

Get Involved Contact Form

Kristin Lang [REDACTED]

Sent: 10/13/2015 10:47 PM

To: info@ourtransitfuture.com

Name: Kristin Lang

Phone Number:

Email Address: [REDACTED]

Message Body:

As a recent transplant to Durham from DC, I am strongly in support of a light rail in order to decrease traffic around the Triangle. I loved having the metro as an alternative to sitting in traffic (which buses can only avoid so much of), and I saw the amount of additional businesses and residences that went in as a result of the expansion of the metro towards Dulles Airport. Additionally, having read the statistics that less than half of Millennials own a car, I also think that increased public transportation would attract the type of young talent that the Triangle wants. Finally, as projects like Google Fiber move into the area, drawing additionally businesses and residents to the area, having a rail system that can help deal with this increase will be critical. Policies like flexible work schedules can only do so much to keep traffic off the roads--people need viable alternatives to get to work and beyond.

However, although I was unable to attend any of the public sessions and comment periods, I am concerned by the amount of residents who are speaking out against the current plan. I don't think the infrastructure cost should be a barrier (I thought that N&O columnist Will Wilson raised some good points about why the cost is actually reasonable), I do think concerns about the route (why it is not going to the airport for example?), the effect on neighborhoods, and the environmental impacts do need to be carefully weighed.

I hope that the Durham-Orange Light Rail Transit Project continues in some form, while also taking these resident concerns into account.

--

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

PLEASE fund mass transit!

Nancy LaPlaca [REDACTED]

Sent: 10/8/2015 9:51 AM

To: info@ourtransitfuture.com

Please, please, fund mass transit!

How foolish and short-sighted that in the U.S., light rail and trolleys were removed!

The best cities have light rail, that is clear.

If people have no choice but to purchase an expensive, polluting car, that is what they will do.

Thank you.

Nancy LaPlaca
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Dana Lapple

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

① Your letter informing about this public info session was mailed last week, arriving in my mailbox 2 DAYS before the meeting. People deserve more notice than that.

② I'm deeply concerned about the cost of operating DOLRT after the construction has been completed. Light rails in other cities have been failures w/ people not utilizing them. Our state, our taxes should not be burdened with the cost of a money pit. Light rail projects always go over budget.

③ Many many residents have expressed discontent w/ the

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Farrington Rd ROMF location. That location is in a residential area, a block away from an elementary school. I drive down Farrington every day. I hate seeing every tree in the Triangle being cut down to put up a ^{rather} concrete building. I don't want a nice country road to become city-like, with a bunch of industrial buildings for scenery. I'm also concerned about the traffic increasing on Farrington, with employees entering/exiting the ROMF. I'm also concerned about security, w/ turning a residential area into an area that ~~is travelled by who knows~~ has workers coming into/out of the ROMF at all times of day/night. Noise + ambient light are also a concern. AND my property value...

Please return this form to the comment box

③ The DOLRT require ~~to~~ rezoning areas to "high-density". All it would take is some Section 8 housing near my neighborhood to see my property value plummet.

④ I think you vastly overestimate the number of people that will use + want this Light rail.

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

Subject: Get Involved Contact Form

From: Ken Larsen [REDACTED]

Date: Tue, Sep 01, 2015 5:37 am

To: info@ourtransitfuture.com

Name: Ken Larsen

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I regard Light Rail as a complete waste of money. Unless a person and their destination each lie within a quarter mile of a station, they won't use it. I've documented this and my other concerns on my personal web site at <http://kenlarsennc.com/lightrail.htm>

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

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Subject: Oppose Light Rail – Safety – no traffic light

Sara Larson [REDACTED]

Sent: 10/12/2015 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. Please flag and investigate this intersection.

Sincerely,
Sara Larson

[REDACTED]

Sara Larson
USA Triathlon Youth and Juniors Coach
USA Triathlon Level 1 Coach
USA Track and Field Level 1 Coach
Head Coach Trinity School of D/CH Track and Field
[REDACTED]

Love the Lord your God with all your heart, with all your soul, and with all your strength. Deuteronomy 6:5

"Striving for excellence motivates you; striving for perfection is demoralizing." Harriet Braiker

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:27 PM

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,
Sara Larson

[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

"Striving for excellence motivates you; striving for perfection is demoralizing." Harriet Braiker
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Subject: Oppose Light Rail – federally protected wetlands

Sara Larson [REDACTED]

Sent: 10/12/2015 10:28 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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Subject: Oppose Light Rail – Route

Sara Larson [REDACTED]

Sent: 10/12/2015 10:32 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH
[REDACTED]

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Subject: Oppose Light Rail – antiquated mode of transportation

Sara Larson [REDACTED]

Sent: 10/12/2015 10:33 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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Subject: Oppose Light Rail – unusable by the aging population

Sara Larson [REDACTED]

Sent: 10/12/2015 10:34 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:35 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:36 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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Subject: Oppose Light Rail – no parking at stations

Sara Larson [REDACTED]

Sent: 10/12/2015 10:37 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH
[REDACTED]

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Subject: Oppose Light Rail – maintenance facility

Sara Larson [REDACTED]

Sent: 10/12/2015 10:38 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:39 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:40 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:40 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]
[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:42 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:43 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

"Striving for excellence motivates you; striving for perfection is demoralizing." Harriet Braiker
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Subject: Oppose Light Rail – it's simply a waste of our taxpayer dollars

Sara Larson [REDACTED]

Sent: 10/12/2015 10:45 PM

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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH
[REDACTED]

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Subject: Oppose Light Rail – will not sustain itself

Sara Larson [REDACTED]

Sent: 10/12/2015 10:46 PM

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,

Sara Larson

[REDACTED]

[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH

[REDACTED]

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

Sara Larson [REDACTED]

Sent: 10/12/2015 10:46 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,

Sara Larson

[REDACTED]
[REDACTED]

--

Sara Larson

USA Triathlon Youth and Juniors Coach
USA Triathlon Adult Level 1 Coach
USA Track and Field Level 1 Coach
Head Track and Field Coach for Trinity School of D/CH
[REDACTED]

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

tom larsen [REDACTED]

Sent: 10/12/2015 11:16 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 Duke, UNC and the developers.

--

Sincerely,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

From the one who has been entrusted with much, much more will be asked Luke 12:48 b.

Demanding perfection exhausts people. Pursuing excellence inspires people.

[REDACTED]

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Oppose Light Rail – serves less than 5% of population

tom larson [REDACTED]

Sent: 10/12/2015 11:16 PM

To: info@ourtransitfuture.com

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

--

Sincerely,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

From the one who has been entrusted with much, much more will be asked Luke 12:48 b.

Demanding perfection exhausts people. Pursuing excellence inspires people.

[REDACTED]

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Oppose Light Rail – noise and safety at grade level crossings

tom larsen [REDACTED]

Sent: 10/12/2015 11:17 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,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

From the one who has been entrusted with much, much more will be asked Luke 12:48 b.

Demanding perfection exhausts people. Pursuing excellence inspires people.

[REDACTED]

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Oppose Light Rail – why MUST it be a train

tom larsen [REDACTED]

Sent: 10/12/2015 11:18 PM

To: info@ourtransitfuture.com

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,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

From the one who has been entrusted with much, much more will be asked Luke 12:48 b.

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[REDACTED]

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

tom larsen [REDACTED]

Sent: 10/12/2015 11:18 PM

To: info@ourtransitfuture.com

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.

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Sincerely,

Tom Larson MD

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Demanding perfection exhausts people. Pursuing excellence inspires people.

[REDACTED]

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

tom larsen [REDACTED]

Sent: 10/12/2015 11:19 PM

To: info@ourtransitfuture.com

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,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

From the one who has been entrusted with much, much more will be asked Luke 12:48 b.

Demanding perfection exhausts people. Pursuing excellence inspires people.

[REDACTED]

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Oppose Light Rail – will not sustain itself

tom larsen [REDACTED]

Sent: 10/12/2015 11:19 PM

To: info@ourtransitfuture.com

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,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

From the one who has been entrusted with much, much more will be asked Luke 12:48 b.

Demanding perfection exhausts people. Pursuing excellence inspires people.
[REDACTED]

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Oppose Light Rail – does not serve “the people”

tom larsen [REDACTED]

Sent: 10/12/2015 11:20 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because it will not serve “the people”. When a significant amount of taxpayer dollars are being spent for the people, I think of a project that would serve a large number of people. This project will run along a small and very specific area and serve a very small percentage of the population. As folks in the area are crying for transit to take them to RTP and the airport, we are spending \$1.8 billion to help people commute between UNC and Duke. If you look at traffic numbers, there is a much greater need in many areas along I-40 than in this small and less traveled corridor along NC 54 and 15/501. There is rapid growth going towards Burlington and Carrboro as well. Let’s really help “the people” and look into safer, flexible and less expensive forms of transportation that can be expanded and get folks to the areas that they really want to travel to. I’d prefer my tax dollars to be spent more wisely and less frivolously.

--

Sincerely,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

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[REDACTED]

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Oppose Light Rail – maintenance facility

tom larsen [REDACTED]

Sent: 10/12/2015 11:16 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,

Tom Larson MD

Larson Growth Industries - "Greener Science and Better Results."

From the one who has been entrusted with much, much more will be asked Luke 12:48 b.

Demanding perfection exhausts people. Pursuing excellence inspires people.

[REDACTED]

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: James Latimer

Email: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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

I support the idea of a Light Rail Transit.
I think there should be more public
knowledge of routes + stops. Some
people seem to know more than
others and are investing based on that
knowledge.

Please Turn Over →

Get Involved Contact Form

Chris Leach [REDACTED]

Sent: 10/8/2015 8:32 AM

To: info@ourtransitfuture.com

Name: Chris Leach

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

1. I am concerned Durham will be saddled with the cost overruns of the project as well as the sure to be excess cost of operation. This is not a situation where you can throw money at it and then all will be fine. The sales tax is regressive, and the tax on hotels and rental cars will drive commerce away from Durham without adding any incentives. Chapel Hill will surely find a way to pass the costs to Durham based on so little of the rail being in Chapel Hill
2. I will not serve retail hubs like Southpoint which would be a huge draw from both Durham and Chapel Hill
3. It will not serve RDU or RTP which are major traffic generators on both I 40 and 147.
4. Wake county appears to have given up on light rail and will never be a part of the system, should that not tell us something. A cohesive plan should include Raleigh/Wake.
5. Technology is evolving, and to invest in a system so rigid seems to be a problem, especially when the population of the served community is geographically dispersed

--

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

Re: Comments on the D-O LRT Draft Environmental Impact Statement and Selection of the Farrington Road ROMF location

Sylvie [REDACTED]

Sent: 10/12/2015 5:42 PM

To: info@ourtransitfuture.org

To Whom It May Concern:

I am a resident of Blenheim Woods, in Durham City, which is located very near Creekside Elementary School and the proposed Farrington Road Rail Operations and Maintenance Facility.

1. I first want to object to the disrespectful and unjust treatment by the Our Transit Future planners towards our community and other neighbors in the Farrington Road vicinity by the extraordinarily late and casual notice we were accorded regarding the planners' choice, after the fact, in late June of 2015, of the Farrington Road site for the ROMF. I wish to call attention to this poor treatment and communication as it has bearing on the environmental justice consideration that should be given to less affluent communities, as compared, say, to the much wealthier Meadowmont development, which had earlier committed to a light rail station, that was not accorded our larger, more mixed, and less affluent extended community.

2. I will also note that from comments made by the OTF representatives at a meeting at Culp Arbor on June 24, 2015, that it was clear that parties that would be affected at other potential ROMF sites were given earlier notice of such, which provided them time to erect legal and cost barriers to the choice of those locations. This is patently unjust.

3. Placement of the ROMF at the Farrington Road site and forced rezoning to industrial of a section of Durham County that was to date residential is an effective imposition of hardships and loss of property value on a population group who will not be benefiting from their proximity to the rail system. OTF should do everything possible to reconsider ROMF locations already zoned industrial, as their argument that the Farrington Road site is the most economical choice is only representative of their willingness to externalize the costs of environmental, health, safety, and quality of life degradation resulting from their choice on our neighborhoods.

I have been studying the DEIS published online for this project and would like to note the following:

4. With regard to noise and noise abatement, the noise impact on Culp Arbor, which is located opposite the proposed entrance to the Farrington Road ROMF, is not adequately addressed. The SEL for a light rail ROMF, as stated in your report, is 111 dBA. I question whether the distances reported in your Appendix K2 Table 7 for Farrington Road receptors could be accurate for that development, and thus I question the DEIS's conclusion that they would not suffer a substantial noise impact from the operation of the ROMF.

5. I will also note that the Creekside Elementary School campus boundary is within 1000 feet of a boundary of the Farrington Road ROMF. There are semi-permanent temporary classroom structures located on the school grounds which, by their structural characteristics, would be more susceptible to noise from the ROMF, as well as from train and bell noises from at-grade crossings on Farrington Road. Neither these, nor the additional noise that school children playing outside would be exposed to were noted at all in the DEIS.

6. At the June 24 meeting we were informed that there will be at-grade crossings of Farrington Road at two locations to provide access to the ROMF. Farrington Road is a major commuter artery to NC 54 and I 40. Commuter traffic on Farrington Road is not likely to abate with the placement of the ROMF or even the Leigh Village Station, as the planned LRT is limited in its scope and will not meet many commuters' needs. Frequent at-grade train crossings on Farrington Road will result in lengthy traffic backups with attendant auto and noise pollution, affecting homes and schools in close proximity. This was not noted in the EIS, and when these concerns were raised at the June 24 Culp Arbor meeting, the OTF staff in attendance were surprised, as if they had not considered this likely outcome.

6. Blenheim Woods will also suffer additional auto air and noise pollution from automobiles streaming through our community, more than likely at excessive speeds, to park at the station at Leigh Village. These will likely be substantial and were not appropriately noted in the EIS.

7. Section 4.11 discusses hazardous contaminated and regulated materials, but concentrates on those that might already exist on properties acquired or near LRT tracks or stations. Concerns of our community are

- a) what specific hazardous materials might be generated, or used at the Farrington ROMF and
- b) what specific measures would be in place to protect, and in the case of an accident, shield from harm the surrounding residential neighborhoods, and in particular the the vulnerable young student population at Creekside Elementary School and the residents of Culp Arbor, whose only route of exit is Farrington Road. These concerns, which are environmental, are not adequately addressed in the EIS.

In conclusion, I do not feel this DEIS appropriately or adequately addresses the environmental issues surrounding the D-O LRT that will impact my general neighborhood, which is more imperiled by the placement of the ROMF in close proximity to established homes.

Sincerely,

Sylvia G. Leaver, D.Sc.



Chapel Hill, NC 27517-3434

Concerns about LRT

Joo Lee [REDACTED]

Sent: 10/13/2015 11:55 AM

To: Info@ourtransitfuture.com

First of all, I want to say thank you for all the work that the organization has done to come up with a solution to improve our transit system. I have two reservations regarding the proposed solution to use light rail: safety and cost effectiveness.

Safety

There are at-grade crossings in the plan, and at-grade crossings are inherently dangerous for cars and pedestrians even with gates and bells. It will cross our neighborhood's main street (our only main street) 140 times a day. With two young daughters, safety is always a priority for my family. I hope you would feel the same for your own.

Cost effectiveness

The cost for the light rail system is enormous. It hasn't been fully funded even with tax increases and government funding. With the advancement of technologies like self-driving cars and the proliferation of ride-sharing, I wonder if it's worth investing in an outdated and permanent transit system like light rail.

As you know, light rail system is not new. It has been tried before in other cities. The success rate is pretty low. I ask our government to give a second look at other viable transit options. The negatives are quite glaring, and they need to be addressed.

--Ju and Ashley Lee

[REDACTED]
[REDACTED]

Get Involved Contact Form

Susan J. Leete [REDACTED]

Sent: 10/1/2015 4:52 PM

To: info@ourtransitfuture.com

Name: Susan J. Leete

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Please consider supporting the light rail initiative. It is vital to Orange County and Durham County and North Carolina growth and to the environment.

--

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

D-O-LRT Project - DEIS c/o

GO TRIANGLE

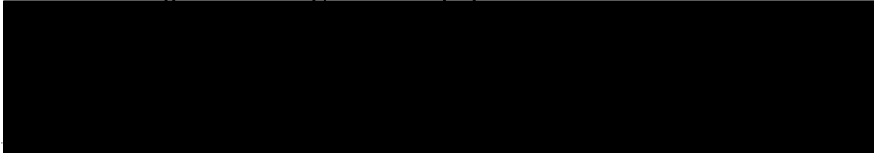
P.O. BOX 530

MORRISVILLE NC 27560

The choice of C2A as the preferred alternative is especially wise because it would have much less impact on our forest and wetlands and the wildlife in the area than the other alternatives that were studied for the project. I think it is extremely important that the advantages of light rail are not offset by irreparable damage to the environment. I am glad Go Triangle made ecological considerations a top priority in choosing C2A as its preferred alternative.

Yours truly,

Lily Leikowitz



Surham-Orange County Light Rail

Steve [REDACTED]

Sent: 10/12/2015 4:01 PM

To: info@ourtransitfuture.org

The proposed light rail system does not make any economic sense under any realistic scenario. As you are aware, these systems are taxpayer subsidized both during development and during the years of their operation. The question remains - could taxpayer dollars be better spent?

The so called "successful light rail systems" involve transporting commuters from the suburbs to a core Central Business District and back again. The smallest system I have looked at is Charlotte's. Charlotte has 22 million square feet of office space in their core CBD, much smaller than other systems I have seen. Raleigh's is only a little over 4.5 million and isn't even included in the system. This project is a government boondoggle and a total waste of taxpayer money.

A publication of the St. Louis Federal Reserve in 2004 studied light rail systems, the St. Louis one in particular, and found that these systems cost twice as much as a comprehensive bus system to develop and equip and that the bus system's operating costs are only two thirds of what a light rail system costs.

It seems that with education and infrastructure needing more taxpayer dollars, our money could be better spent by implementing such a bus system rather than a light rail system.

Steve LeGardeur
[REDACTED]
[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Dianne Lemasters

Email

[Redacted]

Telephone

[Redacted]

Mailing Address:

[Redacted]

City:

[Redacted]

Zip Code:

[Redacted]

How to Comment on the DEIS

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

I would like to see direct rail service from UNC to RDU. Having spoken with staff members during an information session I now understand why this route is not feasible at this time. However, please keep this in mind as density increases along the required corridor.

Thanks. ~

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please return this form to the comment box

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Dorothy M. LeMay Email: _____ ne: _____
Mailing Address: _____ City: Kindred Zip Code: NC 27544

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:

Please Turn Over →

Light Rail Maintenance facility

Deb Levin [REDACTED]

Sent: 9/29/2015 3:35 PM

To: info@ourtransitfuture.com

I am writing to express my dissatisfaction with the proposed Light Rail Maintenance facility at Cornwallis Road.

1. It will not be safe or secure to have the relocated bypass so close to the JRC/JCC/Lerner School campus and the Charter School.
2. The construction noise and vibration is likely to interfere with prayer and learning at the 2 campuses.
3. There may be work lights at the facility that interfere with religious services.
4. There will surely be more traffic on Cornwallis, increasing safety concerns and traffic delays.
5. The facility being located on Cornwallis interferes with future expansion plans of both campuses.

I hope you will take my explanations into account when deciding on a future location.

Sincerely,

Deb Levin

Rail yard

Ed Levin [REDACTED]

Sent: 10/13/2015 9:20 AM

To: info@ourtransitfuture.com

Dear Sir or Madam,

I urge you to not locate the light rail yard adjacent to Judea Reform Synagogue near Cornwallis Rd in Durham as it will disrupt the religious activity there. This location will cause adverse environmental impacts on two adjacent schools and a community center.

Thank You,

Ed Levin

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Get Involved Contact Form

Eli Jaslow Lewis [REDACTED]

Sent: 9/20/2015 11:25 AM

To: info@ourtransitfuture.com

Name: Eli Jaslow Lewis

Phone Number:

Email Address: [REDACTED]

Message Body:

I strongly support the Durham-Orange Light Rail Project.

As a resident of Durham since 2013, I have witnessed only the most recent parts of the rapid growth of our city and the cities around it. It is clear that the area has great potential to attract more and more new residents, new businesses, and new opportunities. Beginning a rail transit project as soon as possible is an excellent way to stay ahead of the growing transit demands in the area and show the area's commitment to growth. If we only wait to begin such projects when they are sorely needed, the Triangle area's transit system will stay far behind its needs. Investing in the Light Rail project is a way to guarantee the successful continued growth of our communities.

--

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

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Liana

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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

I love the idea of a light rail system between
Durham & Chapel Hill to reduce traffic. My
only concern is, there isn't enough people
that go from Durham to Chapel Hill. Durham
to Raleigh might be more efficient to
reduce traffic.

Please Turn Over →

Get Involved Contact Form

Winston Liao [REDACTED]

Sent: 10/1/2015 3:19 PM

To: info@ourtransitfuture.com

Name: Winston Liao

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

We live in the Rocky Ridge/Laurel Hill Historic District in Chapel Hill, which has a major entrance at the intersection of Old Mason Farm Rd/Fern Lane/Carmichael St, in front of Aldersgate Church. Having the light rail run at that location, along Fern Lane and the Pinetum/Meeting of the Waters, will cause the following harm, damage, and disruption to a major historic neighborhood in Chapel Hill:

- The intersection at 16-501, Old Mason Farm Rd., Fern Lane, and Carmichael St., is one of the most dangerous intersections in Chapel Hill, with pedestrian and vehicular accidents throughout the years. Having the light rail cross there will further increase the pedestrian and vehicular traffic congestion and accident occurrences.
- Noise from the train will negatively impact activities at two churches, St. Thomas More Catholic Church and Aldersgate Methodist Church, as well as at Aldersgate pre-school, St. Thomas More pre-school, elementary, and middle schools, and UNC Family Medicine Center.
- Running the track across the Pinetum/Meeting of the Waters will destroy many species of plants, including rare, endangered species and those that still need to be identified, as well as existing flora unique to Chapel Hill and the Piedmont area of North Carolina.
- Running the track along Fern Lane towards Manning Drive will substantially increase the noise level in that part of the Historical District.

We ask that the light rail tracks from the Friday Center and Hamilton Road stations run on the east side of 15-501 along the NC Botanical Garden, crossing Manning Dr. This will:

- Avoid the negative impacts to the Pinetum/Meeting of the Waters, churches, schools, and Rocky Ridge/Laurel Hill Historical District, as listed above.
- Provide a much safer pedestrian and vehicular environment at the 15-501/Mason Farm Rd/Fern Lane/Carmichael St. intersection/area by not having tracks cross there.
- Decrease the cost for the light rail to cross 15-501 to run along Mason Farm Rd.
- Allow ridership on the light rail to see and appreciate the views offered by the NC Botanical Garden, thus increasing the potential for visitors to that facility.
- Decrease the noise level and any associated disruption to the UNC Family Medicine Center at the northwest corner of Manning Dr. and 15-501.

We support the light rail, but are extremely upset by the change in the original plan (which had the tracks running on the east side of 15-501 from Old Mason Farm Rd., across Manning Dr., and up Mason Farm Rd. to UNC Hospitals). We ask that you seriously consider having the tracks run as proposed in the original plan. Thank you.

Carol Hazard and Winston Liao

--

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: Yahir Mateo Liberto

Email: [REDACTED]

Mailing Address: [REDACTED]

City: Raleigh

Zip Code: 27603

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I think it is cool and instead of driving
in the road and there alot of traffic you
can just use the sidewalk

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Norma liberto Email: [REDACTED]
Mailing Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Creo que es muy bueno y ayudara
a muchas personas que no tenemos un
medio de Transporte.

Please Turn Over →

Get Involved Contact Form

Stephen Lincoln Levin [REDACTED]

Sent: 10/5/2015 9:01 AM

To: info@ourtransitfuture.com

Name: Stephen Lincoln Levin

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I love the light rail and want it to stay exactly how it is planned

--

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

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1 representatives of GoTransit.

2 Now, there's something more
3 disturbing to me, and that is a comment
4 that one of the previous speakers that
5 just left had said about students, which
6 made me realize that when GoTransit is
7 using a figure of 40 percent of no cars
8 that there may be a deep deception there
9 if they're including students, which then
10 makes one wonder what other deceptions are
11 involved. Thank you.

12 MR. JOYNER: Thank you. Next
13 speaker, please.

14 MR. HENRY LISTER: Good
15 afternoon. My name is Henry Lister. I
16 live at [REDACTED]
[REDACTED] right down the street here.

18 When I came back from Italy last
19 year, I was completely all in for light
20 rail, having experienced it there.
21 However, the more I learned about this
22 project, the less enthused I became. As
23 stated previously, I agree that the
24 proposed light rail plan does not serve

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

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

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

21 MR. JOYNER: Thank you.

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

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

I am AGAINST the Light Rail project

Anna Llewellyn [REDACTED]

Sent: 10/1/2015 4:18 PM

To: info@ourtransitfuture.com

Anna Llewellyn- [REDACTED]

AnnaLlewellyn

ITEX of Raleigh – General Manager



Connect. Trade. Save.

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



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

www.avast.com

Attachments:  [image001.jpg](#)  [image002.jpg](#)  [image003.jpg](#)  [image004.jpg](#)  [image005.jpg](#)  [image006.jpg](#)

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Get Involved Contact Form

Gina Longo [REDACTED]

Sent: 9/22/2015 12:18 AM

To: info@ourtransitfuture.com

Name: Gina Longo

Phone Number:

Email Address: [REDACTED]

Message Body:

Re: Proposed Light Rail Route

With all due respect, this project is so porky that you lot should throw a barbeque!

You want to reduce traffic congestion and get people out of their cars? Then might I suggest that you coordinate Raleigh, Durham, Chapel Hill, RTP, and most importantly, RDU, and set up a light rail, subway, or other mass-transit system connecting the three cities with the Park and the airport. It is shameful that RDU, a former hub with, I'd like to think, aspirations to reach that lofty goal again one day, has NO convenient mass transit available.

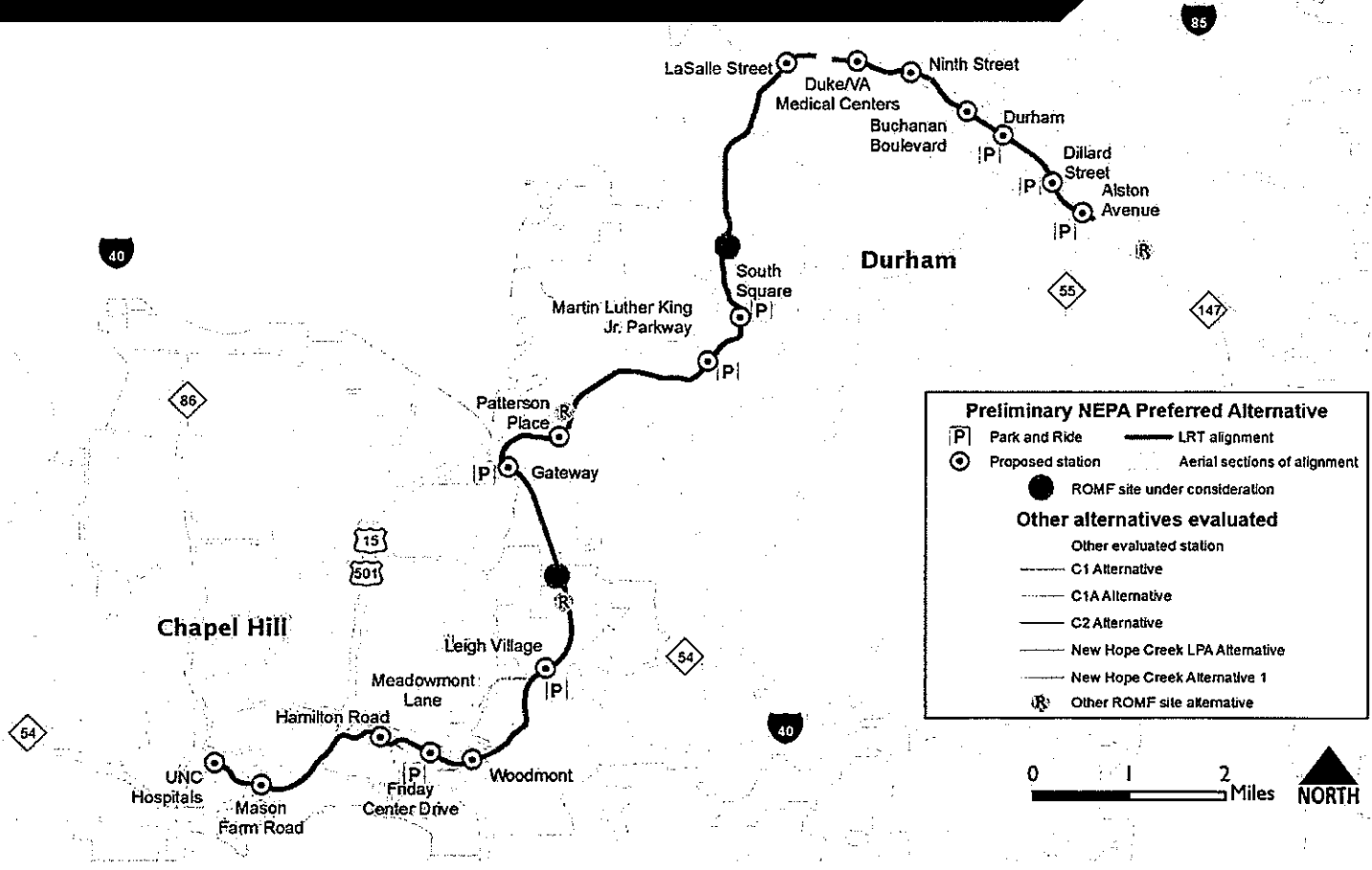
Scrap this waste of hard-earned taxpayer money and put your planners to work on figuring out how to get inexpensive, reliable, convenient mass transit (and I don't mean buses!) to the entire Triangle.

--

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

Durham-Orange Light Rail Transit Project

Public Comment



1. Tell us what you like about the project. Circle specific parts of the project as appropriate.

Decrease Auto Traffic

There are 4 ways to return your comments: 1) Leave this form at a public meeting;; 2) Email comments to info@ourtransitfuture.com; 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; or 4) Call our toll-free hotline at (800) 816-7817. Forms received will be added to our comments database within 5 days of receipt.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Public Comment

Please return this form to GoTriangle no later than July 6.

2. Tell us what you dislike about the project and why.

Prevents Jewish facilities from expanding to accommodate needs of growing Jewish community

Light pollution interfering with religious services at Judea Reform

3. Please feel free to share other comments.

Farrington appears to be a much more appropriate site for the ROMF

Name: Jonathan Lovins

Email:

Telephone:

Mailing Address:

City:

Zip Code:

Organization:

Duke University

There are 4 ways to return your comments: 1) Leave this form at a public meeting; 2) Email comments to info@ourtransitfuture.com; 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; or 4) Call our toll-free hotline at (800) 816-7817. Forms received will be added to our comments database within 5 days of receipt.

Against placing ROMF at Cornwallis road

Stacy Lubov [REDACTED]

Sent: 9/29/2015 5:09 PM

To: info@ourtransitfuture.com

I am a member of Judea Reform Congregation and the Jewish Community Center on Cornwallis Rd. I am against the placement of the ROMF near these two institutions.

I count on worship time at Judea to be calm, quiet, and restorative. If there is a large scale construction project and a long term maintenance facility adjacent to our buildings, I won't be able to count on having serenity at my place of worship.

Please consider this as you deliberate over the proposed sites. Thank you for your attention to my concerns.

Stacy Lubov
[REDACTED]
[REDACTED]

Get Involved Contact Form

Kenneth Luker [REDACTED]

Sent: 10/11/2015 9:38 AM

To: info@ourtransitfuture.com

Name: Kenneth Luker

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am emailing to express my support for mass transit and this project. Our central Carolina region (Triangle/Piedmont Triad/Charlotte) will only thrive over the coming decades if we lay the groundwork today. We can be a model for regional planning and collaboration.

--

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

Get Involved Contact Form

Allen Lum [REDACTED]

Sent: 9/8/2015 9:03 PM

To: info@ourtransitfuture.com

Name: Allen Lum

Phone Number:

Email Address: [REDACTED]

Message Body:

A lot of the stations are serving nothing but parking lots -- how does that provide ridership for your stations if there are no destinations for passengers to head to? Doesn't that necessarily defeat the purpose of reducing car dependence and congestion around the Triangle? Why build this at all if all you're including are parking lots? (i.e. Leigh Village, Gateway station). Why not negotiate public-private-partnerships with developers that would not only finance the construction of stations while providing passengers with destinations to embark and disembark?

--

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

Subject: Login/Account

From: Chelsea Luttrell [REDACTED]

Date: Mon, August 31, 2015 12:31 pm

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

Good Afternoon,

I am interested in creating a login/account to access the documents associated with the listing below. Can you help or refer me to the proper reference?

REQUEST FOR PROPOSALS 15-045 INDEPENDENT 30% COST ESTIMATE REVIEW of the PROPOSED DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT

GoTriangle will soon finish the project development phase for a 17-mile light rail project in Durham and Orange counties in North Carolina. GoTriangle is seeking a qualified and experienced firm to furnish an INDEPENDENT 30% COST ESTIMATE REVIEW of the PROPOSED DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT. To obtain a copy of the Request for Proposals (RFP) document, interested parties must download the document from the GoTriangle's web site at <http://www.triangletransit.org/procurement-opportunities>. Proposals will be received until 3:00 p.m. (ET) on, September 25, 2015 at GoTriangle's Administrative Office located at 4600 Emperor Blvd., Suite 100, Durham, North Carolina, 27703. Questions regarding the RFP should be directed to David Moore, Procurement Specialist at dmoore@gotriangle.org. GoTriangle reserves the right to reject any or all proposal.

Continue to documents



Thank you,

Chelsea Luttrell

Administrative/Marketing Assistant

cluttrell@mbpce.com

MBP

[REDACTED]

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Transit Project Info

Lynch, Jenny [REDACTED]

Sent: 9/2/2015 3:00 PM

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

Hi there,

Could you tell me if there is a disclosure about the Durham-Orange rail transit project that real estate agents can give their clients? Or anything in the works for affected properties?

Thank you,

Jenny Lynch

MARKETING COORDINATOR | CORPORATE OFFICE
FONVILLE MORISEY REALTY | A LONG & FOSTER COMPANY

[REDACTED]

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Lillie m. Lyons

Email: [REDACTED]

Mailing Address: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

By the way: I heard about this meeting on
Fox 10. 7. 10. 3 10. 4 my favorite station!!!

This is something that have been needed for
a long time. A lot of people will be able
to do things they need to do, with thought this
they wouldnt be. I feel that it will also,
eliminate a lot of traffic.

I am A #1 supporter of this project and
I am looking forward to it becoming a reality!

Please Turn Over →