

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

WOULD LIKE TO SEE OLD CARY LUMBER CO. BUILDING
AT BUCCHANAN REUSED IN PART AS SMALL
BUSINESS SERVING RIDERS, COFFEE SHOP, ETC.
CURRENTLY DURE TRANSIT BLDG.

Please
return this
form to
the comment
box

UPGRADE GRANT STREET FOR PED TRAFFIC AND
BEO CROSS OVER 147 AT COLFAX.

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Please leave your comment on the Draft Environmental Impact Statement:

WOULD LIKE TO SEE BIKE LANE ALONG
PETTIGREW STREET.

Please
return this
form to
the comment
box

PEDESTRIAN BRIDGE ACROSS 147 TO COLFAX

POT A STATION IN FRONT OF DPAC TO SERVE
THE CITY CENTER CONVENIENTLY, INCLUDING
GOVERNMENT, AND MAIN STREET AS WELL AS DPAC
AND AT.

SEEMS LIKE A STATION AT DIXIE STREET WOULD
MAKE MORE SENSE.

pro DOLRT

Mark Iwinski [REDACTED]

Sent: 10/10/2015 1:17 AM

To: info@ourtransitfuture.com

Dear Go Triangle,

I strongly support the Light Rail Project and commend Go triangle and the municipalities for taking Durham and Orange County into the 21st century in such a bold way. But I also feel that Go triangle needs to address certain flaws in the current plan. Therefore, I support the following changes based on the October 5th 2015 Durham City Council's vote to unanimously support not only the DOLRT but the recommendations of Durham Area Designers' positions regarding station locations in downtown Durham. I echo these recommendations and add my own concern regarding public art. First, I ask that Go Triangle modify the station locations to better serve Durham downtown. These recommendations include better station spacing and access to downtown by:

1. Adding a City Center Station in front of DPAC to better serve and provide convenient access for Durham's government buildings including the County Courthouse, Detention Center and City Hall, and to better serve Main Street retail and offices and to anchor the Ballpark to Ballpark arts corridor. The arts corridor makes such a better gateway. This is a no brainer and I think not including it is a fatal flaw in the current Go Triangle plan. Please make this change as it makes so much sense!

2. Move the Transit station back up to the original Go Triangle site across from the Amtrak Station! This is a true intermodal connection and better serves the community. Build a pedestrian bridge to walk over to the bus station like the one that has been proposed years ago! Besides if you get off the LRT in front of the bus station you have to walk a long distance under this nasty rail underpass! This is not the kind of gateway to downtown that Durham needs or wants! Whereas getting off in front of DPAC and being able to walk easily to Main Street provides way better connectivity to downtown and the ballpark.

Also getting off at a station next to the Amtrak and and being able to readily access the intercity rail to Raleigh or Greensboro make so much more sense! Besides I even found an old image on the web where Go Triangle had plans to do exactly this! Switch it back to that plan, it is so much better! Come on we are talking historic, long term decisions here don't screw it up!

3. Save the old warehouse at Buchanan by taking this old brick building, cutting it in two and making it the station! It will provide space for cafes, and more, as well as add historic architectural continuity and character to the neighborhood.

4. Put the Alston Station on the east side of Alston, like you were originally going to do! It will provide for future expansion and connections to East Durham and you can link it by

rapid bus shuttle to the colleges. East Durham has been disenfranchised too many times this would go a long way to serving this community and connecting it to the downtown.

5. Lastly and close to my heart, as a visual artist I would like to address the roll that public art will play in enhancing the character of the transit infrastructure, specifically the stations. In looking at examples of public transportation infrastructure around the country it can be seen that public art has historically been a major aesthetic and economic element of all of them, from the grand old rail stations of another era to the Raleigh Durham Airport. We even have precedence here for public art in some of our bus shelters. But this is a much larger and consequently more involved and expensive project. Therefore I would like to ask that Go Triangle begin addressing this issue in two ways. First, for go Triangle to consider public art as an integral part of the process early on by engaging the involvement of appropriate entities both public and private now and not as an afterthought to be considered somewhere down the line. Secondly, because of the scale and to insure funding for such projects I would ask Go Triangle to seek the full one percent for the arts as it applies to the light rail and related CIP projects within the appropriate jurisdictions. This great project deserves great art to enhance it and making these changes would not only ensure adequate resources for high quality public arts projects in the city's light rail stations but would showcase Durham as a leader integrating excellent urban planning, public transportation and public art.

Thank you,

Mark Iwinski

Get Involved Contact Form

Mark Iwinski [REDACTED]

Sent: 10/13/2015 10:59 PM

To: info@ourtransitfuture.com

Name: Mark Iwinski

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

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Thank you,

Mark Iwinski

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