

Light rail

David Damin [REDACTED]

Sent: 9/15/2015 7:30 PM

To: info@ourtransitfuture.com

In regards to the Durham Orange light rail. There is already a bus system that covers this. Unless the bus system is overflowing I can not justify the high tax payer expense to build and operate a light rail. Not to mention the inconveniences and environmental impact of construction.

Sent from my iPhone

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Don't do it...

ds [REDACTED]

Sent: 10/10/2015 9:31 AM

To: info@ourtransitfuture.com

This is a note of opposition to the NEPA Preferred Alternative C2A alignment as currently planned and recommended in the DEIS. Please do not move forward with this project. I live in Downing Creek and ask that you please do not move forward with this project.

The C2A (as well as C2) alignment will have a detrimental effect on ingress and egress to the neighborhoods lying south of NC54 by obstructing roads and impeding access for our residents, school buses, as well delaying any emergency response vehicles. There are also great safety and noise concerns.

Again I ask, please do not move forward with this.

Dana

Get Involved Contact Form

Leslie Davis [REDACTED]

Sent: 9/14/2015 9:59 PM

To: info@ourtransitfuture.com

Name: Leslie Davis

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Having lived in major cities most of my adult life prior to moving to Chapel Hill, I cannot fathom why this town would agree to a light rail system. People do not use the available public transportation for trips longer than those to campus. There is a misguided notion that "if you build it, they will come." It is simply not true here. Additionally, the disruption of a rail operations maintenance facility in a residential area that also houses a cemetery (Farrington Road), is disturbing. The video released of a Charlotte ROMF to goad us into believing that there will be no noise disruption from a 24 hour facility is an affront to the educated and hard working people of this community. This project is a bad idea.

--

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

Get Involved Contact Form

Susan Day Moore [REDACTED]

Sent: 10/1/2015 8:17 AM

To: info@ourtransitfuture.com

Name: Susan Day Moore

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I think the future is mass transit in densely populated areas of NC. I wholeheartedly support the present and future economics of the light rail system being proposed!

ALL ABOARD!

--

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

DOLRT - Official Comments

Trish Dean [REDACTED]

Sent: 10/10/2015 3:50 PM

To: info@ourtransitfuture.com

Cc: [REDACTED]

Dear GoTriangle,

Please note that these comments are my official comments being submitted during the official comment period. My comments sent in during August are not my official comments for this report.

Durham County citizens voted for money towards mass transit, it wasn't just for light rail so maybe there is a more modern approach. This light rail project uses a 20 years old solution and it still won't be done until 2025/26.

17 miles, 17 stops and \$1.8 billion (accounting for inflations) and that is just to implement this project. Once it is built it will have to be maintained. That is awfully expensive for a county that has any number of financial struggles with citizens that are struggling financially. Maybe there are less expensive ways to improve existing transit options and routes. There is congestion between Durham and Chapel Hill on 15-501 and 54 but the route this light rail takes, isn't necessarily going to help that traffic, \$1.8 billion enough.

If this project route can take people into Wake County, RTP or RDU then you may find more support for this project and it would make more of an impact on the area congestion. It is a huge amount of money to benefit such a small target ridership.

The main benefactors of the light rail 3 major universities, three major medical centers, so maybe they can help offset some of the costs.

There needs to be a review of the current traffic at the at-grade crossings and include future development to determine if an elevated crossings are required. With over 40 at-grade crossings over 17 miles that will stop road traffic at those crossings every 10 minutes during rush hour is unrealistic.

There needs to be a review and study of the current traffic and projected traffic at the at I-40/NC-54/Farrington Road intersection to see if this intersection can really handle all of this new traffic that the light rail is bringing to that intersection as well as the at-grade crossing. For years, this intersection has been a major issue with congestion during rush hour and studies haven't figured out a way to address it. Now add traffic going to the almost 1,000 parking space lot for the light rail and for the higher density development that has been approved. Throw in an at-grade crossing just down the road where all this new traffic will be travelling.

ROMF location should be put in an existing industrial location. In the case of an industrial accident, are there plans to help the variety of citizens (DPS elementary school, 55+ community across the street, well-water residents downstream) that live around that location? Is GoTriangle willing to clean up after an industrial accident or is Durham going to have another dirty industrial dump? Clean up one of the existing ones and don't ruin a residential zone. I keep hearing and reading that the plan to put it on Farrington Rd is cheapest and easiest (although the people being removed from their property on Farrington would disagree) for GoTriangle, that does not mean it is the right location.

Trish Dean

Upcoming meeting format

Trish Dean [REDACTED]

Sent: 8/26/2015 3:54 PM

To: info@ourtransitfuture.com

GoTriangle,

Can you please let me know the meeting format for the upcoming information and public hearing meetings on the light rail project? I see that they are 3 hours and just wondering if this is a drop-in, round table or presentation followed by Q&A? Or something else? Just trying to organize our calendar (leave work early, child care, activity schedules, etc) based on whether or not we need to block out the whole 3 hours for the meetings.

Thank you in advance for clarification,
Trish

Light Rail between Duke and UNC

Ellen DeFlora [REDACTED]

Sent: 8/24/2015 1:28 PM

To: info@ourtransitfuture.com

To Whom It May Concern (besides me),

This project as proposed does not help with the traffic problems in the triangle area. We need help getting to and from the airport, RTP and Raleigh, not between Duke and UNC. This project is ill conceived. It destroys neighborhoods. It will interfere with the ability to reach I-40, school buses, churches, historic sites, and businesses. It is a travesty and it is being rammed down our throats. Please stop this disaster before the first rail is laid. The ROMF will block traffic on Fayetteville Road and will turn a lovely drive into an ugly eyesore. If nothing else, please stop at least this part of the project.

--

Ellen De Flora

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Light rail

Ellen DeFlora [REDACTED]

Sent: 8/25/2015 4:53 PM

To: info@ourtransitfuture.com

To Whom it may concern:

I am publicly voicing my opposition to the inflexible light rail system as proposed. I am most opposed to the ROMF located at Fayetteville and 54. This is not an industrial area and should never be made one. The plan is a travesty and no design of the facility will improve it. The ROMF should be located in an area already designed for industrial use.

Ellen De Flora

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Picture in DEIS

Sent: 8/26/2015 5:17 PM

To: =?utf-8?Q?info@ourtransitfuture.com?=


I was wondering why you included in this document a picture of traffic on I-40? The proposed rail will do nothing to help this problem. It is very deceptive and I have let the FTA know.

Ellen De Flora

Sent from Windows Mail

Get Involved Contact Form

Ellen De Flora [REDACTED]

Sent: 8/26/2015 5:28 PM

To: info@ourtransitfuture.com

Name: Ellen De Flora

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Why is it that you put a picture of the traffic on I-40 into the DEIS? The current proposal does nothing to help that problem and is very deceptive. I have I the FTA know. It is just one of the falsehoods and errors in even the beginning of the document.

--

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

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Get Involved Contact Form

Ellen De Flora [REDACTED]

Sent: 9/2/2015 9:36 AM

To: info@ourtransitfuture.com

Name: Ellen De Flora

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am completely against the light rail system proposed between Chapel Hill and Durham. It serves very few people and will no relieve the the main source of congestion which is I-40 into and out of Research Triangle Park and Raleigh, NC. A light rail system makes immense sense for that route, but none for the Durham- Chapel Hill Corridor. A more flexible rapid bus system for that corridor make abundantly more sense. I am very upset about the proposed ROMF in a non industrial area in which churches, historic sites, schools and neighborhoods are already present. This indicates GoTriangle's complete disregard for the communities it is supposedly servicing.

--

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: Ellen DeFoor

Telephone: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

What builders are going to
benefit from this proposal?

The supposition is if you build
it ^{here} → they will come - the people -

Current ridership does not support
the numbers.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Ellen DeFlora

Mailing Address:

Zip Code:

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Please leave your comment on the Draft Environmental Impact Statement:

- ① Why did you use a picture of I-40 on page 5 of your Chairman's statement
- ② Your planned proposal depends on builders building high density housing around Steps. 2300 Riders 710 yds From War is not enough proof that this is a viable option.
- ③ This technology is old and will be ~~be~~ even older and more obsolete by the time it is

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

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Please
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form to
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box

Completed.

④ The ROMP will completely disrupt life in the proposed area and does not take into consideration the people, schools, wide life, churches that are already established.

No one travels
From UNC to
Duke and Back

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Ellen De Foor

City: [REDACTED]

Zip Code: [REDACTED]

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Please leave your comment on the Draft Environmental Impact Statement:

We need transit to RTP,
the airport and Raleigh
~~Not~~ Durham to
Chapel Hill

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

This an expensive
obsolete technology that
will fail our
community.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Ellen deFlora

City: [REDACTED]

Zip Code: [REDACTED]

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Please leave your comment on the Draft Environmental Impact Statement:

It is wrong to take a

beautiful natural area and

Turn it into a Train Depot

is wrong. I have heard

the comment that "they are electric

trains - they are quiet."

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

Perhaps, but the Cleanings;
Repair of these

Quiet trains will Not
be Do not put an
RO M F in an area
Not Zoned For Industry.

It is WRONG!

Durham-Orange Light Rail Transit Project

Official Public Comment

Name Ellen DeFlora

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Please leave your comment on the Draft Environmental Impact Statement:

the ridership estimated for 2026 is

based on the probability that developers

will build H&H around the tracks.

It is in no way based on

Current Housing, Current Ridership or the

Current Market.

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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form to
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box

One place that will remain
busy from every area is

RTD and the airport. We

need dependable, inexpensive

Transportation to these areas →

Not Durham to Chapel Hill

and back.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name Ellen DeFlora

Zip Code 27560

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Please leave your comment on the Draft Environmental Impact Statement:

This technology was proposed for this
area 30 years ago when this
nonsense started. It is obsolete
and inflexible in its design.
It is disruptive to multiple
lives and will not help

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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the comment
box

The number of people it

will displace and inconvenience

It is a terrible Idea

whose time has come and gone.

Really, if it takes this much

work to defend an idea → it

is wrong.

Get Involved Contact Form

ELLEN DE FLORA [REDACTED]

Sent: 9/18/2015 1:09 PM

To: info@ourtransitfuture.com

Name: ELLEN DE FLORA

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

THE PROPOSED LIGHT RAIL SYSTEM IS FLAWED OLD TECHNOLOGY THAT IS INFLEXIBLE FOR A GROWING COMMUNITY THAT NEEDS FLEXIBILITY. IT FEEDS INTO DEVELOPERS NEEDS TO MAKE MONEY AND NOT THE NEEDS OF THE COMMUNITY AT LARGE. IT IS AN AWFUL PLAN THAT DISRUPTS THE LIVES OF THOUSANDS. JUST THE ROMF DISPLACES PEOPLE, ANIMALS, CHURCHES, HISTORIC SITES THAT WILL BE LOST FOREVER. IT MUST BE STOPPED.

--

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

Re: Picture in DEIS

Ellen DeFlora [REDACTED]

Sent: 9/18/2015 2:56 PM

To: info@ourtransitfuture.com

Really, you respond to questions 3 weeks later?

On Fri, Sep 18, 2015 at 2:49 PM, <info@ourtransitfuture.com> wrote:

Ms. De Flora

Thank you for your questions and comments sent to us on August 28, 2015. Your 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.

You may find several answers to your questions within our Frequently Asked Questions found at: <http://ourtransitfuture.com/faq/>. This page is updated periodically and will continue to be updated during the 45-day public comment period for the Draft Environmental Impact Statement/Draft Section 4(f) Evaluation for the proposed Durham-Orange Light Rail Transit Project.

If you have more questions or comments, please continue to submit them through the official comment channels:

- (1) written comment on a Comment Card submitted at the Public Hearing
- (2) letter mailed to OurTransitFuture, PO Box 530, Morrisville, NC 27560
- (3) email sent to info@ourtransitfuture.com
- (4) the web-based form at ourtransitfuture.com/comment.
- (5) oral comment during either Public Hearing

Two formal public hearings on the DEIS will be held. Each speaker will be allowed two (2) minutes to comment. The dates for the public hearings are:

- * Tuesday, September 29, from 4-7 P.M. at Grumman Auditorium in the Friday Center, 100 Friday Center Drive, Chapel Hill, NC, 27517
- * Thursday, October 1, from 4-7 P.M. at the Durham County Commissioners' Chamber, 200 East Main Street, Old Courthouse -Second Floor, Durham, NC 27701

There will be a formal presentation at 4:15 P.M. at each hearing location. The hearings are being held to solicit comments regarding the proposed D-O LRT Project. Hearing participants will have the opportunity to provide verbal comments on the DEIS (limited to 2 minutes per participant). A court reporter will be present to record verbal comments. Hearing participants will also have the opportunity to submit comments in writing during the hearings. Comments received verbally and in writing will receive equal weight.

AMERICANS WITH DISABILITIES ACT SERVICES: Triangle Transit will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the hearings. Anyone requiring special services should contact

Natalie Murdock via email: [REDACTED] or by phone [REDACTED] as early as possible so that arrangements can be made.

PUBLIC COMMENTS: 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.).

Sincerely,
Triangle Transit

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

Subject: Picture in DEIS

From: [REDACTED]

Date: 8/26/15 5:17 pm

To: =?utf-8?Q?info@ourtransitfuture.com?=info@ourtransitfuture.com?

I was wondering why you included in this document a picture of traffic on I-40? The proposed rail will do nothing to help this problem. It is very deceptive and I have let the FTA know.

Ellen De Flora

Sent from Windows Mail

--
Ellen

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Lisa Dempson

Email:

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:

I think this a way behind excellent thing to add to my Bull City. I am looking forward to this project.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

form to
the comment
box

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: LISA DENDY Email: [REDACTED] Telephone: [REDACTED]
Mailing Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]

How to Comment

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Please leave your comment on the Draft Environmental Impact Statement:

BUILD IT NOW!! WE WANT IT!
THEN BUILD IT TO RALEIGH!

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
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the comment
box

9 MS. BARBARA DICKINSON: I have a
10 card.

11 MR. JOYNER: Okay. Yes, that's
12 what -- come on down.

13 MS. BARABARA DICKINSON: I need --

14 MR. JOYNER: Yes, if you would
15 just come up to the podium, and if you
16 would hand your blue card to that
17 gentleman in the blue shirt. And please
18 state your name and address for the record
19 and you can begin.

20 MS. BARBARA DICKINSON: How do you
21 do. My name is Barbara Dickinson. I live
22 here in Durham. I've spoken to the board
23 on numerous occasions. None were
24 recordable. But now that this is a formal

1 complaint period, I would like to object
2 to the placement of the Farrington
3 location for the rail maintenance
4 facility.

5 So it's a quiet, peaceful
6 neighborhood. It's residential. It's
7 meant to be serene. It caters to a lot of
8 elderly. It caters to a lot of children.
9 It's not the right place to have an
10 industrial rail facility that runs 24
11 hours a day or even 18 hours a day.

12 Clearly there are better
13 locations. I understand from the senior
14 planning director of GoTransit that the
15 only reason the Cornwallis location has not
16 been selected is because the Jewish
17 Community Center, which is a commercial
18 business, cannot expand if they do so.

19 Well, it seems to me since so many
20 constituents live in our area -- and, in
21 fact, the Downing Creek facility would be
22 that passenger station -- we are a bigger
23 presence than a community -- than a
24 company, and so we should have higher

1 precedence than that.

2 Outside of that, there's two
3 schools right nearby that will be affected
4 by this. Traffic is already horrendous.
5 Those of you that have ever traveled in
6 that corridor know during regular school
7 times and especially at morning drop off
8 and afternoon pickup, we can't afford to
9 have a rail facility traveling across
10 those roads and stopping traffic every
11 five minutes.

12 So besides that, it's a wildlife
13 preserve area. There's many types of
14 wildlife. Those of you that live there
15 have seen it. You know how beautiful it
16 is. It'd be awful to have the toxic
17 runoff that's going to occur. And
18 whatever they put in these GoTransit
19 packets to make you think otherwise,
20 you're fooling yourself.

21 So I also have a question with the
22 ethics, that the mayor is the head of the
23 GoTransit pushing for this project, and
24 the ethics of having an internal

1 environmental impact report as opposed to
2 an external facility evaluated fairly. So
3 thank you very much.

4 MR. JOYNER: Thank you. Is there
5 anyone else who has a blue card that
6 signed up to speak? Yes, sir. Yeah,
7 you're up next, if you're ready.

8

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: BARBARA DICKINSON

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:

THE DRAFT ENVIRONMENTAL IMPACT STATEMENT WAS PREPARED
INTERNALLY, WITH THE MAYOR SERVING AS HEAD OF THE TRANSIT
PROJECT.

THIS IS COMPLETELY A BREACH OF ETHICS. SUCH
AN ANALYSIS PERFORMED BY THE SAME PEOPLE
WHO ARE REQUESTING THE PROJECT MOVE FORWARD
IS COMPLETELY UNETHICAL.

GET AN INDEPENDENT SURVEY!



GET INDEPENDENT DATA TO
SUPPORT OR DISPROVE THIS INFORMATION.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

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Please
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the comment
box

OPPOSITION TO THE LIGHT RAIL ROMF ON FARRINGTON

Barbara Dickinson [REDACTED]

Sent: 10/12/2015 10:17 PM

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

Dear GoTransit, Durham City Council, Durham County Commissioners, and Related Parties:

I am writing you today to clearly state MY OPPOSITION to the proposed Light Rail Maintenance Facility (ROMF) on Farrington Road in Durham. This rail project is intended for transport only from Duke to UNC, of which we already have buses to cover this territory. It's a small project corridor with a HUGE PRICETAG.

* * * * *

First, I am requesting an extension of the public review comment period for the DEIS due to the late release of the most recent material by GoTransit. GoTransit has intentionally delayed the release of this information, and we, as members of the community, deserve the opportunity to review this newly-submitted information so that we may accurately review, research, and respond to this information.

* * * * *

With regard to the Light Rail Maintenance Facility documentation, NONE OF THE PRESENTED PLANS IS ACCEPTABLE REGARDING THE TOTAL DEVASTATION OF WILDLIFE, DESTRUCTION OF WILDLIFE RESERVES, TRAFFIC DISRUPTION 18+ HOURS A DAY, CONSTANT NOISE POLLUTION, AIR POLLUTION, ENVIRONMENTAL POLLUTION, TOXIC RUNOFF, ELIMINATION OF PEACEFUL RESIDENTIAL AREAS, THREATS TO SCHOOL ZONE AND STUDENT SAFETY, THREATS TO RESIDENT SAFETY, INDIVIDUALS GROSSLY AFFECTED BY EMINENT DOMAIN, THIS AREA BEING CONVERTED FROM A RESIDENTIAL SITE TO AN INDUSTRIAL SITE, AND MANY OTHER ESSENTIAL CONSIDERATIONS. GoTransit has failed to adequately resolve any of the primary concerns as outlined in the "information session". In addition, they intentionally falsified data and statements so that they appear "compliant" with the protocol requirements. Still, these lies are fueling their project.

I strongly object to GoTransit preparing the DEIS INTERNALLY, which creates a conflict of interest as well as a breach of ethics, because it is for GoTransit's own interests. Patrick McDonough (Senior Planner) and the GoTransit Team (of which Mayor Bill Bell is Board Chair) have intentionally misled the public by filling the DEIS pages with factually-incorrect information and distorted statements. Based upon the numerous dishonest statements, fabrications, and falsifications contained in the DEIS, it is the collective opinion of our community that no one on the GoTransit Team has any integrity, conscience, or ethics.

Concerned residents in the Farrington area know that GoTransit's DEIS is a bunch of bunk!

Mayor Bell has the authority to call for an independent EIS from an outside agency, but why hasn't he done so? What does his silence to the concerned residents mean on this issue?

Did his glaring absence during the public comment session mean he didn't care about the residents? His silence and absence are speaking volumes regarding propelling this project forward. The voters in this district are paying close attention to these actions.

Despite the DEIS claiming the surrounding area residents were notified about this project in 2012 and invited to numerous meetings since that time (as well as were sent notices by mail), NO RESIDENT IN THE FARRINGTON AREA WAS INFORMED, NOR RECEIVED ANY COMMUNICATIONS FROM GOTRANSIT, UNTIL JUNE OF THIS YEAR about the project, and by then, GoTransit had already selected Farrington as their intended target. According to Mr. McDonough, the Cornwallis location was dropped from consideration because the Jewish Community Center (a health club) wants to expand. That's a commercial property – and it's already zoned for industrial. Why, oh why, wouldn't 1000+ neighbors' interests as well as 1000+ animals' lives take a higher precedence over one commercial health club expanding?!?!

To GoTransit Team, Mayor Bell, and Mr. McDonough:

I challenge you to state truthful answers to the following:

-) What are you REALLY going to do to relieve traffic on Farrington to aid the already-overloaded traffic problem that exists now – especially since you'll quadruple that issue with this project?
-) What are you REALLY going to do to reverse the destruction and devastation of the wildlife and wildlife reserves given that your project intends to destroy both?
-) What are you REALLY going to do to aid the displaced residents?
-) What are you REALLY going to do to shelter the noise issue that will develop with this project (from the construction period and then ongoing into the future?)
-) What are you REALLY going to do to aid with residential property values in this area since you're personally responsible for devaluing them?
-) Mayor Bell: Why aren't you commissioning an independent DEIS/EIS? Are you afraid the public will find out the truth?
-) Are each of you REALLY going to issue the final EIS with intentional falsehoods and fabrications? By issuing this document with your name, do you realize you are complying with and agreeing to these misrepresentations and lies?
-) Why isn't the REAL solution to add a few more buses through this corridor the answer? Adding or subtracting bus routes could be adjusted easily based on ridership without a tremendous drain on financial resources.
-) How are you going to REALLY justify to taxpayers why we have to pay for years on end for the poor ridership that will undoubtedly accompany this moneypit you spearheaded/supported? Bus ridership is already low; what data supports that more people will suddenly adopt this rail transit and abandon their cars or other modes of transit for this small corridor? What happens if by chance other transit modes are adversely affected by the Light Rail?
- 0) Shouldn't 1000+ neighbors' interests and 1000+ animals' lives take a higher precedence over one commercial health club expanding?!?!
- 1) Why haven't Mayor Bell, Mr. McDonough, and the GoTransit Team been honest with the community regarding their intentions, their answers, their lack of proper notice, and their documents???

I am truly disappointed in the way this project has been presented, handled, misrepresented, and propelled forward by unethical behavior. Mr. McDonough and Mayor Bell's GoTransit Team did not have to be so underhanded and deceitful as to mislead and intentionally lie to the public regarding this project. Straightfoward honesty from the beginning could have been accepted much easier.

Respectfully submitted,

Barbara Dickinson

[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: L DiGiovanni

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

I prefer a No Build status as the light rail will put Downing Creek subdivision in a dangerous, very dangerous situation, due to frequency of trains and cut-off of the two major roads (Downing Creek Parkway, Barbee Chapel Rd.) This will limit access of emergency vehicles and be hazardous to the residents at the crossings.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

form to
the comment
box

Please
return this
form to
the comment
box

Subject: Income and Expenditures for Proposed Durham-Orange Light Rail System?

From: Shane S Dikolli [REDACTED]

Date: Sun, Aug 30, 2015 8:51 am

To: "info@ourtransitfuture.com" <info@ourtransitfuture.com>
[REDACTED]

Cc:
[REDACTED]

Attach: image001.png
image003.jpg

Dear Sir/Madam,

Would you please help me understand how the projected annual financial deficit in operating the proposed Durham-Orange Light Rail will be funded?

Applying simple math to projections of ridership, average fares, and the preferred annual operating costs, it is clear that the annual operating costs would **not** be offset by ridership revenues. This is even before the financing costs on any debt and also does not allow for any repayment of the capital cost.

In addition, would you please provide a detailed breakdown of the estimated annual operating and maintenance costs? I noticed in Table 7.2-1 of The DEIS statement online (http://ourtransitfuture.com/wp-content/uploads/2015/08/07_Chapter-7_Project_Costs.pdf) that only an aggregate cost number is disclosed.

I would appreciate seeing disaggregated details so that I can ask the 225 Duke MBAs in my cost accounting class this Fall to analyze the plausibility of the assumptions underpinning those numbers. I view this as an excellent opportunity for you to have the numbers scrutinized by independent outside sources, which would provide you with persuasive evidence to help combat concerns about the adverse financial impact of the proposed light-rail system.

I very much look forward to your response.

Sincerely,
Shane Dikolli



Shane Dikolli

Associate Dean, Faculty Engagement
Duke University's Fuqua School of Business
[REDACTED]

RE: Income and Expenditures for Proposed Durham-Orange Light Rail System?

Shane S Dikolli [REDACTED]

Sent: 9/18/2015 3:52 PM

To: info@ourtransitfuture.com

Cc: [REDACTED]
[REDACTED]

Dear Triangle Transit,

You state below that “you may find several answers to your questions within our Frequently Asked Questions...”

Pardon my boldness but that’s an incredibly lazy answer, don’t you think?

Nevertheless, I’ve followed your suggestion and searched through the Frequently Asked Questions. I can assure you that there are no answers there that address my questions.

Instead, I will try to simplify my request by repeating only one question and I respectfully ask that you provide a direct response:

Would you please provide a detailed breakdown of the estimated annual operating and maintenance costs? In Table 7.2-1 of The DEIS statement online (http://ourtransitfuture.com/wp-content/uploads/2015/08/07_Chapter-7_Project_Costs.pdf) only an aggregate cost number of \$17.944 million is disclosed.

Sincerely,
Shane Dikolli



[Shane Dikolli](#), Ph.D. FCPA

Associate Dean, Faculty Engagement

[Duke University's Fuqua School of Business](#)

[REDACTED]

[Web](#) | [SSRN](#) | [Scholar](#) | [Twitter](#) | [LinkedIn](#) | [Google+](#)

From: info@ourtransitfuture.com [mailto:info@ourtransitfuture.com]

Sent: Friday, September 18, 2015 2:55 PM

To: Shane S Dikolli [REDACTED]

Subject: RE: Income and Expenditures for Proposed Durham-Orange Light Rail System?

Mr. Dikolli,

Thank you for your questions and comments sent to us on August 31, 2015. Your 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.

You may find several answers to your questions within our Frequently Asked Questions found at: <http://ourtransitfuture.com/faq/>. This page is updated periodically and will continue to be updated

during the 45-day public comment period for the Draft Environmental Impact Statement/Draft Section 4(f) Evaluation for the proposed Durham-Orange Light Rail Transit Project.

If you have more questions or comments, please continue to submit them through the official comment channels:

- (1) written comment on a Comment Card submitted at the Public Hearing
- (2) letter mailed to OurTransitFuture, PO Box 530, Morrisville, NC 27560
- (3) email sent to info@ourtransitfuture.com
- (4) the web-based form at ourtransitfuture.com/comment.
- (5) oral comment during either Public Hearing

Two formal public hearings on the DEIS will be held. Each speaker will be allowed two (2) minutes to comment. The dates for the public hearings are:

- * Tuesday, September 29, from 4-7 P.M. at Grumman Auditorium in the Friday Center, 100 Friday Center Drive, Chapel Hill, NC, 27517
- * Thursday, October 1, from 4-7 P.M. at the Durham County Commissioners' Chamber, 200 East Main Street, Old Courthouse -Second Floor, Durham, NC 27701

There will be a formal presentation at 4:15 P.M. at each hearing location. The hearings are being held to solicit comments regarding the proposed D-O LRT Project. Hearing participants will have the opportunity to provide verbal comments on the DEIS (limited to 2 minutes per participant). A court reporter will be present to record verbal comments. Hearing participants will also have the opportunity to submit comments in writing during the hearings. Comments received verbally and in writing will receive equal weight.

AMERICANS WITH DISABILITIES ACT SERVICES: Triangle Transit will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the hearings. Anyone requiring special services should contact Natalie Murdock via email: nmurdock@gotriangle.org or by phone (919) 485-7569 as early as possible so that arrangements can be made.

PUBLIC COMMENTS: 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.).

Sincerely,
Triangle Transit

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

Subject: Income and Expenditures for Proposed Durham-Orange Light Rail System?

From: "Shane S Dikolli" [REDACTED]

Date: 8/30/15 11:51 am

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

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Dear Sir/Madam,

Would you please help me understand how the projected annual financial deficit in operating the proposed Durham-Orange Light Rail will be funded?

Applying simple math to projections of ridership, average fares, and the preferred annual operating costs, it is clear that the annual operating costs would **not** be offset by ridership revenues. This is even before the financing costs on any debt and also does not allow for any repayment of the capital cost.

In addition, would you please provide a detailed breakdown of the estimated annual operating and maintenance costs? I noticed in Table 7.2-1 of The DEIS statement online (http://ourtransitfuture.com/wp-content/uploads/2015/08/07_Chapter-7_Project_Costs.pdf) that only an aggregate cost number is disclosed.

I would appreciate seeing disaggregated details so that I can ask the 225 Duke MBAs in my cost accounting class this Fall to analyze the plausibility of the assumptions underpinning those numbers. I view this as an excellent opportunity for you to have the numbers scrutinized by independent outside sources, which would provide you with persuasive evidence to help combat concerns about the adverse financial impact of the proposed light-rail system.

I very much look forward to your response.

Sincerely,
Shane Dikolli

Durham/Orange Light Rail

Carol Dodge [REDACTED]

Sent: 10/12/2015 10:39 AM

To: info@ourtransitfuture.com

I have lived in Downing Creek for 27 years. I have recently stopped driving due to an inherited eye disease. When I first heard about the light rail system, I thought this would be great for me. Now that I have studied what it means in terms of transportation, I have changed my mind. With the exception of the Duke Eye Center, this rail system will not get me to any of the places that I need or want to go to. Not only that, it will make walking my normal routes with my dog within the neighborhood, and exiting the neighborhood very dangerous for me. And what about EMS and Fire Fighters trying to get in to our neighborhood for an emergency? In talking with others who live in this area, I have found that most agree with me. I will continue to use the bus service that can get me to the places I am interested in getting to. I just hope that I will be able to safely exit and reenter the neighborhood. I will not vote to spend any of my money on this light rail system. Why not add some bus routes, see how they work, and make changes if needed? If there was to be a light rail system, it should include travel to the airport, Raleigh and RTP. None of these are included in this system.

Also, a reminder that people who bought homes in Meadowmont in Chapel Hill agreed when they bought their homes that they would have the light rail system in their neighborhood. Why is it suddenly out of their neighborhood, and in our laps in Durham, literally?

Carol Dodge
[REDACTED]
[REDACTED]

Light Rail

Carol Dodge [REDACTED]

Sent: 10/4/2015 9:37 AM

To: info@ourtransitfuture.com

I have been a resident of Downing Creek for 27 years. When I first began paying attention to the light rail issue, I thought great, how convenient will that be for me, stopping right at the front of our neighborhood. I am legally blind, recently stopped driving and have been trying to figure out transportation for myself. Two things have happened as I have studied the information about this light rail plan: 1. it does not go to places that I both need and want to go to, with the exception of Duke Medical Center and 2. I am concerned about my safety. Automobile traffic is quite enough to deal with, without a light rail system sitting literally right at the front of our neighborhood without parking options for those who might want to ride. Why should we spend all of this money on light rail when we can spend far less and set up bus routes and bike routes that would be so very beneficial. Once the light rail is constructed, we are stuck with it. A light rail system that would make more sense would get people back and forth from Raleigh to Durham and Chapel Hill. It would take people to and from the airport with stops in RTP. Without that, it makes no sense for this area. For those that could ride it to and from work, if you have to drive a couple of miles to ride the train, and then once you get there you find there is no parking, you might as well just stay in your car. And I think that is what most people will do.

As a Durham tax payer I would be happy to pay a few cents more for transportation issues, but not in support of the light rail. It sounds great until you get into the detail of it, and then it falls apart as it is currently planned. Let's get people out of their cars and into buses and on bikes. If a particular bus route is not popular, great, we eliminate it and find another that works better.

It is a 20 minute walk for me to the nearest bus stop, but that is what I will be doing for the most part to get me to where I need to be. I remain hopeful that this plan fails and that in the not to distant future there are more bus options for those of us who need/want public transportation.

Thank you for your consideration.

Carol Dodge
[REDACTED]
[REDACTED]

This evening I call upon the Federal Transit Administration to reject this draft environmental impact statement, and I appeal for state, municipal and federal authorities to renew consideration of a Bus Rapid Transit, or BRT, system instead.

In my opinion, the 2012 Alternatives Analysis (AA) report, which is part of the foundation of this DEIS, was flawed in its rejection of BRT. The AA states, "BRT was eliminated due to lower ridership and lower potential to attract/shape new development in the region." (*ref: DEIS 2.2, "Development of the Build Alternatives"*)

But the AA report itself says that with 'interlining,' BRT could have 4,300 to 5,600 more daily boardings than light rail. And a study by the Orange County (Calif.) Transportation Authority shows development along light rail corridors is spurred by tax incentives, not the trains themselves.

Meanwhile, the highest cost estimate for BRT is \$20 million per mile cheaper than the lowest estimate for light rail, and changes in travel time estimates mean BRT would now be the faster end-to-end trip. I contend that the failure to account honestly for the potential of BRT is a fatal flaw of this DEIS.

Tonight's process is as important as any of these details. When we ask the FTA to reject the DEIS, what we're really saying is: Administrator McMillan, please stop this project. Why is that important? Because this may be our last chance.

The planning process was supposed to offer one firebreak. But it turned into a Mobius loop: Go Triangle told us to petition our elected officials. Our elected officials told us they're "trusting in the professionals." Did I invoke Mobius? Should have been Kafka.

The state legislature's funding cap may look like another firebreak. But anything a legislature can do, it can undo.

What we can't undo is the acceptance of a DEIS that should not be accepted.

Some supporters of the rail plan argue that our region needs modern, updated transit. Well, yes, it does. You may as well try to sell me an old black-and-white Philco by telling me how much I really need a home entertainment system.

We who oppose light rail are also pro-transit. What we want is the right transit. And we get only one try. A BRT system is flexible and scalable in ways that rails pinned to the ground are not. Wake County is building BRT. Chapel Hill, the bastion of light rail advocacy, is building BRT for itself. We should get this one right too.

1 MR. JIM DOUGHTY: Hi. My name is
2 Jim Doughty. I live at [REDACTED]
[REDACTED]. And I call upon the Federal
4 Trades Administration to reject the Draft
5 Environmental Impact Statement. I move
6 for federal authorities to renew
7 consideration of a bus rapid transit or
8 BRT system instead.

9 In my opinion, the 2012
10 alternatives analysis report as a part of
11 the foundation of the DEIS was flawed in
12 its rejection of BRT. The AA states the
13 BRT was eliminated due to lower ridership
14 and lower potential to attract and shape
15 new development in the region. But the AA
16 report itself, BRT could connect 4,300
17 more than light rail. And a study from
18 the Orange County of California
19 Transportation Authority shows development
20 along light rail corridors are spurred by
21 tax incentives, not by light rail.

22 Meanwhile, the price cost estimate
23 of the BRT is \$20 million per mile cheaper
24 than the lowest cost estimate for light

1 rail. And changes in travel times in the
2 BRT wouldn't be any faster. I contend
3 that the failure to take into
4 consideration the potential of BRT is a
5 fatal flaw in this DEIS.

6 When we ask the FDA to reject the
7 DEIS, what we're really saying is,
8 administratively, please stop this
9 project. Why is that important? Because
10 this may be our last chance. They told us
11 to petition our elected officials. Our
12 elected officials told us they're trusting
13 the professionals.

14 The state legislature's funding
15 cap may look like another
16 (unintelligible). Let's look at what we
17 can't undo. What we can't undo is the
18 acceptance of the DEIS that should not be
19 accepted. Some supporters of the rail
20 plan says our region needs modern, updated
21 transit. Well, yes, it does. The people
22 who oppose light rail also agree. What we
23 want is the right transit. You may as
24 well try to sell me an old black-and-white

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,

D-O LRT Project

Donna Douglas [REDACTED]

Sent: 9/24/2015 5:11 PM

To: info@ourtransitfuture.com

Hello,

I have lived in Chapel Hill for the past 28 years and have enjoyed the beauty of this community. When the light rail project was brought up several years ago, we were not aware of the exact route it would take. We were led to believe it would be safe, alleviate traffic, and route people to high-demand areas like the Southpoint Mall, the Raleigh-Durham Airport, or to the Research Triangle Park.

Now we find out it goes to none of those places.

Not only that, there are 42 at-grade crossings. Three of them will be surrounding my neighborhood. One of these crossings does not even have a stoplight. This is a serious safety hazard --- If drivers are trying to merge East from Downing Creek Parkway onto Highway 54 during rush hour, they are normally trapped at the exit of our community. If they pull up to merge right to get into traffic, they could end up stuck on the railroad tracks while traffic backs up behind them. They would not be able to back up! This issue presents a danger to the citizens of our community.

Furthermore, ambulances may be delayed going into our neighborhood while the light rail passes.

I wish someone would take a look at the safety issues involved in this project.

Sincerely,

Donna Douglas
[REDACTED]
[REDACTED]

DURHAM-ORANGE LIGHT RAIL PROJECT

Donna Douglas [REDACTED]

Sent: 10/10/2015 5:55 PM

To: info@ourtransitfuture.com

I am writing to you to regarding the ***Durham-Orange Light Rail (D-O LRT) project.***

I believe we should support public transportation by alleviating traffic on our highways and backing economically-friendly transportation. However, with regard to this particular project, I wanted to share with you some concerns that I have:

Near Downing Creek in Chapel Hill, this route will create 3 at-grade crossings within a half - mile of each other and there are planned crossings of 140 times a day. Traffic during morning and evening rush hour Hwy 54 is already at a standstill. The train will actually cause more back-ups on Hwy 54 by people trying to exit or enter the highway. One of these crossings has no stoplight. Ambulances coming during these times will be potentially blocked from those needing emergency medical care.

Light Rail is an old technology that has a bad safety record.

The route of the D-O LRT does not go to the RDU airport, Research Triangle Park, or local malls.

We need public transportation that will serve the greater needs of the Triangle. Why not go the route of larger cities that have HOV lanes or rapid bus transit?

I am asking for your support in rejecting this project. At the very least, an independent study of this project is needed.

Regards,

[REDACTED]

Durham-Orange Light Rail

Donna Douglas [REDACTED]

Sent: 10/12/2015 2:36 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail 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. As folks in the area are crying for transit to take them to RTP and the airport, we are spending \$1.8 billion to help people commute between UNC and Duke. If you look at traffic numbers, there is a much greater need in many areas along I-40 than in this small and less traveled corridor along NC 54 and 15/501. There is rapid growth going towards Burlington and Carrboro as well. 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.

Michael Douglas
[REDACTED]
[REDACTED]

D-O Light Rail

Donna Douglas [REDACTED]

Sent: 10/12/2015 2:44 PM

To: info@ourtransitfuture.com

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

Donna Douglas
[REDACTED]

RE: Durham-Orange Light Rail Project, Chapel Hill, North Carolina

Sent: 10/12/2015 8:18 PM

To:

Cc: info@ourtransitfuture.com

Dear Sir/Madam:

The National Environmental Policy Act (NEPA) documentation process is designed to ensure that everyone has an opportunity to provide input into the environmental analysis of federal projects. NEPA requires federal agencies to document and respond to all comments/questions received on Draft Environmental Impact Statements (DEIS) during the comment period by publishing a Final Environmental Impact Statement with those responses.

Because all comments must be responded to, a process has been set up by our grantee, GoTriangle, to log all comments. Because FTA must ensure we respond to all comments, inquiries we receive outside the commenting process must be directed back to the process. Not following this process could result in not meeting our requirements under NEPA and also risks a perception of preferential access being granted to information. This is why the DEIS (including its appendices) is presented for review and comment at the same time in multiple locations.

Please direct all comments to www.ourtransitfuture.com/deis.

Stan Mitchell

Environmental Protection Specialist

Federal Transit Administration Region 4



From: Donna Douglas [mailto:

Sent: Saturday, October 10, 2015 7:52 PM

To: Mitchell, Stanley

Subject: Durham-Orange Light Rail Project, Chapel Hill, North Carolina

I am writing to you to regarding the ***Durham-Orange Light Rail (D-O LRT) project.***

I believe we should support public transportation by alleviating traffic on our highways and backing economically-friendly transportation. However, with regard to this particular project, I wanted to share with you some concerns that I have:

Near Downing Creek in Chapel Hill, this route will create 3 at-grade crossings within a half - mile of each other and there are planned train crossings of 140 times a day. Traffic during morning and evening rush hour on Hwy 54 is already at a standstill. The train will actually cause more back-ups on Hwy 54 by people trying to exit or enter the highway. One of these

crossings has no stoplight. Ambulances coming during these times will be potentially blocked from those needing emergency medical care.

Wake County voted against light rail. They are looking at Bus Rapid Transit (BRT) or Rail Rapid Transit (RRT) on a county-wide basis. Orange and Durham counties would be better served by working with them to create a Triangle-wide solution that would transport people to RDU Airport or Research Triangle Park.

When the half-cent sales tax was approved, many voters were very disappointed to learn this route only serves a small percentage of people traveling from Duke/Durham to UNC.

By the time this light rail is finished, it may even be obsolete and replaced by autonomous automobiles.

I am asking for your support in rejecting this project. At the very least, an independent study of this project is needed.

Thank you for your time.

Donna Douglas

[REDACTED]
[REDACTED]

Durham-Orange Light Rail Project, Chapel Hill, North Carolina

Sent:

To:

Cc:



From: Donna Douglas [REDACTED]
Sent: Saturday, October 10, 2015 7:52 PM
To: Mitchell, Stanley
Subject: Durham-Orange Light Rail Project, Chapel Hill, North Carolina

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I believe we should support public transportation by alleviating traffic on our highways and backing economically-friendly transportation. However, with regard to this particular project, I wanted to share with you some concerns that I have:

Near Downing Creek in Chapel Hill, this route will create 3 at-grade crossings within a half - mile of each other and there are planned train crossings of 140 times a day. Traffic during morning and evening rush hour on Hwy 54 is already at a standstill. The train will actually cause more back-ups on Hwy 54 by people trying to exit or enter the highway. One of these

crossings has no stoplight. Ambulances coming during these times will be potentially blocked from those needing emergency medical care.

Wake County voted against light rail. They are looking at Bus Rapid Transit (BRT) or Rail Rapid Transit (RRT) on a county-wide basis. Orange and Durham counties would be better served by working with them to create a Triangle-wide solution that would transport people to RDU Airport or Research Triangle Park.

When the half-cent sales tax was approved, many voters were very disappointed to learn this route only serves a small percentage of people traveling from Duke/Durham to UNC.

By the time this light rail is finished, it may even be obsolete and replaced by autonomous automobiles.

I am asking for your support in rejecting this project. At the very least, an independent study of this project is needed.

Thank you for your time.

Donna Douglas

[REDACTED]
[REDACTED]

October 10, 2015

D-O LRT Project
c/o Triangle Transit
P.O. Box 530
Morrisville, NC 27560

Dear Sir or Madam,

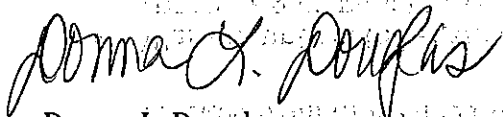
I am writing to you regarding the ***Durham-Orange Light Rail (D-O LRT) project.***

I believe we should support public transportation by alleviating traffic on our highways and backing economically-friendly transportation. However, with regard to this particular project, I wanted to share with you some concerns that I have:

- Near Downing Creek in Chapel Hill, this route will create 3 at-grade crossings within a half-mile of each other and there are planned train crossings of 140 times a day. Traffic during morning and evening rush hour on Hwy 54 is already at a standstill. The train will actually cause more back-ups on Hwy 54 by people trying to exit or enter the highway. One of these crossings has no stoplight. Ambulances coming during these times will be potentially blocked from those needing emergency medical care.
- Wake County voted against light rail. They are looking at Bus Rapid Transit (BRT) or Rail Rapid Transit (RRT) on a county-wide basis. Orange and Durham counties would be better served by working with them to create a Triangle-wide solution that would transport people to RDU Airport or Research Triangle Park.
- When the half-cent sales tax was approved, many voters were very disappointed to learn this route only serves a small percentage of people traveling from Duke/Durham to UNC.
- By the time this light rail is finished, it may even be obsolete and replaced by autonomous automobiles.

Please consider moving away from this project toward a solution with Wake county.

Regards,



Donna L. Douglas

17 MR. JOYNER: Thank you. And I
18 know everybody gets a little nervous
19 sometimes speaking, but -- quickly, but we
20 do need to make sure our court reporters
21 have an opportunity to hear all the words
22 so that we can get everything captured.
23 Thank you.

24 MR. CONNOR DRAKE: My name is

1 Connor Drake. I've lived in Chapel Hill
2 and Durham all my life. I commute via
3 bicycle and DATA buses. I've also
4 commuted with the Triangle Transit buses
5 from Chapel Hill to Raleigh on the CRX.

6 This issue's close to my heart,
7 and I'm here to voice my support for the
8 proposed light rail project. I currently
9 reside at [REDACTED].

10 And I just jotted down some notes quickly,
11 but I believe Chapel Hill and Durham is at
12 a crossroads. You know, our population's
13 growing rapidly, and, you know, we can
14 find all types of reasons not to do
15 anything, you know. For almost as long as
16 I've been alive, I think we've talked
17 about the idea of having light rail, and
18 it's, you know, maybe not in the formal
19 project form, but it's always been shelved
20 or there's been another environmental
21 impact assessment and it's -- and I think
22 we can find all types of reasons not to
23 move forward. I've heard noise.

24 But I think this is an amazing

1 opportunity, and I think it's an amazing
2 opportunity to develop sustainably during
3 what I see as a crossroads from the
4 development of the area.

5 I think the cost of doing nothing
6 and making modest incremental increases to
7 our bus system, which I love, I take the
8 bus, is -- will have a larger price tag in
9 the long run when we're looking at the
10 price of suburban sprawl.

11 I think this community is ready
12 for a multi-mobile public transportation
13 infrastructure. I can't wait to ride on
14 light rail. I can't wait to see future
15 generations, my family, my children in the
16 future, ride on light rail and benefit
17 from this investment and the economic
18 development outcome from it. So thank
19 you.

20 MR. JOYNER: Thank you. Is there
21 anyone else who has signed up or has a
22 blue speaker card that would like to
23 speak? It is after 7 o'clock, so if we
24 have no more speakers this evening, I'd

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Tina H. Drake

Email:

Telephone:

Mailing Address:

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:

I feel the Rail TP will be an asset to our area. More people will be traveling on the train and then have less congestion on the streets and highways. I always rode the subway in NY, and the transit in Miami was so fast and would get you into the downtown area from South Miami via the bus!

Please Turn Over →

Official Public Comment

form to
the comment
box

Please
return this
form to
the comment
box

1 I've been a supporter of transit
2 all my life, having grown up in New York.
3 It -- As the speaker before me said, it
4 frees up young people to not be dependent
5 on their parents, to not wait to have a
6 driver's license, to not be chained to a
7 car payment. And I hope that we look
8 forward instead of backwards or sideways
9 and support the rail system.

10 MS. SUSAN DUNLAP: My name is
11 Susan Dunlap. I live at [REDACTED]
[REDACTED]. I teach on the faculty at Duke
13 Divinity School, and I'm also a chaplin at
14 Urban Ministries of Durham.

15 Working as a chaplin among
16 homeless people and people living in
17 extreme poverty has shown me how extremely
18 important access to transportation is for
19 people who are trying to get out of
20 homelessness or out of poverty. People
21 need buses to get an ID. They need buses
22 to get -- or some sort of transportation
23 to get to schools, to training programs,
24 to get to appointments, and finally to get

1 to a job.

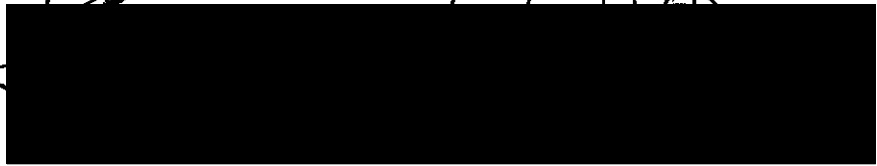
2 I'm here to support the light rail
3 transit project, and I'm very glad to hear
4 from conversations with staff that the
5 fares will be comparable to bus fares.
6 There will not be an enormous gap between
7 what it costs to ride a bus and what it
8 costs to -- to ride light transit.

9 I waited to rise and say that
10 because for those of us who are committed
11 to people living in poverty being able to
12 leave poverty, this light rail transit
13 system will be accessible to them, and for
14 that reason, I will continue in my support
15 for the light rail transit system. Thank
16 you.

17 MR. JOYNER: Is there anybody else
18 who has signed up to speak? Yes, ma'am.
19 Before you do step up here, let me just
20 make sure, for those who have recently
21 joined us, again, I'll point to the ground
22 rules. Everybody's doing a great job.
23 I'm not pointing this out to chastise
24 anyone. I'm just pointing it out for

What is current
occupancy rate
for buses to & from
Durham to Chapel Hill?
not ridership but % of
occupancy

Thank! Joy Anslay



Let's plan for Transit that helps relieve traffic and brings economic growth!

june dunnick [REDACTED]

Sent: 9/21/2015 3:12 PM

To: info@ourtransitfuture.com

Dear Triangle Transit,

Atlanta has Marta and DC has Metro. Denver will shortly also have a light rail to its airport. In order to connect business, universities, and the people to the world we need to have light rail to the airport.

This is the highest priority for any Triangle Light Rail system.

The current light rail plan through neighborhoods will not provide the support needed for economic growth nor will it effectively relieve traffic congestion.

Please develop a light rail system to connect us to the world by connecting RDU to universities, businesses, and our communities.

June Dunnick
[REDACTED]

Citizen comment on proposed D-O LRT

Sent: 9/30/2015 10:03 AM

To: info@ourtransitfuture.com

To whom it may concern -

As a Durham resident, I want to express my opposition to the proposed Durham-Orange Light Rail project. I am opposed for the following reasons:

1) The current population density of the proposed 17-mile route does not support the investment of a fixed-route mass transit solution like light-rail. For less dollars we could be investing in more buses, HOV lanes, and other road improvements that would benefit far more citizens during their daily commutes (not just those along one single route), and would provide the flexibility to be adapted to population transit needs as our region continues to grow. Traffic along 54 is already getting worse and worse, and there is no compelling evidence that the proposed light-rail would actually reduce that traffic (since much if not most of the traffic between the UNC hospital and I-40 right now is NOT going toward downtown Durham, but rather to Apex/Cary/Raleigh, which will not be served by this massively expensive rail line). Yes, light-rail is sexy, but it is an enormous investment, and for a place like Chapel Hill/Durham, the benefits just do not justify the cost.

2) The proposed routes (C2/C2A) that would place grade-level crossings along the Downing Creek neighborhood (including at Barbee Chapel Road, another place where growth is dramatically increasing traffic heading to 54 already) represents outdated -- if not utterly irresponsible -- thinking, given that throughout the rest of the country, transportation officials are looking at ways to eliminate these dangerous crossings. It is reprehensible to think that we are going to invest in a system that does not represent the best and most modern thinking about safety -- apparently just because we want to be able to say "our region has light rail." And for the U.S. government to provide funding for an initiative that does not represent the best and most modern thinking about rail safety would be reprehensible as well.

Thank you for taking seriously the feedback of concerned citizens. I consider myself a progressive person who is absolutely in favor of public transportation. At the same time, I am extremely disturbed by this particular proposed project, which I do not think is a good investment at all for our region.

Sincerely,

Mary Jo Dunnington

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Angella Daston

Email:

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:

We desperately need light rail project in Durham. I am committed to helping this effort.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Bridgette Dunston

Email:

Mailing Address:

City:

Raleigh

Zip Code:

27601

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
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Please leave your comment on the Draft Environmental Impact Statement:

I think it will be a great thing for
this area

Please Turn Over →

