

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Anthony Cole Email: _____ Telephone: 919-672-781

Mailing Address: _____ City: _____ Zip Code: _____

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

Please Turn Over →



Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Sakina ABDUS-Salaam Email: Sakina1993 Telephone: _____

Mailing Address: _____ City: Durham Zip Code: 27709

How to Comment on the DEIS

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

TAE Light rail will be good thing

Please Turn Over →

Get Involved Contact Form

Joanne Abel [REDACTED]

Sent: 10/3/2015 7:31 PM

To: info@ourtransitfuture.com

Name: Joanne Abel

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I love to go to cities where i can use public transportation and not take my car. I would love a similar system for the Triangle. And I know we must have some new answers for the traffic problems that we have now and will have in the future. I voted for the tax to have transit. But I am just not sure without it going to the airport and Raleigh that it will work. Could we make the buses clean, safe, on-time and going where folks need to go? Much cheaper and more flexible. It is that white,middle class folks won't ride the bus. Could we change that?

--

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13 MS. CATHY ABERNATHY: My name is
14 Cathy Abernathy. I've lived at [REDACTED]
[REDACTED]. I have
16 an overview and two concerns.

17 The overview is this is a 20-year
18 work-in-progress that is acting like an
19 avalanche that can't be stopped. Elected
20 officials and GoTriangle have the
21 responsibility to provide for auto
22 congestion, growth, and some form of
23 transit in the year 2040, but this is not
24 the best program. There have been many

1 changes since the 1990s, and this was
2 considered a Triangle solution. Wake
3 County, different routes, East Durham
4 being eliminated, there are many problems.

5 My first impression is, gee,
6 GoTriangle, you had to rely on the worst
7 and the least worst options. Oh, it will
8 be all right, Cathy, Wake County's going
9 to come on board. Do we want DOLRT to be
10 the lost leader in hopes that this will
11 finally be a Triangle metropolitan transit
12 system?

13 My two concerns are neighborhood
14 involvement. I've been involved with
15 local politics a long time. I first heard
16 about the ROMF across the street from me
17 June 24th, two days, no notice to a
18 GoTriangle meeting. Great response, sure,
19 get involved.

20 The second is North Carolina 54
21 should never be a transit or a growth
22 area. It is a required filtering open
23 space for the wetlands of New Hope Creek
24 and the Little River. Thank you very

1 much.

2 MR. JOYNER: Thank you. Next

3 speaker, please.

4 MR. ROBERT FORMABY: Robert

5 Formaby, [REDACTED]

[REDACTED].

7

1 MS. CATHY ABERNATHY: My name is
2 Cathy Abernathy. I live at [REDACTED]

[REDACTED] And, like my good friend Debbie
4 McCarthy, we have been noticing
5 environmental protection needs since the
6 1980s.

7 But at that council meeting when
8 the ROMFs were being discussed and the
9 routes, Councilman Schewel asked if a
10 document reporting to be a complicating
11 need, was it illegal for making Cornwallis
12 less possible as an alterative, making
13 Farrington Road the only choice.
14 GoTriangle representative Shirkey
15 (phonetic) said, fine, we're not going to
16 -- well, perhaps they need one.

17 And regarding the Lee Village
18 ROMF, have you looked that it's only a few
19 feet or yards different from the
20 Farrington Road ROMF, and that site was
21 eliminated because there's a potentially
22 historic site on the southern end? That
23 site was identified by T. Walker Robinson
24 in the 1980s during Durham inventories.

1 That was available to anybody who wanted
2 to see it.

3 Now let's talk about notification,
4 neighborhood involvement. Culp Arbor
5 residents never received in the mail
6 notifications of the meeting on June 24th.

7 On June 18th, Trenton Road found
8 out that they were, indeed, the
9 neighborhood that completely changes the
10 way development occurs along
11 transient-oriented corridors, despite
12 their closeness to the watershed and the
13 pollution routes for Lake Jordan that
14 we're paying for.

15 So in the neighbor -- in the
16 neighborhood involvement sections of the
17 DEIS, where is our opposition? Not very
18 much. We're at the end of this process.
19 Thank you very much.

20 MR. JOYNER: Our next speaker.

21 MR. DAVID McCARTHY: Good
22 afternoon. My name is David McCarthy. I
23 live on [REDACTED].

24 There are some additional items in

Get Involved Contact Form

Cathryn Abernathy [REDACTED]

Sent: 10/12/2015 11:55 PM

To: info@ourtransitfuture.com

Name: Cathryn Abernathy

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I oppose the NEPA preferred ROMF site on Farrington Road. The site is now forested Open Space with at least two streams crossing the 25 acre site.

All storm water run off will pollute the New Hope Creek Watetshed. Construction of the building, the upright poles for the electrical overhead power source, the circles of track to store up to 26 Rail Cars will pollute the surrounding environment.

The selection process was seriously flawed. No involvement of neighbors was insulting and counterproductive.

The process was iterative from East to West. By the time GoTriangle informed the ROMF stakeholders, there was NO time left for a rational consideration of alternatives.

Please put a Station in the Center of Downtown Durham. Please build the ROMF on land near Downtown Durham, where the industrial noise, vibration, toxic chemicals, and ugly pole supports for the electrical wires of the power source will be camouflaged by the variation of buildings in Downtown Durham.

Respectfully.

--

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

Get Involved Contact Form

Cathryn Abernathy [REDACTED]

Sent: 10/13/2015 12:04 AM

To: info@ourtransitfuture.com

Name: Cathryn Abernathy

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Chapter 4 of the DEIS is fatally flawed. The Study Area of 400 feet along the 17 miles of the route is totally inadequate as a basis of analysis and evaluation. Negative environmental impacts affect every inch of the New Hope Creek Watershed.

Compliance with Federal and State laws and regulations is also inadequate. Efforts to improve the environment and to prepare for further pollution of Lake Jordan are totally absent.

With respect.

--

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

Get Involved Contact Form

Cathryn Abernathy [REDACTED]

Sent: 10/13/2015 12:27 AM

To: info@ourtransitfuture.com

Name: Cathryn Abernathy

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

The Park and Ride lots will significantly increase the acres of impervious surface that will produce toxic gasoline and oil from automobiles and contribute to storm water run off in the New Hope Creek Watershed.

UNC and DUKE are the sole beneficiaries of the park and ride and light rail transit to stations on the periphery of their campuses.

Citizens of Durham County should not subsidize the D-O LRT for the benefit of two well endowed universities. It is not fair.

Without Raleigh Wake County RTP RDU and the I-40 corridor, the D-O LRT includes the worst and least worst options of the plans from the 1990s.

Please do not build this costly underperforming transit system. There are better options. Orlando has opted for adding lanes to the highway for HOV and Bus Rapid Transit.

--

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

Get Involved Contact Form

Cathryn Abernathy [REDACTED]

Sent: 10/13/2015 12:45 AM

To: info@ourtransitfuture.com

Name: Cathryn Abernathy

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Routing any portion of the D-O LRT system along NC 54 will negatively impact the environment of the New Hope Creek Watershed, especially Little Creek.

The wetlands north of NC 54 are too fragile for LRT. Why won't the wetlands east of George King Drive and south of NC 54 suffer significant adverse impacts?

The forested Open Space in the NC 54 corridor and the Farrington ROMF site must remain undeveloped in order to protect Lake Jordan from additional pollution.

This entire NC 54 corridor is important to the USACE and has been since I-40 erroneously stimulated development. Do not repeat the IRRETRIEVABLE ERRORS of the 1980s. Respectively

--

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

22 MS. GAIL ABRAMS: Hi. My name is

23 Gail Abrams. I live at [REDACTED]

[REDACTED]. I am

1 here, however, as the executive director
2 of Piedmont Wildlife Center. We are
3 located in Leigh Farm Park, the park that
4 is directly across I-40 from the
5 Farrington ROMF, and we are here to say
6 that we are against that location.

7 The streams that run through the
8 Farrington ROMF location drain directly
9 under I-40 and into Leigh Farm Park.
10 Those streams and wetlands are already
11 extremely degraded from the normal runoff
12 that already occurs from I-40 and the
13 streams located on the other side of it.

14 If we add 26 acres of impervious
15 surface now draining into that park, it is
16 going to devastate the wildlife and the
17 environment in that park.

18 We serve over 1,700 children that
19 come to that park every year as they
20 explore the wetlands, the forest, and the
21 fields. They walk in those wetlands with
22 bare feet. They explore what wildlife and
23 nature is really all about, and this ROMF
24 situation is going to really, really mess

1 up that whole situation.

2 I would invite anyone who has the
3 power to really make a difference in this
4 project to actually visit Leigh Farm Park
5 anytime in the next four days, put your
6 rain gear on, come out to the park, and
7 look at the flooding that's going to
8 happen just from the rain that we are
9 going to get in the next four days that
10 are going to take place and then multiply
11 that times 26 acres of impervious surface,
12 and I think you will see that there's
13 going to be a major, major impact on Leigh
14 Farm Park and the Jordan Lake watershed
15 and the water that we drink. The children
16 are going to really be disadvantaged, as
17 will the wildlife.

18 We are in a long-term Eastern Box
19 Turtle study in that park. We have eight
20 turtles that have transmitters on them and
21 are monitored on a daily basis to look at
22 the places they travel. Adding flooding
23 and pollution to this park is going to
24 really devastate their wildlife habitat

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

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

5 Thank you.

6 MR. WAYLAND BURTON: Good

7 evening. My name is [REDACTED]

[REDACTED]

[REDACTED].

Comments on DOLRT

Gail Abrams [REDACTED]

Sent: 10/12/2015 11:51 PM

To: info@ourtransitfuture.com

Bcc: info@ourtransitfuture.com

Dear Mayor Bell, Chairman Page, Members of City Council and the Board of County Commissioners,

I am writing on behalf of Piedmont Wildlife Center (PWC), a nonprofit organization located in Leigh Farm Park directly across I-40 from the proposed Farrington Road ROMF. The board and staff of PWC oppose the location of this ROMF because of the environmental impacts it will have on Leigh Farm Park and the New Hope Creek Corridor.

Leigh Farm Park is part of the City of Durham's Heritage Parks program. A long list of public and private organizations played a part in preserving the property. The former plantation with surviving buildings is listed on the National Register of Historic Places. It has been home to Piedmont Wildlife Center (PWC) since 2007 and is the main hub of activity for the Center's nature education and conservation efforts. Over 1,500 children explore the park's wetlands, streams, forest and fields every year as they learn about nature and how to conserve and protect it. PWC leases their facilities and use of the property from the City of Durham.

Even though GoTriangle plans to have cisterns collect water run-off, 25 acres of impervious surfaces will not be 100% contained in those cisterns, causing additional flooding through Leigh Farm Park. This run-off will impact Leigh Farm Park and the New Hope Creek Corridor, into which it drains

A. PWC has spent its own money and provided volunteer efforts to improve the park trails, building extensive boardwalks to protect the wetlands and provide better opportunities for visitors and the children in our programs to observe wildlife activity in the park's wetland areas. The current drainage from I-40 and the area recommended for the Farrington Road ROMF already has a major impact on the wetlands in the park. Trash, oil, gas, other chemicals and sediment flow under I-40 during any rainstorm, flooding the wetlands and allowing plants such as poison ivy to take over the landscape. Our boardwalks and bridges are constantly being bombarded by flooding water, causing us to raise their level every few years. Run off from 25 acres of impervious surfaces will devastate the wetlands and our trail system through Leigh Farm Park.

B. PWC has been participating in a scientific study of eastern box turtles since 2009. Over 150 eastern box turtles have been found on the property and marked, 8 turtles currently have transmitters on them and are being monitored regularly to collect data that is being used to identify threats and develop strategies for long-term conservation of the species. Piedmont Wildlife Center is a leader in this statewide effort to learn more about the eastern box turtle. In the NC Wildlife Commission's [Wildlife Action Plan](#), Box Turtles have been identified a Priority Species in North Carolina. Globally they are considered Threatened on the [IUCN Red List](#).
<https://boxturtle.uncg.edu/what-is-the-box-turtle-connection/status-of-box-turtles-in-the-wild/>.

Additional run-off from the ROMF will impact this scientific study as well as the wildlife corridor running through it and into the New Hope Creek Corridor

C. The New Hope Creek Corridor Advisory Committee highlighted Leigh Farm Park in its **1991 New Hope Corridor Open Space Master Plan**: <http://www.newhopecreek.org/maps.html>

“The entire 100-year floodplain is owned by the federal government and is subject to its protection measures. In particular, much of the land in this component lies within the Corps of Engineers land for Jordan Lake. Eight vegetation sites were identified by Ed Harrison in this component, comprising the New Hope Bottomlands Forest

and Tributary Wetlands, the New Hope Swamp Forest and Tributary Wetlands, and the Leigh Farm Area Upland. Additionally, two sites from the Inventory of Natural Areas and Rare Species of Durham County lie in this area, the New Hope Bottomland Forest and the New Hope Overcup Oak Forest.

The Corps land is included in this component because the Master Plan provides an opportunity to develop the existing resources of the Corps land and other adjacent resources into an integrated system for educational and recreational use. The Corps land, significant Durham County Inventory sites, Jordan High School, and Leigh Farm offer the possibility of developing a trail network and a center for cultural history and environmental education.

Recommendations for Protection & Use

- Develop cooperative relationships with the corps of Engineers and the North Carolina Wildlife Resources Commission concerning this and other recommendations of the Master Plan.
- Establish an unpaved nature trail following the western edge of the floodplain, extending from Chapel Hill Road to NC 54. Establish lateral connections to Jordan High and Leigh Farm.
- Support the acquisition of the historic Leigh Farm for the establishment, with the continuing support of local jurisdictions and civic organizations, of a major open space center at the southern terminus of the corridor. The emphasis of the center would be cultural and historic interpretation, with accompanying incidental recreational activities, in a manner similar to the center at West Point on the Eno. The acquisition of the tract would help preserve the scenic value of the landscape along this stretch of the Interstate 40 corridor.
- Establish a trail entrance and anchor at the portion of the Leigh Farm tract in the vicinity of the existing historic buildings. Corridor public funds should be used only for acquisition of the portion of the land suitable for the anchor use, not for purchase or restoration of historic buildings.”

D. The NC Wildlife Resources Commission states in its description of floodplain forests in the Piedmont Ecoregion:

Floodplains are the highest priority habitat for conservation in the Piedmont because of their importance to birds (Cooper and Demarest 1999), bats, and herpetofauna. Some of the best remaining examples of Piedmont Bottomland Forest and associated large floodplain communities are at New Hope Creek Bottomland in Durham County, Pee Dee National Wildlife Refuge in Anson and Richmond Counties, and along the Dan River.

Impacts on these bottomland forests include:

Altered hydrology - The most significant source of habitat alteration is altered hydrology. Altered hydrology changes plant communities and also affects the availability of ephemeral wetlands for breeding amphibians. Increased severe flooding can be caused by impervious surfaces in the uplands. Flooding for long periods of time during the breeding season can harm plant and animal reproduction and severe floods also threaten human safety and property.

Water quality - Poor water quality due to nutrient inputs, reduced dissolved oxygen levels, sedimentation, and chemical contamination (among others) can have a strong impact on amphibians, turtles, and other animals associated with floodplain forests that forage or breed in aquatic areas, in addition to the direct impacts on fully aquatic species. Sediment pollution is a major problem in the Piedmont of North Carolina.

http://www.ncwildlife.org/Portals/0/Conserving/documents/Piedmont/P_Floodplain_forest.pdf

E. The North Carolina Natural Heritage Program has named the wetlands above RT 54 and below Leigh Farm Park as a Natural Heritage Site and further lists in The Durham County

Inventory of Important Natural Areas, Plants and Wildlife

<https://triangleland.org/assets/images/uploads/DurhamNatural%20Heritage%20Inventory.pdf>

the following areas as significant for conservation:

SITES OF NATIONAL, STATE, AND REGIONAL SIGNIFICANCE IN DURHAM COUNTY

New Hope Creek Bottomland Forest contains some of the best Piedmont/Mountain Swamp Forest and Piedmont/Mountain Bottomland Forest remaining in North Carolina. The rare big shellbark hickory (*Carya laciniosa*) occurs here. The 800-acre site also provides important wildlife habitat. This is a Registered Heritage Area owned by the Army Corps of Engineers – Jordan Lake.

New Hope Creek Floodplain Forest (Lower) is comprised of one of the state's best collection of large floodplain communities, including Piedmont/Mountain Bottomland Forest and Piedmont/Mountain Swamp Forest. The site is partly owned by the Army Corps of Engineers – Jordan Lake; the remainder is privately owned.

Jordan Lake Bald Eagle Habitat is a large roosting site for Bald Eagles (*Haliaeetus leucocephalus*). Eagles can also be seen foraging in the shallow water of lake and on mudflats. This site is owned by the Army Corps of Engineers – Jordan Lake and by North Carolina State University.

Durham County forests are being rapidly developed due to the explosive growth of companies in the Research Triangle Park. In addition, many bottomland communities were lost when the Falls Lake (in the Neuse River drainage) and Jordan Lake (in the Cape Fear River drainage) reservoirs were filled. Despite these conditions, many Significant Natural Heritage Areas remain, particularly as corridors along the rivers and creeks. The sites can be grouped into those that follow the Eno River, Flat River, Little River, **New Hope** and Mud **Creeks**, and Jordan and Falls Lakes.

All of these government agencies and advisory committees have done extensive inventories of flora and fauna found in these open spaces and found the New Hope Creek Corridor to contain numerous rare species or species on concern that are worthy of protection as well as numerous habitats not found anywhere else in North Carolina needing protection. The Farrington Road ROMF will have devastating impacts on operations of PWC as well as the floodplains and bottomlands that eventually drain into the Jordan Lake drinking water supply.

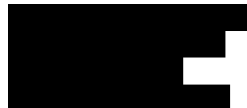
We respectfully ask that other alternative ROMFs be studied that will not have the large amount of environmental impacts associated with the Farrington Road ROMF. We would be very willing to give a tour of Leigh Farm Park so you can see the existing drainage issues and impacts on our trail system.

Thank you for your consideration of our concerns.

Sincerely,

Executive Director
Piedmont Wildlife Center

Gail Abrams
Executive Director
Piedmont Wildlife Center



www.piedmontwildlifecenter.org

Connecting People and Nature

See you at our 13th Annual Gala and Auction *"Night in the Woods"*
Saturday, November 7th
Levin Jewish Community Center, Durham, NC

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Get Involved Contact Form

Richard Adams [REDACTED]

Sent: 9/28/2015 2:12 PM

To: info@ourtransitfuture.com

Name: Richard Adams

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

The plan looks great and we look forward to this coming to fruition. This will be a real kick-starter for enhanced transit region-wide. With the hospitals, universities, and downtown Durham as major anchors, this plan makes a lot of sense.

Now is the time to move forward!

--

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Get Involved Contact Form

Sean Adkins [REDACTED]

Sent: 10/2/2015 3:11 PM

To: info@ourtransitfuture.com

Name: Sean Adkins

Phone Number:

Email Address: [REDACTED]

Message Body:

A robust transit system is good for the community. The Triangle, and Durham in particular, is in a unique position to develop the infrastructure for sustainable, long-term growth. Light rail should be a component of numerous investments in public transit. In addition, the public transit offerings need to be affordable and service all neighborhoods. There should also be some viable park and ride options for commuters.

Perhaps some of the companies in RTP, whose employees will benefit greatly from light rail, could 'partner' with GoTriangle by creating an employee shuttle system to help with the so-called last mile from a stop in RTP.

A fully funded, well-planned system will entice increased use. Increased ridership will justify tax funding. Public transport is a public good, please help convince the skeptics.

--

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

Get Involved Contact Form

Louis Almekinders, MD [REDACTED]

Sent: 10/11/2015 1:51 PM

To: info@ourtransitfuture.com

Name: Louis Almekinders, MD

Phone Number:

Email Address: [REDACTED]

Message Body:

I submit these comments from several perspectives: 1. I am a home owner in the Oaks, directly adjacent to the proposed project. 2. I run my business at Patterson Place (North Carolina Orthopaedic Clinic) also directly adjacent to the proposed project. 3. I was born and raised in The Netherlands where the rail system is one of the main means of commuting and travel.

Based on these, it is my strong opinion that especially the Orange County side of this project clearly lacks the residential density that would ever make the ridership on this light rail a worth while project. I am very familiar with the Meadowmont, Oaks, Falconbridge and Leigh village neighborhoods as I have lived and worked here for over 20 years. These are all low density neighborhoods with substantial number of people employed in Research Triangle Park, Raleigh and even Cary. Your ridership projections are unbelievable high from these areas and, in my opinion, deceiving. Secondly, I have surveyed patients in my Patterson Place clinic as to their desired means of transportation. I have yet to find a single patient that was excited about traveling by light rail to my clinic or would even admit to likely using it. Metropolitan areas in this country and countries like the Netherlands can make rail transportation work because of two main factors: 1. high density residential and work areas (high rise buildings with little or no green space both for workers and residents) 2. an extensive rail network that gives additional travel options (reach the airport, long distance travel, etc). This area has neither. It is an very expensive project that, in my opinion, will result in "ghost" trains.

--

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

From: [Kuhfeldt, Robin](#)
To: [Yu Robinson, Cyndy](#)
Subject: Incoming Call on Ext. 297: Request for Information
Date: Thursday, September 17, 2015 4:31:21 PM

[REDACTED]
John Alspaugh
Lenax Construction

Request is for a list of small businesses connected to the light rail project.

Robin Kuhfeldt
Receptionist

[REDACTED]
[REDACTED]

AECOM
1600 Perimeter Park Drive, Suite 400, Morrisville, North Carolina 27560
T 1-919-461-1100 F 1-919-461-1415
www.aecom.com

GO Triangle

Arthur Tilo Alt [REDACTED]

Sent: 9/11/2015 8:30 PM

To: info@ourtransitfuture.com

Although I am having problems accessing your website and hence lack information beyond the letter I received in the mail (GO Triangle), I wonder why we need LRT between Chapel Hill and Durham. Why won't bus service do? Is it about collecting federal money available for such a project? The letter makes only a vague reference to potential ridership. For such a short distance why do we need it? There is a bus running between UNC-CH and Duke (Robertson?) and most people drive, if they have to shuttle or go to work in either location. Are there any existing train tracks or do we start from scratch?

Arthur T. Alt

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Dr Thomas Anderson Email: Telephone:

Mailing Address: City: Zip Code:

How to Comment on the DEIS

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2. Submit a web-based comment form: ourtransitfuture.com/comment
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Please leave your comment on the Draft Environmental Impact Statement:

What I see is a ~~tremendous~~ tremendous waste of tax dollars. I have lived all over the country and seen successful light rail projects ~~includt~~ including Portland, OR. I have also seen tremendously wasteful projects. ~~It's never~~ If this project does go through, my wife and I are making ~~prepat~~ preparations to move.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

10/01/2015 12:32

BUNKEYS OF DURHAM

PAGE 01/02

October 1, 2015

To: The Durham-Orange Light Rail Transit Project

As stated previously, as stakeholders in local commerce, we are the first to endorse all efforts for continued growth and expansion in this area. We ask you all to understand the significant impact the LRT project may have to our respective business properties, in particular those options that are being considered that closely encroach the frontage of our properties.

Any of those options which are toward the front of our storefronts will have a significant detrimental effect to our operations, visibility, and customer traffic. Thus the continued viability of our businesses, both during the construction period and going forward after the LRT is implemented, may be affected.

Each of us has invested heavily in the fixed capital to both maintain and grow our businesses; total capital expenditures combined for all 3 of our businesses are approximately \$4.1 million. This investment includes fixed signage, building improvements, and fixed equipment, which obviously cannot be relocated. We want to continue to invest significantly in our properties, and must ensure that our long-term property values are protected from the installation of any new surrounding structures including the final placement of the LRT project.

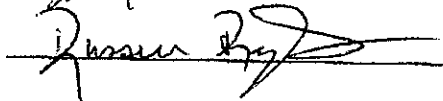
We fully endorse the approved NHC 2 alternative (our 2nd choice), or the Locally Preferred Alternative (LPA- our first choice) alignment option, as we are all in favor of supporting future growth of our local area.

I am here to represent 3 businesses (TC's of Durham, Barnhill Equipment, & Triangle Cycles) which comprise and represent a revenue base collectively of approximately \$10.7 million and most importantly provide employment for approximately 60 local residents. As we are all experiencing continued revenue growth, we all continue to expand the number of jobs we provide to our local community. The implementation of the LRT in the front of our properties will jeopardize both our businesses and the jobs of our employees.

Thank you for the opportunity to provide our feedback and look forward to working with you all to reach a final decision.

 TC's of Durham

 Barnhill Equipment

 Triangle Cycles

Get Involved Contact Form

William Antico [REDACTED]

Sent: 9/29/2015 4:00 PM

To: info@ourtransitfuture.com

Name: William Antico

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I think a better idea than a light rail would be a monorail system like they have at Disneyland. That was supposed to be the future. So where is it? It could be here in Durham. Plus it would be safer. A light rail can cause accidents and could kill people. It would compete with traffic, where as a monorail would be above ground and stay out of the way of traffic. I think a monorail would draw more people to it than a light rail, and it may wind up being cheaper to do.

--

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: Ervin Arevalo

Email: _____

Telephone: _____

Mailing Address: _____

City: _____

Zip Code: _____

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

Awesome idea, I agree with the project, it will
be good for the community

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: *Hilda Arvalo*

Email:

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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2. Submit a web-based comment form: ourtransitfuture.com/comment
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Please leave your comment on the Draft Environmental Impact Statement:

I Agree with the project, I like the idea of the train

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: JULIAN AREVALO Email: _____ Telephone: _____
Mailing Address: _____ City: _____ Zip Code: _____

How to Comment on the DEIS

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2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
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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:

Es muy buena idea por el bienestar
de la Comunidad.

Please Turn Over →

it's dumb not have a station in downtown Durham

David Auerbach [REDACTED]

Sent: 10/2/2015 5:25 PM

To: info@ourtransitfuture.com

Come on. What were you thinking?

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dear sir or madam

[REDACTED]

Sent: 9/25/2015 6:28 PM

To: info@ourtransitfuture.com

Concerning the transit future:

- * people will continue to use their autos for its convenience and custom
- * more lower income people will take the train
- * the noise will be disturbing and cause looking for alternative housing
- * the number of busses can be increased for their convenience and reasonable fees
- * the people who drive and maintain the trains (a small number) will benefit
- * the company that builds the train (I guess) don't live in the area

Marv Axelrod

[REDACTED]

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