 especially in relationship to the number  
2 of riders. How can you say 40 percent of  
3 families are not going to have cars in 10  
4 to 20 years? How can that be true when  
5 car ownership is -- is constantly  
6 increasing and gasoline prices have come  
7 down?

8           Why not review, like Wake County  
9 did, an independent organization before  
10 proceeding? That's what Wake County did,  
11 and they decided not to go ahead with the  
12 light rail.

13           MS. PAMELA RANSOLOFT: I'm Pamela  
14 Ransoloft. I live at [REDACTED]  
[REDACTED]. I oppose  
16 the light rail system for these reasons:  
17 It is not fiscally responsible with almost  
18 \$2 billion for a route that doesn't cover  
19 the RDU, RTP, and Wake County. At this  
20 point, the Robertson Scholar Bus between  
21 UNC and Duke has an average of five  
22 people. It is unnecessary.

23           People will not ride this because  
24 it takes too long. The proposed plans



# Negative environmental impact by way of proposed light rail for Chapel Hill and Durham must be investigated.

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 11:10 PM

To: info@ourtransitfuture.com

---

Negative environmental impact by way of proposed light rail for Chapel Hill and Durham must be investigated. Please don't fund DOLRT (Durham Orange Light Rail Transit) without considering the landscape. First, there is the incompatibility of land use for light rail with land use in low-density residential, historic, and environmentally sensitive areas such as the areas planned for DOLRT. Second, there are the real concerns of stormwater runoff concentrated with pollutants because of LRT (light rail transit) into Leigh Farm Park, an 86-acre nature preserve with wetlands, bottomland hardwood forest, and steep slopes. Water flows through Leigh Farm Park's alluvial soil into the New Hope Creek Waterfowl Impoundment and then on into Jordan Lake. Leigh Farm Park is also the home of Piedmont Wildlife Center where a couple of thousand kids attend nature camps each year. Finally, the light and noise from light rail 24 hours a day / 7 days a week will disturb surrounding neighborhoods and the park. GoTriangle has failed to communicate the impacts of light rail to the

neighborhood dwellers subject to nearby light rail.

# Support NO Build "fast-growing work at home movement"

Rosemarie Wenzel [REDACTED]

Sent: 10/13/2015 11:29 PM

To: info@ourtransitfuture.com

---

I strongly support the NO BUILD OPTION re: Durham-Orange Light Rail Transit (DOLRT) in North Carolina.

Consider the fast-growing work at home movement in America before you spend \$1.6 billion to address transportation challenges based on the standard office and workplace commute. Already 23% of Americans work at home full-time or part-time. The freelance and flexible work hours economy is growing and growing. Technology advances in computer, internet, high definition video conferencing and more mean that now and in the next years, there will be fewer trips by car. Couple this with online shopping and delivery, and the projections underpinning DOLRT may be way off by 2040. Vote the NO BUILD OPTION for light rail in Durham and Chapel Hill.

Rosemarie Wenzel  
[REDACTED]  
[REDACTED]

---

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# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Benny Weaver Email: \_\_\_\_\_ Telephone: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_ City: Durham Zip Code: 27701

### How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Light rail will be beneficial for the triangle area.

Please Turn Over →

## Durham – Orange - Light Rail Transit.

### “The Train to Nowhere”

This Light Rail train will serve the areas two biggest employer Duke University and University of North Carolina. All good and well.

How about the rest of the public? Are they going to even use the LRT?

The outlay of the Light Rail as it is now planned, it is not going to serve downtown Chapel Hill with visits to restaurants and Memorial Hall, or to downtown Durham with DPAC, Durham Bull or to Southpoint for shopping, and to RDU, not even to Raleigh with visits to concerts, museum, restaurants and sport events.

We cannot possibly see how the Light Rail will be able to serve us!!

We are still going to drive our cars to those places.

DO LRT cannot be compared to Charlotte’s Light Rail. It is a city with trains bringing people from the outlying areas in to the center of the city. We on the other hand, the Triangle area should be served by one big loop covering all essential places where people visit. Then it would be more efficient.

With Raleigh going in its own direction and Durham- Chapel Hill in another.

How crazy it that???

With all the time and money already spent, before this train is not even up and running, at the end it is going to cost billions. Money can be put to much better use, on roads, bridges and alternate transportation.

In the European countries, people there has grown up with public transportation. The American’s love affair with the cars, it is going to take generations to let go of the car und use trains or busses. Look at the free bus system of Chapel Hill, it is still not fully used, after how many years of operation.

Please read CH News, September 20<sup>th</sup>, “State cap opens the door for true regional transit” by Alex Cabanes.

Please read CH News, September 27<sup>th</sup>, “Lightrail: Let it rust in peace”, by Mike West.

*Robert Weaver*

*Catharina Weaver*

Robert and Catharina Weaver,



---

Chapel Hill, September the 7th, 2015

Protesting Industrial Zoning at Farrington Road.

Not many Americans has experienced living with a rail yard, as I have. There are high noise levels of trains changing tracks, going through tight curves making squealing noises 24/7.

To place this ROMF in the middle of an all residential area is just unacceptable.

There is an elementary school 500 feet away, as well as a senior community right across the road.


Please find a better, safer and more appropriate site for this ROMF.

Please let this area remain residential.

Thank you for your consideration,

*Bob Weaver*

*Catharina Weaver*

Bob and Catharina Weaver, residents of Culp Arbor  


# Zoning at Farrington Road.

[REDACTED]

Sent: 9/8/2015 9:59 AM

To: info@ourtransitfuture.com

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Protesting Industrial Zoning at Farrington Road.

Not many Americans has experienced living with a rail yard, as I have. There are high noise levels of trains changing tracks, going through tight curves making squealing noises 24/7.

To place this ROMF in the middle of an all residential area is just unacceptable.

There is an elementary school 500 feet away, as well as a senior community right across the road.

Please find a better, safer and more appropriate sit for this ROMF.

Please let this neighborhood remain residential.

Thank you for your consideration.

Bob and Catharina Weaver, resident of Villas at Culp Arbor

[REDACTED]

## Concerning on-grade crossing on Farrington Road.

Farrington Road is the alternate road to 15-501 to avoid going through Chapel Hill. Farrington Road connect Hwy 54 – Farrington Road - Southwest Blvd to 15-501 east of Chapel Hill.

Farrington road is the main thoroughfare for all emergency vehicles.

Farrington Road carry a very heavy load of traffic, 10,000-15,000 cars/24 hours. At rush hours cars are lined up past Rutgers Road, to reach Hwy 40 at the Hwy 54 intersection. In the early evening hours there is a constant stream of cars coming off Hwy 40 to reach for Ephesus Church Road to Chapel Hill.

According to plans there is going to be an on-grade crossing over Farrington road right where the road curves. The crossing is less ½ mile from the entry into Villas at Culp Arbor, a +55 community, where it is at present being extended to 134 units.

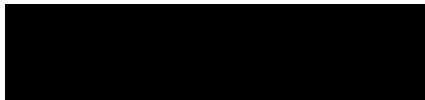
Imagine the following picture, trains passing every 10 minutes in either direction. Gates going down, light flashing and alarm sounding. Cars lining up in either direction. The lines could easily reach past Culp Arbor and to Ephesus Church Road. As the train has past the cars are catching up with the line of cars heading for Hwy 40.

Then there is the ambulance with sirens blasting trying to pass. In spite of communication, there will be difficulty for the emergency vehicle with a critical sick patient to reach a hospital.

You get the picture? How is this going to work in real life? This is absolute one crazy on-grade crossing, just asking for accidents to happen.

Chapel Hill, September 20<sup>th</sup>, 2015

Catharina and Bob Weaver



*Catharina Weaver*

*Bob Weaver*

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: *ROBERT WEAVER*

Email: [REDACTED]

Phone: [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:

*NO RAIL*

Please Turn Over →



# Subject: Oppose Light Rail - does not serve "the people"

Robyn Weaver [REDACTED]

Sent: 10/13/2015 11:40 AM

To: info@ourtransitfuture.com

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To: Federal Transportation Administration


I oppose the proposed Durham – Orange Light Rail (NC) because it will not serve “the people”. When a significant amount of taxpayer dollars are being spent for the people, I think of a project that would serve a large number of people. This project will run along a small and very specific area and serve a very small percentage of the population. More specifically, it won’t do anything to take cars off the road. As a commuter between Chapel Hill and Raleigh, I experience daily where the greatest transportation need is and that is the I-40 corridor between Chapel Hill, the Research Triangle, the Airport and Raleigh. The majority of the traffic backed up on NC 54 is because traffic on I-40 East is backed up and the NC 54 traffic is simply awaiting its turn to merge onto this already maxed out highway. GoTriangle people are fooling themselves into believing the Light Rail is the solution to the triangle’s traffic problems. Not only I-40, but now smaller surface streets in south Durham County are also in need of expansion, specifically NC 751 between NC 64 and I-40 and even smaller streets such as Stagecoach and Barbee Chapel. It is not uncommon to see Stagecoach completely maxed out from end to end with people waiting to turn onto NC 751 or Barbee Chapel. Without any restraints on building and the numerous new subdivisions being built in south Durham County, these already stressed roads will require widening and will become more busy. Let’s really help “the people” and look into safer, flexible and less expensive forms of transportation that can be expanded and get folks to the areas that they really want to travel to. I’d prefer my tax dollars to be spent more wisely and less frivolously. Let’s not use today’s dollars on yesterday’s technology in an attempt to solve tomorrow’s problem – light rail is not the answer and it is not wanted.

Sincerely,

Robyn Weaver  
[REDACTED]  
[REDACTED]

---

Robyn Weaver  
Pendergrass Law Firm, PLLC  
[REDACTED]



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# Get Involved Contact Form

Kristin B. Webb [REDACTED]

Sent: 9/13/2015 11:32 AM

To: info@ourtransitfuture.com

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Name: Kristin B. Webb

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Although I voted for the sales tax increase to support increased public transit options, I have since changed my mind about light rail. Over the past two years, I have become convinced that Bus Rapid Transit will be a more efficient, effective, cost-effective way to promote public transit - which we must do.

I am concerned about the environmental impact of significant disruption to the natural world that will be necessary for tracks, crossings, stations, and the maintenance facility. I am concerned about numerous at-grade crossings, which I do not think are wise. I cannot see that this project will be worth the financial investment. Most of all, I cannot see any way in which light rail use will offset the tragic loss of woods, riparian buffers, and undeveloped land in Chapel Hill.

I do not support light rail and I hope that Our Transit Future will turn, instead, to Bus Rapid Transit, devoting resources to increased numbers of buses, more frequent buses, and greater variety of routes.

Kristin B. Webb, PsyD

--

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:

Jeff Weinstock

Email:

[Redacted]

Telephone:

[Redacted]

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:

Please put maintenance facility on website  
Will every station have free parking? If  
not it should be.

Please Turn Over →



# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

*Janice Wilsh*

Phone

Mailing Address

Zip Code

### How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

*No Build Option -*

Please Turn Over →

# Durham-Orange Light Rail

woerner [REDACTED]

Sent: 9/17/2015 10:33 AM

To: info@ourtransitfuture.com

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Hello,

While I was initially in favor of the light rail project in the Durham, Orange (and maybe back then Wake) area, the more I think it through, the more convinced I am that a rapid transit bus system would serve the needs of the communities better, more thoroughly and more efficiently. I believe my thinking on this issue has changed as I consider the huge increase in traffic on the roads, and the great increase in ridership of the Chapel Hill bus system in recent years. My guess is that the a light rail system, with limited stops that still require most people to drive in order to access the train will do less, and therefore get less ridership, than would be accomplished by augmenting the bus system, which offers significantly more flexibility in terms of stops, points of origin and transfer, and operating schedules. It may be that in the long run a rail system is needed in our area, but what I think it most important now is to find a simple and cost effective (greatest bang for the buck) means to quickly reduce the traffic burden on our existing roads. I do not think light rail will do it; I do think rapid transit busses have a far better chance of being effective.

Thanks  
Todd Woerner

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# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

Lorraine Westbrook

Email:

Telephone:

Mailing Address:

Zip Code:

### How to Comment on the DEIS

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

I think it really ~~great~~ 'Great, it will make Durham out standing. The sooner the better. ~~so~~ Great for the Senior citizens it nice to have something new in Durham

Please Turn Over →



# Get Involved Contact Form

Stephen Whilden [REDACTED]

Sent: 10/4/2015 1:06 AM

To: info@ourtransitfuture.com

---

Name: Stephen Whilden

Phone Number [REDACTED]

Email Address: [REDACTED]

## Message Body:

We are homeowners in Downing Creek and do not support the proposed Light Rail plan. The traffic on HWY 54 during the morning and afternoon commutes can be heavy. This is especially true when classes are in session at UNC. There needs to be better options for public transportation. We need to look for ways to reduce the number of cars on the road. That being said, the Light-Rail between UNC and Duke is not the answer.

Why doesn't this plan include RTP, the airport and Wake County? No one I've talked to would use this Light-Rail to go back and forth between UNC and Duke. They are interested in getting to and from RTP and the airport.

I believe we are a progressive thinking community fully aware of the need to lessen our enviromental impact. More eco-friendly bus service between Chapel Hill and Durham would help solve this problem and cost way less then the proposed Light-Rail. Once that is in place then we should talk about a transportation system that connects all of the Triangle.

As a Downing Creek resident I am concerned about having one of our two entrances to the neighborhood blocked by this plan. Pedestrian and automobile safety at the proposed crossings is an issue. Access by emergency response vehicles to our neighborhood is another.

I have not spoken to a single person who supports this plan. We will not support it nor will we support any elected official who does. We need to reevaluate our goals and invest our tax money in a transportation system that makes sense and will serve a larger percentage of the population more likely to use it.

Thank you for your time and consideration.

Stephen and Courtney Whilden

--

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

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# We need transit but not this light rail plan

Tom Whisnant [REDACTED]

Sent: 9/14/2015 6:47 PM

To: info@ourtransitfuture.com

---

This looks like a solution to a problem that doesn't exist. What burning need does this train fill? We need transit solutions especially for people in the rural areas or who are heading to work in the RTP.

This needs to go back to the drawing board and more research needs to be done with multiple ways of serving the public instead of putting all of the transit dollars into one small stretch of track.

Tom Whisnant

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Samuel Whitney      Email: [REDACTED]      Phone: [REDACTED]  
Mailing Address: [REDACTED]      City: [REDACTED]      Zip Code: [REDACTED]

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Please leave your comment on the Draft Environmental Impact Statement:

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Please Turn Over →

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*Marjorie E. White*

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September 18, 2015

D-O LRT Project – DEIS  
c/o GoTriangle  
P.O.Box 530  
Morrisville, NC 27560

I commend GoTriangle for choosing C2A as its preferred route for the light rail transit section along Rt. 54 in the Meadowmont area. Of the four alternatives considered, this one makes the most sense by far. It will cost less to build, carry more riders and disrupt fewer neighbors. I'm also pleased that it will have less ill effects on the wetlands and natural habitats nearby.

*Marjorie White*

1 the most desirable destinations. So who  
2 is it serving and why? I'm still not  
3 convinced. I'd be interested in knowing  
4 what the ridership is on any and all buses  
5 that mirror the proposed light rail line  
6 and if those ridership numbers justify the  
7 cost.

8 With regard to the Southern  
9 Environmental Law Center's support, I  
10 don't deny that light rail overall is  
11 environmentally sound and beneficial, but  
12 I believe that different routes would  
13 produce larger benefits than the proposed  
14 route.

15 And just as the Jewish Federation  
16 believes that light rail would disturb the  
17 peaceful use of their property, I believe  
18 the proximity of the line to Glenwood  
19 Elementary and St. Thomas More schools  
20 would have similar detriment. Thank you.

21 MR. JOYNER: Thank you.

22 MR. MICHAEL WHITE: Okay. My name  
23 is Michael White.

24 MR. JOYNER: Sir, be sure -- I'm

1     sorry.  Excuse me.  Be sure to hand your  
2     -- to the -- thank you.

3             MR. MICHAEL WHITE:  Sorry.

4             MR. JOYNER:  That's okay.

5             MR. MICHAEL WHITE:  My name is  
6     Michael White.  I live on [REDACTED]

[REDACTED] near the  
8     proposed Mason Farm Road station.

9             I have lived in other cities, and,  
10    in general, I do support the principle of  
11    light rail systems in general.  This  
12    specific plan does have issues that deeply  
13    concern me; however, traffic's not going  
14    to get any better with all the growth  
15    that's going to happen between now and  
16    2050.  I think that the worst-case  
17    scenario is having 50 to 75 percent more  
18    cars on the road, and the proposed no  
19    build solutions that would increase the  
20    amount of road traffic capacity is only  
21    going to meet the demand that we already  
22    know is coming.  So that concerns me  
23    deeply.

24             With regard to Wake County, one of

1 the primary reasons why Wake County had  
2 not been on board previously was RDU  
3 Airport's specific position on light rail,  
4 specifically that they did not want it  
5 because they feared it would reduce  
6 parking revenue.

7 Now, Wake County has a different  
8 -- since the 2014 elections, Wake County  
9 may be reconsidering its position that it  
10 had earlier, so do look out for that.

11 Now, I agree with the fact that  
12 Charlotte has low ridership, and we do not  
13 want to be making the same mistake that  
14 Charlotte has been making.

15 The other issue with the Charlotte  
16 light rail has been the issue of  
17 gentrification, that many of the people  
18 who would stand to benefit most from light  
19 rail have been basically muscled out  
20 because of economic concerns. And there  
21 -- there are many more people who will  
22 say the same things that I have said, but  
23 I just wanted to get that out. Thank you.

24 MR. JOYNER: Thank you. And if

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

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

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

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

22           MR. MICHAEL WHITE: My name is  
23 Michael White. I live on [REDACTED]  
[REDACTED] near the Mason Farm



1 Road proposed stop.

2 I'd like to point out a few things  
3 that haven't really been discussed. One  
4 is that the main reason why Wake County  
5 has not approved the system is because RDU  
6 would not get on board, and RDU would not  
7 get on board because they don't want to  
8 lose their parking revenue.

9 Second -- and I just want to say  
10 for myself that I honestly don't know  
11 whether I'm for or against this yet.

12 I live in Chapel Hill. I like to  
13 go to Franklin Street, and I think we all  
14 can agree that people who go drinking in  
15 bars are the people you don't want on the  
16 road. The light rail system doesn't serve  
17 them. That's a problem.

18 And, finally, I wanted to say that  
19 the reason that this transit proposal  
20 looks the way it does is because that is  
21 the criteria that the federal government  
22 has given them, and that is -- that is how  
23 they're most likely to get funding. So if  
24 you have a problem with the way it looks,

1 then you have to take it up with the FTA  
2 as well because they're using that  
3 criteria.

4           And I think if any community can  
5 appreciate doing a proposal specifically  
6 to receive grant money, it would be the  
7 Research Triangle. Thank you.

8           MR. JOYNER: Thank you. Next  
9 speaker.

10 [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

# DOLRT

EMBARQ Customer [REDACTED]

Sent: 9/25/2015 4:32 PM

To: info@ourtransitfuture.com

---

To Whom It May Concern:

My husband and I live in rural Orange County where there is no public transportation available. It seems absurd to ask for \$400 million for 17 miles of limited service between universities when we can't even get a bus route out here!

Please discard this whole LRT idea in favor of better transportation coverage for all of the county.

Norma White  
[REDACTED]

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: *Tina White*

Email:

Telephone:

Mailing Address:

City:

Zip Code:

### How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

*I would like to see more.*

Please Turn Over →

# Comment on light rail issue

Karl Whitney [REDACTED]

Sent: 9/25/2015 9:03 AM

To: info@ourtransitfuture.com

---

Hi there,

I just learned that the legislature's ban on DOT spending more than \$500K on the light rail project might be up for repeal.

This is VERY exciting to me. Are the upcoming public comment hearings an opportunity to speak in favor of the repeal? That is, will legislators be in attendance or is the purpose of the public comment sessions limited strictly to commenting on the plans for the light rail project?

I want to see the project move forward and would love to leverage what little influence I might have to promote the repeal.

Thanks,

Karl Whitney

# Get Involved Contact Form

Hope Wilder [REDACTED]

Sent: 10/7/2015 6:51 PM

To: info@ourtransitfuture.com

---

Name: Hope Wilder

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am in support of the light rail project and really excited about the options of going to Chapel Hill from Durham car-free and more conveniently than by bus. Is there still an option to locate the Alston terminus station further to the east of Alston Ave? Many residents in my neighborhood are car-free and walking blocks to get to bus stops. Alston Ave is a major thoroughfare, and unpleasant to walk on with poor sidewalks and narrow underpasses at the train tracks that are very hazardous. Bringing a station closer to the Angier/ Driver intersection would help to boost business and residential commuter activity in the newly revitalized streetscape at Driver St. It is also a more pedestrian and bicycle friendly transit point than the extremely high traffic highway 55 at 147 of Alston Ave. It would also be convenient to the Durham Green Flea Market on Pettigrew.

Thank you and I can't wait to have a light rail option.

--

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

# No Subject

Williams, Joni W [REDACTED]

Sent: 10/12/2015 10:12 AM

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.

Joni Williams

[REDACTED]  
[REDACTED]

Joni Williams  
Facilities & Parking Coordinator  
UNC Department of Psychiatry

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

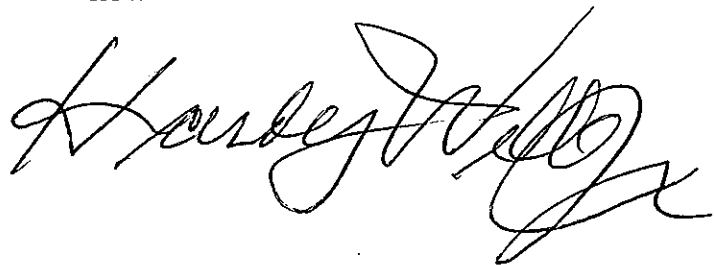


10/09/2015

HWJ

I think D-O LRT Project should move. or go forward now. even if it is not ready for this generation, it will be in place for future generations: who know what the exact figuer of the Triangle population will be in the future yeares? and D-O LRT Maintance Project , it should be built in East Durham, near, or in the area of Ellas Roadand Briggs Ave., Or Plum Street.

HJW

A handwritten signature in black ink, appearing to read "Harvey J. White". The signature is written in a cursive, flowing style with some loops and flourishes.



# Comment in support for Durham-Orange Light Rail

Rebecca Winders [REDACTED]

Sent: 10/13/2015 3:58 PM

To: Info@ourtransitfuture.com

---

Dear Transit Planners and Decision-makers:

Though I have concerns about some aspects of the plan, I strongly support the proposed Light Rail plan because it is necessary to maintain the quality of life in our community as we grow. I think the line between NC Memorial Hospital and downtown Durham is the right place to start a light rail system because it serves the largest employers in the area. Over the years, more dense development near the line and additional lines in future phases will help us move away from automobiles. Durham and Chapel Hill citizens have shown their support for transit by increasing our sales tax to pay the local share of this project. I hope the state and federal governments will step up and do their part.

I would like to point out two concerns. First, it is very important to me that the light rail benefit residents of all income groups. I am worried that rents are already increasing just on the expectation that light rail is coming, and people who depend on transit will not be able to live near the stations. Policies and funding need to be adopted to encourage housing affordability, jobs for unemployed residents, and opportunities for local small businesses.

Second, the line does not serve East Durham well, since the line could not be extended through NC Railroad property. Great attention must be paid to bus and pedestrian access to end-of the line station at Grant Street. The Park and Ride Lot should have lower priority.

I have attended several GoTriangle information session and have hear staff speak at meetings of various community groups. They have listened to community concerns and patiently explained constraints. I am confident that they will come up with good design solutions.

Sincerely,

Rebecca M Winders

[REDACTED]  
[REDACTED]

# Light Rail

Williams, Joni W [REDACTED]

Sent: 9/29/2015 11:48 AM

To: info@ourtransitfuture.com

---

My husband and I recently moved to the Downing Creek area from a home that I had lived in for over 25 years on the other side of town as we were downsizing. We love this side of Chapel Hill at Downing Creek. One of our major complaints though about living on this side of town is the traffic. I realize that the Light Rail is supposed to cut down on traffic but if you come this way to UNC every morning to go to work the traffic is horrendous! I wait at least 10 minutes to get out of Downing Creek onto 54 to head towards UNC. It is bad during this travel time but is actually worse (if you can believe it or not) during a home football game!!! You cannot even turn back to the left to go towards town. It is my understanding that there will be a drop off at Downing Creek at both entrances (front and back) – it looks like the Downing Creek area will not have any way to get out of our neighborhood without having to go through a drop off site! A lot of the community in the Downing Creek townhomes (where I live) are retired elderly folks – very scary to watch them get out of this neighborhood.

Thank you.

Joni Williams

Joni Williams  
Facilities & Parking Coordinator  
UNC Department of Psychiatry

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



1 speak. So, sir.

2 MR. JORDAN WILLIAMS: My name is

3 Jordan Williams. I live at [REDACTED]  
[REDACTED]

5 Currently the bus system in Durham  
6 is really backed up. I heard earlier it  
7 takes like 15 minutes to get to a  
8 45-minute stop. Sometimes it will take an  
9 hour. Currently for the other students  
10 who live in Durham, Chapel Hill,  
11 in-between areas, I feel like this would  
12 be an easier system for them because they  
13 can just go to direct lines between Durham  
14 and Chapel Hill, especially the ones that  
15 work at the hospital from -- from Durham  
16 and Chapel Hill to LaSalle Street,  
17 especially on LaSalle Street. There are a  
18 lot of Duke students that currently do  
19 live in Chapel Hill and vice versa, and  
20 this would just be a better benefit for  
21 them.

22 MR. JOYNER: Thank you. And we're  
23 ready for our next speakers. And if this  
24 is the only number -- do we have any

# OPPOSE light rail - ROUTE

Carrie Williams [REDACTED]

Sent: 10/12/2015 11:13 AM

To: info@ourtransitfuture.com

---

I live in Downing Creek. 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,

Carrie & Jon Williams

[REDACTED]

[REDACTED]

# OPPOSE light rail - voters never voted on LIGHT RAIL

Carrie Williams

Sent: 10/12/2015 11:14 AM

To: info@ourtransitfuture.com

---

I live in Downing Creek. 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,

Carrie & Jon Williams

Chapel Hill, NC 27517

---

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---

# OPPOSE Light Rail - Safety - No Traffic Light!

Carrie Williams

Sent: 10/12/2015 11:09 AM

To: info@ourtransitfuture.com

---

I am a resident of Downing Creek neighborhood. 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,

Carrie & Jon Williams

Chapel Hill, NC 27517

---

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---

# OPPOSE light rail - Safety- At-Grade Crossings

Carrie Williams

Sent: 10/12/2015 11:11 AM

To: info@ourtransitfuture.com

---

I live in Downing Creek. Our neighborhood is full of families with small children who ride bikes and residents who walk pets. We also have many teen drivers in our neighborhood. 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,

Carrie & Jon Williams

Chapel Hill, NC 27517

---

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---

# OPPOSE light rail - COST

Carrie Williams

Sent: 10/12/2015 11:12 AM

To: info@ourtransitfuture.com

---

I live in Downing Creek. 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,

Carrie & Jon Williams

Chapel Hill, NC 27517

---

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---



# OPPOSE light rail - Serves small population/Too expensive!

Carrie Williams

Sent: 10/12/2015 11:16 AM

To: info@ourtransitfuture.com

---

To: Federal Transportation Administration

I live in Downing Creek. 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,

Carrie & Jon Williams

Chapel Hill, NC 27517

# OPPOSE light rail - does not solve traffic issues

Carrie Williams

Sent: 10/12/2015 11:17 AM

To: info@ourtransitfuture.com

---

To: Federal Transportation Administration

I live in Downing Creek. I oppose the proposed Durham – Orange Light Rail because it 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,

Carrie & Jon Williams

Chapel Hill, NC 27517

---

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---

# OPPOSE Light Rail – why MUST it be a train?!

Carrie Williams

Sent: 10/12/2015 11:19 AM

To: info@ourtransitfuture.com

---

To: Federal Transportation Administration

I live in Downing Creek. 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,

Carrie & Jon Williams

Chapel Hill, NC 27517

---

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---

# No Subject

Dottie Williford [REDACTED]

Sent: 9/28/2015 9:13 AM

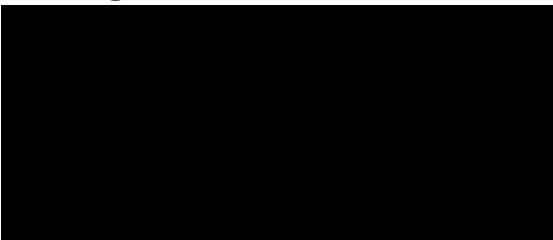
To: info@ourtransitfuture.com

---

No lite rail do not build it and ruin our homes

Dottie Williford  
Mexico & Caribbean Specialist

Viking Travel



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Attachments:  [image001.jpg](#)

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

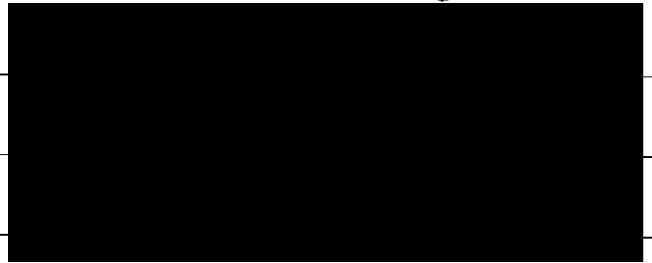
Please  
return this  
form to  
the comment  
box

Stop

Lite

Rail !!

Dottie Williford



# lite rail

Dottie Williford [REDACTED]

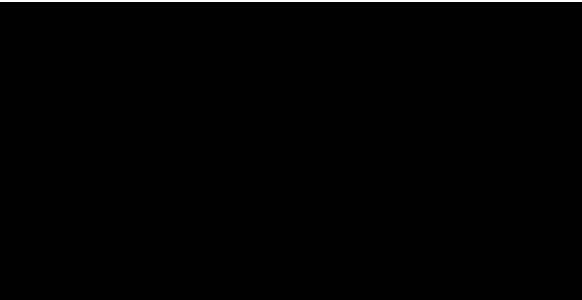
Sent: 9/30/2015 9:58 AM

To: "Natalie Murdock" [REDACTED], info@ourtransitfuture.com

---

From Dottie williford [REDACTED] durham nc 27707 ----- I have 3 questions or comments so I am going to send 3 emails as I was told to address each comment 1) since there was low to nothing turn out when the lite rail was voted on--- I think we should put the issue back to vote again next year during presidential election when a greater turn out is expected let the people decide if the lite rail is what they want and are willing to pay for

Dottie Williford  
Mexico & Caribbean Specialist



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---

Attachments:  [image001.jpg](#)

# lite rail

Dottie Williford [REDACTED]

Sent: 9/30/2015 10:04 AM

To: "Natalie Murdock" [REDACTED], info@ourtransitfuture.com

---

From Dottie williford [REDACTED] durham nc 27707----- I would like to know exactly with a map and plans how the bridge on Fearington rd that crosses I-40 will be altered ---- I know it has to be raised and widened to accommodate the rail but what exactly will the plan be and the specific and exact dimensions and revisions will be made to raise it widen it and how will it effect both front and back end( beside my house)

Dottie Williford  
Mexico & Caribbean Specialist

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]



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Attachments:  [image001.jpg](#)

# No Subject

Dottie Williford [REDACTED]

Sent: 9/30/2015 10:21 AM

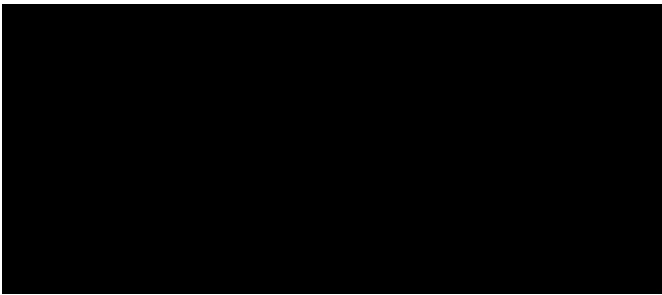
To: "Natalie Murdock" [REDACTED], info@ourtransitfuture.com

Cc: "Ellen Michelson" [REDACTED]

---

Also I want to know (dottie williford [REDACTED] durham nc 27707) I would also like to know exactly the amount of space on the rail side of I-40 also taken to buffer the rail from the highway and what exactly are the plans that I have a map you sent me on my side the other side of I-40 from the rail to quote from your map that you sent me "44 feet from I-40 travel lane to near track centerline which allows for widening for additional traffic lane on I-40 beside me and trenton and Prescott place ---- what exactly dose that mean how much more of our property are you planning to infringe around --- from map plan and profile segment D sheet D-01 and d-03

Dottie Williford  
Mexico & Caribbean Specialist



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Attachments:  [image001.jpg](#)

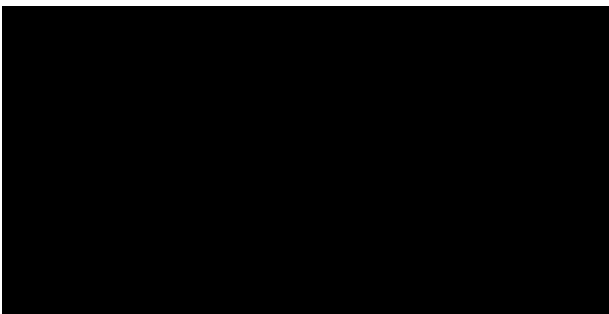


---

From: Dottie Williford [REDACTED]  
Date: 9/30/2015 10:21 AM (GMT-05:00)  
To: Natalie Murdock [REDACTED] info@ourtransitfuture.com  
Cc: 'Ellen Michelson' [REDACTED]  
Subject:

Also I want to know (dottie williford [REDACTED] durham nc 27707) I would also like to know exactly the amount of space on the rail side of I-40 also taken to buffer the rail from the highway and what exactly are the plans that I have a map you sent me on my side the other side of I-40 from the rail to quote from your map that you sent me "44 feet from I-40 travel lane to near track centerline which allows for widening for additional traffic lane on I-40 beside me and trenton and Prescott place ---- what exactly dose that mean how much more of our property are you planning to infringe around --- from map plan and profile segment D sheet D-01 and d-03

Dottie Williford  
Mexico & Caribbean Specialist



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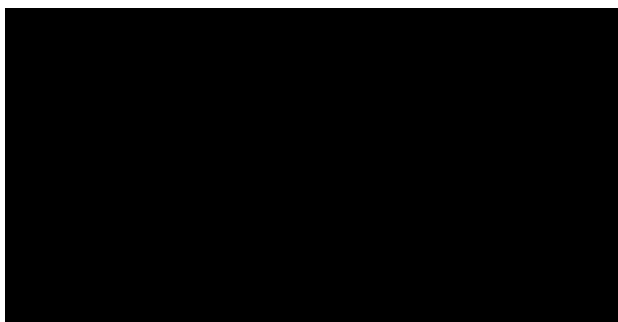
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---

---

From Dottie williford [REDACTED] ---- Hi Natalie I think I asked you earlier to send me the name and contact of the person or persons in control of determining what property's and home get bought that are in the line of fire and are adversely affected and ruined by the chaos you are creating in our neighborhoods by this horrible lite rail –your colleague told me last night that there was no such person however one of the speakers last night at Friday center who lives on George king road said that his house had already been proposed to be purchased ---- so as usual I am getting wrong or conflicting information about these issues – I know they will most likely say no but I want that person in my yard looking at that bridge and the site of the maintenance center and the site where the rail runs down 40 and the feet away from my house that may widen 40 to make a new lane and tell me to my face that I am not adversely affected – that my property value will rise not drop and that I will not be visually impacted or disturbed and ruined by this project --- regards  
Dottie williford

Dottie Williford  
Mexico & Caribbean Specialist



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Attachments:  [image001.jpg](#)



# lite rail ROMF

Dottie Williford [REDACTED]

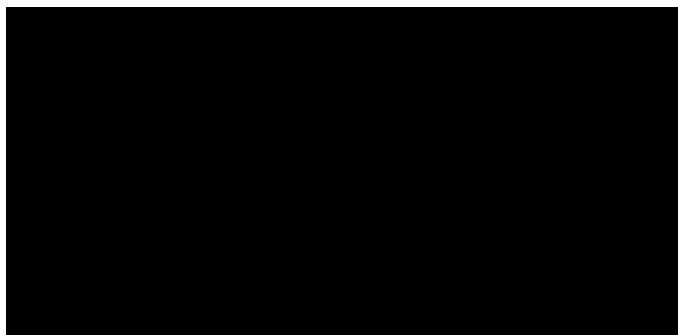
Sent: 10/1/2015 9:40 AM

To: "Natalie Murdock" [REDACTED], info@ourtransitfuture.com

---

From Dottie williford [REDACTED] durham nc 27707----- some of the land that you may take imminent domain appears to belong to an entire family including a 93 year old woman who grandfather worked his fingers to the bone as an freed slave to buy the property with his hard earned money and His extended family has lived there all these years--- there are relics in the yard from where it was an old working farm --- why is that not considered a protected historic site like Patterson mill and how can you justify ruining a family's land with a history such as that ? why would lite rail even consider that as an option unless you are making their whole family multi-millionaires ----who decides when and where houses are taken and whose house is worth paying for because of negative impact ???

Dottie Williford  
Mexico & Caribbean Specialist



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Attachments:  [image001.jpg](#)

# FW: lite rail ROMF

Dottie Williford [REDACTED]

Sent: 10/1/2015 9:43 AM

To: info@ourtransitfuture.com, "Ellen Michelson" [REDACTED]

---

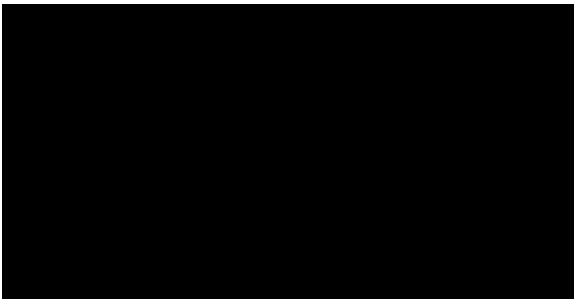
My message was kicked back from Natalie Murdock apparently she has blocked my emails or is no longer receiving emails herself

---

**From:** Dottie Williford [REDACTED]  
**Sent:** Thursday, October 01, 2015 9:41 AM  
**To:** 'Natalie Murdock'; 'info@ourtransitfuture.com'  
**Subject:** lite rail ROMF

From Dottie williford [REDACTED]----- some of the land that you may take imminent domain appears to belong to an entire family including a 93 year old woman who grandfather worked his fingers to the bone as an freed slave to buy the property with his hard earned money and His extended family has lived there all these years--- there are relics in the yard from where it was an old working farm --- why is that not considered a protected historic site like Patterson mill and how can you justify ruining a family's land with a history such as that ? why would lite rail even consider that as an option unless you are making their whole family multi-millionaires ----who decides when and where houses are taken and whose house is worth paying for because of negative impact ???


Dottie Williford  
Mexico & Caribbean Specialist



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Attachments:  [image001.jpg](#)

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---

# Farrington Road Rail Operations and Maintenance Facility Public Work Session

What are the group's main concerns with the Farrington Road site location for the Rail Operations and Maintenance Facility (ROMF)?

- Noise from the facility
- Traffic congestion
- Bright lights from the facility at night
- Visual – what will it look like, what will be visible?
- Property values
- Chemicals used on the site
- Protection of historic resources
- Acquisition of my property
- Safety and security
- Effect on land use for surrounding properties – How will this affect future land development?
- Effect on natural areas
- Water quality
- Flooding
- Construction

*I want you to buy it because you are going to ruin it with rail*

*Stop Lite Rail*

*Dottie Williford*

*At the conclusion of discussions, circle the group's  
TOP 2 or 3 CONCERNS*



# Farrington Road Rail Operations and Maintenance Facility Public Work Session

What considerations does the group think are important regarding the Rail Operations and Maintenance Facility?

- Noise barrier – wall
- Noise barrier – vegetative buffer (trees, bushes, etc)
- Traffic – signal timing
- Traffic – Emergency management
- Visual – downcast lighting
- Visual – light color
- Visual – decorative wall
- Visual – vegetative buffer (trees, bushes, etc)
- Property values – Purchase my land
- Chemicals used on the site – on-site containment system
- Chemicals used on the site – proper storage techniques
- Protection of historic resources – visual screening
- Protection of historic resources – avoid / minimize impacts
- Safety and security features – walls, fencing, security cameras, etc.
- Effect on surrounding types of land use – integrating ROMF into current community land uses
- Minimize effects on natural areas – minimize clear cutting the site
- Water Resources – stormwater management best practices

all  
issues  
are important  
but I circled  
my  
most  
important

#1 concern

- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

Stop Lite Rail

At the conclusion of discussions, circle the group's  
TOP CONSIDERATION FOR EACH TOP CONCERN FROM PAGE 1

---

If I had the money to sound proof my windows and I do not have that many window 7 I think and glass in and sound proof my screen porch less that 200 feet( of course I would have to tile the concrete floor and add a small vent less air conditioner to be useable I would leave you all alone and just deal with it ----- especially if there was also a big brick wall at my grade level on my side of I-40 tall enough to block the lights from the maintenance center – regards Dottie williford

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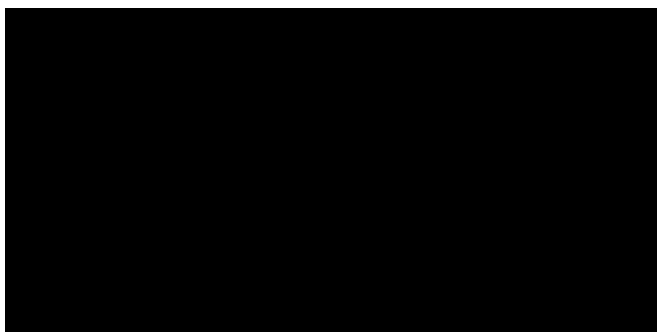
---

**From:** Dottie Williford [REDACTED]  
**Sent:** Tuesday, October 06, 2015 1:58 PM  
**To:** Jeffrey Sullivan  
**Subject:** propertys of intrest

Hi Jeffery , thank you for speaking with me today so in order of importance to me personally at 5103 marcella ct durham nc 27707 GLEN VIEW PARK ( my house) 1) I would like to see a map and drawing and statistics and details exactly what will happen about the bridge on Fearrington rd crosses over I-40 that is almost in my backyard literally ----and the end of the maintenance bld where it ends at the corner of the land almost touching that bridge ---and how much I-40 highway on either side may be widened to accommodate a new lane on I-40 bucked up to my back yard -----  
-2) 4.5 acres on George king road 5115 George king rd Durham nc 27707 home and horse stable and pastures

directly behind culp arbor last house owned by Betty Jean Gorman and Lynne Gorman -----3) Betty Gorman's church Aldersgate United Methodist Church 632 Laurel Hill Rd Chapel Hill NC 27514 how will the rail impact them and how close and exactly where and how the service rd will be altered ---what exact spot dose the rail cross over 15-501 BLVD near St Thomas Moore school and church to head off behind Glenwood school ----- where exactly is Leigh station in relation to George King Rd and Celeste Circle in Durham -----last but not least my sister's house at 5 Friar Lane off Little John Rd ----how does it impact her house the Woodmont at grade station will the three houses that face Stencil Rd and back up to 5 Friar Lane will they be torn down ? what sort of barrier will she have from this at grade station and where do people park to get to Woodmont station -----how exactly dose the zoning for the rail and maintenance center effect future development on top of our neighborhoods Culp Arbor -Glen View Park Prescott Place and Trenton and the other various houses down Ferrington Rd ?----- also if this monstrosity dose go as planned is there a way to buy out my duplex for an amount that I can replace what I have or at least compensate me monetary the cost to triple Payne my windows to sound proof and glass in my screen porch with sound proof windows and door -----and last if this happens could you at least consider building a high brick fence on both sides of I-40 the length it travels down I-40 ---- also if you took my house you would have more room to widen your bridge and lift it up and safeguard my neighborhood Glen View Park with landscaping or fence or both from the bridge I am sure the person who owns the other side of my duplex would sell he lives in Charlotte and rents to a nice couple who could just leave when the ruckus of building begins ---whoohoo so that's it for now in a nutshell my main concerns and interests --- regards Dottie Williford

**Dottie Williford**  
**Mexico & Caribbean Specialist**



\*All passports must be valid for 6 months after the last date of travel\*

\*This email may contain confidential or privileged information, for the intended recipient only\*

---

Attachments:  [image001.jpg](#)



# FW: property of interest

Jeffrey Sullivan [REDACTED]

Sent: 10/6/2015 3:18 PM

To: "info@ourtransitfuture.com" <info@ourtransitfuture.com>

---

**From:** Dottie Williford [REDACTED]

**Sent:** Tuesday, October 06, 2015 1:58 PM

**To:** Jeffrey Sullivan

**Subject:** property of interest

Hi Jeffrey, thank you for speaking with me today so in order of importance to me personally at [REDACTED] (my house) 1) I would like to see a map and drawing and statistics and details exactly what will happen about the bridge on Fearington rd crosses over I-40 that is almost in my backyard literally ----and the end of the maintenance bld where it ends at the corner of the land almost touching that bridge ---and how much I-40 highway on either side may be widened to accommodate a new lane on I-40 bucked up to my back yard -----

2) 4.5 acres on [REDACTED] Durham nc 27707 home and horse stable and pastures directly behind culp arbor last house owned by Betty Jean Gorman and Lynne Gorman -----

3) Betty Gorman's church Aldersgate United Methodist [REDACTED] Chapel Hill nc 27514 how will the rail impact them and how close and exactly where and how the service rd will be altered ---what exact spot does the rail cross over 15-501 BLVD near St Thomas Moore school and church to head off behind Glenwood school -----

where exactly is Leigh station in relation to George King rd and Celeste Circle in Durham -----

last but not least my sister's house at [REDACTED] off Little John rd ----

how does it impact her house the Woodmont at grade station will the three houses that face Stencil rd and back up to [REDACTED] will they be torn down ?

what sort of barrier will she have from this at grade station and where do people park to get to Woodmont station -----

how exactly does the zoning for the rail and maintenance center effect future development on top of our neighborhoods culp arbor - Glen View Park Prescott place and Trenton and the other various houses down Fearington rd ?-----

also if this monstrosity does go as planned is there a way to buy out my duplex for an amount that I can replace what I have or at least compensate me monetary the cost to triple Payne my windows to sound proof and glass in my screen porch with sound proof windows and door -----

and last if this happens could you at least consider building a high brick fence on both sides of I-40 the length

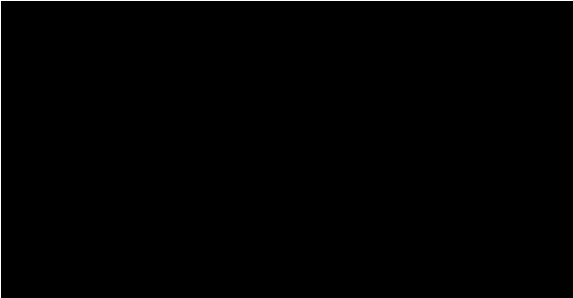
it travels down I -40 ----

also if you took my house you would have more room to widen your bridge and lift it up and safeguard my neighborhood glen view park with landscaping or fence or both from the bridge I am sure the person who owns the other side of my duplex would sell he lives in charlotte and rents to a nice couple who could just leave when the ruckus of building begins ---whooo so that's it for now in a nutshell my main concerns and interests ---

regards Dottie williford

Dottie Williford

Mexico & Caribbean Specialist



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\*This email may contain confidential or privileged information, for the intended recipient only\*

# light rail project

Carol Wilson [REDACTED]

Sent: 10/1/2015 8:00 PM

To: info@ourtransitfuture.com

---

I am a member of the Judea Reform Congregation and participant in activities at the the Levin JCC.

A few comments for not considering placing the ROMF at Cornwallis road:

\*\*Relocating the Western Bypass will certainly bring safety concerns to the many citizens who are involved with the congregation and the JCC.

\*\*Construction will last for a very long time, and be a nightmare all day and into the evening.

\*\*Religious and community activities will be affected on a daily basis.

\*\* And of course more traffic will result.

We understand the Farrington Rd site is now recommended. And we would recommend the Cornwallis Rd site stay off the agenda.

Thank you, Carol Wilson

# comments re: Durham-Orange Light Rail Transit Project Draft Environmental Impact Statement

John Wilson [REDACTED]

Sent: 10/2/2015 5:23 PM

To: info@ourtransitfuture.com

---

I strongly support the selection of alignment C2A as the NEPA Preferred Alternative, primarily because it minimizes impact to the critically important Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA), which includes federal land managed for flood control and as wildlife habitat and state game lands.

SNHAs are critically important for conservation of North Carolina's biodiversity because they contain rare natural communities, rare species, and/or special animal habitats. According to the N.C. Natural Heritage Program, which designates SNHAs in the state, the Little Creek SNHA "contains one of the last remnants in the state of the large bottomland forests that once dominated the Triassic Basins and still supports a high diversity of the wildlife typical of this region...The upland buffers surrounding the wildlife impoundments...are particularly important...This buffer could be completely eliminated, drastically affecting the entire ecosystem associated with the floodplain forest." [i]

A 2011 letter from NCDENR conservation office director Linda Pearsall to the DCHC MPO stated, "We are particularly concerned about Alternative C1, since it crosses the SNHA along a currently undisturbed alignment and is therefore likely to have a more significant impact on wildlife than C2, which lies within the already disturbed transportation corridor along NC 54."

In a Jan. 7, 2015 letter to Tammy Bouchelle of Triangle Transit, Carol Banaitis of the U.S. Army Corps of Engineers, which stewards the Little Creek federal wildlife lands, made clear that "a request to use government property for alternative C1 would not be authorized, given the availability of less damaging alternatives." Banaitis also stated that "alternative C1A would adversely impact natural resources including forest within the SNHA and wetlands under jurisdiction of the USACE Regulatory Division."

Durham and Orange County citizens and elected officials have made their environmental priorities clear in recent years. The comprehensive plans of Durham City and County, Orange County and Chapel Hill each contain specific language emphasizing protection of critical natural areas. Carrboro, Hillsborough and Chatham County also have high environmental standards. Local governments have made commendable zoning decisions and substantial financial investments to protect SNHAs.

There are also many compelling, non-environmental reasons why the C2A alignment is the preferred alternative, as GoTriangle thoroughly documents in the DEIS.

Light rail should not come at the expense of our state's Significant Natural Heritage Areas and federal wildlife lands. For this reason, the C1 and C1A alignments have been fatally flawed from the outset.

C2A has been correctly identified as the preferred alternative, and has strong local support.

Thank you for your efforts, and for considering my comments.

John Wilson  
Friends of Little Creek

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

[i] [http://townhall.townofchapelhill.org/agendas/2010/03/15/1d/1d-7-2010\\_february\\_nc\\_heritage\\_site\\_report-rizzo\\_center.pdf](http://townhall.townofchapelhill.org/agendas/2010/03/15/1d/1d-7-2010_february_nc_heritage_site_report-rizzo_center.pdf)



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# Get Involved Contact Form

Will Wilson [REDACTED]

Sent: 10/6/2015 7:15 PM

To: info@ourtransitfuture.com

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Name: Will Wilson

Phone Number:

Email Address: [REDACTED]

## Message Body:

I've never been a fan of the route that's been put in front of us. There are so many turns and at-grade road crossings that I can't debate, but, from a broader perspective, GoTransit hasn't provided good reasons why the route can't more closely follow the medians of the major highways. There's also an alternative plan that follows I-40, 55, and 147 ([bit.ly/1Uk3XOx](http://bit.ly/1Uk3XOx)) with the same major downtown and university stations with equivalent transit times, higher speeds, fewer crossings, closer to neighborhoods already dependent on mass transit, and serving Southpoint. With a turn at I-40 and 55, it more easily connects to the airport and Raleigh, providing direct routes from both Chapel Hill and Durham. GoTransit has too casually dismissed this option as an initial LRT route. Maybe we need regulatory changes?

GoTransit has not shown how the proposed route fits within the context of a comprehensive mass transit system. I've never seen this route within a built-out LRT system. This line doesn't take us to the airport; but will the first extension? If so, where does it connect to this route?

Just as only rail can feed large employment centers, only an excellent bus system can bring lots of people to LRT stations. No system does this better than Calgary. I'm intrigued by battery-powered electric buses: several existing models cost less than \$1 million and have 150-200 mile ranges per charge. Their batteries store up to 400kWh of energy, which 8,000 square feet of solar panels could provide for an investment of \$200,000. Assuming \$2 million dollars per bus, a billion dollars would buy at least 500 electric buses and 90 acres of solar panels for emissions-free transit power for Durham and Chapel Hill. Five hundred buses would greatly expand the two cities combined present total of about 200 buses.

We need rail-based transit, it's not too expensive, but we have to get it right. A rail transit system spends a lot of money on unmovable cement and steel, and we need to be absolutely certain of its future growth and adaptability. This first route needs to fit with the next route, and work with an efficient bus system. Does this plan do that? GoTransit hasn't convinced me.

--

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

# Support for Light Rail

Connie Winstead [REDACTED]

Sent: 10/9/2015 3:29 PM

To: info@ourtransitfuture.com

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I support the light rail plan because the Plan positions Durham County and the Triangle to retain their position as a highly-competitive place for innovation and job creation, a place where young people will want to pursue their careers and where every citizen will have a way to get to work, whether or not they have a car. The Plan increases travel choices, improves environmental impact, creates jobs (nearly 7,000 construction jobs) and helps us compete for new business, which expects this for their workforce. In addition, based on experience in Charlotte and other communities around the country, we expect to see a substantial investment at rail stations with associated increase in tax base and jobs.

Our parents and grandparents were the visionaries who made the RDU International Airport, the Research Triangle Park, and other things we take for granted realities. It is time for us to make this investment for our future and that of other generations.

Connie Winstead

[REDACTED]

[REDACTED]

1 outside and sign up and -- and get your  
2 card so that we can get you guys in order  
3 to speak. And, again, we have our ground  
4 rules here and periodically I will call  
5 numbers to -- for folks to come up and  
6 speak. You will exit the room, head down  
7 the hallway, and Jeffrey will get  
8 everybody lined up to speak. And, again,  
9 as you -- as we do speak, if you would  
10 hand your card to the court reporter and  
11 state your name and address for the record  
12 prior to speaking.

13 MS. LAURA WINZEL: My name is  
14 Laura Winzel. I live at [REDACTED]  
[REDACTED], but it's actually  
16 Carrboro.

17 I'm with Medical Advocates for  
18 Healthy Air, a statewide network of  
19 medical and health professionals concerned  
20 about the impact of air pollution and  
21 health, and we are in favor of the light  
22 rail project because of its implications  
23 for our projects -- population's health.

24 Currently there are scarce viable

1 alternatives to driving for those who  
2 commute between Durham and Chapel Hill.  
3 Driving individual automobiles creates  
4 toxic particular matter pollution that can  
5 have a wide range of adverse health  
6 effects. This is caused not only by  
7 burning fossil fuels but also by road  
8 ware, brake ware, and tire ware. The  
9 cleanest electric car will still cause  
10 particulate matter pollution because it  
11 can't avoid friction with the  
12 petroleum-based asphalt that our roads are  
13 made of.

14 A recent study published in the  
15 Journal of Nature suggests that  
16 particulate matter pollution is  
17 responsible for 3.3 million premature  
18 deaths worldwide in 2010. Particulate  
19 matter pollution exacerbates asthma, which  
20 is the leading medical cause for school  
21 absences in North Carolina. It's also  
22 linked to low birth weight, premature  
23 birth, autism, ADHD, stroke, liver  
24 disease, dementia, and a number of other

1 problems. It degrades the visibility and  
2 causes climate change. These impacts are  
3 often worse for people in low-income  
4 communities and communities of color,  
5 which are often located along heavily  
6 trafficked roads.

7 Over the next 16 years -- 15  
8 years, our population in the Triangle is  
9 expected to grow by 71 percent. Change to  
10 our area in way of life is inevitable, and  
11 we have a fleeting opportunity to guide  
12 what it will become. Unless we develop  
13 transportation alternatives now, this  
14 population growth will result in a massive  
15 increase in -- in car traffic.

16 To those concerned about costs and  
17 convenience, consider the cost and  
18 convenience of an increase of 50 percent  
19 or more cars on the road and the  
20 corresponding increase in accidents,  
21 frustrations of sitting in traffic, and  
22 particulate matter pollution.

23 To those who criticize the light  
24 rail program as limited, take the long

1 view. We have a big problem that requires  
2 multifaceted solutions. The light rail  
3 project is only one step, but it's an  
4 essential one that is long overdue.  
5 Please help the swift implementation of  
6 the light rail plan.

7 MR. JOYNER: Thank you. Next  
8 speaker, please. And if there are any  
9 other speakers, you're -- you're welcome  
10 to come down -- exit the hall and come  
11 down, so any other speakers, depending on  
12 where their number is. Yes.

13 THE COURT REPORTER: It's really  
14 important that they not talk fast and that  
15 they talk clear because I'm actually  
16 typing every word they say and that's  
17 impossible and she is having to say  
18 everything they say, which is also  
19 impossible if you talk super fast. Then  
20 there's no way for us to get it all.

21 MR. JOYNER: Thank you. I'll  
22 reiterate that. So -- So, again, what --  
23 what we're asking is, again, speak very  
24 clearly and -- and slow enough that

# Get Involved Contact Form

Neal Wisenbaker [REDACTED]

Sent: 10/2/2015 7:17 PM

To: info@ourtransitfuture.com

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Name: Neal Wisenbaker

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

It's amazing to me that the three smartest cities Raleigh, Durham and Chapel Hill haven't been able to figure out how to commute between each other.

--

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



# Get Involved Contact Form

Tal Lewin Wittle [REDACTED]

Sent: 9/30/2015 8:52 AM

To: info@ourtransitfuture.com

---

Name: Tal Lewin Wittle

Phone Number:

Email Address: [REDACTED]

Message Body:

While a light-rail project in the Triangle area is an admirable goal, the current Durham-Orange Light Rail Transit project will have very limited impact on increasing public transit usage and reducing traffic congestion in our region. Currently, the D-O LRT will only connect Durham and Chapel Hill, and primarily the Duke and UNC medical centers. While the medical centers are major employers in the area, there are few proposed light-rail stations in areas where people rely on public transportation. This is a grave oversight, especially in Durham. In addition, the D-O LRT does not connect to the Research Triangle Park, another major employment center, Raleigh, the NC capital, or the RDU airport. The failure of D-O LRT to connect to major nearby economic drivers is a severe shortcoming of the project. Finally, the D-O LRT has many, many crossings at grade-level which will severely impede traffic during high-volume hours. For all the reasons listed above, the D-O LRT project should be scuttled; it is irresponsible to spend tax-payer dollars on a project with very limited impact on reducing traffic congestion and increasing public transit ridership.

--

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

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# Get Involved Contact Form

Gail Wood [gailw@nc.rr.com]

Sent: 10/12/2015 9:20 AM

To: info@ourtransitfuture.com

---

Name: Gail Wood

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I think light rail is great, but this project is like fitting a square peg in a round hole.

Portland, Oregon has a great light rail system. My son lives there and we visit at least once or twice a year.

In the city it follows much of the route of the old street car system. It goes to the airport, and takes you into the bottom level of the airport. We take it from the airport to "our" hotel which is a block from the soccer stadium. It connects major event sites and museums, neighborhoods across the river, shopping areas and suburban neighborhoods to the south, and most recently the medical center.

The Durham-Orange Light Rail's ridership numbers are questionable and it's too expensive. Dedicated bus lanes fit our needs.

--

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: Sarah Woodard

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](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://ourtransitfuture.com/comment)
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

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

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

Please leave your comment on the Draft Environmental Impact Statement:

I want light rail - please -

for environment, to ease congestion.

I'd like to relax, read, as I ride it! Tax us - do what we can, let's, to get it rolling.

Thank you. Let's not give up!

Please Turn Over →



# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name:

Email:

Telephone:

Mailing Address:

City:

Zip Code:

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://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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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:

What buses were used to calculate today's bus ridership?  
Names ex. Go Durham or Durham Transit - list all

What is current daily ridership today in the buses you used?

Lucy Woodell

Please Turn Over →

# Durham-Orange Light Rail Transit Project

## Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

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Please return this form to the comment box

# FW: No Build Option....D-O LRT Project

Lucy.Phil [REDACTED]

Sent: 9/28/2015 2:14 PM

To: info@ourtransitfuture.com

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If the light rail plans had included RTP and RDU, it would have made more sense. Of course Wake County wanted no part of this and that decision left GOTRIANGLE with trying to come up with a way to spend this outrageous amount of money on "something".

If current GOTRIANGLE plans are carried out, there will be a monstrosity of cement, steel and asphalt cutting through some residential neighborhoods. The 17 mile "fixed route" will be there for years and years and will not adequately serve the citizens that might be inclined to ride the rail. Most riders will be forced to catch a bus when they arrive at one of the rail stations because most final destinations will not be at the stations.

Over the years urban neighborhoods change, affordable housing projects may spring up and the best way to help the majority of people who may need public transportation is to provide them flexible bus routes with modern buses. Bus routes can be easily added, altered or removed when ridership requirements change. It would not cost \$1.6 or \$1.9 BILLION dollars to set up numerous bus routes. Buses might even be able to sustain the cost of this type project whereas the D-O LRT project will never be able to sustain the costs.

Philip N. Woodell  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

# D-O LRT ROMF LOCATION

Lucy.Phil [REDACTED]

Sent: 9/28/2015 2:53 PM

To: info@ourtransitfuture.com

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Currently, D-O LRT plans to construct a monstrous three story maintenance facility on Farrington Road near Ephesus Church Road. This is a terrible location for such a huge facility. The area around this proposed facility is a quiet residential neighborhood with a nearby 950 student elementary school and a retirement community.

This area is currently zoned "residential" and zoning would have to be changed to "industrial".

GoTriangle should revisit ALL possibilities along the proposed 17 mile route for a more suitable site.

Philip N. Woodell  
[REDACTED]  
[REDACTED]  
[REDACTED]

---



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[www.avast.com](http://www.avast.com)



# NO BUILD OPTION - D-O LRT

Lucy.Phil [REDACTED]

Sent: 9/28/2015 9:18 PM

To: info@ourtransitfuture.com

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The D-O LRT project has been a tremendous stretch, at best, to provide the kind of service to the people group that it has been advertised to reach. The communication and feedback on this project has been awful, and that is being extremely kind. You ask a question, get no answer, told you will but it never comes. The data that has been provided to promote the light rail project is flawed and downright incorrect. I would strongly suggest that whoever is supposed to approve this project needs to look very closely at how GoTriangle arrived at some of its ridiculous numbers such as the 23,000 people that are supposed to be riding buses in the Chapel Hill/Durham area on a daily basis.

The traffic on Farrington Road where the rail will come and the ROMF that is planned is absolutely the worst possible site they could have selected. It is a rural, two-lane road with small family/residential neighborhoods, an elementary school with approximately 950 children (K-5) and an over 55 retirement community. The latter of these groups moved here for the beauty of the rural area, the tranquility and what the area offers for retirees. Imagine their disappointment over hearing of a three story monster to be right in their view and told it will be hidden with trees (Redwoods don't grow well here). The lights, noise from added traffic, at grade crossing to get into the ROMF with frequent dinging sounds 24/7, etc. are not what people in Culp Arbor signed up for. I might mention that only half of the development has been completed and the remainder is to be completed soon which will extend down Farrington Road right in front of this ROMF. Can you imagine how this will devalue their property along with it being uncertain if the remainder of the houses, when completed, will ever be sold? These retired folks and an elementary school would be two of the worst people groups to evacuate if anything happened to the rail or at the ROMF. Right now, I am told there is no evacuation plan because nothing will happen to warrant that. GoTriangle knows that how?

I recommend using the funds for BRT (Bus Rapid Transit) which makes more sense, is easier to change as areas grow and expand, is faster than light rail and will not ruin the beauty of the area. As happened in Charlotte, after the project was completed, the cost was twice what it was advertised and it will be the same here. It makes no sense to spend this money on these 17 miles of rail to nowhere. Also think about the ridership in Charlotte over the past 7-8 years – ridership has decreased, not increased but the cost to support it continues. Please think about this and check out the numbers you have been given by GoTriangle very carefully, challenge them and see what you find out.

Lucy Woodell  
[REDACTED]  
[REDACTED]  
[REDACTED]

---



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[www.avast.com](http://www.avast.com)

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# NO BUILD DO-LRT

Lucy.Phil [REDACTED]

Sent: 10/12/2015 3:40 PM

To: info@ourtransitfuture.com, [REDACTED]

---

As a Durham resident, I have many concerns about light rail but I will address only safety issues and adverse impacts at this time.

The DO-LRT project is wrong for Durham, at many levels, but the route planned for the Durham/Orange light rail is so far off the target when you entertain the thought of spending this huge amount of money (1.6 BILLION) to build a 17 mile ride to nowhere and will not benefit the so called targeted population. In the Durham Herald-Sun newspaper on Wednesday, October 7, 2015, even some Durham City Council members questioned some of the things about light rail. The Mayor Pro Tem, Cora Cole-McFadden, raised concerns ONCE AGAIN about the lack of access for students at NC Central University. She said, "It still does not look right for a piece of this project to be UNC and another at Duke, and then you don't have the historically black universities included." Along with that she added that the DO-LRT project would also not include Durham Technical Community College students to have access. This community college is located in a heavily populated area of low income housing and these residents would more likely benefit from something like this. Why are these areas left out and the route is put in a place where residents will not ride nor need light rail transit? Other council members wanted to add more language in order to address issues brought up by residents and some have proposed additions to the letter. In addition, Councilwoman Diane Catotti suggested GoTriangle go back and evaluate having a maintenance facility on Cornwallis Road because of the problems that have arisen about the Farrington Road site. This project just needs to be stopped until a full review of this unnecessary route can be examined by an outside agency that can look at it unbiased.

The site for the ROMF is even more ridiculous because it has become the preferred alternative (chosen out of 5 sites) to be put in an area that is not currently zoned for the ROMF. The ROMF is clearly "industrial" and cannot exist there without a change from the current residential zoning. Farrington Road is a rural, family neighborhood setting with an elementary school (900 + children grades K-5), a retirement community, and is not the place for noise, lights, additional traffic on an already congested 2 lane road, contamination and property values plummeting. I know you have heard from the residents at Downing Creek about their extreme safety issues there where they will be forced to sit on the rail crossing to even get out of their neighborhood. How safe is that?

Please consider these problems and recommend NO BUILD which is the very best option. It is not too late to stop this project, besides the state funding from North Carolina (25%) has not been approved at this time. With all the local and state politicians not agreeing on different aspects of this project, doesn't it seem that the intelligent thing to do is to stop now before a very costly mistake is made?

Lucy Woodell  
[REDACTED]  
[REDACTED]

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# NO BUILD DO-LRT Financial Risk and Uncertainty

Lucy.Phil [REDACTED]

Sent: 10/12/2015 4:11 PM

To: info@ourtransitfuture.com, [REDACTED]  
[REDACTED]

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Please consider these points:

The expected funding by NC State of 25% for this project (\$400M) was recently capped by NC Legislature at \$500K. They could not agree and had to adjourn until April and funding still has not been settled. Why is DO-LRT still under consideration when state budget limits funding to \$500K for the entire project?

Shortfalls may result in a burden borne by the Durham and Orange taxpayers. This project has consistently been compared to Charlotte, why I don't know because we are nothing like Charlotte. Look at what Charlotte taxpayers were told the estimated cost would be and then look at the final cost at the completion of the project. Was there any discrepancy? Transportation projects, more often than not, have huge overruns. Look at these figures. The cost estimate of the DO-LRT is 1.68 Billion. This is uncertain and may increase as the project goes forward.

LRT ridership is grossly overestimated and the corridor population lacks sufficient density.

BRT is far less costly and competitive on ridership and routes can be adjusted to accommodate changes. It has been estimated that 23,000 riders are possible when we know that Charlotte, with its far larger population and centralized employment center (which we do not have in downtown Durham) has only attracted a flat 16,000 riders for over 7 years? A lot of the bus ridership is free in Chapel Hill so why would those people who ride free want to pay now to ride LRT?

Lucy Woodell  
[REDACTED]  
[REDACTED]

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# NO BUILD DO-LRT Technology and Obsolescence

Lucy.Phil [REDACTED]

Sent: 10/12/2015 5:04 PM

To: info@ourtransitfuture.com, [REDACTED]  
[REDACTED]

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With the plan for the DO-LRT project to take 10+ years to complete and knowing that new technology moves so rapidly, look backward 10 years from where we are now with our technology. Do we really want to sink 1.68 billion (and probably many more dollars) into something that may be, and probably will be, obsolete when it is completed? Autonomous vehicles are not just a thought at this time, but are actually being built and tested. With these vehicles already introduced and the rapid rise of ride share services and Uber (don't forget that option), how will LRT viability be impacted?

LRT fixed tracks are not adaptable or flexible and LRT is a solution for the past and not for the future. Bus Rapid Transit is far less costly, flexible and competitive on ridership. While I am a retired Durham resident and have the ability to be out and about at all different times of the day and evening, I constantly have been astonished at the local bus ridership. While GoTriangle has estimated there to be 23,000 riders, the most I have seen on any one bus over the last several months is 5-10. I have asked GoTriangle how they established that number and they gave me some mumbo jumbo about a model they used but the best I can tell is they counted every single bus running in Durham and Chapel Hill and counted everyone getting on and off the bus to get to some number they could publish. We all know that those who may ride the bus in northern Durham will not ride 10 or 15 miles to get on a 17 mile long DO LRT to ride to Duke where they might work and have to ride past their place of employment to get to a boarding stop for the DO LRT. Those people, if they are bus riders in the first place, will continue to ride the bus or drive their car. I am finding that even many people in the corridor where the planned light rail will be are saying it will take them longer to ride the light rail than to drive their own vehicle. People will not trade an hour from home to employment on light rail when they can drive and park and be at their desk in half the time. Would you? Whether or not you are ever a DO-LRT rider, the taxpayers of Durham and Chapel Hill will always be burdened with the ongoing costs of this mistake which will never be sustained by its ridership.

Lucy Woodell  
[REDACTED]  
[REDACTED]



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# Durham-Orange Light Rail-No Build

Lucy.Phi [REDACTED]

Sent: 10/12/2015 7:33 PM

To: info@ourtransitfuture.com, [REDACTED]  
[REDACTED]

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I have attended several meetings regarding the proposed 17 mile DO LRT project. The GoTriangle staff have published projected ridership numbers that most of us at the meetings are having difficulty believing. When asked how they arrived at their published numbers, I would get varying answers depending on which GoTriangle staff person that you asked.

I suggest that an independent, unbiased agency or firm conduct a study of what the real ridership numbers would be. They should not use the model that GoTriangle indicated they used to arrive at the ridership of 23,000. This agency should study the table in the DEIS to determine how GoTriangle came up with what they published a ridership expectation would be. A different method of calculating ridership would probably result in another outcome more in line with what the actual number would be.

I strongly suggest that GoTriangle begin a search for another site for the ROMF rather than Farrington Road. The Farrington Road area is a quiet, residential area with a two lane road which is already congested now. An elementary school with 900 + children is extremely close to the proposed entrance to the ROMF.

I recommend a no build option.

Phil Woodell  
[REDACTED]  
[REDACTED]

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# DO LRT - NO BUILD OPTION

Lucy.Phil

Sent: 10/12/2015 8:01 PM

To: info@ourtransitfuture.com, council@durhamnc.gov, commissioners@dconc.gov, john.t.thomas.jr@usace.army.mil, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov

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I am extremely hopeful that the DO-LRT will not be built. I honestly feel it is not the right time or the right area for this project. I know many cities enjoy mass transportation but it is usually cities where people live in outlying areas around a downtown where many people work, spend free time, shop and have their businesses. Durham and Chapel Hill are not configured like that. Neighborhoods are sprawling between Durham, Raleigh and Chapel Hill. Many people are employed at the Research Triangle Park. While Duke and UNC are fairly large employers in this area, neither have a centralized campus. You will see Duke Medicine and UNC Medicine on buildings all over the area in Durham, Raleigh and Chapel Hill but it does not end there. There are many other places in between these cities and even extending beyond these cities into Hillsborough, Cary, Fuquay Varina and Burlington, just to name a few. To advertise that this light rail project will get you to where you work at Duke and UNC is not exactly correct when you look at the number of people that work for Duke and UNC and are not at the main campus or even near it. Even on the main campus, the station stop will not be near to where many work and they will have to wait for a bus to take them to their final work location. As I said, this area is just not designed for this type project. Bus Rapid Transit makes much more sense, more affordable and routes can be changed and adjusted as these employers grow away from the cities. The rail will be put in that 17 mile corridor and there is where it stays. Growth outside of this corridor should be reviewed to see if that happens, there will be no rail near them to get them to their work location.

Sometimes we have to look with a critical eye to see the truth of the situation and the truth of this situation is it is not the solution to what is needed. Raleigh has taken a different direction and will not be part of the light rail. It does not go to the Research Triangle Park or to the airport. Please give this careful thought before you throw 1.6 billion dollars away, knowing that it will probably be twice that much before completion.

Lucy Woodell

Durham, NC 27707



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# DO- LRT and ROMF - NO BUILD

Lucy.Phil

Sent: 10/12/2015 8:29 PM

To: info@ourtransitfuture.com, council@durhamnc.gov, commissioners@dconc.gov, john.t.thomas.jr@usace.army.mil, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov

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I am concerned about the environmental effect the DO LRT will have on the area recommended for the ROMF. There will be a lot of water runoff where the ROMF is planned with more asphalt and concrete put on 20-25 acres of what is now a beautiful, rural area of neighborhoods, not industry. I understand the runoff will be channeled under I-40 but it will impact the neighborhoods off Trenton Road where they already deal with flooding. They also have wells and have been told that the city will not extend city services (water) to them. There will also be cleaning and repairing of the rail cars and there will be chemicals involved with that. How will that affect their wells? There are wetlands that will be affected which have been protected thus far so I cannot understand why it is OK now to disturb those.

The ROMF will increase traffic and there is no way around that, although if you listen to what GoTriangle would have you believe, Farrington Road will not be affected that much. There will be a grade level crossing on Farrington Road to get into the area where the ROMF would be located. This facility will be operational 24/7 with fencing and lighting and noise. There will be rail arms and flashing lights and dinging bells when the light rail cars cross at grade level. That, I am sure, will be something to have to live with every 10 minutes at peak times and 20 minutes at other times. Traffic congestion is already something so this should add to the chaos with 3 shifts of ROMF employees coming and going. If an emergency occurs, it will be difficult to maneuver the traffic to get to an emergency, especially for an elementary school and retirement community right in the middle of all this ROMF mess. First responders, environmentalist and people who provide evacuation for 900 + elementary school children and people with oxygen, wheel chairs and walkers should be consulted to see what they think about this plan. As far as I can tell and in all the meetings I have attended, this has not been addressed by GoTriangle. When I asked about this, I was told they did not expect anything to happen where this would be needed so they have no plan. I guess none of them listen to the news.

Please decide on NO BUILD for this project to eliminate all the problems associated with the DO LRT and especially the ROMF.

Lucy Woodell

Durham, NC 27707



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# Bus Rapid Transit

Lucy.Phil

Sent: 10/12/2015 10:00 PM

To: info@ourtransitfuture.com, commissioners@dconc.gov, council@durhamnc.gov, john.t.thomas.jr@usace.army.mil, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov

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If the proposed Durham-Orange LRT is built, the 17 miles of concrete and rail will be there for a very long time. When communities along this route change, there cannot be any changes made to this 17 mile route.

A much wiser and less costly alternative to the LRT is a system of clean energy modern looking buses. Cities like Santa Monica, CA, Dallas, TX and Lafayette, LA are using Liquefied Natural Gas and Compressed Natural Gas for their transit needs.

Bus routes can be easily modified when new housing communities are planned and developed.

Phil Woodell

Durham, NC 27707

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# Get Involved Contact Form

Rhonda Woodell [REDACTED]

Sent: 9/23/2015 3:21 PM

To: info@ourtransitfuture.com

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Name: Rhonda Woodell

Phone Number:

Email Address: [REDACTED]

Message Body:

**\*\*Please do not include my email address\*\***

To whom it may concern:

I am against the current plan of the Go Triangle Light Rail System. I have concerns about the funding as well as the location of the repair station.

1. Funding - At the few meetings that I have attended, Go Triangle representatives made it known that ridership would not be able to cover the costs of the light rail. I am wondering how much my taxes will increase to cover the costs? Durham has already voted once to increase taxes to cover the costs. I am not in favor of increasing these again. Secondly, what happens if the state doesn't cover the 25% they are supposed to? Will this portion fall to Durham & Orange counties? Again, I am not in favor of increasing taxes.

2. Location of the Repair station - I live a block from the proposed light rail repair station. Currently this is zoned rural. I think it is horrible that Durham is even considering clearing this wooded area and putting up a three story building. Where is the run-off going to go? Farrington Road is like a hidden gem in Durham. You can quickly get to shopping areas and restaurants, but you still have the farmland and woods that has a quaint feel to it. This is going to take away that quaint feel that people long for.

I also have concerns about safety. My daughter just started at Creekside elementary school that will also be a block away. I am positive that you will have some kind of acids, caustics or solvents to use for the upkeep of these trains. What would happen if there was a severe accident, explosion or fire? Creekside Elementary school is the second largest elementary school in Durham. If you had to evacuate the school, what is the plan to move almost 1000 young students? Does Go Triangle and Durham County Public Schools have a plan for this situation?

I believe Farrington Road was selected because it is the cheapest solution, not the best solution. There has to be other options.

I understand the need for planning for the future and growth, but I think it needs to be done correctly. I do not believe Go Triangle did all their homework on this one.

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# comment

N Worsham [REDACTED]

Sent: 10/13/2015 8:40 AM

To: info@ourtransitfuture.com

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ABSOLUTELY we need the light rail. And anybody who says we don't should drive on 54 near 40 in the late afternoon.

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# Get Involved Contact Form

Nancy Worsham [REDACTED]

Sent: 10/13/2015 8:44 AM

To: info@ourtransitfuture.com

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Name: Nancy Worsham

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Definitely NEED the light rail. Here's just one reason - nurses who work at Duke Hospital have to park far far from the hospital and pay a lot of \$ to do so.

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

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# Durham-Orange Light Rail Transit Project

## Official Public Comment

Name: Stephanie Wright Email: [REDACTED] Telephone: [REDACTED]  
Mailing Address: [REDACTED] City: Garner Zip Code: 27529

### How to Comment on the DEIS

1. Email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)
2. Submit a web-based comment form: [ourtransitfuture.com/comment](http://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 would be a great opportunity for  
This company to grow

Please Turn Over →