

Questions and concerns

Stacy Hagerty |

Sent: 9/23/2015 8:36 AM

To: info@ourtransitfuture.com

Dear Sirs:

I am concerned that you want to locate the ROMF industrial site in a purely residential area. I live off Farrington Road and wonder what measures you propose to mitigate the traffic congestion, noise, ground water, and light pollution which will affect us every day? I've attended one of GoTriangle's presentations and was not impressed that they had done their homework nor had they used recent maps, nor had they seriously considered locating the industrial ROMF in an area which is already zoned for industry. Will the ROMF use solar power?

My neighborhood is a 55+ community. Right nearby is an elementary school. How will ambulances get to us quickly with Farrington Road being closed 150 times per day for trains to cross it? How will residents be able to drive out of our neighborhood with increased traffic from ROMF employees and frequent road closures for all the trains?

Successful light rail operations need a population density of 18,000 people per square acre. Durham County has about 4,000 people per square acre. I agree with the smart folks in Wake County who have already said This will not work here. Trains not going to Raleigh or RDU airport means the proposed rail system is Hospital to Hospital--no Triangle about it. The system would be totally inflexible and very, very expensive to build and maintain. As a Durham County resident since 1984, I believe our county should consider Bus Rapid Transit, which is cheaper, less harmful to the environment, and completely flexible. If you really want ridership, make the buses free.

Sincerely,
Stacy Hagerty

(Durham County)
Chapel Hill, NC 27517

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: STACY HAGERTY

Email:

Telephone:

Mailing Address:

City: Chapel Hill, NC

Zip Code: 27517

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

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

NO-BUILD OPTION

TOO EXPENSIVE + VERY INFLEXIBLE

Why do you propose to build an INDUSTRIAL facility (RDHF) in
a RESIDENTIAL site near an elementary school?

Get Involved Contact Form

Stacy Hagerty |

Sent: 10/12/2015 2:53 PM

To: info@ourtransitfuture.com

Name: Stacy Hagerty

Phone Number:

Email Address:

Message Body:

Why not locate the industrial ROMF in an industrial zone? Durham has quite a few.

If you insist on putting the ROMF in a residential zone, near an elementary school and houses, can you put a traffic signal at the corner of Farrington Road and Culp Hill Drive, so my neighbors and I have a chance to turn safely onto Farrington Road?

And can you mitigate the noise pollution and light pollution from the ROMF with at least a 15-foot berm for the length of the industrial site?

I've lived in Durham County since 1984 but am disappointed in my current leaders who are in favor of such an expensive and inflexible option as Light Rail instead of Rapid Bus Transit.

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

**Public Hearing Comments by Dick Hails on the DEIS on Proposed D-O LRT System
– October 1, 2015, Durham County Commissioners Chambers, Durham, NC**

Good afternoon. My name is Dick Hails. I live at [REDACTED], Durham, NC 27701. I have worked for 24 years in leadership positions with the Durham City-County Planning Department. I also worked as planning director, transit planner and consultant with other North Carolina cities. In addition, I have also served twice as President of the North Carolina Chapter of the American Planning Association. I have also visited and studied a number of US and foreign cities on transit oriented development. I want to speak today about four reasons why I believe that the DEIS's recommendations to develop the Durham-Orange LRT system are sound ones and essential for the Durham and Chapel Hill communities.

1. **Environment** – Much of the area between Durham and Chapel Hill is environmentally constrained, with water quality sensitive and federally-owned wildlife lands. If these communities are to continue to grow and prosper in a sustainable manner, they need to utilize an LRT system as an effective way to protect these important water and open space resources from the impacts of widening multiple highways through the area.
2. **Traffic and Costs** - A recent report from the US Federal Reserve notes that a light rail transit system can cost-effectively carry travel trips equivalent to 8 lanes of highway traffic. This area needs an LRT solution to handle future traffic demands at reasonable cost and without harming the area's quality of life.
3. **Job Growth** - The proposed LRT would connect the three largest job centers in the Durham-Chapel Hill area: UNC, Duke, and Downtown Durham. To support strong continued growth and competitiveness in these essential centers, there is a critical need for a high quality transportation system that the LRT can help provide.
4. **Equity** - There are serious issues of housing affordability and jobs access in both the Durham and Chapel Hill communities, particularly for lower-income citizens. Development of the proposed LRT system can greatly improve access to job centers and to planned affordable housing at transit stations.

In summary, I strongly support the proposal to construct a Light Rail Transit system as recommended in the DEIS.

that included the possibility of a network system.

I've been an active citizen participating in mass transit since the mid 90's with the first studies done by TTA. In addition with the City of Durham's Comprehensive Plan that first established Compact Neighborhoods for pedestrian and transit to co-existence.

I was honored to serve the yearlong STAC which was a collaborative study of transit and regional growth by both Durham Chapel Hill Carrboro and Capital Area Metropolitan Planning Organizations.

Followed in 2011 with the successful sales tax referendum for transit that brought neighborhoods, Civic organizations, non-profits and political groups under the leadership of the Durham Chamber of Commerce which resulted in over 60% voter support. This was DO Transit.

More recently as a member of the Coalition for Affordable Housing and Transit ^{as} and someone invested in housing and senior living issues for most of my professional and community volunteer life, I firmly support LRT. *And believe that by extending the project to Alston Ave east it can better serve HCU's neighborhoods of need.* It is my belief that these credentials demonstrate a lifetime commitment to public transportation spanning over two decades of listening, understanding and evaluating the needs of our region.

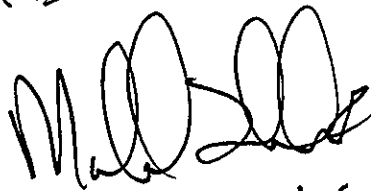
While other speakers talk from the base of understanding of one or two years. I stress my experience and recommendation on actually participating in this process from the beginning.

My message to the FTA is one that ~~should impress~~ *this draft environmental statement is not a perfect document* the review panel with this understanding of the community and its needs not just for one neighborhood but for the entire transit line. *but that*

it can work *cast vote to solve them in the next phase.*
I've included a copy of my public service with these public comments to back up what I've said with what I've actually done in my neighborhood, Durham and the region as a whole.

It would be my hope that it is something that encourages federal participation and support of our efforts and the freedom it will provide to our citizens of need and engage the larger community in working together in making this a successful project worthy of our pride and enjoyment.

00013



Durham, NC
27704

16 MR. DICK HAILS: Good afternoon.

17 My name is Dick Hails. I live at

Durham, NC

19 27701.

20 I've worked for 24 years in

21 leadership positions with the Durham

22 City-County Planning Department. I've

23 also worked as planning director of the

24 transit planner, consultant with other

1 North Carolina cities. In addition, I've
2 also served twice as president of the
3 North Carolina Chapter of the American
4 Planning Association. I've also visited
5 and studied a number of US and foreign
6 cities on transit-oriented development.

7 I want to speak today about four
8 reasons why I believe that the DEIS'
9 recommendations to develop Durham-Orange
10 LRT system are sound ones and essential to
11 the Durham and Chapel Hill communities.

12 First, environment. Much of the
13 area between Durham and Chapel Hill is
14 environmental constrained with water
15 quality-sensitive federally-owned wildlife
16 lands. If these communities are --
17 continue to grow and prosper in a
18 sustainable manner, they need to utilize
19 an LRT system as an effective way to
20 protect these important water and
21 open-space resources from the impacts of
22 widening multiple highways through the
23 area.

24 Traffic and cost. A recent report

1 from the US Federal Reserve notes that a
2 light rail transit system can
3 cost-effectively carry travel trips
4 equivalent to eight lanes of highway
5 traffic.

6 This area needs an LRT solution to
7 handle future traffic demands at
8 reasonable cost and without harming the
9 area's quality of life.

10 Third, job growth. The proposed
11 LRT would connect the three largest job
12 centers in the Durham-Chapel Hill area:
13 UNC, Duke, and downtown Durham. To
14 support strong, continued growth and
15 competitiveness in these essential
16 centers, there's a critical need for a
17 high-quality transportation system that
18 the LRT can help provide.

19 And, fourth, equity. There are
20 serious issues of housing affordability
21 and jobs access in both the Durham and
22 Chapel Hill communities, particularly for
23 lower-income citizens.

24 Development of the proposed LRT

1 system can greatly improve access to job
2 centers and to plan affordable housing at
3 transit stations.

4 In summary, I strongly support the
5 proposal to construct a light rail transit
6 system as recommended in the DEIS.

7 MR. JOYNER: Thank you.

8

Get Involved Contact Form

Richard Hails |

Sent: 10/13/2015 12:41 AM

To: info@ourtransitfuture.com

Name: Richard Hails

Phone Number:

Message Body:

This transit system is critical to the future growth and quality of life for the Durham-Chapel Hill area.

The alternative is continued widening of multiple highways through the area, degrading water and air quality, and poor access to jobs and housing for lower income persons in the area.

Thank you.

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: James Bell Email: _____ Telephone: _____
Mailing Address: 820 Berry Dr. City: Ral. Zip Code: 27610

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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Comments on the DEIS for the Durham-Orange Light Rail Transit project

Stephen Hall

Sent: 10/13/2015 4:55 PM

To: info@ourtransitfuture.com

Dear Sir or Madam,

Please find attached my comments on the DEIS for the D-O LRT.

Thank you for your consideration.

Stephen Hall

Chapel Hill, NC

Attachments:  [Comments on the D-O LRT DEIS.pdf](#)

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Comments on the DEIS for the Durham-Orange Light Rail Transit Project

I generally support the development of mass transit systems such as the proposed Durham-Orange Light Rail Transit (LRT) system. Region-wide, long-range planning for transportation is needed to reduce the environmental and social burdens associated with our heavy dependence on individual vehicles. But any transportation project – cutting across vast swathes of land – has the potential for creating its own environmental impacts. Thorough review of these projects, however, can lead to decisions that avoid, minimize, or mitigate for these impacts, including not only the direct impacts – i.e., those occurring within the construction footprint of the project – but also the secondary impacts that extend well beyond the project’s footprint, and the overall context of the project. Assessing the broader, longer-term environmental impacts is, in fact, one of the requirements for projects, such as the LRT, that are reviewed under the National Environmental Policy Act (NEPA). Unfortunately in the case of the Draft Environmental Impact Statement (DEIS) for the LRT, an extremely myopic view is taken.

The New Hope Creek watershed contains some of the largest expanses of floodplain forests remaining in the Piedmont, with large tracts set aside by the Army Corps of Engineers as mitigation for the loss of wildlife habitats caused by the creation of Jordan Lake. Together with other large blocks of natural habitats protected within Duke Forest, Triangle Land Conservancy Preserves, and Durham and Orange County parks and open space reserves, these lands represent one of the largest concentrations of wildlife habitat remaining in the Piedmont.

As documented in several biological surveys, including ones I helped conduct for the NC Natural Heritage Program, Triangle Land Conservancy, and local governments (Sather et al., 2004 and Hall and Sutter, 1999), this area has a highly diverse fauna, supporting many specialists on floodplain forest habitats or species that are highly sensitive to habitat fragmentation. These species include a large number of forest-interior, neotropical migrant songbirds, such as Wood Thrush, Scarlet Tanager, Yellow-throated Vireo, Red-eyed Vireo, Blue-gray Gnatcatcher, Kentucky Warbler, Hooded Warbler, Yellow-throated Warbler, Prothonotary Warbler, American Redstart, Ovenbird, Northern Parula, Louisiana Waterthrush, Acadian Flycatcher, and Yellow-billed Cuckoo. Other year-round residents of bottomland habitats include Barred Owl, Red-shouldered Hawk, Wood Duck, Spotted Salamander, Marbled Salamander, Four-toed Salamander, Marsh Rabbit, Muskrat, Beaver, Otter, and Mink. Due to loss and fragmentation of their habitats, many of these species have been undergoing a severe decline. One species, the Four-toed Salamander, is listed as Special Concern on the North Carolina Wildlife Commission’s list of protected animals.

The majority of these species are not mentioned in the DEIS, which instead presents a very different picture of the wildlife of the project area. Under the Section 4.7.2.3, Terrestrial Wildlife, the document states that “wildlife species found in this area are typically opportunistic species that are adapted to disturbed habitat and will inhabit any of the biotic communities discussed in DEIS section 4.7.3.2.” (p. 4-300; see also p. 4-140 and p. K.21-21). While that may be true over much of the length of the proposed project, it is highly unlikely within the critical sections that cross the Little Creek and New Hope Creek floodplains. Remarkably, the list of fifteen species observed during surveys conducted by the consultants for this project (p 4.140 and K.21.22) does not include a single neotropical migratory songbird. (although it does include

Wood Frog, a species of northern forests not found within 100 miles of the project area). The absence of these species, if true, would indicate that the area had lost virtually all of its forest cover, which is far from the case. More likely, the absence is due to the time of year that surveys were conducted. No date for the surveys was mentioned, only the fact that they took place sometime between August 2013 and August 2014 (K.21-21). From the species included on the list, the survey(s) may have been made during the late summer, past the mating season of most songbirds, frogs, salamanders, and other species of vertebrates. Records for additional species mentioned in the DEIS for this area may have been obtained from a checklist made for the 15-501 Bottomlands Natural Area included in Hall and Sutter, 1999. That list, however, was made for a site visit conducted in January (see p. K.21-127), when again neotropical migrants are not present and many other summer-active species are dormant.

The conclusion reached by the DEIS that the fauna of the New Hope Creek floodplain is dominated by habitat generalists that are highly tolerant of disturbed habitats would be very different if the more complete species lists – obtained during site visits made to various parts of the New Hope Creek watershed during the late spring and early summer – had been included. A different picture of the significance of the impacts would also emerge. Whereas the loss of mature forests and their replacement with open or semi-urbanized habitats would probably not make a huge difference for American Robins or Northern Mockingbirds, it would have major effects on Scarlet Tanagers, Four-toed Salamanders, or Eastern Box Turtles, which, along with the other species listed above, require extensive stands of forest habitat.

This is true not only with respect to the direct impacts of the project – i.e., the acres of forested habitats that would be affected by construction or permanently disturbed as a result of the project – but more importantly with respect to its indirect impacts. Creation of open, disturbed habitats even along narrow strips creates avenues for invasive species such as Brown-headed Cowbirds, Red Foxes, and feral House Cats (all present in the area), whose impacts on forest species extend well beyond the boundaries of the disturbed area itself. Estimates given in a report from the Environmental Law Institute (2003, Conservation Thresholds for Land Use Planners) range up to 700 to 900 meters from a habitat edge, with 230 meters representing the majority of such estimates (see p. 16 of that report, available online at <http://www.eli.org/research-report/conservation-thresholds-land-use-planners>).

In addition to the increased predation and nest parasitism that are associated with habitat fragmentation, the effects on species' abilities to move across the landscape may be profound. Many forest species are reluctant to move through open habitats and may be especially reluctant to come near areas where there is frequent or constant human activity. These barrier effects, in turn, lead to increased isolation of populations within increasingly small fragments of their natural habitats. This isolation, in turn, leads to greater risks of local extirpation and lowered chances of restoration from populations located elsewhere in the region.

These secondary impacts are extremely relevant to the proposed LRT project, which cuts across the floodplain of New Hope Creek at a particularly vulnerable spot, where there is both a gap in protected conservation lands and a convergence of development spreading out from Durham on and Chapel Hill along US 15-501. As a result of this development, this area has become a bottleneck for wildlife movements that threatens to isolate the tracts of Duke Forest and other

conservation lands on the north side of the highway from the Jordan Lake conservation lands on the south side.

Concerns about the impacts on wildlife movements across the 15-501 bottleneck played a major factor in the recent bridge replacement over New Hope Creek, involving local conservation groups, local governments, and several state agencies. This resulted in a decision by the state Department of Transportation to construct a bridge that spans the entire floodplain of the creek and leaving a wide, open passageway meeting the needs for wildlife passage underneath. Despite the noted success of this effort, this project was left off the list of past actions affecting the Durham-Orange Corridor on page 4-295 of the DEIS.

In general, concerns about the effects of the LRT project on wildlife movements – which played such a critical role in the US 15-501 bridge replacement – are given scarcely any attention at all in the DEIS. In addressing the secondary impacts of the project, which should include the impacts to wildlife movement, the DEIS gives only the following generic statement:

Induced development related to the project may result in general habitat impacts such as loss, fragmentation, and degradation of existing habitat and displacement or removal of native species from the geographic study areas (p. 4-291)

No specific mention is made with regard to the need to maintain wildlife connectivity between Duke Forest, Triangle Land Conservancy preserves, and county open space preserves and easements located along New Hope Creek to the north of US 15-501 and the conservation lands at the upper end of the Jordan Lake (owned by the US Army Corps of Engineers) on the downstream side.

The analysis of cumulative impacts given in the DEIS is similarly generic. While it does mention that the creation of Jordan Lake resulted in loss of habitat that was subsequently mitigated through habitat acquisition and protection (but not specifically mentioning areas potentially affected by the LRT project – p. 4-300), it includes few other specific actions – past or future – that would combine with the effects of the LRT project to lessen or magnify its impacts on the environment. In addition to the widening of US 15-501 where it crosses New Hope Creek, I would add the construction of I-85 and I-40; all three of these multi-lane highways created nearly impassible barriers (for terrestrial wildlife at least) surrounding the Korstian, Durham, and Eno Divisions of Duke Forest, Oosting Natural Area, the Johnston Mill Nature Preserve, and several other protected open space reserves and conservation easements. For all of these preserves – which contain some of the most important natural areas in the region – the viability of many of their native species populations depends to a significant degree on the slender strand of natural habitats that still remain on either side of the 15-501 corridor along New Hope Creek. This is the last terrestrial lifeline that connects these areas to the outside world but could easily become a choke point if care is not taken to keep it open and functioning for wildlife movements.

Giving more consideration to these critical secondary and cumulative impacts is more likely to lead to good decisions with regard to the protection of native species and ecosystems than is consideration solely of the direct impacts of this project. Alignments for the project, for

example, should be selected in order to minimize habitat fragmentation. Selection of Alternative C2 where the project crosses Little Creek, and Alternative 1 where it crosses New Hope Creek and Sandy Creek would both accomplish this objective. So would additional commitments, such as to:

- minimize construction impacts within floodplains of these streams as well as on the adjoining slopes
- maintain an open, wide span beneath the bridge crossings in these areas
- use fencing to direct wildlife towards the underpasses and away from the roadways
- allow natural vegetation to regenerate as closely as possible to the underpasses

Assessing the secondary and cumulative impacts of a project within the framework of an NEPA Environmental Impact Statement provides a limited opportunity to look at the environmental needs across broad areas of the landscape and over long time frames. However, just as long-range, multi-jurisdictional planning is needed to help guide transportation planning, so it is for the protection of our native species and ecosystems. In determining how best to protect the ecosystems located within the New Hope Creek watershed, the governments of Durham, Orange, and Chatham all need to be involved, along with major conservation landowners, such as Duke University, Triangle Land Conservancy, and the US Army Corps of Engineers. Local conservation groups and state agencies also need to take part, but most critically the citizens of the area also need to know what is at stake.

Ideally, a regional conservation plan will be developed that is equal in scope and details as the one that has been prepared for the LRT and associated planned developments. Even more ideally, comprehensive plans for environmental protection will be routinely incorporated into plans for transportation and other infrastructure, long before an EIS is required. I hope the large public discussion that has been generated by the Durham-Orange LRT project will stimulate an interest in the development of such a plan.

Stephen Hall
Chapel Hill

Totally opposed to Light Rail - not safe

cheri Hardman

Sent: 9/24/2015 10:15 PM

To: info@ourtransitfuture.com

Light Rail is not safe and is old technology about to be replaced by newer, less expensive and safer technologies.

Light rails are two and a half times more dangerous than cars per a study by the Bureau of Transportation statistics.

Pedestrians are also at risk from Light Rails.

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2 MR. JOYNER: Thank you.

3 MS. CHERRI HARDMAN: Cherri
4 Hardman, Chapel Hill,
5 North Carolina 27517. That's Durham
6 County.

7 I oppose the light rail project
8 because -- because it is not cost
9 effective. At \$126 million per mile and
10 then approximately 200 million -- 160 to
11 200 million per year annually, this is
12 very expensive transportation, and the
13 reality is it will probably be more like
14 over 2 billion by the time it's
15 completed.

16 It's so ineffective that Wake
17 County just last year decided to oppose it
18 because newer, more cost-effective
19 strategies are now available. It does not
20 connect key locations to the area. RDU
21 airport, a lot of people think it connects
22 the airport. It doesn't. Southpoint
23 Mall, Wake County, no connections. So
24 basically we have an old technology that's

1 already being looked at to be replaced in
2 cities like Portland, Oregon. Go ahead
3 and Google why get rid of light rail, and
4 we haven't even started.

5 There's no way it's to be used to
6 the extent here in Durham and Orange
7 County because we're not an urban area
8 like Charlotte or Houston or Minneapolis
9 where -- the places where its being used
10 today. We will not have 23,000 round
11 trips between Durham and Chapel Hill.
12 Right now in a population of over a
13 million on Charlotte, there's only 16,000
14 round trips a day.

15 As a matter of fact, my daughter
16 lives on the light rail, right -- right in
17 front of it, and I said, have you ever
18 used it? She said no -- well once. I did
19 use it once. And I said, why not? She
20 said, well, Uber's so much more effective
21 and easier to get and cheaper.

22 So for the young people, it's not
23 really a positive right -- step, as well
24 it's not safe. Again, Google light rail

1 accidents, some of the worst accidents
2 you'll see in transportation, probably the
3 -- the -- one of the most dangerous.
4 Again, funding is in questions, as well.
5 So I do not support light rail.

6 MR. JOYNER: Thank you. Next
7 speaker, please. And while she's making
8 her way, if there are any others that have
9 the number one on their -- any speakers
10 that have a number one, please exit, come
11 down the hall, and meet Jeffrey on the
12 outside of the hall here.

13 As well, if there are twos, please
14 come down as well at this point. So if
15 there's any ones or twos on your card,
16 whether you have A, B, C, D, or E, and --
17 please come on down. Exit out here and
18 come down and see Jeffrey. Thank you.
19 Yes, ma'am.

20

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

10 MS. CHERI HARDMAN: Hi. I'm Cheri
11 Hardman. I live at in
12 Chapel Hill. I am also president of the
13 Oaks III Homeowners' Association, and I
14 represent myself and the Oaks III Board,
15 which also opposes the light rail solution
16 as it's proposed.

17 I oppose the light rail because it
18 is just not cost effective. It's \$126
19 million per mile, if we use the figures
20 from Charlotte. So our actual costs are
21 going to be more like 2 billion or even
22 exceeding that, possibly even 2.3, 2.4
23 billion. And then you have the cost of
24 ownership of almost 10 percent a year for

1 Durham. People just aren't going to do
2 it. It's not safe.

3 Also Google light rail accidents.
4 There's a lot of accidents, particularly
5 in places like Farrington Road where
6 you're looking at just stopping the
7 traffic with a flat road. That is going
8 to be very dangerous, especially around
9 places like Creekside School, which our
10 youngest are going to be right in the
11 middle of a 17-acre large facility that's
12 in charge of repair.

13 So, again, funding is -- I do not
14 support it.

15 MR. JOYNER: Before the next
16 speaker gets started, anyone with a
17 speaker card with the number 5, if you
18 would, please, come over and line up next
19 to Jeffrey, and he will make sure that you
20 are in the correct order.

21 And we'll wait just a moment until
22 everybody has a chance to sit down before
23 our next speaker.

24 While we're waiting, for those who

Oppose Durham Orange light rail - NOT SAFE

cheri hardman

Sent: 10/13/2015 11:38 PM

To: info@ourtransitfuture.com

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

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

Cheri Hardman

Chapel hill nc 27517

hoa President Oaksiii

Oppose Durham Orange light rail - costs \$94 million per mile

cheri hardman

Sent: 10/13/2015 7:57 PM

To: info@ourtransitfuture.com

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

Let's get real about the per mile costs of construction for light rail. Proponents of DOLRT in North Carolina, Durham-Orange Light Rail Transit, are seeking \$1.6 billion for a 17-mile line. **That's \$94 million in expenses per mile.** For perspective, construction of a two-lane undivided road in a rural area runs \$2-3 million per mile and \$3-5 million per mile in urban centers. A new four-lane highway in rural or suburban settings costs \$4-6 million per mile and \$8-10 million per mile in urban areas. Is it worth spending an additional \$85 million per mile for light rail in Chapel Hill and Durham? The whole DOLRT initiative needs investigation. Demand supports roads and cars. Demand is not there to justify \$94 million per mile in the smaller cities of Durham and Chapel Hill.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - won't reduce traffic

cheri hardman

Sent: 10/13/2015 8:00 PM

To: info@ourtransitfuture.com

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

Oppose the costly light rail project for Durham-Chapel Hill, NC. (DOLRT) Vote the NO BUILD OPTION. **LIGHT RAIL DOES NOT REDUCE TRAFFIC CONGESTION.** An American Public Transportation Association study covering mass transportation usage 1990-2014 concluded: Despite massive light rail investment over the past 25 years in the USA, **no measurable impact in reducing traffic congestion resulted.** There was no evidence of continued increase in ridership even with 28% population growth. Instead, only a shift from bus ridership to light rail occurred. Of the combined ridership of buses and light rail, ridership of light rail only increased a little— from 2.4% to 9.23% of total mass transit ridership. Car owners stick with their cars. In smaller cities such as Chapel Hill and Durham, there is no incentive not to commute by car as commuting time is manageable.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - cities too small

cheri hardman

Sent: 10/13/2015 8:04 PM

To: info@ourtransitfuture.com

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

Oppose DOLRT in NC. Oppose Durham-Orange Light Rail Transit for the smaller cities of Chapel Hill and Durham. Will commuters use light rail in Durham and Chapel Hill? Light rail is not gaining ridership in Charlotte, a much, much larger metropolis. A 2015 report in the Charlotte Observer quoted former UNC Charlotte transportation consultant David Hartgen as saying, "Light rail is losing market share" along major corridors. "The fundamental assumption that the Lynx rail traffic would increase as the population got denser hasn't happened." While Charlotte people numbers have grown 17%, light rail ridership is back down to 2008 levels. Also please pay attention to a UC Berkeley Institute of Transportation conclusion, "10 rail systems fail to produce net positive benefits under the scenario (of growing urban population and density). Charlotte, Buffalo, New Jersey Transit, Pittsburgh, and San Jose perform badly. These systems do not have enough riders to produce the economies of scale that make transit provision by rail significantly less expensive than bus." We, Chapel Hill-Durham, certainly don't have the density of Charlotte and these cities. Don't fund what won't work.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - can run over budget

cheri hardman

Sent: 10/13/2015 8:06 PM

To: info@ourtransitfuture.com

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

Oppose and don't fund DOLRT for Durham and Orange Counties in NC. The final cost an unknown, and light rail costs could run over budget projections for Chapel Hill-Durham as they did in Charlotte. In Charlotte the 2000 estimate was \$225 million for Lynx light rail. By 2007, the cost was \$467 million. Charlotte had to deal with budget shortfalls and cutbacks. Already for us the estimate for light rail is \$1.6 billion. We don't need this high cost burden put on our municipalities.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - revenues insufficient

cheri hardman

Sent: 10/13/2015 8:09 PM

To: info@ourtransitfuture.com

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

Don't fund the DOLRT for Chapel Hill and Durham, NC. **DOLRT is based on faulty economic assumptions regarding farebox revenues.** The operating and maintenance budget is estimated at \$16 million. Recovery from farebox payments is planned at 20%. But this is not realistic. DOLRT believes they can collect \$3.2 million in \$2 fares. This would mean 8,000 daily boardings under their estimate of 1.6 million annual boardings. Independent and unbiased studies need to be done on the DOLRT projections. Finally, the balance of \$12.8 million to sustain light rail operation is a serious annual tax liability for Durham and Orange County residents.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - profits developers

cheri hardma

Sent: 10/13/2015 8:16 PM

To: info@ourtransitfuture.com

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

Re: DOLRT—Durham Orange Light Rail Transit. Needed an investigation into hidden economic interests lobbying for the \$1.6 billion funding of light rail in Chapel Hill and Durham. Plans are to run the light rail away from existing development and higher population areas. Instead the plan is to allow for and foster construction of 5.7 million sq. ft. of office/retail/residential real estate. A number of new compact neighborhoods are planned for affluent Chapel Hill and one for Durham. Who will profit? Already water and schools are stressed. **Please choose to block funding for light rail service positioned to benefit investors and developers and cost the people.**

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - questionable boarding numbers

cheri hardman

Sent: 10/13/2015 8:19 PM

To: info@ourtransitfuture.com

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

Please vote the NO BUILD OPTION re: Durham Orange Light Rail Transit project for Chapel Hill-Durham, NC. The projected boardings for several of the neighborhood stations are highly questionable. Further investigation is needed. This begs the question: what other inaccurate numbers are in the DOLRT presentations? Please see that the government orders an independent, unbiased economic and logistical study before any funds are released. We see major problems with DOLRT claims. Thank you.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

no build DOLR

cheri Hardman

Sent: 10/13/2015 7:15 PM

To: info@ourtransitfuture.com

- **The cost is now projected at 1.6 billion dollars.** This cost is way too excessive. There are better, more cost-effective approaches such as rapid rail and bus rapid transit—the current focus in Wake County. Rapid rail might cost \$50 million per mile, compared to \$100 million per mile for light rail, according to Richard Adams, a consultant with the design consulting firm Kimley-Horn.

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NO Build DOLRT

cheri Hardman

Sent: 10/13/2015 7:17 PM

To: info@ourtransitfuture.com

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

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Oppose Durham Orange light rail - cost TOO HIGH

cheri hardman

Sent: 10/13/2015 7:23 PM

To: info@ourtransitfuture.com

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

Please oppose the Durham-Orange Light Rail Transit (DOLRT) for this reason:

- **the cost is now projected at 1.6 billion dollars**

This cost is way too excessive. There are better, more cost-effective approaches such as rapid rail and bus rapid transit—the current focus in Wake County.

Rapid rail might cost \$50 million per mile, compared to \$100 million per mile for light rail, according to Richard Adams, a consultant with the design consulting firm Kimley-Horn.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - fails service to major locales

cheri hardma

Sent: 10/13/2015 7:26 PM

To: info@ourtransitfuture.com

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

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - won't reduce traffic

cheri hardman

Sent: 10/13/2015 7:29 PM

To: info@ourtransitfuture.com

I favor the NO BUILD OPTION concerning Light Rail in Durham and Orange Counties, NC. (DOLRT). The project as currently conceived is based on unsound ridership projections. IT WILL NOT RESULT IN ANY APPRECIABLE REDUCTION IN AUTOMOBILE CONGESTION over the Chapel-Hill Durham road corridor. In fact, in other USA urban centers, the introduction of light rail has merely shifted people from buses to light rail and has not reduced automobile usage and auto traffic. Because a car trip from Chapel Hill to Durham will only takes 27 minutes in 2035, there is no incentive to take light rail with its estimated trip time of 42-44 minutes Chapel Hill to Durham. Also people will factor in automobile commuting time to the station parking lots, parking and walking time to the rail platform, and waiting time for light rail. This extra time and inconvenience will deter them from choosing light rail over their own cars.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - route away from pop. density

cheri hardman

Sent: 10/13/2015 7:32 PM

To: info@ourtransitfuture.com

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

Oppose Light Rail in Durham and Chapel Hill, NC. Oppose DOLRT. The proposed route is not even aligned with the higher density, more compact neighborhoods such as Ephesus-Ford, Glenn Lennox and Obey Village. Needed: an independent, unbiased study re: conflicting economic interests that are behind the proposed route. The proposed route does not make good demographic sense.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - farebox won't support

cheri hardman

Sent: 10/13/2015 7:40 PM

To: info@ourtransitfuture.com

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

Oppose DOLRT—Durham-Orange Light Rail Transit in North Carolina.

Academic studies reviewing cost and feasibility for light rail projects across America indicate that most of these projects require a 70% tax payer subsidy EVERY YEAR! This is because the rider farebox collection only supports a very small percentage of light rail annual operating costs. The projected \$1.6 billion capital cost for DOLRT is NOT a responsible use of scarce resources for mass transit solutions. It would be much better to allocate this amount of money in a region of low population density such as Chapel Hill-Durham to investment in conventional bus service with its flexibility to reach actual growth areas vs. projected growth areas.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - pop. density won't work

cheri hardman

Sent: 10/13/2015 7:44 PM

To: info@ourtransitfuture.com

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

Please choose NO BUILD for DOLRT—Durham-Orange Light Rail Transit in North Carolina.

Our population density does not support the much too high price tag, \$1.6 billion in capital, for light rail here. A UC California at Berkeley research paper analyzing urban light rail mass transit indicated that a city must have a density of at least 30 people per gross acre or about 19,000 people per square mile (ppsm) to economically support light rail transit. The Chapel Hill-Durham corridor right now only has 3,000 ppsm, and the projection for 2035 at 4,000 ppsm is still way below the recommendation of this key study. **Light rail will be an economic failure in Chapel Hill and Durham.**

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - insufficient demand

cheri hardman

Sent: 10/13/2015 7:47 PM

To: info@ourtransitfuture.com

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

Don't fund a project that there is insufficient demand for. Oppose DOLRT, Durham-Orange Light Rail Transit in NC. It's wisdom to consider the very low current use of the Robertson Scholars Express Bus that runs between UNC and Duke University. On this bus there are only 350 boardings per day. This computes to an average of only 5 riders on a bus—way below the 40 rider capacity. The buses run every 30 minutes between campuses 16 hours through every weekday. With light rail trips taking even longer than bus trips, why would ridership increase with light rail? It very likely won't. People prefer their own cars.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light

cherileehardman@gmail.com]

Sent: 10/13/2015 7:51 PM

To: info@ourtransitfuture.com

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

Oppose light rail for mass transit in Durham and Orange Counties, NC. (DOLRT)

Note: Adjacent Wake County has a much larger population and is growing faster than Durham and Orange Counties. Wake, after extensive study, rejected light rail in favor of Bus Rapid Transit and Diesel Rail Rapid Transit. Even where the population density is greater, light rail was not the smartest option. Let's learn from Wake County. Don't waste massive funds on DOLRT when there are better transit ideas.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange

cherileehardman@gmail.com]

Sent: 10/13/2015 8:22 PM

To: info@ourtransitfuture.com

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

Before funding light rail for Durham-Chapel Hill, do take a look at a study by the University of North Carolina and the actual numbers of mass transit commuters coming and going between Orange and Durham Counties. The 9/3/2015 *NC in Focus: Commuting by Public Transportation* report states the number at 1,259 daily commuters who cross between counties. This number truly challenges the DOLRT (Durham Orange Light Rail Transit) ridership forecasts for 2040. DOLRT is assuming ridership between our counties will climb to 9,220 by 2040. Their overly optimistic daily boardings estimates are based on such figures. Caution: don't fund based on numbers out of line with other studies. As citizens, we can't afford to pay \$1.6 billion for rail service without ridership.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - highways work better

cheri hardman

Sent: 10/13/2015 8:24 PM

To: info@ourtransitfuture.com

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

Vote NO BUILD concerning light rail for Durham and Orange Counties, NC. (DOLRT). NO BUILD will not result in urban sprawl. It is so necessary to compare the performance of highway transport with light rail. DOLRT projects 23,000 boardings by 2040 or 622 passengers an hour for each one-way track—1,244 total per hour. In contrast, a typical highway lane supports 2,200 vehicles per hour or 8,800 per four-lane highway per hour. Thus: a highway offers 3.5 times the performance of light rail. And the highways are in place already. Note also: the development of robotic or autonomous cars holds promise of dramatically increasing existing highway capacity.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - choose Bus Rapid Transit

cheri hardman

Sent: 10/13/2015 8:26 PM

To: info@ourtransitfuture.com

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

Vote NO BUILD for DOLRT, Durham Orange Light Rail Transit, NC. Already Bus Rapid Transit offers a much more financially viable answer. In Chapel Hill, BRT, is in the works for Martin Luther King Blvd. at a cost of \$25 million. We are asking, why aren't transportation planners looking at BRT for Highway 15-501, the main corridor running from Chapel Hill to Durham, or for NC Highway 54? Or for other thoroughfares? **The cost for Bus Rapid Transit is much less than \$1.6 billion.** What are the agendas and interests driving the push for light rail? Study based in true economics is needed ASAP before committing such major funds

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - Uber and technology

cheri hardman

Sent: 10/13/2015 8:28 PM

To: info@ourtransitfuture.com

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

Stop! Don't fund light rail in Durham and Chapel Hill, NC. (DOLRT Durham Orange Light Rail Transit). Already technological advances are here and in development that can well address transportation congestion. **We don't need to underwrite light rail and its questionable model at \$1.6 billion.** Consider what we can do with Uber, Zip Car, Tesla, Google, and Apple to employ smartphones and technology-based rerouting to match travel demand to existing roads. And lower the use of private cars. Technology can synchronize traffic signals, too, to expedite transit. **Uber and Lyft offer privatized mass transit.** The free market network of Uber cars and Lyft cars offers a very flexible and viable alternative to light rail and in time, as ride-sharing costs go down more, even buses. With uberPOOL and sharing a ride with another passenger, ride costs drop up to 50% from uberx. Ride-sharing is increasingly competing with owning your own car. It's so efficient and costs much less than car payments, gas, and car repair. **The free market answers don't directly cost the government anything.** Light rail is already obsolete given emerging technology; it is inflexible in terms of routes. As our cities change and develop, we need transportation with flexibility and adaptability.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - work at home growing

cheri hardman

Sent: 10/13/2015 8:30 PM

To: info@ourtransitfuture.com

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

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

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - NOT SAFE

cheri hardman [c]

Sent: 10/13/2015 8:33 PM

To: info@ourtransitfuture.com

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

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

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - neg. impact affordable housing

cheri hardman

Sent: 10/13/2015 8:37 PM

To: info@ourtransitfuture.com

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

There are better alternatives to DOLRT. Bus Rapid Transit is far less costly. Don't fund the \$1.6 billion light rail in Durham-Chapel Hill without a look at the social consequences for all. Durham Orange Light Rail Transit as planned will not serve UNC Central or Durham Tech. It will cause rents and land prices to climb around its stations and thereby work against affordable housing. The East Alston low income community is not at all served. Vote the NO BUILD OPTION.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail - negatives for seniors, schools, existing neighborhoods

cheri hardman

Sent: 10/13/2015 8:39 PM

To: info@ourtransitfuture.com

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

Today, the current DOLRT, Durham Orange Light Rail Transit, plan has major route concerns for Durham and Orange County citizens in NC. Please do not fund it. First, its current routes stand to negatively impact seniors, schools, and certain residential areas. DOLRT does not serve the exploding growth centers near Chatham Park, NC Commerce Center, and the redevelopment of the Research Triangle Park. Also 42 of the at-grade crossings along the 17-mile route are deemed unsafe. The aggressive promotion of light rail for Chapel Hill and Durham warrants much more in the way of cost-benefit analysis.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

Oppose Durham Orange light rail- NEGATIVE re: ENVIRONMENT

cheri hardman

Sent: 10/13/2015 8:42 PM

To: info@ourtransitfuture.com

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

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

neighborhood dwellers subject to nearby light rail.

Cheri Hardman

President The Republican Women's Club of Chapel Hill

President Oaks III Homeowners

Chapel Hill, NC 27517

D-O LRT Project

Christine Hardman

Sent: 10/11/2015 12:27 PM

To: info@ourtransitfuture.com

I am writing to voice my opposition to the proposed DO LRT project and I support the no-build option.

There has been a material change in the financing of the project with a dramatic reduction in NC State funding for the project, as the General Assembly of North Carolina in the budget passed recently has limited funding for this project to \$500,000. This is a small fraction of the project's proposed funding at the North Carolina State level, and therefore the DO LRT proposal is no longer financially viable.

Again, I oppose the light rail project due to material changes in the financing assumptions, and support the no build option.

Sincerely,

Christine Hardman

Chapel Hill, NC 27517

Fwd: D-O Light Rail Project: I support the NO BUILD OPTION

Christine Hardman

Sent: 10/11/2015 12:32 PM

To: info@ourtransitfuture.com

I am writing to comment on the DEIS for the D-O LRT and to express my support in favor of the NO BUILD OPTION. The project as it is currently conceived is based on fundamentally unsound ridership projections and will not result in any appreciable reduction in automobile congestion in the Chapel Hill-Durham road corridor. In fact, in other urban centers around this country, the introduction of light rail primarily shifts ridership from buses to light rail, without significantly decreasing automobile traffic. Furthermore, the routing of the proposed light rail track is not aligned with the higher density compact neighborhood developments in Orange and Chatham counties, including the Ephesus-Ford, Glenn Lennox and Obey Village communities. Lastly, there is no incentive to take light rail to reduce travel time between Durham and Chapel Hill, with an estimated LRT time of 42-44 minutes end to end, versus a projected automobile commuting time of 27 minutes in 2035. And this does not include automobile commuting time to the station parking lots, parking time and walking time to the platform, and waiting time on the platform for the next train. This is neither convenient nor does it reduce automobile congestion.

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

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

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

utilization.

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

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

Sincerely,

Christine Hardman

228 Galway Drive
Chapel Hill, NC 27517

D-O LRT Project

david hardman

Sent: 10/1/2015 8:04 PM

To: info@ourtransitfuture.com

I am writing to voice my opposition to the proposed DO LRT project and I support the no-build option.

There has been a material change in the financing of the project with a dramatic reduction in North Carolina State funding for the project, as the General Assembly of North Carolina in the budget passed last night has limited funding for this project to \$500,000. This is a small fraction of the project's proposed funding at the North Carolina State level, and therefore the DO LRT proposal is no longer financially viable.

Again, I oppose the light rail project due to material changes in the financing assumptions, and support the no build option.

Sincerely,

David Hardman

Chapel Hill, NC 27517

Durham Orange Light Rail Transit: I support the NO BUILD Option for safety related reasons

david hardman

Sent: 10/10/2015 7:06 PM

To: info@ourtransitfuture.com

I am writing to support the NO BUILD option for the D-O LRT proposal, due to significant concerns related to the operating safety of this system.

On a national level, we continue to be plagued by tragic reports of vehicular collisions with trains (commuter and inter-city) due to at grade crossings, despite the presence of warning lights and safety gates. Inter-city heavy train travel has a fatality rate of 7.1 deaths per 100 million passenger miles, which is 7 times higher than the 1.1 deaths per 100 million passenger miles when traveling by car. However, what is even more frightening is the much higher fatality rate of 10.8 deaths per 100 million passenger miles with commuter trains, and most frightening, a fatality rate of 22.6 deaths per 100 million passenger miles utilizing light rail.

I note that the proposed D-O LRT route includes a total of 43 at-grade crossings, with 38 in Durham County and 5 in Orange County, with a projection of 155 daily train trips. I find it inconceivable that a project of this magnitude in scope and cost would introduce a mode of transportation in our area to unsuspecting riders that has a 22 times higher risk of being killed associated with its use, as compared to simply driving one's own car.

Quite frankly, for this, and a myriad of other reasons, light rail transit has no place in our community. I am fundamentally opposed to this project and that's why I support the NO BUILD option.

David Hardman

Chapel Hill, NC 27517

DOLRT--Due to environmental concerns, I support the No Build Option

Hardman, David

Sent: 10/11/2015 2:18 PM

To: info@ourtransifuture.com

I am writing to express my opposition to the proposed Durham-Orange Light Rail project, and I support the No Build Option due to environmental concerns.

The proposed rail route will violate the Farrington Road greenbelt, which is one of the last natural environmental buffers between Durham and Chapel Hill, and the proposed rail line will travel through low density residential neighborhoods such as Farrington Road and Downing Creek, while bypassing planned high density neighborhoods such as Meadowmont, which was planned around a future light rail line. How ironic that after this planned community was populated, the residents of Meadowmont were united against the rail line traveling through their development, and helped steer the line through an alternative route that passed through Downing Creek! What do the residents of Meadowmont know that the rest of the Durham-Orange Community doesn't know?

Here's what they know: having this project run through your neighborhood is a blight that degrades the environment with light and noise pollution, and adversely affects the quality of life. The energy expenditure by Duke Power plants using coal and other fossil fuels, combined with the pollution associated with construction of the project results in a net increase in CO2 emissions. In addition to being a "brown" project, the loss of natural CO2 absorbing vegetation and the creation of a 26 acre impervious surface Farrington ROMF is incompatible in a low-density residential area that is environmentally sensitive, with potential storm-water runoff into Leigh Farm Park and wetlands that flow into New Hope Creek, and ultimately Jordan Lake. Furthermore, the negative impact of artificial light and noise pollution emanating from the Farrington Road ROMF 24 hours a day, 7 days a week, is incompatible in a non-urban and non-industrial park setting.

It's time to follow the example of Wake County and hire an outside consultant without vested interests in the project, to analyze the environmental and economic impact of this project. Wake County did this and found that light rail was not a viable option. It is not responsible to continue to fund the planning for this project, as GoTriangle continues to do, without first conducting an impartial analysis.

I am not against mass transit or light rail, but I am against the DOLRT due to its negative environmental impact and dubious operational sustainability. Hence, I support the NO BUILD option.

Sincerely,

David Hardman

Chapel Hill, NC 27517

D-O LRT Project

Kim Hardman

Sent: 10/11/2015 5:58 PM

To: info@ourtransitfuture.com

Good Evening,

I am writing to voice my opposition to the proposed DO LRT project and that I support the no-build option.

There has been a change in the financing of the project with a dramatic reduction in North Carolina State funding for the project, as the General Assembly of North Carolina just last night passed a budget limiting funding for this project to \$500,000.

This is a only small fraction of the project's proposed funding at the North Carolina State level, and therefore the DO LRT proposal is no longer financially viable.

Again, I oppose the light rail project due to material changes in the financing assumptions, and support the no build option.

Thank you,

Kim Hardman

Chapel Hill, NC 27517

--

Kim Hardman

Sales Advisor Associate

[Horizon Investments](#)

Charlotte, NC 28277

D-O Light Rail Project: I support NO BUILD OPTION

Kim Hardman

Sent: 10/11/2015 6:09 PM

To: info@ourtransitfuture.com

Good Evening,

I am writing to comment on the DEIS for the D-O LRT and to express my support in favor of the NO BUILD OPTION.

First and foremost, the project, in its current form, is based on fundamentally unsound ridership projections and will not result in any appreciable reduction in automobile congestion in the Chapel Hill-Durham road corridor. In fact, in other urban centers around this country, the introduction of light rail transportation primarily shifts ridership from buses to light rail, without significantly decreasing automobile traffic.

Furthermore, the routing of the proposed light rail track is not aligned with the higher density compact neighborhood developments in Orange and Chatham counties, including the Ephesus-Ford, Glenn Lennox and Obey Village communities.

Lastly, there is no incentive to take light rail to reduce travel time between Durham and Chapel Hill, with an estimated LRT time of 42-44 minutes end to end, versus a projected automobile commuting time of 27 minutes in 2035. (And this does not include automobile commuting time to the station parking lots, parking time and walking time to the platform, and waiting time on the platform for the next train. This is neither convenient nor does it reduce automobile congestion.)

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

A research working paper from the University of California-Berkeley, which analyzed urban light rail mass transit, indicated that a population density of 30 people per gross acre, or roughly 19,000 people per square mile (ppsm), was necessary in order to support light rail transit. The Chapel Hill-Durham corridor has a population density less than 20% of that threshold, with a current density of approximately 3,000 ppsm, which is predicted to rise to 4000 ppsm in 2035.

The ridership projections for the D-O LRT are wildly optimistic, with estimated daily boardings of 23,000. This is in contrast to the Charlotte LRT system, with daily boardings of 16,000 (which has been static since inception in 2007, while the population has increased 17%, with no measurable decrease in traffic congestion), in a area with a population that is 70% larger

than the Triangle area. These ridership projections are further inflated with the working assumption that 40% of households in the Durham-Chapel Hill corridor will not own automobiles in 2040, which flies in the face of current ownership levels and assumes a massive change in public behavior, which is then used to justify an overly optimistic ridership utilization.

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

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

Thank you.

--

Kim Hardman

Chapel Hill, NC 27517

Durham Orange Light Rail Transit: I support the NO BUILD Option

Kim Hardman

Sent: 10/11/2015 6:15 PM

To: info@ourtransitfuture.com

Hello,

I am writing to support the NO BUILD option for the D-O LRT proposal, due to concerns regarding the operating safety of this system, and the detrimental impact it may have on our community.

On a national level, we continue to be plagued by tragic reports of automobile collisions with trains (commuter and inter-city) at grade crossings -- despite the presence of warning lights and safety gates. Inter-city heavy train travel has a fatality rate of 7.1 deaths per 100 million passenger miles, which is 7 times higher than the 1.1 deaths per 100 million passenger miles when traveling by car. However, what is even more frightening is the much higher fatality rate of 10.8 deaths per 100 million passenger miles with commuter trains, and most frightening, a fatality rate of 22.6 deaths per 100 million passenger miles utilizing light rail.

I note that the proposed D-O LRT route includes a total of 43 at-grade crossings, with 38 in Durham County and 5 in Orange County, with a projection of 155 daily train trips. I find it incomprehensible that a project of this magnitude in scope and cost would introduce a mode of transportation in our area to unsuspecting riders that has a 22 times higher risk of being killed associated with its use, as compared to simply driving one's own car.

Quite frankly, for this, and a myriad of other reasons which I've already voiced, a light rail transit has no place in our community.

I am fundamentally opposed to this project and that's why I support the NO BUILD option.

--

Kim Hardman

Questions and Comments - Durham-Orange Light Rail

Steven Hamelly

Sent: 10/13/2015 9:46 AM

To: info@ourtransitfuture.com

Please find attached my questions and comments concerning the DOLR project.
Please ensure these are considered and forwarded to the Federal Transportation Administration.

Thank you,

Steven Hamelly

Ph.:

Attachments:  [LRT final letter.doc](#)

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info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Durham – Orange Light Rail

Safety

- No traffic light

I oppose the proposed Durham – Orange Light Rail because there will be no traffic light at the Downing Creek Parkway and Hwy 54 intersection and it will be an at-grade crossing. Hwy 54 is a very busy highway and cars will run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Please flag and investigate this intersection.

- At-grade crossings

I oppose the proposed Durham – Orange Light Rail because there are at-grade crossings and at-grade crossings are extremely dangerous for cars and pedestrians.

Federally protected wetlands

I oppose the proposed Durham – Orange Light Rail because it will cross federally protected wetlands 140 times per day. The Army Corps of Engineers maintains this land. Building it will destroy the habitat and it will never be able to recover because of the constant crossing of the train. The Army Corps of Engineers should never have approved this route. They were led to believe that Downing Creek residents wanted the Woodmont station and this is not true. A survey shows that 90% of Downing Creek residents do NOT want the rail.

Cost

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion. This does not include cost over-runs. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense.

Route

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

Antiquated mode of transportation

I oppose the proposed Durham – Orange Light Rail because rail has become an antiquated mode of transportation for the 21st century. It is totally incompatible with up and coming technology.

Unusable by the aging population

I oppose the proposed Durham – Orange Light Rail because it will not serve the aging population in this area. We have a very large aging population and transportation is becoming a huge issue for them and this population is getting larger every day. Seniors will need to ride buses that can take them to places they need to go and get closer to their doorstep for pick-up and drop-off. The financial resources used for this rail will use up any resources that could help seniors.

Voters never voted on light rail

I oppose the proposed Durham – Orange Light Rail because the ballot that had the tax increase for transportation was only about “transportation systems” not rail. Rail was never mentioned on the ballot nor was it ever voted on. To say the people want light rail because they voted for it is a lie, or at the best, it is ignorance. Do not consider the .05% tax increase a mandate for the rail; it is a mandate for improving transportation.

Being built for Duke, UNC and developers only

I oppose the proposed Durham – Orange Light Rail because it is clearly being built for Duke and UNC and developers. Just follow the route, that is whom it serves and they want this for their private reasons at the expense of the taxpayers.

No parking at stations

I oppose the proposed Durham – Orange Light Rail because there will be little additional parking at most of the stations and several stations will have no parking at all, including the Woodmont station. Duke is not adding parking and neither is UNC. Most stations will be walk-up only and this will further minimize ridership, which, by the way, is extremely overstated by GoTriangle.

Poor location selection of maintenance facility

I oppose the proposed Durham – Orange Light Rail because the proposed maintenance facility is in a rural but populated area with a school close by. The originally proposed facility was to be in an area of Durham where most of the workers would reside and could walk to work and was close to the end of the line. This area is in the middle of the line so empty trains will have to come to it from either end of the line which means trains will be running empty deliberately and frequently. This is additional expense, pollution and noise. It is my understanding the original site for the facility was dropped because the land there is contaminated with chemical waste from a prior chemical plant and this would have to be cleaned-up in order to build the maintenance facility and GoTriangle did not want to spend that money. As a note, the residents in this poorer area of town still have to live with the toxicity and will not have the jobs they were promised.

Does not serve the poorest of the population

I oppose the proposed Durham – Orange Light Rail because it does not serve the poorest members of the population who need transportation and jobs more than Duke, UNC and the developers.

Serves less than 5% of population

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

Does not solve the traffic issues

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

Why MUST it be a train

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

It's simply a waste of taxpayer dollars

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

Will not sustain itself

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

Does not serve “the people”

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.

Sincerely,

Steven Hamelly
1338 Daventry Ct
Chapel Hill, NC 27517

DEIS Comments for inclusion in the official project file

Scott Harrington

Sent: 10/13/2015 12:59 AM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov, board@downingcreek.org, Brian.Rhodes@durhamnc.gov

My name is Scott Harrington. I own a business in Chapel Hill, and I own and live in a home in the Durham city limits.

I am opposed to the C2/C2A alignment.

I originally supported the C1/C1A alignment.

C1/C1A follows "Corridor A" in the 1998 US 15-501 Major Investment Study (MIS), which the DEIS admits "continues to be protected and preserved for transit use by local governments".

C1/C1A is also indicated as a transit corridor by the "Southwest Durham County and Southeast Chapel Hill COLLECTOR STREET PLAN"[1] (CSP) adopted and approved in 2007 by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) after extensive public comment and debate. Why does the DEIS not even mention the CSP?

Signs prominently displayed in Meadowmont display a map clearly depicting the exact path of the C1/C1A as the "Adopted Fixed Guideway Transit Corridor, For Information Call Chapel Hill Planning Dept. 919-968-2728".

With no more or less certainty than other unfunded road projects documented by the MPO, Meadowmont Lane will eventually be connected to Southwest Durham Drive (SWDD) traversing Upper Little Creek in exactly the same spot as C1A. Despite the fact this road project is a central (though not uncontroversial) feature of the CSP, The DEIS buries it in a table[2] surrounded by 24 pages (M-6 through M-17, M-20 through M-31) of completely irrelevant CAMPO (Capital Area) projects.

At significant expense, DHCH MPO undertook a "NC 54 / I-40 Corridor Study" (Dec 2011)[3], which displayed route C1 as the Future Light Rail Alignment, reinforcing the prior MIS and CSP.

But during the NC54/I40 study public comment period, UNC demanded C2 be added to the NC54/I40 Corridor Study maps, resulting in "Microsoft Paint" overlays to the original PDFs to be posted to the final report as an addendum.

Since the "Microsoft Paint" overlays adding C2 to the NC54/I40 Corridor Study were the RESULT of the public comment period, that route could not be commented on by those directly impacted by the C2 route!

In the NC54/I40 study comment period, UNC stated "C2 is the preferred alignment of both the University and the Health Care Systems, and is favored by others as well." [4] Who are these unnamed "others"? Perhaps the secretive owner of the land proposed to become Woodmont? Or speculative investors in undeveloped plats around George King road, such as "Meadowmont Farms II LLC"?

The US Army Corps of Engineers indicates C1 will not be approved, but C1A causes USACE no more or less concern than C2/C2A. C1A avoids the wetlands and will not cause any more disruption to Significant Natural Heritage Area than will certainly occur due to development of the "Meadowmont Farms

II LLC" plat. Has anyone studied the impact of the inevitable development of these areas adjacent to the SNHA once they are NOT selected for LRT? Perhaps LRT is the lesser of evils for the boundaries of the SNHA.

The C2 alignment was also inadequately examined in the DEIS Traffic Simulations[5]. In particular, no traffic counts were performed for the Downing Creek Parkway (DCP) intersection with NC-54, an essential ingress/egress point for a sizable neighborhood, and which is not slated for closure like some other intersections are as part of various DOT widening or superstreet proposals. Nor was this simple unsignalized intersection input to VISSIM for simulated Level Of Service under No-Build versus C2A scenarios. Why not?

Can the VISSIM outputs even be relied upon? Garbage In = Garbage Out. Page K6-37 contains erroneous inputs for the Meadowmont Lane and East Barbee Chapel Road intersection (at the Wells Fargo branch). How can NBT (Northbound-Thru) Demand be 137 cars in the No-Build scenario but only 6 cars in the C1/C1A scenario? This is a lightly traveled intersection so the model produces LOS "A" for both Build and No-Build (despite a 100% difference in resulting queue length -- yes that light always seems to be red when I get to it but it's a short light and the queue is never more than 1 car, 2 at most), but what other input errors are present that might not be so obviously wrong yet have led to incorrect conclusions?

Thus, after examining the DEIS, I now support the No Build option at this time. There are too many questions, newly raised in, or insufficiently answered by, the DEIS.

I appreciate the efforts undertaken by many hard-working individuals thus far, and hope the various departments, agencies, and MPOs can work together to find a more appropriate way to solve our upcoming transit needs without unfair or disproportionate influence from any town, university, or developer interests.

Yours,
Scott Harrington

Chapel Hill, NC 27517

[1] <http://www.dchcmo.org/programs/collector/swdurham/default.asp>

[2] Pg 5, DEIS Appendix M - 2040 Metropolitan Transportation Plan

[3] <http://www.nc54-i40corridorstudy.com>

[4] Pg 31, [http://www.nc54-](http://www.nc54-i40corridorstudy.com/pdffiles/Phase%20II%20Draft%20Report_Public%20Comments%20with%20Responses_FINAL.pdf)

[i40corridorstudy.com/pdffiles/Phase%20II%20Draft%20Report_Public%20Comments%20with%20Responses_FINAL.pdf](http://www.nc54-i40corridorstudy.com/pdffiles/Phase%20II%20Draft%20Report_Public%20Comments%20with%20Responses_FINAL.pdf)

[5] Appendix K06 - NC 54 Traffic Simulation Report

cc: Federal Transit Administration, Region IV, stanley.a.mitchell@dot.gov
Durham County Board of Commissioners, commissioners@dconc.gov
Durham City Council, council@durhamnc.gov
Downing Creek Community Association Board of Directors, board@downingcreek.org
DCHC MPO Board, c/o Brian.Rhodes@durhamnc.gov

Get Involved Contact Form

Lyn Harwell

Sent: 10/9/2015 9:56 PM

To: info@ourtransitfuture.com

Name: Lyn Harwell

Phone Number

Message Body:

I prefer alternative C2A over C2. But I question having public transit cross Barbee Chapel Road near or at that intersection at all. That is a very busy congested intersection now, so how can adding another transit route across it work at all? I think that C1A would be a better out-of-the-way congestion solution.

--

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

2 MR. JOYNER: Thank you. And,
3 folks, I will ask that you please hold --
4 hold your applause during -- not -- during
5 the speaking so that the speakers can be
6 heard. It's important that you respect
7 their opportunity and you give everybody
8 that opportunity to speak, so please do
9 hold your applause. Thank you. Yes,
10 ma'am.

11 MS. BONNIE HAUSER: Hi. I'm
12 Bonnie Hauser. I live at
13 n Hillsborough, so the light rail
14 will not be in my backyard.

15 I'm here to support public
16 transportation and the no build
17 alternative for LRT. My concerns are
18 about the plan and the DEIS. They include
19 that light rail will not serve
20 accelerating growth and committed land use
21 planned for the Triangle.

22 Of the 2 to 3 million people who
23 are coming to the area, GoTriangle reports
24 that only about 27,000 will be coming to

1 the proposed corridor. The rest will be
2 mostly going into massive new urban
3 centers in Raleigh, RTP, and Chatham Park,
4 which are no where near the Durham-Orange
5 light rail corridor. Wake County, where
6 most of the growth will -- will occur, has
7 already abandoned light rail in favor of
8 lower costs, more flexible solutions,
9 including bus rapid transit.

10 The DEIS unrealistically -- The
11 DEIS has projections that appear to be
12 grossly exaggerated. They unrealistically
13 assume that 40 percent of households will
14 not have cars, plus students who live off
15 campus artificially inflate the poverty
16 roles and reduce the average income. The
17 report regularly conflates current and
18 future trends and ignores how growth in
19 the Triangle dwarfs employment and
20 population growth along the corridor.
21 Route changes have made the route slower,
22 less frequent, and more dangerous. An
23 alternative, such as bus rapid transit,
24 which were ruled out in the past, are now

1 much more appealing than the current light
2 rail plan.

3 Even with the funding cap lifted,
4 state funding is limited to a maximum of
5 10 percent, which is woefully short of the
6 funds needed. It's time to stop the
7 project and redirect resources to
8 Triangle-wide transportation.

9 MR. JOYNER: Thank you. At this
10 time, we don't have any other speakers
11 that are signed up to speak, so if there's
12 -- I'm sorry? Oh, we got six -- oh, are
13 you talking about -- bring the next ones
14 up? I'm sorry. I misunderstood you. I'm
15 sorry, I was confused. I'm sorry. I was
16 very confused by the message that I was
17 given earlier.

18 The folks that have a number six,
19 please step outside and -- and come on
20 down. I apologize for those that are
21 sitting there and their cards and thought,
22 well, I'm not going to get a chance to
23 speak. And then, again, if there's others
24 that wish to speak, feel free to step

9 MR. JOYNER: Thank you.

10 MS. BONNIE HAUSER: Hi. I'm
11 Bonnie Hauser. I live at
12 in Hillsborough, and I -- so I don't
13 have a dog in this fight.

14 The decision before the FTA is
15 build/no build, and many of us are saying
16 no build. To me and many others here
17 tonight, a no build decision is preferred
18 because the plan, the underlying commuter
19 projections, and the corridor line doesn't
20 make sense given the land-use plans and
21 expected growth in the area.

22 Millions of people are moving to
23 the Triangle, but nowhere near the
24 Durham-Orange light rail line. To us, no

1 build allows local leaders to put light
2 rail on the back burner and start planning
3 regional transportation. Light rail by
4 itself may have made sense 20 years ago,
5 but now we need to focus on integrating
6 transportation systems throughout the
7 Triangle, not between two employers.

8 The hub-and-spoke bus system that
9 operate in Durham and Chapel Hill need to
10 be enhanced with convenient point-to-point
11 service that connects local communities
12 with major employment centers in Wake,
13 RTP, and Chatham.

14 Simple service changes will
15 immediately reduce rush-hour congestion,
16 reduce emissions, and improve service for
17 low-income, transit-dependent communities.
18 No build allows local leaders to redirect
19 local funds to regional transportation,
20 complete streets with a bike/ped -- with
21 bike/ped amenities and other
22 transportation improvements, including
23 last-mile service.

24 Dedicated byways can also be used

1 for the densest corridors and over time,
2 if use warrants it, those corridors could
3 be converted to light rail. It's
4 evolutionary, but it makes more sense from
5 an investment risk and benefit to the
6 community perspective.

7 So for us, no build means yes to a
8 flexible, forward-looking transportation
9 system for Orange and Durham that can
10 evolve with accelerating growth throughout
11 the Triangle. Thank you.

Public comment on the DEIS for Durham Orange LRT

Bonnie Hauser

Sent: 10/12/2015 9:31 AM

To: info@ourtransitfuture.com

Cc: "Alex Cabanes"

I support public transportation which is why I support the no-build alternative for Durham-Orange LRT. I am particularly concerned that the proposed corridor does not align to critical growth centers, and will serve a very small portion of the population.

The Triangle area is growing rapidly, with 2-3 million people expected to come to the area over the next 2 decades. Most will be coming to major urban growth centers Wake County, Research Triangle Park, and Chatham Park which are nowhere near the proposed corridor. According to the DEIS, growth in the study area served by the corridor is estimated at 27,000 people Wake County – where most of the growth will occur has already abandoned LRT in favor of lower cost, more flexible solutions including Bus Rapid Transit. The proposed route does not serve targeted growth in Orange County (Chapel Hill, Carrboro and Hillsborough) at all.

The proposed service to two major employers - UNC and Duke - fails to recognize that most employment growth is coming through many employers who are locating in Wake, Chatham and Alamance Counties - again no where near the corridor.

Both Duke and UNC have begun decentralizing their large healthcare systems and transitioning to online education. Therefore, growth of both institutions is not likely along the corridor.

With the focus on LRT, GoTriangle and local transit authorities in Durham and Orange County have done little to re-engineer and optimize bus routes. In fact the proposed LRT does the opposite. It attempts to concentrate traffic along the corridor through contrived Park n Rides and other techniques. Both local bus systems are primarily hub-and-spoke systems that serve university centers. As a result, transit dependent communities who use the buses are forced to make multiple connections to get to their destinations. Re-engineering routes would do more to alleviate congestion and serve transit dependent communities than the proposed LRT.

Rather than build LRT along a corridor that today is primarily a greenfield, no-build would encourage GoTriangle to work more closely with local authorities and with Wake County to create a flexible, point to point regional transportation system

to support anticipated growth in the Triangle.

Please select the “no-build” alternative for Durham-Orange LRT.

Thank you

Bonnie

“The opposite of love is not hate, it's indifference.” -- Elie Wiesel

Light Rail

Hawkins, Rachel

]

Sent: 9/28/2015 10:02 AM

To: info@ourtransitfuture.com

I am NOT in favor of Light Rail – if it does not include Hillsborough and Mebane.
I believe BUSES and good advertising of both is in order.

Thank you.

Rachel Hawkins

Hillsborough NC 27278

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Comment on Durham-Orange LRT proposal

coach

Sent: 9/29/2015 7:12 PM

To: info@ourtransitfuture.com

Though I commute to Duke about 80% of the time by bicycle and am not vested as a potential commuter in this conversation, I will assume that you invite all comments.

Initially, I was pleased to learn that light rail was being seriously considered for the Durham-Chapel Hill area. With population increasing each year - and with it an increase of vehicles on our already strained roadways - a mass transit solution of the light rail nature seemed promising.

Now I am less enthusiastic. In fact, I am not now in support of the proposal.

- The anticipated ridership does not merit the very substantial outlay of money and environmental impact (rail and services construction, as well as the land acquisition/preparation).
- The increasing burden of traffic on NC 147 and I-40 will not be substantially altered, I believe.
- As above those traveling to/from Durham-Raleigh or Chapel Hill Raleigh and the RTP will not be helped.

However, the challenges mentioned above and which the Proposal seeks to address will not go away. We cannot continue to build and widen roadways to appease the average vehicle owner who prefers the independence of personal travel. I would advocate for an equally careful and thoughtful plan to be developed using other strategies to alleviate traffic congestion and the accompanying pollution problems, e.g. HOV lanes, expanded bus and shuttle services, protected bike ways. These suggestions should be far less expensive to draft and implement than the light rail proposal. Even if buses are operating with substantially fewer passengers than would be budget-wise optimal, the costs would still be substantially less than the proposal over a long period of time.

This is the opinion that I have come to.

Sincerely,

Scott Hawkins
Durham, NC

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: ELEANOR HAWTHORNE

Email: _____

Mailing Address: _____

City: Chapel Hill, NC

Zip Code: 27517

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:

#1SupportDOLRT

Light-Rail is a long-time coming addition to the public transit landscapes in the Triangle. This DEIS report further proves the thorough work being done to pave the way for DO-LRT to become a reality. I, along with so many others in the public, are thrilled to have light-rail finally come into fruition. In summary, DO-LRT is *fantastic!*

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Robert G. Healy

Email:

Telephone:

Mailing Address:

City: Durham NC

Zip Code: 27705

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:

① It is impossible to verify ridership projections because DEIS does not include population or employment projections for station catchment areas.

② DEIS does not analyze additional air pollution (criteria and CO₂) due to car 2 waiting for trains to pass at the numerous at grade crossings.

Please Turn Over →

Access to information needed for public comment on DEIS

Robert Healy, Ph.D

Sent: 9/23/2015 10:24 AM

To: gnorthcutt@gotriangle.org, info@ourtransitfuture.com

Cc: "Ghysels"

Dear Mr. Northcutt:

On September 2, 2015, Eric Ghysels, writing on behalf of himself and Robert Healy, sent the attached request for information to Natalie Murdock of Go Triangle. The intent of the request was to enable us to make informed comments on the DEIS for the proposed Durham-Orange County LRT project. As we have explained, we are both economists, with substantial technical training that has prepared us to give a much needed technical analysis of the models used by Go Transit to project ridership for each of the 17 stations along the LRT route. Healy is an urban-regional economist who taught land use policy at Duke and elsewhere for three decades. Ghysels is a chaired professor of economics and finance at UNC and an expert on econometrics. We have found, on initial inspection, that a number of aspects of the ridership projections seem to be at variance with our expectations.

We know that modeling is driven by assumptions about exogenous variables (e.g. employment in the station locale) and assumptions about the relations among variables (e.g. the number of trips generated by a given type of employee). The DEIS contains a technical appendix on its ridership projections, but to our disappointment, it offers only a general description of the model used and lacks basic information on both exogenous variables and relationships. This prompted our September 2 request.

On September 11, Ms. Murdock emailed Prof. Ghysels as follows: "Mr.Ghysels, a response to your question has been prepared and is under review. We will likely have the response finalized next week." But the requested information was never sent. Then, at a public information meeting on September 19, Go Triangle planning director Patrick McDonough told us, in your presence, that the information would not be provided "for civil rights reasons".

The information requested on September 2 is not large in volume, nor do we believe that compiling it would be difficult. Nevertheless, we now modify our request. We seek no special tabulations nor answers to questions. Rather we hereby request access (either in your offices or via computerized document transfer) to all the consultant reports (and reports by persons or firms subcontracted to your consultants) that pertain to the ridership estimates. These documents were paid for with public funds and submitted to a public agency. We believe that the North Carolina Public Records Act entitles us to access this information.

We are attaching a document that gives the NC Attorney General's guidance on how the public records law is to be administered and have extracted a few relevant paragraphs for your convenience. We are submitting this request to you, and also are submitting it to the record of comments on the DEIS.

We trust that you will reply promptly, as we are quite aware of the very limited period remaining for public comment on the DEIS.

Sincerely,

(signed electronically)

Robert G. Healy
Professor Emeritus of Environmental Policy and Public Policy Studies
Duke University

Eric Ghysels
Edward M. Bernstein Distinguished Professor of Economics at the University of North Carolina - Chapel Hill
Professor of Finance at the Kenan-Flagler Business School.

Below is the original request we sent to Natalie Murdock on September 2. It was also filed through the official website set up by GoTriangle.

Dear Natalie

I would appreciate if you could help me with some of the supporting material pertaining to Appendix K2 in the DEIS.

1. for all discrete choice models described in Appendix K2 of the DEIS (multinomial probit, non-nested logit, etc):

(a) one spreadsheet with acronyms and data sources for both endogenous and exogenous variables. Data sources must include year/period used in the model estimation sample.

(b) one spreadsheet with acronyms and values for estimation sample for all variable specified in item (a) - for continuous variables, min, max, mean and standard deviation, for discrete variables the sample empirical frequency of the discrete outcomes.

(c) one spreadsheet with acronyms and values for input/exogenous variables for 2040 prediction sample - for continuous variables, min, max, mean and standard deviation

2. a detailed description of how light rail is incorporated as a choice in the prediction sample.

3. a clarification of the 'rail' transportation mode in the estimation and prediction sample

4. the study equivalent to the Light Rail reported in Appendix K2 of the DEIS for a Rapid Bus Transit alternative.

I appreciate you providing me with this information in a timely fashion - within a week given the upcoming public hearings.

I look forward to your reply.

Sincerely,

Eric Ghysels

--

Eric Ghysels

Edward M. Bernstein Distinguished Professor of Economics at the University of North Carolina -
Chapel Hill

Professor of Finance at the Kenan-Flagler Business School.

Attachments:  [public records guidance.docx](#)

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<http://www.ncdoj.gov/getdoc/ef04d580-eee7-4cfe-b2ec-06c26a6f95b9/AG-open-government-booklet-4-8-08.aspx>

4. Who may inspect or get copies of public records?

Any person has the right to inspect, examine and get copies of public records. People requesting public records do not have to disclose their identity or their reason for requesting the information.

5. What are public records?

Public records are documentary materials made or received by government agencies in North Carolina in carrying on public business. Public records include materials written or created by the government and its employees. They also include materials written or made by private people or companies and submitted to the government, regardless of whether those materials were required or requested by the government or whether they were sent to the government voluntarily at the private person's initiative. Public records include both paper and electronic documents, emails, papers, letters, maps, books, photographs, films, sound recordings, magnetic or other tapes, electronic data-processing records, artifacts, or other documentary material, regardless of physical form or characteristics.

Public records include documentary materials that government agencies are required by law to make or collect. Public records also include materials that government agencies make or collect at their discretion in carrying on government business.

Some drafts are public records and others are not. If drafts have been received by a government agency in the course of doing public business, they become state property and as such, generally are considered public records. A draft does not have to be submitted to the members of a public body or the head of a public agency for approval to be considered a public record. Even if the author of the draft is not a government employee, the draft is public record if it has been received by a government agency.

Comments by Robert G. Healy, 839 Sedgefield St., Durham, NC 27705 on the Draft Environmental Impact Statement for the Durham-Orange LRT

13 October 2015

In comments previously submitted and in oral testimony, I have referred to a number of serious problems with the LRT as presently configured. They include:

--an almost absurdly high cost per passenger

--only one stop of 17 serves a major concentration of low income persons

--an antiquated, inflexible fixed rail technology that is almost certain to be made obsolete by rapid developments in "smart vehicles" and "smart highways"

--probable overestimates of ridership

--failure of the LRT to relieve traffic congestion on highway 15-501

--a large number of at grade crossings, which, based on the experience of other cities, presents a significant hazard to automobiles, cyclists and pedestrians

--a funding mechanism for the local cost share that relies on regressive sales taxes and automobile registration fees

--a decision making process that operated largely in secret, with sham public information sessions and consistent refusal to release information I requested, in clear violation of the North Carolina Public Records Act

Considered as a whole, the economic and social benefits of this project must be considered NEGATIVE.

In an Environmental Impact Statement, one must consider the project benefits as they relate to environmental costs. The latter include:

--damage to wetlands, particularly in the New Hope Bottomlands, Sandy Creek wetlands, and the area around Meadowmount

- additional air pollution caused by traffic backups at the at grade crossings
- immense amounts of CO2 and energy embodied in the concrete, steel and other materials needed to construct the LFT
- disturbance of wildlife migration, and recreational trail use, associated with the crossing of New Hope Creek at the 15-501 bridge
- light, noise and water quality impacts due to the recommended location for the Operations and Maintenance Facility

Since the environmental impacts are positive and the economic and social benefits are negative, the NO BUILD OPTION SHOULD be chosen.

There is another environmental consideration not mentioned in the DEIS. Perhaps the principal benefit put forth by GoTriangle as a justification for the use of LRT technology and the choice of this particular corridor is the opportunity to concentrate high density development around the station areas. Much attention is paid in the DEIS of future population and job growth in the Research Triangle region. But is the LRT corridor (1) the place where growth is most likely to occur and (2) the place where growth should be encouraged from a planning and environmental standpoint?

I believe the answer to both questions is NO. Two of the principal anchors for the LRT route are Duke Hospital and UNC Hospital. Neither is likely to grow significantly. One already sees both health systems putting new freestanding facilities in locations far from the main hospital. Downtown Durham is attracting growth, but the narrow streets and many historic buildings mean that it does not have unlimited capacity for new buildings (unlike downtown Charlotte in 1990, for example). The LRT proposes new, very high density nodes on the edge of Chapel Hill, yet Chapel Hill residents have long been noted for opposition to large scale growth and density.

I believe that the best place to accommodate new population and job growth is in the Research Triangle Park and in nearby areas (e.g. Morrisville). These places

have abundant building sites, good transportation (especially if supplemented by enhanced transit), and little citizen opposition to growth.

--

--

6 MR. ROBERT HEALY: Good. My name
7 is Robert Healy. I live at
 in the Trinity Heights neighborhood
9 of Durham. I've lived in the City of
10 Durham for 29 years.

11 I believe strongly that this LRT
12 project is far too costly and is only a
13 partial solution to our actual
14 transportation needs. Even if one accepts
15 GoTriangle's ridership estimates, this LRT
16 will reduce traffic on 15/501 by less than
17 5 percent.

18 The project does not serve NC
19 Central, nor Durham Tech, nor any of our
20 continuing care communities, nor even
21 downtown Chapel Hill. It serves only a
22 tiny fraction of the large low-income
23 population in northeast and southeast
24 Durham, not the low-income area of Chapel

1 Hill, not the large low-income population
2 in rural Orange County.

3 But can we rely on the ridership
4 estimates? As someone familiar with
5 transportation forecasting, I asked
6 GoTriangle for more than two years for
7 more details on their methods and
8 assumptions. I've been asked to wait for
9 the DEIS, but this information was not in
10 the DEIS.

11 I then made a formal request for
12 the information, citing North Carolina
13 Public Records Act, which clearly entitles
14 me to it. GoTriangle did not even reply.

15 Frankly, I think it quite likely
16 that the ridership estimates are
17 exaggerated by optimistic and hidden
18 assumptions.

19 Let me close with a personal view.
20 I live in Trinity Heights, about four
21 blocks from the proposed LRT station. I
22 can now take a bus from my street corner
23 to New Hope Commons, the Robertson bus to
24 downtown Chapel Hill, the Bull City

1 Connector to downtown Durham and eastward.

2 The LRT will probably eliminate
3 these routes. Even though I live very
4 close to a station and should be among the
5 people benefitted by it, the LRT service
6 will be inferior to what I now enjoy.
7 Spending \$1.6 billion on the LRT will make
8 me poor as a taxpayer and not one bit more
9 mobile. Thank you.

10 MR. JOYNER: The next speaker.

11

My name is Robert Healy. I have lived in the city of Durham for 29 years. I believe strongly in the need to provide safe, convenient public transportation for all our citizens. However, the LRT project is far too costly and is only a partial solution to transportation needs.

Even if one accepts Go Triangle's ridership estimates, LRT will reduce traffic on 15-501 by less than 5%. The project does not serve NC Central, nor Durham Tech, nor any of our continuing care communities, nor even downtown Chapel Hill. It serves only a tiny fraction of the large low income population in NE and SE Durham. Not the low income area of Chapel Hill. Not the large low income population in rural Orange County.

But can we rely on the ridership estimates? As someone familiar with transportation forecasting, I have asked GoTriangle for more than two years for more detail on their methods and assumptions. I was told to wait for the DEIS. But the needed information was not in the DEIS. At the LRT information session, I asked their modeling consultant for the assumptions that drive his model. He would not divulge them. I then made a formal request for the information citing the NC Public Records Act, which clearly entitles me to it. Go Triangle did not even reply.

Frankly, I think it quite likely that the ridership estimates are exaggerated by optimistic and hidden assumptions.

Let me close with a personal view. I live in Trinity Heights, about four blocks from a proposed LRT station. I now can take a bus from my street corner to New Hope Commons, the Robertson bus to downtown Chapel Hill, and the Bull City Connector to downtown Durham and eastward. LRT will probably eliminate these routes. Even though I live very close to a station, the LRT service will be inferior to what I now enjoy. Spending \$1.6 billion on the LRT will make me poorer but not one bit more mobile.

Thank you.

October 1, 2015 LRT Public Hearing Durham, NC

Re Patterson Place Station. Supplemental Comment by New Hope Creek Advisory Committee on DEIS

Robert Healy, Ph.D.

Sent: 10/13/2015 4:51 PM

To: info@ourtransitfuture.com

We realize that there is a rationale for having high density near the Patterson Place Station. However, we believe that its current location is farther east than is ideal and hence would have negative impacts on the steep slopes that go to the New Hope Creek Corridor and contribute to its functionality.

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: KATHLEEN HERR Email: kathleen.herr@gmail.com Telephone: _____
Mailing Address: 1704 FERRELL RD City: CHAPEL HILL Zip Code: 27517

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
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Please leave your comment on the Draft Environmental Impact Statement:

The current ~~and~~ pedestrian access for those living on the east side of Hwy 54 is limited to an underground tunnel that goes under Hwy 54, and crossing 54 itself - also untenable. Meaningful pedestrian access is important to the success of each station. In this instance, a pedestrian bridge crossing Hwy 54 would allow meaningful safe access for those who predominantly live in residential areas to access this station.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Shon Hemsley

Email:

Telephone:

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I believe the rail system is a great idea for the city of Durham. It will help improve travel time and transportation options for Durham residents and visitors.

Please Turn Over →

question

Steve Hensle

Sent: 9/12/2015 7:47 AM

To: info@ourtransifuture.com

this would cost taxpayers more money and considering all the present modes of transportation I wouldn't think this would be necessary or advisable

a taxpaying citizen

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Jessica Herbin

Email:

Telephone:

Mailing Address:

City: Durham

Zip Code: 27703

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I would like to advocate for the light rail and public transportation. I also work at the Durham VAMC and it's a disgrace that our Veterans don't have access to parking. I've seen too many occasions where my Veterans miss clinic appts due to a lack of parking. Often times they get so frustrated they never make it out of their car and just go home. We need an improved system.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Dois Hernandez

Email:

Mailing Address:

E

City:

DURHAM NC

Zip Code:

27705

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:

*Me parece muy bien seria fantastico subirme a ese Futuro
Tren.*

Please Turn Over →



Durham-Orange Light Rail Transit Project

Official Public Comment

Name: KATHLEEN HERR

Email:

Telephone:

Mailing Address:

City: CHAPEL HILL Zip Code: 27517

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:

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Please Turn Over →



Light Rail Route selection

Ellen Herron

Sent: 9/23/2015 7:35 PM

To: info@ourtransitfuture.com

GoTriangle

PO Box 530

Morrisville NC 27560

Dear Sirs:

We are writing to express our support for route C2A. No route is likely to be acceptable to everyone, and C2A is our preferred alternative for multiple reasons:

It should provide maximum ridership for minimum investment.

It should have much less impact on the forest and wetlands and wildlife in the area than the other alternatives.

It should not create the hazards to school children and the elderly that are associated with the two C1 alternatives considered earlier.

Yours truly,

Thomas and Ellen Herron

Chapel Hill NC 27517

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Rachel Hester Email: _____ Telephone: _____
Mailing Address: _____ City: Durham Zip Code: 27712

How to Comment on the DEIS

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2. Submit a web-based comment form: ourtransitfuture.com/comment
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Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I am not sure about creating the Durham-Chapel Hill Light Rail. I think that it is very important to consider the impact of the light rail in terms of how it will affect lower income transit communities as well as the physical environment that may stand in the way of the light rail. Some say that the LRT will help the environment by taking cars off the road, but if the rail is in place of more trees than an expanded highway, the LRT would not be the best environmental choice because we need trees to offset greenhouse gases produced from cars and NC's agricultural system. Put low-income people and ~~our~~ land conservation first!

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

~~There are so many~~ Many of the people who take the Durham-Chapel Hill bus are students. Things to consider would be who does the path from Durham to Chapel Hill serve and what will be the cost of taking the light rail? It can be difficult for low-income people to pay ^{\$}4 round trip everyday to go to Durham-Chapel Hill and back.

I would be in support of the light rail if the prices are lower than the buses and if the construction of the light-rail ~~impacts~~ as does not create major impacts on natural resources, like trees and water, which we need to survive.

Please return this form to the comment box

No Subject

daniel heuser

]

Sent: 10/1/2015 8:04 PM

To: info@ourtransitfuture.com

We really need a light rail system in the triangle. It will alleviate traffic, and help to address the growing climate change problem. It is hard for people to imagine how crowded the Triangle will be in 20 years - this project can be part of a plan to tackle the complications from such population growth.

Dan Heuser

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Get Involved Contact Form

Benay Hicks]

Sent: 10/2/2015 2:11 PM

To: info@ourtransitfuture.com

Name: Benay Hicks

Phone Number:

Email Address:

Message Body:

Hello,

I am writing regarding the location of the Pettigrew/Alston Ave station. The Boys & Girls Club of Greater Durham is located at Pettigrew & Grant, literally across the street from where you would be creating a park and ride and a station.

While it appears as though the building (808 E Pettigrew St) will be left untouched by construction, I would like to know more about steps this project will take to control crime surrounding the station both during and after construction. Several studies have concluded that transit stations do not necessarily increase the level of criminal activity in a community, but they have also concluded that certain actions can be taken to mitigate the concentration of criminal acts.

The Boys & Girls Club works hard to keep the youth of Durham off the streets and away from drugs/gangs, etc. I believe that the light rail could actually make a positive impact on our attendance and daily activities, but I would like to know more about the stations themselves and any precautionary measures being taken to ensure safety of those traveling and of the stations themselves.

And if there is any discussion about acquiring the building at 808 E Pettigrew Street, please remember the children and the several hundred youth the Boys & Girls Club serves each year.

Thank you!

--

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

RE: Chapel Hill - Durham Light Rail

stanley.a.mitchell@dot.gov [stanley.a.mitchell@dot.gov]

Sent: 10/12/2015 8:19 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

230 Peachtree St. NW, Ste. 1400

Atlanta, GA 30303

O: (404) 865-5643

C: (404) 405-1271

stanley.a.mitchell@dot.gov



From: Anthony Hickey

Sent: Sunday, October 11, 2015 11:20 PM

To: Mitchell, Stanley; commissioners@dconc.gov; council@durhamnc.gov; Brian.Rhodes@durhamnc.gov

Subject: Chapel Hill - Durham Light Rail

Please find a letter attached respectfully requesting re-evaluation of the planned Chapel Hill - Durham light rail.

Subject: Oppose Light Rail – Safety – no traffic light

Helen Hickey

Sent: 10/13/2015 10:25 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because there will be no traffic light at the Downing Creek Parkway and Hwy 54 intersection and it will be an at-grade crossing. Hwy 54 is a very busy highway and cars will run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Stopping behind the tracks will not happen as there is no space to filter onto 54 and the vehicles on 54 go well over 45mph (clocked may drivers speeding at 60mph on this stretch of road, and there is never any speed signs or police cars monitoring this stretch of road) . Please flag and investigate this intersection, for safety and accessibility.

Sincerely,
Helen Hickey

Chapel Hill NC

Subject: Oppose Light Rail – Safety, at-grade crossings

Helen Hickey

Sent: 10/13/2015 10:27 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because there are at-grade crossings and at-grade crossings are extremely dangerous for cars, cyclists and pedestrians.

Sincerely,

Helen Hickey

Chapel Hill NC

Subject: Oppose Light Rail – federally protected wetlands

Helen Hickey

Sent: 10/13/2015 10:28 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because it will cross federally protected wetlands 140 times per day. The Army Corps of Engineers maintains this land. Building on this precious land will destroy the habitat and it will never be able to recover because of the constant crossing of the train. Not only because of the removal of the land acreage but also because of the impact on noise, air pollution and increase traffic that will occur as a results of building. The Army Corps of Engineers should never have approved this route. They were led to believe that local residents, like those in Downing Creek wanted the Woodmont station and this is not true. A survey shows that 90% of Downing Creek residents do NOT want the rail.

Sincerely,
Helen Hickey

Chapel Hill NC

Oppose Light Rail – Cost

Helen Hickey]

Sent: 10/13/2015 10:29 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because the construction alone will cost at least \$1.8 billion. This does not include cost over-runs. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense. Even if the tax base increased the Light Rail costs do not support its value to the tax payers in Durham.

Sincerely,

Helen Hickey

Chapel Hill NC

Oppose Light Rail – perpetuates in increases the traffic issues

Helen Hickey

Sent: 10/13/2015 10:35 PM

To: info@ourtransitfuture.com

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

Sincerely,
Helen Hickey

Chapel Hill NC

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Oppose Light Rail – does not serve “the people”

Helen Hickey

Sent: 10/13/2015 10:31 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 Car/Raleigh/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.

Sincerely,

Helen Hickey

Chapel Hill NC

Subject: Oppose Light

hickey@gm.slc.edu]

Sent: 10/13/2015 10:32 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because the proposed route of the rail travels through low-density areas. And in addition, the entire region does not have a dense enough population for such a monster of transportation. This train does not service areas that would use it, nor does it take riders places that are needed, such as the Research Triangle Park, shopping, or the airport. The original route along 15-501 would be more suitable and serve business and growth in the area.

Sincerely,
Helen Hickey

Chapel Hill NC

Oppose Light Rail – Voters never voted on light rail

Helen Hickey

Sent: 10/13/2015 10:33 PM

To: info@ourtransitfuture.com

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

I oppose the proposed Durham – Orange Light Rail because the ballot that had the tax increase for transportation was only about “transportation systems” not rail. Rail was never mentioned on the ballot nor was it ever voted on. To say the people want light rail because they voted for it is a lie, or at the best, it is ignorance. Do not consider the .05% tax increase a mandate for the rail; it is a mandate for improving transportation and as such should be spent on improving transportation overall.

Sincerely,
Helen Hickey

Chapel Hill NC

Oppose Light Rail – maintenance facility

Helen Hickey

Sent: 10/13/2015 10:33 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because the proposed maintenance facility is in a rural but populated area with a school close by. The originally proposed facility was to be in an area of Durham where most of the workers would reside and could walk to work and was close to the end of the line. This area is in the middle of the line so empty trains will have to come to it from either end of the line which means trains will be running empty deliberately and frequently. This is additional expense, pollution and noise. It is my understanding the original site for the facility was dropped because the land there is contaminated with chemical waste from a prior chemical plant and this would have to be cleaned-up in order to build the maintenance facility and GoTriangle did not want to spend that money. As a note, the residents in this poorer area of town still have to live with the toxicity and will not have the jobs they were promised.

Sincerely,
Helen Hickey

Chapel Hill NC

To: Federal Transportation Administration

Helen Hickey

Sent: 10/13/2015 10:34 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because it does not serve the poorest members of the population who need transportation and jobs more than students and employees of Duke, UNC and the developers.

Sincerely,
Helen Hickey

Hill NC

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Oppose Light Rail – noise and safety at grade level crossings

Helen Hickey

Sent: 10/13/2015 10:34 PM

To: info@ourtransitfuture.com

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

Sincerely,

Helen Hickey

Chapel Hill NC

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Get Involved Contact Form

Peter Hinkle

Sent: 9/17/2015 11:59 AM

To: info@ourtransitfuture.com

Name: Peter Hinkle

Phone Number:

Email Address:

Message Body:

I am strongly opposed to the light rail project for numerous reasons: cost of project vs. benefits, potential traffic risks/safety and expected future technology changes.

First, the current estimated cost of \$1-\$2 billion likely has a margin of error on the upside of 50%. I have been part of many large projects and know that estimates are almost always too low as they can never anticipate all problems that will arise. Given that large price tag, I simply do not see the offsetting benefit from the ridership estimates. I believe that a more cost effective approach would be to invest in electric or natural gas buses that can bring more flexibility to the Orange-Durham traffic future.

Second, the many at grade crossings will create traffic issues and potential safety concerns. Cars will have to constantly stop and go throughout rush hour and mistakes will be made as drivers attempt to "make it through" the barriers at the last second.

Third, although light rail is made to sound "cool and futuristic" it is more or less based on 19th century technology. Laying many miles of solid tracks just makes no sense when most people are looking for more flexibility and independence as evidenced by the rapid rise of Uber. Also, we have all read about the improving technology of auto-piloted automobiles - this advancement will allow for more efficient traffic flow while maintaining the desire of most people to travel from point to point under one transportation mode. If the light rail tracks are laid and the ridership never materializes, we will be left with miles of useless tracks and have wasted billions of tax revenues.

Given these three considerations, I respectfully request that this Light Rail project be rejected.

--

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:

Loren Hritz

Email:

Telephone:

Mailing Address:

City:

CH

Zip Code:

27517

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 support the plan. We need light rail. I oppose "no build". The alternates New Hope Creek 2 NHC2 and Little Creek C2A make sense especially since they are close to SY and disurb less natural areas.

I like the design of the Farrington Rd repair station. It has the least impact to people and the environment.

Several important points between UNC and Hamilton Road:

1. Design it so it is quiet and does not disturb Glenwood elementary school.

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

2. Make sure the restored stream "Chapel Branch" is protected.
3. Preserve the existing trail, bridge over stream and add the cross tunnel.
4. Where the tracks cross Fordham at Matthews The Town of Chapel Hill has plans for a pedestrian bridge at that site. Communicate!

Overall it is a good plan and I support it.

Oppose Light Rail

Deborah Hockman

Sent: 10/12/2015 10:58 AM

To: info@ourtransitfuture.com

info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety – no traffic light

I oppose the proposed Durham – Orange Light Rail because there will be no traffic light at the Downing Creek Parkway and Hwy 54 intersection and it will be an at-grade crossing. Hwy 54 is a very busy highway and cars will run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Please flag and investigate this intersection.

Sincerely,
Deborah Hockman

Durham, NC 27707

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because there are at-grade crossings and at-grade crossings are extremely dangerous for cars and pedestrians.

Sincerely,
Deborah Hockman

Durham, NC 27707

[Print](#) | [Close Window](#)

Subject: STOP DO LRT

From: Denise Hoffman

Date: Mon, Aug 31, 2015 2:49 pm

To: info@ourtransitfuture.com

We wish to register our opposition to the plans for DO LRT.

Michael and Denise Hoffman

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STOP THE LIGHT RAIL PROJECT

Denise Hoffman

Sent: 10/12/2015 4:01 PM

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

We have carefully researched and weighed the pros and cons of this project and it is abundantly clear that light rail is not the proper solution to the transportation needs of our area. We ask that you to delay any further action on this project so that you and the public can look at better alternatives such as bus rapid transit.

Respectfully,

Michael and Denise Hoffman

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Get Involved Contact Form

Merle Hofmann

Sent: 9/12/2015 1:35 PM

To: info@ourtransitfuture.com

Name: Merle Hofmann

Phone Number:

Email Address:

Message Body:

I support GoTriangle's decision to choose C2A as the preferred alternative. The C2A route seems to make the most sense in terms of cost to build/operate, expected ridership, and with respect to environmental impact.

--

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Opposition to At-Grade Light Rail Crossing--No Traffic Light HAZARD

Lucy Hohn

Sent: 10/13/2015 5:26 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety – no traffic light

I oppose the proposed at-grade crossing for Durham – Orange Light Rail because I believe it will create a high hazard potential if there is no traffic light at the Downing Creek Parkway and Hwy 54 intersection.

- Hwy 54 is a rush hour arterial that routinely has extremely heavy traffic. I have witnessed on more than one occasion "impatient drivers" who do stupid things because they are in a hurry. Between being in a hurry and being on a cell phone texting, I believe that careless drivers could run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. That car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Please have your people come and observe drivers at rush hour or on UNC game days and investigate this intersection.
- Downing Creek is a neighborhood with MANY pedestrians as well as bicycles ridden by minors. "User-error" or "risky behavior" with regard to Light Rail Intersection could increase the possibility of catastrophe.
- I am not opposed to light rail, I am opposed to AT GRADE CROSSINGS in blocking one of two entrances to my neighborhood..

Sincerely,

Lucy Hohn

Chapel Hill, NC 27517

Get Involved Contact Form

D Artemas Holden

Sent: 10/5/2015 1:26 PM

To: info@ourtransitfuture.com

Name: D Artemas Holden

Phone Number

Message Body:

There is little doubt that we need the light rail in our future ... would be nice if it existed now. I just returned from a trip to Ireland and rode their light rail throughout the Dublin metro area ... it was MUCH better than driving. About 80% of the area along the route was along areas that had shops and businesses. For those short sited legislators who look at rail as a cash drain - it appears that there in Ireland as well as other examples here in the good old US of A, rail does work ... it is perfected yet - no - is it practical - yes - will it lead to economic growth - yes --- If we eliminated the fraud and excess from our current government - we would have plenty of money to better fund schools (our future), fund public transportation (our future) - lower green house gases , and for those who think that global warming is a myth ... try visiting the glaciers in the North or the wildfires in the West. Ladies and Gentleman we have problems and they are not for the faint of heart , they are not for politicians who cannot get along and they not for those who want to sit back and take paychecks they do NOT deserve.

Light rail - is not cheap - however it will make this a better place for our children and their children. Folks stop it is time to tell your legislators to stop ignoring the problems that exist today - I can promise you they will be worse tomorrow if we don't take considerate and thoughtful actions today. I feel bad that some of my future is your hands because so many of you won't suck it up and make the tough decisions we need today.

Respectfully submitted, D. Artemas Holden

--

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

Get Involved Contact Form

Ann Von Holle

Sent: 10/12/2015 3:20 PM

To: info@ourtransitfuture.com

Name: Ann Von Holle

Phone Number:

Email Address:

Message Body:

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

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

--

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

question re costs

Sent: 9/3/2015 3:01 PM

To: Info@ourtransitfuture.com

One of the reasons for this light rail transport is that now buses can cover less affluent neighborhoods to provide service.

Would it not be cheaper to simply buy more buses to service them and NOT confiscate all those properties owned by others and not build all those railways, stations, etc. etc.?

Don Holloway Chapel Hill, N.C.

John Adams, "Our Constitution was made only for a moral and religious people. It is wholly inadequate to the government of any other."

Jefferson, "The germ of dissolution of our federal government is in .the federal judiciary."

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Durham - Orange LR

Dennis House

Sent: 9/22/2015 11:00 AM

To: info@ourtransitfuture.com

The light rail transit project between Durham and Chapel Hill has been getting a lot of attention lately. The proposed project has positive effects but, in my opinion, they do not justify the huge expense.

Using information they give on their website it is fairly easy to calculate that for each and every projected rider during the first 20 years, say, the cost of the project amounts to a little less than \$13 per ride. This calculation uses the building cost, operating cost, and assumes that there will be only half as many riders on the weekend as during the week. In other words, the fare for each rider would have to be \$13 just to pay the expenses. Do you think riders will pay that much? No way!!! Through local, state, or federal taxes taxpayers will bear the vast majority of the cost.

This is just another example of some people getting a free ride while many more people pay for getting little or nothing. It simply is not right!

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O-D light rail proposal

Dennis House

Sent: 9/29/2015 1:58 PM

To: info@ourtransitfuture.com

Using information the project gives on their website, it is easy to calculate that for each and every projected rider during, say, the first 20 years, the cost of the of the project amounts to a little less than \$13 per ride. This calculation uses the building cost, operating cost, and assumes that there will be only half as many projected riders on the weekend as during the week. In other words, the fare for each rider woud have to be \$13 to pay the projected cost.

There is no way riders will pay anywhere near that much per ride. So, taxpayers will wind up paying the cost. This is another example of some getting a free ride while many, many more people pay taxes and get nothing for it!

In addition, non riders will pay more for gasoline and add to pollution because there will be a hugh number of waits at the many crossings. And there will be additional accidents.

This project makes no sense because of who will have to pay for it, the increase in accidents, and the added pollution. For these reasons and others I am 100% against the project.

Dennis House

Chapel Hill, NC 27517

Durham - Orange Light Rail Project

Dennis House

Sent: 10/13/2015 3:25 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Cost

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion and many millions a years will be needed to operate it. This does not include cost over-runs which almost always happens on this kind of project. Using GoTriangle data about costs and ridership estimates, the cost of each and every rider in the first 20 years will be about \$13! Obviously, riders will be charged nowhere near that much so federal, state, and local taxpayers will bear most of the cost and the vast majority of those will receive no benefit and in many cases will be disadvantaged due to at grade crossings.

Sincerely,

Dennis E. House

Chapel Hill, NC 27517
(In the county and city of Durham)

No to Light Rail: Not Safe for Residents along Hwy. 54 Corridor

Gracie Howell

Sent: 10/12/2015 6:38 AM

To: info@ourtransitfuture.com

Dear Durham County officials:

As a Durham country resident of the Highway 54 corridor that would be impacted by the light rail system,

I urge you to vote NO on light rail due to the following reasons:

A. Both entrances to our neighborhood (Downing Creek) would be negatively impacted, as there would be drop gate arm crossings at Hwy. 54 and Barbee Chapel Road and at Hwy. 54 and Downing Creek Parkway.

B. Having drop gate arm crossing for light rail both at BOTH entrances to our neighborhood , IS NOT SAFE, as this would interfere with:

1. Emergency vehicles needing to gain entrance to neighborhood

2. Safe entry and exit to neighborhood for residents - known increased risk for accidents at gate crossings

3. Light rail has 22 times more accidents per mile than per passenger mile traveled in car

Due to the negative safety impact of light rail, I urge you to vote NO.

Best regards,

Grace M Howell

Chapel Hill, NC 27517 (Durham County)

Opinions on Light Rail

Howard, Christopher W

Sent: 10/13/2015 4:25 PM

To: info@ourtransitfuture.com

I am a physician at UNC, and have lived in Chapel Hill, Orange County for several years. After reading about the light rail proposal I am disgusted. This appears to be a financial disaster for a project that will not help those areas in need. It makes me sick that my already very high taxes would increase to pay for such waste.

I feel that the LRT should at least be put on hold and resources should be directed toward improving existing regional transportation for the Triangle.

Regards,
Chris Howard, MD
Clinical Instructor of Anesthesiology
University of North Carolina - Chapel Hill

DRAFT ENVIRONMENTAL IMPACT STATEMENT DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT PUBLIC COMMENT

I am Dan Hudgins and I live at [REDACTED] here in Durham. I have lived in Durham for 38 years. A social worker by profession, I have spent most of my career working in public social services and most recently on the faculty at the UNC-CH School of Social Work where I taught courses in social policy. For 27 years I was the Director of the Durham County Department of Social Services where we struggled to assist low income Durham families with meeting their basic needs. We worked to help them access the education and training for job opportunities that provide a basic living for them and their families. For the vast majority of the thousands of families we served, transportation was a major barrier for access to jobs, education, and medical appointments.

I have studied the Draft Environmental Impact Statement and am testifying here today in full support of the project. The Environmental Justice section of the Impact Statement is clear about the concentration of low income residents that will be served. While there has been criticism of the time it will take for transit dependent persons to get from Alston Avenue to UNC Hospital, it will be much quicker on the Light Rail than on buses with connections, traffic, and wait times.

One other part of the planning that excites me is the commitment our County Commission and City Council have made through the establishment of a goal of at least 15% of housing near transit stops being affordable for low income residents. This commitment by our local elected officials speaks to the issue of Environmental Justice and will help to assure those who are most transit dependent will have access to this critical resource. I am recommending that Go Triangle include the goal of at least 15% affordable housing near transit stops for the Light Rail in our transit plan.

Thanks for this opportunity to speak in support of Light-Rail for Durham and Orange counties. I am also speaking on behalf of the Durham People's Alliance and its 700+ members.

20 MR. DAN HUDGINS: I'm Dan Hudgins,
21 and I live at here in
22 Durham. I've lived in Durham for 38
23 years. I'm a social worker by profession,
24 and I've spent most of my career in public

1 social services and most recently on the
2 faculty of the School of Social Work at
3 UNC where I taught courses in public
4 policy.

5 For 27 years, I was the director
6 of the Durham County Department of Social
7 Services where we struggled to assist
8 low-income Durham families meeting their
9 basic needs. We worked to help them
10 access education and training for job
11 opportunities that would provide a basic
12 living for them and their families.

13 For the vast majority of the
14 thousands of families we served,
15 transportation was a major barrier to
16 access jobs, education, and medical
17 appointments.

18 I've studied the Draft
19 Environmental Impact Statement and am
20 testifying here today in full support of
21 the project. The environmental justice
22 section of the impact statement is clear
23 about the concentration of low-income
24 residents that will be served.

1 While there's been criticism of
2 the time it will take for
3 transit-dependent persons to get from
4 Alston Avenue to UNC Hospital, it's much
5 quicker on the light rail than it would be
6 on buses because of connections, traffic,
7 and wait times. That's just the fact.

8 On the other part -- One other
9 part of the planning that excites me is
10 what our county commission and city
11 council here in Durham have done to
12 establish a goal of 15 percent of
13 affordable housing within distances of the
14 light rail stops.

15 The commitment tells us what our
16 local elected officials are doing to
17 support environmental justice and will
18 help to assure those who are most in need
19 will have access to the critical
20 resources. I'm also recommending that
21 GoTriangle adopt the same goal for the
22 light rail transit.

23 And I want to thank you for having
24 the opportunity to speak today, and I also

1 want to let you know I'm speaking on
2 behalf of Durham People's Alliance's
3 Affordable Housing Committee and its
4 700-plus members.

5 I'd also like to enter into the
6 record today a letter from another
7 organization I'm involved with, the
8 Coalition for Affordable Housing & Transit
9 that's also in support and lists all the
10 organizations that are a part of the
11 coalition. Thank you.

12 MR. JOYNER: You can hand that to
13 Jeffrey. Before our next speaker gets
14 started, if I can call up the folks that
15 have number 6 on their speaker card. And
16 if you would, if you have number 6 on your
17 speaker card, if you would line up here.
18 Jeffrey will make sure everybody's in
19 order.

20 And, again, for those who have
21 recently joined us, as the speakers come
22 up, please hand your speaker card to
23 Robert there and state your name and
24 address for the record. At that point,

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Lisa Hudson

Email:

Telephone:

Mailing Address: .

City: Pittsboro, NC

Zip Code: 27312

How to Comment on the DEIS

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

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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 hope the Stations will be attractive - like the one labeled Norfolk
NOT like the ones in Charlotte or Portland

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

Get Involved Contact Form

Dale Huff]

Sent: 10/13/2015 2:21 PM

To: info@ourtransitfuture.com

Name: Dale Huff

Phone Number:

Email Address:

Message Body:

Reasonable alternatives are required to be practical or feasible from both a technical and economic standpoint. It is prudent to focus on economic factors, since all technologies seem feasible. However, the light rail option is roughly twice as expensive as the other options considered in the DEIS. Also, if the average speed, as estimated by the upper and lower ranges of speed shown in Fig. 2.2-1 are used for comparison, Bus Rapid Transit (BRT) has a distinct cost and speed advantage over Light Rail Transit (LRT). Furthermore, BRT is considerably more flexible than LRT, particularly with stop locations and traffic interference with at-grade crossings. Since "... a specific transit technology was not identified" and the study of the best technology alternative was not done, please explain why LRT was deemed the best alternative among transit options? For example, in view of the selection of BRT by Wake County as their preferred option, why wasn't there a weighing of all transit alternatives included in the DEIS? The voters did not explicitly approve LRT as the chosen option. Why don't they deserve an analysis of all the transit alternatives?

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Oppose Ligy a waste of our taxpayer dollars

Makiko Humphreys

Sent: 10/12/2015 11:49 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

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

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--Safety--No Traffic Light

Makiko Humphreys

Sent: 10/12/2015 10:54 AM

To: info@ourtransitfuture.com

Subject: Oppose Light Rail – Safety – no traffic light

Please send my comment below to the Federal Transportation Administration

I oppose the proposed Durham – Orange Light Rail because there will be no traffic light at the Downing Creek Parkway and Hwy 54 intersection and it will be an at-grade crossing. Hwy 54 is a very busy (if not the busiest in the region) highway and cars will run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Please flag and investigate this intersection.

Sincerely,

Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--Safety, at-grade crossings

Makiko Humphreys

Sent: 10/12/2015 11:00 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety, at-grade crossings

I oppose the proposed Durham – Orange Light Rail because there are at-grade crossings and at-grade crossings are extremely dangerous for cars and pedestrians.

Sincerely,

Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--Federally Protected Wetlands

Makiko Humphreys

Sent: 10/12/2015 11:05 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – federally protected wetlands

I oppose the proposed Durham – Orange Light Rail because it will cross federally protected wetlands 140 times per day. The Army Corps of Engineers maintains this land. Building it will destroy the habitat and it will never be able to recover because of the constant crossing of the train. The Army Corps of Engineers should never have approved this route. They were led to believe that Downing Creek residents wanted the Woodmont station and this is not true. A survey shows that 90% of Downing Creek residents do NOT want the rail.

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--Cost

Makiko Humphreys

Sent: 10/12/2015 11:07 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Cost

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion. This does not include cost over-runs. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense.

Sincerely,

Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--Route

Makiko Humphreys

Sent: 10/12/2015 11:09 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Route

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

Sincerely,

Makiko Humphreys

1207 Killington Court
Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--antiquated mode of transportation

Makiko Humphreys

Sent: 10/12/2015 11:12 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – antiquated mode of transportation

I oppose the proposed Durham – Orange Light Rail because rail has become an antiquated mode of transportation for the 21st century. It is totally incompatible with up and coming technology.

Sincerely,
Makiko Humphreys

Oppose Durham-Orange Light Rail--unusable by the aging population

Makiko Humphreys

Sent: 10/12/2015 11:14 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – unusable by the aging population

I oppose the proposed Durham – Orange Light Rail because it will not serve the aging population in this area. We have a very large aging population and transportation is becoming a huge issue for them and this population is getting larger every day. Seniors will need to ride buses that can take them to places they need to go and get closer to their doorstep for pick-up and drop-off. The financial resources used for this rail will use up any resources that could help seniors.

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--Voters never voted on light rail

Makiko Humphreys]

Sent: 10/12/2015 11:17 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

I oppose the proposed Durham – Orange Light Rail because the ballot that had the tax increase for transportation was only about “transportation systems” not rail. Rail was never mentioned on the ballot nor was it ever voted on. To say the people want light rail because they voted for it is a lie, or at the best, it is ignorance. Do not consider the .05% tax increase a mandate for the rail; it is a mandate for improving transportation.

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--being built for Duke, UNC and developers only

Makiko Humphreys]

Sent: 10/12/2015 11:19 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

I oppose the proposed Durham – Orange Light Rail because it is clearly being built for Duke and UNC and developers. Just follow the route, that is whom it serves and they want this for their private reasons at the expense of the taxpayers.

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Durham-Orange Light Rail--No parking at stations

Makiko Humphreys

Sent: 10/12/2015 11:21 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – no parking at stations

I oppose the proposed Durham – Orange Light Rail because there will be little additional parking at most of the stations and several stations will have no parking at all, including the Woodmont station. Duke is not adding parking and neither is UNC. Most stations will be walk-up only and this will further minimize ridership, which, by the way, is extremely overstated by GoTriangle.

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Light maintenance facility

Makiko Humphreys

Sent: 10/12/2015 11:27 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – maintenance facility

I oppose the proposed Durham – Orange Light Rail because the proposed maintenance facility is in a rural but populated area with a school close by. The originally proposed facility was to be in an area of Durham where most of the workers would reside and could walk to work and was close to the end of the line. This area is in the middle of the line so empty trains will have to come to it from either end of the line which means trains will be running empty deliberately and frequently. This is additional expense, pollution and noise. It is my understanding the original site for the facility was dropped because the land there is contaminated with chemical waste from a prior chemical plant and this would have to be cleaned-up in order to build the maintenance facility and GoTriangle did not want to spend that money. As a note, the residents in this poorer area of town still have to live with the toxicity and will not have the jobs they were promised.

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Ligdoes not serve the poorest of the population

Makiko Humphreys

]

Sent: 10/12/2015 11:31 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

I oppose the proposed Durham – Orange Light Rail because it does not serve the poorest members of the population who need transportation and jobs more than Duke, UNC and the developers.

Sincerely,
Makiko Humphreys
1207 Killington Court
Chapel Hill, NC 27517

Makiko Humphreys

Chapel Hill, NC 27517

Oppose Ligserveres less than 5% of population

Makiko Humphreys

]

Sent: 10/12/2015 11:33 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

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

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Lignoise and safety at-grade level crossings

Makiko Humphreys]

Sent: 10/12/2015 11:36 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

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

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Ligdoes not solve the traffic issues

Makiko Humphreys

Sent: 10/12/2015 11:40 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

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

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Ligwhy MUST it be a train?

Makiko Humphreys

Sent: 10/12/2015 11:43 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

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

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Light Rail a waste of taxpayer dollars

Makiko Humphrey

Sent: 10/12/2015 11:45 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

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

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

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Ligwill not sustain itself

Makiko Humphreys]

Sent: 10/12/2015 11:51 AM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – will not sustain itself

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

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Oppose Ligdoes not s

Makiko Humphreys

Sent: 10/12/2015 12:02 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – does not serve “the people”

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.

Sincerely,
Makiko Humphreys

Chapel Hill, NC 27517

Get Involved Contact Form

Robert Humphreys

Sent: 10/4/2015 7:46 PM

To: info@ourtransitfuture.com

Name: Robert Humphreys

Phone Number:

Email Address

Message Body:

D-O LRT Plan not financially sustainable

Charlotte, with a much larger population and supporting a viable commercial downtown, has a steady but unchanging daily ridership of 16,000; D-O LRT's estimate of 23,000, while not serving critical commercial and operational entities (airport, shopping centers, large population centers, etc.) seems to be somewhat exaggerated.

--

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Get Involved Contact Form

Robert Humphreys

Sent: 10/4/2015 7:59 PM

To: info@ourtransitfuture.com

Name: Robert Humphreys

Phone Number:

Email Address:

Message Body:

How is Woodmont (C2A) station justified vis a vis C1A, or alternative alignments on the north side of NC54 or median running on NC54, when it has minor buildable acreage with no surety of development, is landlocked by protected wetlands that cannot be further developed and is easily walkable to the Friday Center station (~ ½ mile)?

--

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Get Involved Contact Form

Robert Humphreys

Sent: 10/4/2015 7:14 PM

To: info@ourtransitfuture.com

Name: Robert Humphreys

Phone Number:

Email Address:

Message Body:

D-O LRT Safety Concerns

The preferred C2A alignment includes multiple on-grade crossings in a very limited corridor. We have serious concerns about safe access onto Hwy 54 from Little John and Downing Creek Parkway, especially for emergency vehicles and school buses, without having to dodge trains every 10 minutes.

--

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Get Involved Contact Form

Robert Humphreys [r]

Sent: 10/4/2015 8:02 PM

To: info@ourtransitfuture.com

Name: Robert Humphreys

Phone Number:

Email

Message Body:

Were local emergency response organizations, fire/ambulance/police, surveyed to determine the response time impact of the more than 30 planned at grade crossings, particularly those that obstruct neighborhood safe access to main roads? If so, what were the impacts? If not, why not and when will this critical safety information be requested and published?

--

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Get Involved Contact Form

Robert Humphreys

]

Sent: 10/4/2015 8:03 PM

To: info@ourtransitfuture.com

Name: Robert Humphreys

Phone Number:

Email Address:

Message Body:

How can the ongoing uncertainty of receiving necessary state funds for this \$1.6B light rail plan be justified as a prudent, responsible and reasonable risk to impose on the taxpayers of Durham and Orange Counties when light rail state funding remains subject to the political machinations of a state legislature that initially limited funding to 10% not the needed 25%, then capped light rail projects at a cumulative \$500K, and as of now continues to debate the value of funding for light rail?

--

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Get Involved Contact Form

Robert Humphreys

Sent: 10/4/2015 8:04 PM

To: info@ourtransitfuture.com

Name: Robert Humphreys

Phone Number:

Email Address: r

Message Body:

Since there are no travel time savings for commuters when the D-O-LRT is compared to auto and bus, how can the expenditure of \$1.6B to build this fixed rail system be an economically justified use of taxpayer money?

--

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Get Involved Contact Form

Robert Humphreys

Sent: 10/4/2015 8:08 PM

To: info@ourtransitfuture.com

Name: Robert Humphreys

Phone Number:

Email Address:

Message Body:

Existing and Future Transit Supportive Land Use Plans Not Supported -

Why doesn't the D-O-LRT corridor align with existing and future land use plans particularly in Chapel Hill where the highest concentration of density development is planned along the west side of US15/501 (over 3 million square feet mixed use currently planned) along with high density complexes located just south of US15/501 and NC54 intersection (Southern Village, Obey Creek)?

--

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Get Involved Contact Form

Gary Richman

Sent: 10/5/2015 9:02 AM

To: info@ourtransitfuture.com

Name: Gary Richman

Phone Number:

Email Address:

Message Body:

Several Comments

- 1) If the line is built, we appreciate the inclusion in the DEIS of a sound and visual barrier - landscape and/or fencing - between the RoW and the Highland Woods neighborhood.
- 2) The DEIS appears to use both Highland Woods and The Highlands as the designation for the neighborhood between Glenwood Elementary School and the NC Botanical Garden. Only the former is correct.
3. Having said the above, the route as designed is not adequate or acceptable. A route which includes shopping destinations like South Pt and downtown Chapel Hill, major employment centers like RTP, the RDU airport and Raleigh would be a true regional mass transit system. The current route structure is primarily park and ride transport for only 2 major employers and fails to spread benefits more broadly while extending cost to the entire community. We recommend the NO BUILD option

Gary Richman

VP Highland Woods Residents Assoc.

--

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

DOLRT

Sent: 10/5/2015 5:27 PM

To: info@ourtransitfuture.com

Ladies/Gentlemen:

I believe that the fiscal and environmental projections regarding the proposed light rail system are completely bogus in that they greatly overestimate the ridership that will actually occur. Observing the actual (vice projected and claimed) ridership of the (free!) Chapel Hill bus system supports this view.

Frank Hurley PhD

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