

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Walter Mauck

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
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:

The light rail line project will cause a major upheaval to Senior Citizens living in the Culp Arbor Community off Fearington Road.

Particularly onerous will be the Rail Operation and Maintenance Facility which will require industrial rezoning. This will negatively impact property values and the quality of life of Senior Citizens living in this area. It will also cause flooding due to storm ^{water} runoff. (See next page)

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Combine the hazards of a 15-ton light rail beneath train with the huge cost of the 17-mile project, and residents of Durham and Orange County are facing a nightmarish scenario,

Please return this form to the comment box

Unfortunately, light rail fails to serve major population centers and is essentially a train going to nowhere. If the route were to include BDU Airport ^{RTP} and Southpoint, it might prove more feasible.

With its many stops and gate ^{closures} occurring every 5 to 10 minutes, traffic will back-up, causing congestion on Routes 54 and 501 that ~~are~~ ^{is} already formidable, and risky to life and limb.

I am fearful the cost of this project will only increase to far exceed original estimates requiring higher fares and a heavy burden to taxpayers of both Durham and Orange Counties.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: JENA Magsansoc Email: [Redacted] Telephone: [Redacted]
Mailing Address: [Redacted] City: Raleigh Zip Code: 27609

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Please leave your comment on the Draft Environmental Impact Statement:

Please Turn Over 



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Please
return this
form to
the comment
box

Positive Impact: If this project will get more funding, it helps community to sustain their needs in terms of commuting, and people who are not capable or have ^{their} own vehicle to drive. And it helps economic growth as well too, because Specially during the winter time, it helps ~~can~~ employees and residence ~~to go~~ ^{and} students to go to their respective ~~example~~ destination by riding a train or Buses.

Great Project for new Signage in Bus Stop help commuters to locate if the Bus is coming in a right time, so it will be easy and less stress in ~~big~~ riding ~~the~~ a bus. And having a shelter ~~to~~ during summer or winter.

God More power and
to God be the Glory!

Get Involved Contact Form

Heather Main

Sent: 8/26/2015 11:11 AM

To: info@ourtransitfuture.com

Name: Heather Main

Phone Number: ☺

Email Address:

Message Body:

Please build it and more. We need light rail in the Triangle and need to expand it quickly to outlying areas on I-40 and -85 to reduce pollution from cars and reduce highway use. Most Europeans only ride metros, buses and trains and rarely drive. We can do this in our region too and go GREEN.

--

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Get Involved Contact Form

Hal Maner

Sent: 10/6/2015 5:42 PM

To: info@ourtransitfuture.com

Name: Hal Maner

Phone Number:

Email Address:

Message Body:

This light rail is much needed in Durham-Chapel Hill (and Raleigh). It will finally bring some much needed modern transportation technology and road traffic relief (I-40!) to this area, finally allowing us to *start catching up* to many other cities/countries that have been using such modern technologies for decades.

--

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DOLRTP

Brandon Mangum |

Sent: 10/12/2015 9:30 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

I am writing today to voice my opposition to the Light Rail project, especially the Rail Operations and Maintenance Facility (ROMF).

The proposed site of the ROMF on Farrington Road is right in the middle of a beautiful and quite residential area. The facility would be completely out of place. The main reason for choosing this site is because it would cost less. I don't believe that the noise, pollution, and aesthetics of the facility are going to be as negligible as we are being told. One can only believe that the property values of the homes in close proximity will go down. The more reasonable location would be the site of the old Pepsi plant. That is where a facility like the ROMF belongs.

Also, the proposed crossings on Farrington and Old Durham-Chapel Hill roads will be a disaster. Anyone that travels those roads on a daily basis would tell you the same thing. Rush hour traffic is bad enough on these roads now. It doesn't need these added interruptions.

I hope that the public comments concerning this project will not fall on deaf ears. Considering all of the time and money spent on this project, I can't believe that the current proposal is the best we can do. Durham and Orange County deserve better.

ion

Marson, Lesley

Sent: 10/13/2015 9:49 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 students and employees of Duke, UNC and the developers.

Sincerely,
Name L Marson

Chapel Hill NC

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

RE: DEIS Comments submitted via info@ourtransitfuture.com for inclusion in the official project file for the Federal Transit Administration (FTA)

As a Durham resident living in the border regions of Chapel Hill and Durham I send this letter in strong opposition to the current plans for the proposed route of the light rail, in particular the NEPA Preferred Alternative C2A alignment as currently planned and recommended in the DEIS.

I request **reevaluation of the current and estimated future travel along the 54 corridor** where most of the commuters travel between Chapel Hill and Cary/RTP/Raleigh and NOT Durham. So the proposed route of the light rail does not service our community and will not decrease the congestion along 54 which is already the most congested traffic area in our local region. It is unlikely that the ridership along this corridor will come anywhere close to the reported numbers put out by Go Triangle.

The proposed C2A route, combined with the fact that there are plans to add an extra lane on each side of 54, will cut into the **wildlife protected area** along both the north and south sides of 54. There is a continuous and cutting down tree areas near wildlife areas and building of more and more apartment/housing in areas that should come under the protection of our wildlife and wet lands, such as that proposed along 54 and that taking place on Barbee Chapel Road and Stagecoach road. Where are the wildlife supposed to go? In addition, removing trees and taking away low lying flood areas, and building permanent roads and train lines along these corridor will affect the **water runoff table** for existing properties as well as the proposed new developments.

I request an independent un-biased re-evaluation of the 54 congestion and the impact of many years of disruption due to building the proposed light rail along its proposed route and reevaluation of the effect on the current building and proposed plans and on the wildlife protected areas and water table. The proposed plans to build an additional lane along 54 in addition to the light rail will cause unwarranted disruption and reduce the protected **wildlife area** and water table not only in this area around 54 Chapel Hill- Durham route to I40, but also Jordan Lake.

When the light rail plan was originally proposed to the Chapel Hill/Durham residents the train was going along 15-501 and many of the locals believed it was going to Raleigh and serve RDU airport/RTP as well. Many people whom I spoke to still think this is the case!!

The proposed 'at grade' route along the south side of 54 is **UNSAFE**. There is little space for filtering onto 54 from neighborhoods along the 54 region let alone the proposed commuters who are postulated to use the Woodmont station. In addition, the traffic on this section of 54 regularly goes a speed of 60mph well over the posted 45mph!! There were no traffic studies done for impacts at the grade crossings for either Downing Creek Parkway or Little John and for access to NC54. This should be completed before moving forward.

Requests to address the **safety concerns** of the impacted community have been ignored. The C2A and C2 alignment has in its plans **three at-grade light rail crossings within a half mile**

stretch of road at Barbee Chapel Hill Road, Little John & Downing Creek Parkway. This scheme will no doubt have a detrimental effect on ingress and egress to the neighborhoods lying south of NC54 by obstructing roads and impeding access for the residents, school buses, as well delaying any emergency response vehicles.

The present of the proposed route of the light rail and stations with the multiple crossings from existing and proposed neighborhoods, with its consistent train stops, noise pollution will also reduce the **safety of the pedestrians and bikers** that regularly use this area to commute to the Friday center and Meadow mount and Chapel Hill.

In summary, concerns about safety, effects on wildlife, water table, changes made since the original plans and lack of appropriate assessment, strongly suggest that a reevaluation of the whole project is required. In addition, I doubt that the ridership in a community that drives everywhere, will come close to the estimates that are being reported.

Add this to the unknown eventual total costs to the tax payers for this project, the unknown price of a ticket to ride the train and the actual time it's going to take to get from A to B (when driving takes much less time to reach your destination) makes an alternative, such as additional smaller buses that can be much more flexible and serve the community more cost effectively and efficiently.

Please take a critical look at this project before proceeding and make sure any project that is approved is safe and has a minimal effect on the environment, the local community and the commuters.

Thank you

Lesley Marson

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

DCHC MPO Board, c/o Brian.Rhodes@durhamnc.gov

LRT in Orange/Durham

bonitamarks

Sent: 9/29/2015 2:42 PM

To: info@ourtransitfuture.com

Dear Sirs,

The LRT ridership estimatons are projections based on inaccurate, inflated, FABRICATED current ridership. I NEVER have seen any bus on the NC 54 corridor overfilled,packed, or even slightly/modestly filled at ANY time. At peak times, at most I have seen 5-10 riders on these buses. The ONLY time ridership is good is during the NC State fair and those buses are heading to NC State Fairgrounds from the Friday Center. Light rail route planned does NOT go to the most traversed areas - to/from Cary, to NC state, to Southpoint Mall, to the Airport, to downtown Raleigh. Durham and Orange County residents do not want to be saddled with increased taxes for an antiquated rail system that is being built to serve UNC-Duke Medicine under the guise of helping the poor and disabled get around town better. This entire process was a bait and switch scheme, where we were polled years ago about a better transit system to get to RTP, Raliegh, and the Airport NOT to commute between 2 University medical systems!

Bonnie Marks

Hibiscus Royale Champagne Cocktail

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<http://thirdpartyoffers.juno.com/TGL3131/560adb9237bb15b9237f8st04duc>

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light rail comment

Bonita Marks

Sent: 9/29/2015 2:51 PM

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

Hello. This LRT plan is not flexible, nor adaptable. It is based on old information and will be antiquated by the time it is up and running. It does not service the community at large as proposed as the stations are too far to walk to and will still require the majority of users to park and ride or get rides to the stops, transfer at stations. Students who support this has not vested long term financial/safetey issues to consider. Why were HOV lanes for buses and car pools not seriously explored or supported? They work for conjested roads into Washington DC, Pittsburgh, and other large metro areas. Certainly they would work better for the RDU roadway system, costing less than LRT, taking same/less time as LRT, and not cause the safety concerns with more trains intersecting with cars!

Sincerely,
Bonita Marks

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Durham Light Rail

Marks, Bonita L

Sent: 9/29/2015 2:31 PM

To: info@ourtransitfuture.com

Dear Committee

I am against the current light rail plans for Durham/Orange due to lack of appropriate inquiry regarding safety issues of at grade-crossings as well as no consideration for EMS impact.

No information has been provided that mitigates these concerns adequately. Interference with EMS, fire, police response times have not been addressed/explained to the communities impacted directly by the light rail system. With crime rising and fires due to draught, plus aged individuals/families with potential EMS calls, these issues must be addressed and the communities assured that response times won't be slowed, thereby worsening outcomes for emergency responses. I live in the Downing Creek subdivision and routinely travel to not only UNC & Duke, but also Cary, RTP,

Raleigh, and RDU, all places where the light rail will have little impact on reducing traffic jams. Yes, this corridor needs a solution to the traffic conjection, but this proposed light rail system is not it.

Sincerely,

Bonita L. Marks, Ph.D., FACSM, ACSM-CES
Professor, Exercise Physiology, Exercise and Sport Science Dept.
Adjunct Professor, School of Medicine
University of North Carolina at Chapel Hill

" We don't stop playing because we grow old;
we grow old because we stop playing."
-George Bernard Shaw-

light rail

Bonita Marks

Sent: 10/1/2015 11:49 PM

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

It is baffling to me that Meadowmont was able to politic and get the LRT route removed from their property because it would ruin their property values, not be good for their children, not good for retirees in The Cedars, planned \$\$\$ housing not yet built, etc. DESPITE the fact that Meadowmont was built with the intention of the LRT to run through it and their contracts stipulate this! Instead, they managed to get Chapel Hill Town Council to politic for moving the route in front of Downing Creek Durham without a care about numerous safety issues to those surrounding communities, blocking Downing Creek and Little John residents in, basically preventing access to NC54 due to the nearly continuous LRT traffic and no controlling stop lights.. Further disruptions are planned due to proposed building of roundabouts and bridges on Barbee Chapel Road.

NO thought was given re: Barbee Chapel Road current construction of expensive homes, a huge church, and at the top of Stagecoach, which intersects Barbee Chapel, another huge expensive housing development. All of these developments will place extraordinary traffic onto Barbee Chapel ..a two lane road which is already at it max during rush hours am and pm. The added traffic from thses new developments will be horrific on Barbee Chapel - everyone will be forced to NC 54/ Farrington intersection since won't be able to cross onto NC 54 from Barbee Chapel at Downing Creek entrances. And for this all Durham has to pay increased taxes??? Go Triangle needs to stop this light rail project and consider traffic impact for Durham's existing construction projects on/near Barbee Chapel. LRT is not going to alleviate traffic from these new developments.

A better solution to NC 54 E traffic is expanded lanes with dedicated HOV lanes to feed into I40. The buses running along the NC 54 corridor heading into Durham are NEVER full, not even during peak rush hour times. The "built it and people will ride it" dream is just that, a dream. The REAL traffic parking lot is I40, of which NC54E is a major feeder. If you really have your heart set on LRT, put the LRT in the middle of I40... and then have it go to cary, raleigh, RTP, and the airport or at least to bus depot transfer stations to these areas. The current fortify 40 project will not be sufficient to ease traffic congestion.

Bonnie Marks
Durham Resident

light rail

Marks, Bonita L

Sent: 10/2/2015 12:31 AM

To: info@ourtransitfuture.com

I attended one of the public comment hearings and would like to comment on those who seem to think that the proposed LRT route is needed. First, as a tax payer of Durham, I do not want to subsidize any university's transit program, especially one that is pushed by Chapel Hill for only 3% of the cost. They need to take care of their own expenses and not turf it off onto Durham residents. Second, Chapel Hill would love Durham to have to raise taxes so that living and shopping in Durham as opposed to Chapel Hill would be less appealing. Why are they being allowed to dictate To Durham? Durham residents in Downing Creek are not allowed to vote in Chapel Hill elections, those very persons dictating the LRT route move out of Meadowmont and into Downing Creek. Third, most commute to/ from UNC- Duke via 15-501 yet no planned service to alleviate that corridor's traffic at all. The LRT between those 2 medical centers will only serve a few and will take longer than driving between the 2 schools. There is also an existing free bus service expressly for students/faculty between the schools, the Moorehead shuttle. Fourth, more park and ride lots will be needed as no station is convenient to walk to- what residential land is goTriangle planning on seizing? They are not being transparent at all- Durham residents along the proposed LRT route are forced to sleuth out this information. And lastly, with the exception of the misguided/misinformed students, those who spoke supporting the current LRT plan stand to profit substantially from the LRT at the expense of all Durham residents. Those speakers were arrogant and exuded the "we know what is best for you" attitude. Traffic congestion needs to be alleviated but this proposed LRT plan has too many unresolved issues to move forward. It is a waste of taxpayers and federal government dollars. Durham should spend taxes on improving their schools, public safety, and better bus service so people will actually ride public transportation.

Bonita L. Marks, Ph.D., FACSM, ACSM-CCEP
Professor, Exercise Physiology, Exercise and Sport Science Dept.
Adjunct Professor, School of Medicine
University of North Carolina at Chapel Hill
Email:

" We don't stop playing because we grow old;
we grow old because we stop playing."
-George Bernard Shaw-

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Alberto Maynez

Email:

Telephone:

Mailing Address:

City:

Zip Code:

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Please leave your comment on the Draft Environmental Impact Statement:

Durham - es Buena - y Lo del
Tuen - SERA más Buena.
Muy GRAC Proyecto y -
Visión.

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Get Involved Contact Form

John Marshall

Sent: 9/21/2015 3:45 PM

To: info@ourtransitfuture.com

Name: John Marshall

Phone Number

Email Address:

Message Body:

The proposed project will be hardly worth the trouble if it does not actually connect downtown to downtown. Going only as far as the UNC Hospital prevents any casual and pleasure trips for most of Chapel Hill and Carrboro. Fighting the political, NIMBY and monetary fight to extend the line up the hill from the UNC Hospital, through the steam line, past the power plant, and all the way to downtown Carrboro would allow seamless transport from downtown to downtown. Otherwise it is just for hospital workers.

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Get Involved Contact Form

John Marshall

Sent: 9/21/2015 3:54 PM

To: info@ourtransitfuture.com

Name: John Marshall

Phone Number:

Email Address:

Message Body:

Carrboro and Chapel Hill have a vast pedestrian community that would relish having a one seat ride to downtown Durham. Stopping at UNC Hospitals and not continuing to Carrboro precludes all those residents from using this new service.

--

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1 high-density apartments.

2 MR. JOHN MARTIN: Good afternoon.

3 My name is John Martin. I live at

in Durham.

5 I strongly support public
6 transportation, but I do not support this
7 project, and the reason I say that is
8 because my first guiding principle for
9 public transportation is it ought to be
10 aimed at those people who have no other
11 alternative first of all but to use public
12 transportation.

13 And the irony of this project is
14 it most serves neighborhoods where public
15 transportation is less -- least used and
16 will ignore neighborhoods like east Durham
17 where public transportation is most
18 desperately needed.

19 I have lived east of Roxboro for
20 the last five years. I know something
21 about those neighborhoods.

22 But the question I want to have
23 GoTriangle answer very simply is, where is
24 the money going to come from? Forget the

1 -- maybe the legislature will take care
2 of that and get rid of it, but all the
3 state has appropriated, the Department of
4 Transportation through their new process,
5 is \$138 million. Your project calls for
6 the state to put up at least \$400 million.
7 So where is the other \$262 million coming
8 from?

9 It can't come from the taxpayers
10 of Durham and Orange County because we're
11 going to be covering 25 percent of the 400
12 million already. So where is it going to
13 come from?

14 I think it would be irresponsible
15 to go forward with this project without a
16 clear and definitive answer to that
17 question, and I haven't heard one yet.
18 Thank you.

19 MR. JOYNER: And before our next
20 speaker gets started, if anyone has a
21 speaker card with the number 3 on it, if
22 you would, please, come along this sort of
23 back wall here behind Jeffrey and he'll
24 get you set. And any of y'all that have

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Theodore Martin Email: [unclear] Telephone: 0
Mailing Address: _____ City: Durham Zip Code: 27703

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Please leave your comment on the Draft Environmental Impact Statement:

This system saves my but. if I didn't have it I will
walk 3 miles to and from school. lol

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: *Holly Martin*

Email:

Telephone:

Mailing Address:

City: *Durham*

Zip Code: *27701*

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The D-O LRT project cannot be completed soon enough. As a resident of the Triangle since 1994, I can attest to the need & desire for public transit. Our growing communities, thriving University systems, and robustly developing business sectors greatly need this addition. This will improve access, grow business and ease traffic congestion. I cannot wait to brag about this upgrade to our non-Durham & non-Chapel Hill friends!

Please Turn Over →

1 information and ignoring public opinion, I
2 urge the FTA, Federal Transit
3 Administration, to support the no build
4 option and not commit federal money to
5 this project that will benefit few and
6 potentially harm many. Thank you.

7 MR. JOYNER: Thank you. Folks, I
8 appreciate the enthusiasm and applause is
9 welcome, but let's keep the whistling down
10 a little bit, please. Thank you.

11 MS. KELLY MASSENGALE: Kelly
12 Massengale, , Durham
13 27707.

14 I have lived in the Triangle for
15 nearly 30 years. In that time, the area
16 has grown in many wonderful ways but so
17 has traffic. We need alternate forms of
18 transportation in our community. I live
19 within walking distance of the Farrington
20 Road Rail Operations and Maintenance
21 Facility. There is currently no planned
22 station at that location. If my
23 neighborhood is to bare the burden of
24 increased traffic, noise, and any

1 environmental impact of the light rail and
2 its maintenance facility, please allow us
3 to also benefit from light rail in
4 increased economic development that will
5 surround each station. Please add a
6 station to the Farrington Road ROMF so
7 that people who can walk to the facility
8 can also walk onto a train.

9 MR. JOYNER: Thank you. I'll now
10 ask folks that have the number three in
11 their -- on their sign in to please step
12 out in the hallway and come down the hall
13 and Jeffrey will get everyone lined up.
14 So if there's anyone one, two, or three
15 that hasn't been called already, if you --
16 if you can come on down and -- just for
17 those that have recently stepped in,
18 because this is kind of a rolling hearing
19 and folks can come in at different times,
20 I want to make sure that everybody notes
21 the ground rules, although I'm sure it's
22 hard to miss those, but I do -- do
23 appreciate everybody being gracious and
24 allowing folks to have an opportunity to

Get Involved Contact Form

Diane Masters [d]

Sent: 10/13/2015 10:56 PM

To: info@ourtransitfuture.com

Name: Diane Masters

Phone Number:

Email Address:

Message Body:

I support the light rail and am excited to see it connect Durham and Chapel Hill in such a progressive way. I do think that you need to put a station in front of the DPAC though. This is the center of the city and as this area continues to grow as the business and governmental hub this stop a direct stop at this location is essential.

--

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Shelley J. Masters

Email: _____

Telephone: _____

Mailing Address: _____

City: Chapel Hill

Zip Code: 27517

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

No Build Option -

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Yahir Mateo Liberto Email: _____ Telephone: _____
Mailing Address _____ City: Raleigh Zip Code: 27603

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 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: Gabriela Matthews Email: _____
Mailing Address: _____ City: Durham NC Zip Code: 27705

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Please leave your comment on the Draft Environmental Impact Statement:

We really need this project ASAP! Our area has grown tremendously so we could use this to remove some of our vehicular traffic. This is PAST DUE!

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



D-O LRT

Justine Matthews

Sent: 9/25/2015 3:20 PM

To: info@ourtransitfuture.com

My name is Justine Matthews. I'm a 31-year-old RN and new mother living in the Five Oaks neighborhood near the proposed D-O LRT project corridor. I am also a member of Nextdoor, a social media site centered around neighborhoods. On this site, I have witnessed great opposition to this project, and this has motivated me to contact you to ensure that my voice is also heard.

I **support** this project. I hope that a station is, indeed, placed at Patterson Place as it would be within walking distance for me and should enable me to take the LRT to UNC Hospitals, where I am employed. As Meadowmont was approved with LRT in mind, I think that the project should go forth with that plan. My dentist is located in Meadowmont and I am able to take continuing education courses offered at the Friday Center - again, the LRT would enable me to access these resources without having to drive (and park) my car.

As for the Farmington Rd. proposal- I must admit I don't love the idea of this being the location chosen for the ROMF, but I feel that no matter what location is chosen, someone is going to be put out. I urge you to strongly consider the cost of the locations, the number of people who will be displaced by the project, and other effects when making your final decision, and not simply listen to those who complain the loudest.

Thank you for your time.

Justine Matthews

Get Involved Contact Form

Mary L. Matthews

Sent: 10/11/2015 3:13 PM

To: info@ourtransitfuture.com

Name: Mary L. Matthews

Phone Number

Email Address:

Message Body:

The proposal does not adequately address neighborhood impacts or visual, aesthetic impacts on the Pope's Crossing neighborhood, located in a wedge-shaped tract of land bounded by I-40 and Pope Road in Durham County. The light rail construction would remove a significant portion of the trees that provide a visual barrier to I-40 and that significantly reduce traffic noise from the highway. It is doubtful that any replanting of vegetation would replace the benefits of the natural vegetation as it currently exists. In addition, the plan does not address adverse impacts on the two houses on Olde Coach Road in Pope's Crossing located closest to Old Chapel Hill Road. These two houses would have the light rail tracks essentially in their back yards because of the narrowness of the neighborhood tract of land at that point. While closeness to the proposed Gateway Station might be attractive for future residents of Pope's Crossing, it is not safe to walk along Pope Road or Old Chapel Hill

Road at present, since the shoulders are narrow and there are no sidewalks. Pedestrian safety measures will have to have to be addressed. As a resident of Pope's Crossing, I believe that construction of the light rail on the proposed route along the west side of I-40 will make my neighborhood a noisy and unpleasant place to live. I prefer the "No Build" option.

--

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

Get Involved Contact Form

Krista Mauck

Sent: 10/11/2015 6:53 PM

To: info@ourtransitfuture.com

Name: Krista Mauck

Phone Number:

Email Address:

Message Body:

I am happy to see reference to a barrier being built near the Highland Woods Road neighborhood in Chapel Hill! While I am skeptical about ridership, and am not in support of the full plan, I do feel more optimistic with this barrier to protect my backyard enjoyment. Please do keep it in the final plans!

--

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

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Get Involved Contact Form

Pamela H. Mayer

Sent: 10/12/2015 9:52 AM

To: info@ourtransitfuture.com

Name: Pamela H. Mayer

Phone Number

Email Address

Message Body:

I am STRONGLY AGAINST the proposed Durham-Orange light rail project. I would like to add my voice to the concerns outlined in the letter submitted by the Downing CreeK Community Association (dated 2 Oct 2015). Thank you.

--

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

Pamela Mayer

Sent: 10/12/2015 10:06 AM

To: 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,

Pamela Mayer

Chapel Hill, NC

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

Pamela Mayer

Sent: 10/12/2015 10:08 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,
Pamela Mayer

Chapel Hill, NC

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Bryant McAfee

Email: _____

Telephone: _____

Mailing Address: _____

City: Durham

Zip Code: 27704

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

This is a brilliant idea. I ride the bus almost everyday
but not before when idea came. This will boost the economy
of the RDU.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: *Margaret M. Carn*

Email: [Redacted]

Telephone: [Redacted]

Mailing Address: [Redacted]

City: *C. H.*

Zip Code: *27514*

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Please leave your comment on the Draft Environmental Impact Statement:

Over

[Handwritten signature]

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

I am impressed with how carefully
everything has been thought out.

Nothing is perfect, but we need to get
going with this now - before it becomes even
more difficult because of things already built.

The main concern now is the incredibly
short-sighted decision by the Gen. Assembly
to cap the amount of money that could come
from the state.

Get Involved Contact Form

Margaret McCann

Sent: 9/30/2015 9:56 PM

To: info@ourtransitfuture.com

Name: Margaret McCann

Phone Number

Email Address:

Message Body:

I am very impressed with the care and detail in the presentation of the Draft Environmental Impact Statement. Of course, no alternative is perfect, but the staff have been as diligent as possible in proposing the best option. We MUST do something to deal with the rapid population increase, and the light rail project will do so by also providing an incentive for compact development, rather than urban sprawl. Bus Rapid Transit is not a useful approach because it does not concentrate development, and it also requires considerable infrastructure. Plus, it is not rapid without dedicated bus lanes.

I've heard the light rail described as the spine of a "multi-modal" transportation system, which would include not only buses, but also greater pedestrian and bike access (and, eventually, commuter rail to RTP and Raleigh). Development of housing, jobs, shopping, etc. would be drawn to that area, so that a bigger percentage of people will ultimately have easy access to the light-rail. The Durham-Orange corridor has the highest level of future travel intensity of any of the 18 corridors in the Wake, Durham and Orange counties, so it makes sense to start there — and we're very lucky that voters in Durham and Orange counties agreed to be taxed for this purpose.

Of course there's some opposition now, by people who realize that their property would be adversely affected — but that is to be expected. And they'd be complaining about expanded roadways, too! And expanded roadways would only encourage more suburban sprawl.

I have also been very impressed with the publicity about the information sessions and the public hearings on the DEIS. It would be hard to miss all the notices in the various papers and on the street!

Thank you for all your good work.

--

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

No light rail for downing creek!!

Laci McDowell []

Sent: 10/12/2015 7:41 PM

To: info@ourtransitfuture.com

We highly oppose this rail system for our safe and loving family oriented neighborhood.
There are at-grade crossings and those are extremely dangerous for cars and pedestrians!
Not to mention hwy 54 is an extremely dangerous as well.
Laci and Jake McDowell
Downing Creek residents for 10 years.

Sent from my iPad

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Monica McBlhee Ema _____ Telephone: _____
Mailing Address: _____ City: Durham Zip Code: 27703

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Please leave your comment on the Draft Environmental Impact Statement:

We citizens of Durham really really need this for Durham County. This would only support the transportation problems within the city!!

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: *Cullen McKenney*

Email: (

Telephone: (

Mailing Address:

City: *Durham*

Zip Code: *27707*

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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 am in full support of the light rail & I hope that the ^{state} senate will remove the cap in the next legislative session.

I am sitting ~~here~~ ^{here} listening to residents from Fearington village lambast the light rail & I am frustrated.

I grew up in Atlanta, where affluent white people consistently blocked the expansion of MARTA. Now the city is riddled w/ traffic & the racial & economic divisions in the city are further engrained. I am so hopeful that Durham will resist the

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

racist & classist prejudices that will
only further ~~the~~ the gap between
the rich & the poor. I am hopeful
that the light rail will help connect low-income
residents across Durham & Chapel Hill to jobs &
opportunities throughout the triangle. I am also hopeful
that the light rail will help not only connect, but
also create opportunities for the "rich" & "poor" to
live near each other.

AM

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

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

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

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

20 MR. JOYNER: Our next speaker.

21 MR. DAVID McCARTHY: Good
22 afternoon. My name is David McCarthy. I
23 live on in Durham County.

24 There are some additional items in

1 the light rail report that GoTriangle
2 misrepresented that I'd like to cover.

3 Tax burdens, we've heard about
4 them. The tax burden on Durham is going
5 to be significant. This is going to be an
6 inflexible, slow, antiquated system of
7 trollies, and the drive now, according to
8 Google, from Duke to UNC is a 17-minute
9 drive. The light rail system makes it a
10 44-minute, all-day adventure. The light
11 rail will actually add traffic congestion
12 because of the at-grade crossings.

13 Property values will certainly
14 fall, and the quality of life would suffer
15 in southwest Durham in the residential
16 neighborhoods sadly impacted by the 24/7
17 presence of noise and light pollution
18 coming from an industrial rail yard.

19 The ridership numbers have been
20 seriously overestimated. Charlotte has a
21 population greater than our area but yet
22 their numbers of boardings are
23 significantly less than what the light
24 rail people project.

1 GoTriangle's ridership projections
2 will require 20,000 people per square mile
3 along the rail line, but the reality is
4 the projection for 2035 is a little bit
5 over 4,000 people per square mile in this
6 area.

7 The fatality rates for light rail
8 accidents across the country are second
9 only to motorcycles. The light rail
10 leaves out minority and low-income
11 populations. Historically black NC
12 Central University doesn't make the cut.
13 Duke and UNC do.

14 The GoTriangle model presumes 40
15 percent zero vehicle households. The
16 reality is 10 percent in Durham and 7.4
17 percent in Orange County do not have
18 vehicles. And I thank you for your time.

19 MS. ANNETTE KRONMILLER: My name
20 is Annette Kronmiller. I live at 4614
21 Trenton Road.

22 So as an alternative to light
23 rail, we think that bus rapid transit on
24 existing roads is more flexible and less

DOLRT DEIS Comment

David McCarthy

Sent: 10/3/2015 12:53 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, eric.c.alsmeyer@usace.army.mil, "John.t.thomas.jr@usace.army.mil" <john.t.thomas.jr@usace.army.mil>, augustineproject@msn.com

I am a concerned citizen of Durham County North Carolina. The DEIS is inaccurate and misleading in many aspects. Specifically from the DEIS section 4(f) p.4-288, the Council on Environmental Quality (CEQ) requires an assessment of indirect and cumulative impacts per 40 C.F.R. §§ 1500–1508. Regulations included in the appendix to the Planning Assistance and Standards, Title 23 C.F.R. Part 450, indicate that the indirect and cumulative effects analysis should be sufficiently detailed such that consequences of different alternatives can be readily identified, based on current data and reasonable assumptions, and based on reliable and defensible analytical methods. Furthermore, courts have mandated that federal agencies take a reasonably “hard look” at their projects with regard to available information and analysis of appropriate issues (including indirect and cumulative effects).

The DEIS is deficient in that the **indirect and cumulative** impacts of the project are not fully addressed. These indirect and cumulative impacts include the transformation of what is today, rural and low density residential land use within the project corridor to intense high density, mixed use development approaching 100 units per acre. The proposed rail corridor from US15/501 to US54 sits on a narrow peninsula of land bounded by New Hope Creek on the east, Little Creek to the west and to the south, Jordan Lake. The area is currently low density residential and farm land. The rail ridership numbers assume this area becomes intensely high density residential (60 to 100 units to the acre) with large amounts of impervious surface area (900 car park-and-ride lot at Leigh Village Compact Neighborhood for example, and 26 impervious acres at the proposed ROMF site). The **indirect** and **cumulative** impacts on and to the environment due to storm water runoff and silt runoff for this area—as transformed by transit driven development – needs to be addressed in specific, quantifiable scientific terms.

Thank you for your consideration.

Sincerely,
David McCarthy

DOLRT DEIS Deficiency

David McCarthy [d]

Sent: 10/4/2015 7:20 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, augustineproject@msn.com

I am a concerned citizen of Durham County North Carolina. The DEIS is inaccurate and misleading in many aspects. Specifically from the DEIS section 4(f) p.4-288, the Council on Environmental Quality (CEQ) requires an assessment of indirect and cumulative impacts per 40 C.F.R. §§ 1500–1508. Regulations included in the appendix to the Planning Assistance and Standards, Title 23 C.F.R. Part 450, indicate that the indirect and cumulative effects analysis should be sufficiently detailed such that consequences of different alternatives can be readily identified, based on current data and reasonable assumptions, and based on reliable and defensible analytical methods. Furthermore, courts have mandated that federal agencies take a reasonably “hard look” at their projects with regard to available information and analysis of appropriate issues (including indirect and cumulative effects).

The direct, indirect and cumulative impacts of Electromagnetic Fields (EMF); and Radio Frequency Interference (RFI) is not addressed in the DEIS. Both EMF and RFI can interfere with television reception and cause garage doors and other electronics to malfunction in near-by neighborhoods. This needs to be studied and corrected using best available technology and impacts addressed in the DEIS.

Sincerely,

David McCarthy

RE: Durham Orange Light Rail Transit



David McCarthy

Sent: Friday, September 25, 2015 12:21 PM

To: Mitchell, Stanley

Subject: Durham Orange Light Rail Transit

Dear Mr. Mitchell,

I am a citizen of Durham County, North Carolina. I have comments and concerns about the information contained in the DEIS for a proposed light rail system in my area. I located your contact information in the DEIS. I have found the information provided at public meetings to be mis-leading and sometimes false and I do not believe the Go Triangle organization has the integrity to be trusted. The DEIS also contains questionable, false, mis-leading and incomplete information. I need to be able to provide comments to you or someone within the Federal Government that I can be assured the comments are not lost/not received or deemed to be outside the scope of the study. Of course, I will also forward or cc comments to Go Triangle. Please let me know if you are the correct contact.

Sincerely,
David McCarthy

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DOLRT DEIS Concern

David McCarthy

Sent: 9/28/2015 8:25 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov

Please address the impact of how the proposed transit path through Durham County between US 15/501 to US 54 promotes suburban sprawl. The reports continuously refers to Leigh Village as if it is an entity. Government officials and decision makers outside of Durham and Chapel Hill do not realize how misleading the use of Leigh Village truly is. Leigh Village is a low density residential and farm community. Other light rail systems around the country are using light rail to prevent suburban sprawl. The DOLRT promotes suburban sprawl and the impact needs to be specifically addressed.

Sincerely,
David McCarthy

DOLRT DEIS Misleading Statements

David McCarthy

Sent: 10/4/2015 7:29 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, eric.c.alsmeyer@usace.army.mil, john.t.thomas.jr@usace.army.mil, augustineproject@msn.com

Unsubstantiated opinions used throughout the DEIS need to be removed or backed up with technical and scientific data and analyses. One of the many examples found throughout the report is: "While water resources may be indirectly impacted because of the proposed DO LRT Project, the type of compact development likely to occur would be more beneficial to water resources than the type of dispersed growth that typically occurs with auto oriented development." Thank you for your consideration.

Sincerely,
David McCarthy

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DOLRT DEIS Deficiencies

David McCarthy

Sent: 10/5/2015 8:18 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, augustineproject@msn.com

I am a concerned citizen of Durham County North Carolina. The DEIS is inaccurate and misleading in many aspects. Federal guidelines require the EIS contain certain requirements and analyses and require the analyses to be accurate and based on science.

The DEIS is deficient in that the indirect and cumulative impacts of the project are not technically addressed for rural and suburban areas. The proposed rail corridor from US15/501 to US54 sits on a narrow peninsula of land bounded by New Hope Creek, Little Creek and Jordan Lake. The area is currently low density residential and farm land. The indirect and cumulative impact of noise and vibration caused by replacing trees with hard walled buildings, concrete and asphalt needs to be specifically studied. High density development in this area is being called for to support the unsubstantiated ridership numbers. The construction of solid, multi-story buildings at the proposed ROMF site and in Leigh Village Compact Neighborhood will certainly impact the entire area. Bounce back of sound and vibration will cause an adverse impact on the residential neighborhoods and parks on the east side of the corridor. The entire noise and vibration analysis is deficient in not accounting for impacts due to indirect and cumulative effects of the project in rural and suburban areas. We are very aware of poor science used in EIS. The 1979 FEIS for the building of I-40 through this corridor substantially underestimated the noise from the interstate traffic. Subsequently the DOT allowed the speed limit to be increased from 55 to 65 mph without studying the impact on increased noise levels. When residents complained we were told "sorry there was no money for barriers or even the planting of hedges, bushes or trees". The analysis needs to include noise conduits into low lying areas through valleys and gulleys and sound and vibration bouncing off of overhead signs and hard multi story structures. An uncertainty on the accuracy of the analysis should be added for conservatism. This needs to be correct the first time –as we have learned from the DOT –there are no do overs and no money for remediation once approved.

Thank you for your consideration.

Sincerely,
David McCarthy

DEIS Gross Over-site and Deficiency

David McCarthy

Sent: 10/6/2015 9:04 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, augustineproject@msn.com

The DEIS is deficient in that there is no analysis of the rail line impact on the Trenton Road neighborhood. Direct, indirect and cumulative impacts on water runoff, quality of well water, noise, vibration, visual, traffic, air pollution and emergency responder response time will certainly occur.

Sincerely,
David McCarthy

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DEIS Inadequate Analyses

David McCarthy

Sent: 10/7/2015 7:45 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, commissioners@dconc.gov, council@durhamnc.gov, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, augustineproject@msn.com

From the DEIS section 4(f) p.4-288, **the Council on Environmental Quality (CEQ) requires an assessment of indirect and cumulative impacts per 40 C.F.R. §§ 1500–1508. Regulations included in the appendix to the Planning Assistance and Standards, Title 23 C.F.R. Part 450, indicate that the indirect and cumulative effects analysis should be sufficiently detailed such that consequences of different alternatives can be readily identified, based on current data and reasonable assumptions, and based on reliable and defensible analytical methods. Furthermore, courts have mandated that federal agencies take a reasonably “hard look” at their projects with regard to available information and analysis of appropriate issues (including indirect and cumulative effects).**

Traffic studies have not been performed to analyze and address the direct, indirect and cumulative impacts of adding high density housing along the proposed rail corridor from US15/501 to US54. High density housing is required to justify the ridership in this residential/farm corridor. Even if ridership is 20% within this new high density development zone, 80% of a large number of people will be on the roads going to their jobs in the RTP and Raleigh. Currently the 2 worst intersections in the area are I40 and US 54 and I40 and US 15/501. The DEIS needs to address the environmental and traffic indirect and cumulative impact of high density development needed, proposed and to be caused by the rail line in what is now a rural/low density neighborhood. Thank you for your consideration.

Sincerely,
David McCarthy

DOLRT Comments 10/1/15

Ms. Natalie Murdock's presentation on the DOLRT project at Durham City Council's work session on Sept. 10, 2015 included numerous omissions and inaccuracies, particularly with respect to the Farrington Rd. ROMF site. Examples:

- 1) Ms. Murdock failed to mention that the Farrington ROMF site would require the **highest number of residential relocations (6)** of any site considered
- 2) Ms. Murdock failed to mention that according to the DEIS, the Farrington site is the worst option environmentally with the **highest total of estimated stream impacts (638 linear feet)**, the **greatest impact on wetlands** and the **largest riparian buffer impacts**, requiring 193,790 riparian buffer credits. (See Appendix K-22, Water Resources Technical Report, Sections 5.2.2.1, 5.2.2.2 and 5.2.2.3 and Tables 4, 5, and 6)
- 3) Ms. Murdock omitted from her chart of impacted parks and recreational sites Leigh Farm Park with its alluvial soil, bottomland hardwood forest, wetlands, slopes and hiking trails. **Leigh Farm Park** is an 86 acre nature preserve, home of the Piedmont Wildlife Center and anchor to the New Hope Creek Corridor Trail system that will ultimately link Duke Forest with Jordan Lake. Leigh Farm Park was the result of a public private partnership between the Jr. League of Durham and Orange Counties, Durham Historic Preservation, Triangle Land Conservancy, Durham Parks and Rec, New Hope Audubon and Preservation North Carolina. The park would suffer serious consequences from the stormwater runoff associated with **26 acres of impervious surface** at the Farrington ROMF site, **runoff** draining directly into the park (under I-40) via 2 streams (designated **N and NN** in the DEIS Water Resources Appendix K-22, see Figure 2D, p.K22-63)
- 4) Ms. Murdock and the DEIS failed to mention impact of polluted runoff from a Farrington ROMF on the **wells** which provide drinking water for residents of old Trenton Rd. City water and sewer would need to be provided to those residents.
- 5) **Mapping errors** were evident in Ms. Murdock's powerpoint. The footprints for the Farrington ROMF and the Leigh Village ROMF looked identical. On another slide, the label for Leigh Village (which one assumes was meant to designate the transit station area within the proposed Compact Neighborhood zone) was on the wrong side of I-40. I have offered and reiterate the offer to take GoTriangle and / or elected officials on a walking or driving tour of the Farrington Rd. corridor to clarify the difference between Leigh Village ROMF, Leigh Village Transit Station / Compact Neighborhood, and Leigh Farm Park. All are separate and distinct entities with vastly different future land uses.
- 6) Ms. Murdock indicated **state funding** for the project would be 25%; the more likely number is 10%

- 7) Ms. Murdock failed to mention the proximity of **Creekside Elementary School** (more than 950 public school children), which is closer to the Farrington ROMF than is the Levin School or Moreene Joy Charter School to the proposed Cornwallis ROMF site. Those 2 schools were cited as reasons not to select the Cornwallis site. Why the discrepancy? Incidentally, Chapel Hill cited Rashkis Elementary as a reason to move the light rail line completely out of Meadowmont. Why the double standard?
- 8) Ms. Murdock made no mention of the **Major Transportation Corridor** overlay zone which calls for a 100 ft. undisturbed buffer beyond the interstate right-of-way as well as 50 ft. stream buffers. Streams N and NN (Figure 2D, p.K22-63) and wetland NNN on the Farrington ROMF site lie within the MTC overlay.
- 9) Ms. Murdock failed to mention that Durham Planning Director Steve Medlin wrote of the Farrington site, (quoting from a letter to Mr. Gregg Northcutt dated March 13, 2015) "**Planning Staff would be unable to support the Plan Amendment**" needed to allow the ROMF to proceed. "**We find an industrial use to be incompatible with the existing land use pattern**"... (low density residential)... "**and / or designated future land uses.**" Mr. Medlin also points out potential 100 ft.stream buffer requirements above and beyond the MTC overlay zone that "**would significantly alter the proposed footprint of the ROMF.**"
- 10) Ms. Murdock made no mention of the **EPCON / Culp Arbor sewer easement** which traverses the entire Farrington ROMF site. That easement is supposed to remain undisturbed and fully accessible for long-term maintenance.
- 11) Ms.Murdock made no mention of the underlying **geology** beneath the Farrington ROMF site which EPCON can readily provide from its soil borings from the sewer line. The rock located underground would create technical difficulties and considerable costs with respect to the digging of cisterns for stormwater retention.
- 12) Ms. Murdock failed to point out that currently, in heavy rains, **stormwater runoff** from 6 lanes of Interstate pavement alone causes Stream NN to overflow its banks and cover Trenton Rd., making the road impassable. Additional runoff from 26 impervious acres is mind-boggling.

- 13) With respect to the **Cornwallis** ROMF alternative, Councilman Schewel asked if a document purporting to be a complicating deed was indeed legal. Go Triangle representatives shrugged and answered, "**We're not lawyers.**" Perhaps they should consult one.
- 14) Regarding the **Leigh Village ROMF** option, Ms. Murdock stated there was a **potentially eligible historic site** there. Any property owner can say that they are contemplating filing for a historic designation; that does not mean that such a designation has been or will be granted.
- 15) Ms. Murdock (and the Go Triangle website and the DEIS public comment and media sections) fail to mention the **intense opposition** to the Farrington ROMF site that has erupted since the site became known to residents on June 18 (when a public meeting was held to discuss the Leigh Village Compact Neighborhood with invitations mailed by the Durham Planning Dept.) **Can it be a coincidence that the DEIS states that the comment period on scoping for the DOLRT *concluded* on June 18? It appears the Farrington ROMF was unveiled to those directly affected only when Go Triangle knew it was too late for them to participate in the selection process.**

During July, August and September, reactions from residents ranged from initial disbelief and hysteria to well researched arguments against the Farrington site. Many of those arguments were shared in writing at a meeting at Creekside School on **Aug. 18, attended by more than 200 residents.** Go Triangle collected those comments but where are they today? Not on the website or in the DEIS. Were they shared with the FTA and with local elected officials?

Speaking of **elected officials**, is it appropriate for them to serve on the board of GoTriangle and still take part in discussions, much less to vote, on DOLRT plans? Should they not recuse themselves under a **conflict of interest** policy?

Some additional truths about the DOLRT project, obscured by GoTriangle's inaccurate maps and models:

- 1) Durham citizens will be left with a tremendous tax burden to pay for a \$1.6 billion, inflexible, slow and antiquated system of trolleys (Google maps says a car can drive from Duke to UNC in 17 minutes; rail route will take 44 minutes)
- 2) DOLRT will actually add to traffic congestion because of 43 at grade crossings along its 17 mile path. Be prepared to hit your brakes not just at stop lights but for train crossings stopping traffic every 10 minutes for 18 hours a day.
- 3) Environmentally sensitive areas like Leigh Farm Park's wetlands, New Hope Creek corridor, and The New Hope River Waterfowl Impoundment and ultimately Jordan Lake would be inundated with stormwater runoff laced with grease, solvents, and detergents from a Farrington ROMF.
- 4) Property values will fall and quality of life will suffer in SW Durham residential neighborhoods sadly impacted by the 24 / 7 presence of noise and light pollution (much less the unappealing aesthetic) of an industrial rail yard
- 5) Ridership numbers have been seriously overestimated. Charlotte has a population 70% larger than that of the DOLRT area; their light rail system has never in 7 years had more than 16,000 daily boardings; DOLRT projects 23,000.
- 6) Go Triangle's ridership projections would require 20,000 people per square mile along the rail route; the reality for our area in 2035 is 4,052 people per square mile.
- 7) Fatality rates for light rail accidents across America are second only to motorcycles. Portland reports on average one accident per week.
- 8) The DOLRT route leaves out minority, low-income populations who are more transit dependent. Duke and UNC make the grade; Historically Black NC Central University does not
- 9) The Go Triangle model presumes 40% zero vehicle households; the reality is 10% in Durham and 7.4% in Orange

- 10) As an alternative to light rail, **Bus Rapid Transit** on established road corridors is more flexible and less expensive than a new fixed 50 ft right of way for steel tracks
- 11) With the rise of **Uber transportation, autonomous vehicles and “work from home”** the Armageddon of traffic congestion so feared by our elected officials is not likely to materialize
- 12) Now that Raleigh has wisely opted out of light rail, there is no Triangle-wide plan for this problematic, costly mode of transportation; **no service to the airport or to jobs in RTP**. Ms. Murdock her and colleagues need to find a new name for their company.

Finally an alternative to the Farrington ROMF site. Not the “Leigh Village” option offered in the DEIS which simply slides the Farrington site a few yards to the south. We refer to the yet-to-be-created **Leigh Village Compact Neighborhood** surrounding the proposed Leigh Village Transit Station near the intersection of NC 54 and Farrington Rd. There the expected land use, the “sell-out” plans of the property owners, the quantity of impervious surface and the density of proposed development make an industrial facility appropriate.

Leigh Village Transit Station area is going to become the paved dumping ground -- literally the 900+ vehicle parking lot -- for Chapel Hill, specifically for UNC Hospital. Why Durham’s elected officials embrace this second class stepchild treatment, we do not know. (Allowing Chapel Hill’s Meadowmont to dump the rail line into Durham’s Downing Creek is another example.) But residents from Culp Arbor to Old Chapel Hill Rd. (the portion of Farrington Rd. we want to preserve as North Carolina) do know that it makes sense to include an industrial ROMF in the vicinity of Leigh Village Transit Station: **the area destined to become Southwest Durham’s New Jersey-esque jungle of asphalt, rail lines and high density apartments (60 to 100 units per acre).**

Joni Mitchell summed it all up: “Don’t it always seem to go, you don’t know what you’ve got till it’s gone. Pave paradise; put up a parking lot.”

Figure 2D: Jurisdictional Waters Impacts



Leigh Village Compact
Neighborhood
Leigh Village Transit
Station

New Hope Creek
New Hope Waterfall Impoundment

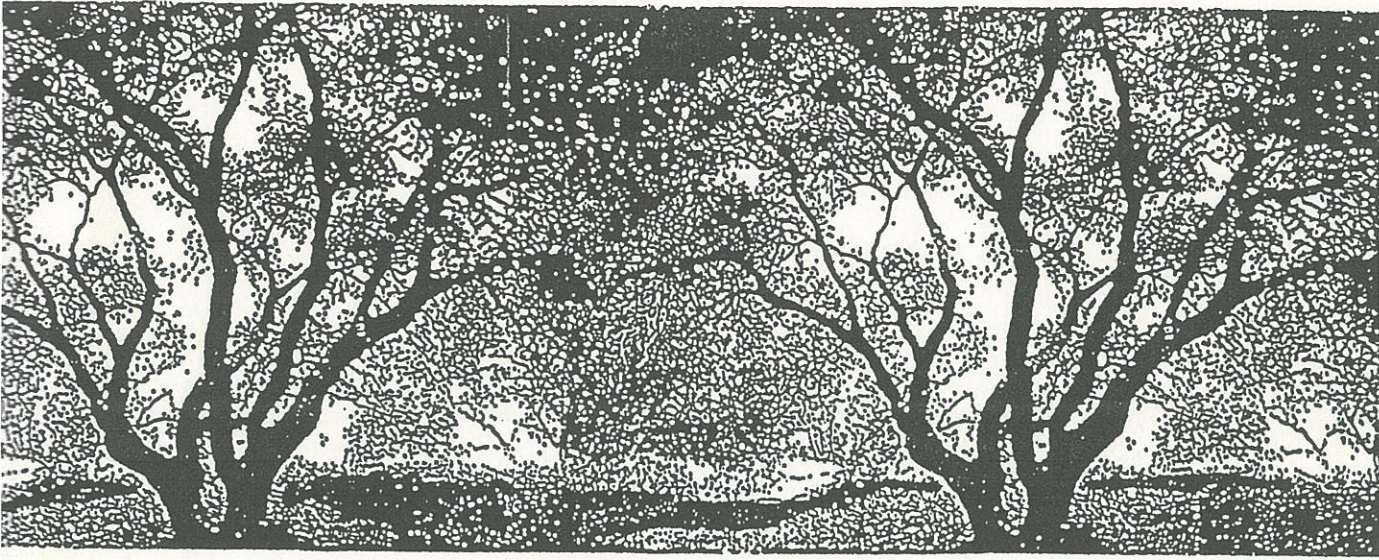


NOVEMBER 1992

LEIGH FARM MASTER PLAN

Funded by the Junior League of Durham and Orange Counties

COULTER ASSOCIATES Landscape Architects - Land Planners
Durham, N.C.



NEW HOPE CORRIDOR OPEN SPACE MASTER PLAN

**COULTER ASSOCIATES, Landscape Architects & Land Planners
and
NEW HOPE CORRIDOR ADVISORY COMMITTEE**

for

**The City of Durham
Durham County
Orange County
and
The Town of Chapel Hill**

April, 1991

DEIS for DO-LRT Project

DEBBIE

Sent: 9/20/2015 8:01 PM

To: rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov

Cc: eric.c.alsmeyer@usace.army.mil, john.t.thomas.jr@usace.army.mil, council@durhamnc.gov, commissioners@dconc.gov, tom.englund@frontier.com, ellenmichelson@gmail.com, lisa.brach@gmail.com, alex_ncus@yahoo.com, bhbaek@gmail.com, mikekoerber1@gmail.com, k.vincentjohnson@gmail.com, ytrembath@gmail.com, healy@duke.edu, rosetta.radtke@durhamnc.gov, director@piedmontwildlifecenter.org, info@ourtransitfuture.com, lhorsch@heraldsun.com

Dear Mr. Ridings and Ms. Vanderwiele,

I am writing to thank you for responding to my August email outlining concerns about the proposed Farrington ROMF site for the Durham-Orange Light Rail Project.

I was grateful to read your statements that "selection of the preferred alternative is based on the least environmentally damaging practical alternative" and "We will be looking for the alternatives that are practical with the least possible environmental impacts to streams, wetlands and riparian buffers."

The DEIS Water Resources Technical Report (Appendix K-22), indicates:

- 1) in section 5.2.2.1 that the Farrington ROMF site would have (at 638 linear feet) the **highest** total of estimated stream impacts (See Table 4: Summary of Estimated Stream Impacts)
- 2) in section 5.2.2.2 the **greatest** impact on wetlands (See Table 5: Summary of Estimated Wetland Impacts)
- 3) in section 5.2.3, the **largest** riparian buffer impacts (Please note Streams N and NN which flow beneath I-40), requiring **193,790** riparian buffer credits (See Table 6: Summary of Estimated Riparian Buffer Impacts)

I would also like to draw your attention to **Figure 2-D on p. K22-63**. I assume the study area included only the actual footprint of the ROMF, but please cast your eye to the right of the purple footprint, directly across the Interstate where the stormwater runoff from 26 acres of impervious surface (stormwater laced with grease, solvents, detergents and other chemicals) will flow via streams N and NN. **That abundance of greenspace adjacent to I-40 and the Farrington ROMF is Leigh Farm Park, an 86 acre preserve including wetlands (identified by the Army Corps in the 1980's), bottomland hardwood forest, alluvial soil, hiking trails, Piedmont Wildlife animal rehab. center and nature camps for children and a National Historic Register 1834 farmhouse with its outbuildings.** The park was created after years of effort through a public - private partnership including the Jr. League of Durham and Orange Counties, Durham Parks and Rec., Triangle Land Conservancy, Durham Historic Preservation, the New Hope Creek Corridor Advisory Committee, New Hope Audubon and Preservation North Carolina.

Go Triangle's charts indicate zero impacts on recreational areas, parklands, hiking trails, alluvial soils, wetlands, and bottomland hardwood forest at the Farrington ROMF site. From my perspective this is

misleading and inaccurate given the dramatically negative impact that Leigh Farm Park and ultimately the New Hope River Waterfowl Impoundment and Jordan Lake will suffer as a direct result of runoff from the Farrington ROMF.

We know about runoff from first hand experience. For 30 years we have lived on Trenton Rd. (visible at the top of p.K.22-63) and in heavy rain, Trenton Rd. overflows from the runoff generated solely by the interstate pavement. The idea of 26 additional acres of impervious surface is hard to fathom. We will be inundated, along with the park's wetlands and forests, the wildlife that follows the corridor from Duke Forest to Jordan Lake, the hundreds of children (and the animals) who enjoy Piedmont Wildlife's nature camps, even the ducks in the waterfowl impoundment.

Furthermore, we, like other Trenton Rd. residents, drink from a well, and the idea of the ROMF polluting our drinking water is disturbing. The DEIS does not address this concern adequately saying only "Wells would not be affected by the operation of light rail vehicles because the vehicles do not have gasoline or oils that could spill and contaminate the groundwater." WHAT ABOUT SPILLS AT THE ROMF SITE with its concentration of pollutants? The DEIS simply states that runoff measures would mitigate the problem. We are not convinced, particularly in light of the geology beneath the ROMF site. The solid rock located there would require expensive and extensive blasting. We experienced this first hand when the sewer line for the Culp Arbor neighborhood was installed and it can be verified by speaking with Epcon Associates, the developer of Culp Arbor.

We would also like to point out that the public involvement / comment section of the DEIS is misleading. Although I have been "registered" with the City/County Planning Department for 30 years as founder and president of Farrington HARP neighborhood association, as God is my witness, my neighbors and I (including those whose houses will be obliterated by the Farrington ROMF) knew nothing about its existence until June 18, 2015 when it was presented at an event at Creekside Elementary as a fait accompli. I was there after receiving a notice in the mail from the Planning Dept. to discuss land use densities and boundaries for Leigh Village Compact Neighborhood. Also present that night was a representative of Go Triangle asking about mitigation suggestions for the "done deal" of a Farrington ROMF. I left that meeting in a state of shock.

Several weeks later, on Aug. 18 another meeting was held at Creekside School and approximately 200 upset residents (invited by emails, phone calls and visits from residents of the affected neighborhoods) came to express their concern and dismay about the Farrington ROMF. As I circulated among the crowd, I saw comments posted on ubiquitous flip charts objecting to the ROMF on grounds of incompatibility of land use in a low density residential area, contradiction of the Future Land Use Map, concerns about falling property values, concerns about impervious surface and stormwater runoff, about the Major Transportation Corridor overlay zone, Leigh Farm Park, New Hope Creek Corridor, Piedmont Wildlife camps and habitat rehabilitation, well water, evacuation plans for Creekside School, chemicals to be used on site, 24/7 noise and light from a facility that would employ more than 100 people and never close, and failure to communicate on the part of Go Triangle. There were people strongly calling for the no build option. Newspaper articles and op-ed pieces have been written highlighting our objections. But the website and DEIS do not reflect this opposition in their media coverage and public comment sections. One Go Triangle powerpoint even stated that the Farrington ROMF site has the "most stakeholder support." That may have seemed true back in June before the affected residents knew about it. Where are the myriad objections raised in July and August and continuing to the present moment? The DEIS states "NEPA regs. require that transportation projects provide a transparent, inclusive mechanism for

identifying and engaging stakeholders meaningfully as well as documenting feedback." Go Triangle has failed remarkably in that area.

Finally, if the light rail project proceeds, I would suggest an **alternative to the Farrington ROMF**. Look within the Leigh Village Compact Neighborhood (preferably after the light rail tracks cross Farrington Rd. heading toward Chapel Hill...in the vicinity of the Leigh Village Transit Station.) Dozens of landowners in this area have banded together to "sell out" and densities akin to Manhattan or as we call it, New Jersey, are envisioned there. Since that location is going to be paved over and all semblance of low density residential land use abandoned, why not consider putting the industrial facility there?

Thank you for your time and attention and thank you especially for your stewardship of North Carolina's environmentally sensitive lands and watercourses.

These comments are being copied to Go Triangle (info@ourtransitfuture.com) to be incorporated into the public record of response to the DEIS.

Debbie and David McCarthy

1 great in terms of just listening. We
2 don't always agree, but that's how
3 politics work. So thank you very much.

4 MR. JOYNER: Thank you.

5 MS. DEBBIE McCARTHY: Okay.

6 MR. JOYNER: Do you want to wait a
7 minute until everybody is seated so we
8 don't have a --

9 MS. DEBBIE McCARTHY: Oh. Thank
10 you.

11 MR. JOYNER: Yeah, let's wait just
12 a second and make sure everybody gets
13 seated.

14 MS. DEBBIE McCARTHY: Is it okay
15 to go?

16 Good afternoon. I'm Debbie
17 McCarthy, . When
18 Ms. Murdock made a presentation to the
19 City Council work session on September 10,
20 she left out a few things. She failed to
21 mention that the Farrington ROMF site
22 would require the highest number of
23 residential relocations, six, of any of
24 the sites.

1 She failed to mention that,
2 according to the DEIS, it had the worst
3 environmental score, the highest number of
4 estimated stream impacts, 638 feet, the
5 greatest impact on wetlands and the
6 largest riparian buffer required, 193,790
7 riparian buffer credits needed. This is
8 in appendix K2 of the DEIS.

9 She omitted from her chart of
10 impacted parks the amazing Leigh Farm
11 Park, an 86-acre nature preserve that took
12 ten years of public and private effort to
13 preserve, is the anchor of the trail
14 system, and it's the home of Piedmont
15 Wildlife where hundreds of children enjoy
16 nature camps. It includes wetlands,
17 slopes, hiking trails, hardwood forest,
18 and it's going to be inundated by the
19 purple monster ROMF, which is going to
20 bleed massive quantities of runoff through
21 two streams N and NN that have been
22 identified in the DEIS. They run directly
23 under I-40 and will flood Leigh Farm Park
24 and Trenton neighborhood.

1 There will also be toxicity in
2 that runoff from the chemicals involved at
3 the ROMF, and those of us who drink from
4 wells on Trenton Road are not happy about
5 that. It will not be easy to mitigate
6 because the geology beneath the ROMF site
7 is incredibly hard rock. Ask them about
8 that.

9 There were mapping errors evident
10 also in the presentation. I've shown on
11 my map the exact location of all the
12 things that can be confusing. There's the
13 park, there's the ROMF, there's the
14 transit station in a compact neighborhood.
15 The exact location of these things is
16 important, and we encourage you,
17 GoTriangle and elected officials, to come
18 and take a tour with us so we can show you
19 exactly where they are.

20 Ms. Murdock also included state
21 funding would probably be 25 percent when,
22 in fact, it's more likely to be 10 percent
23 or less. So the Durham citizens are going
24 to be left with a huge tax bill.

1 Many people who oppose the rail
2 are wearing red today. I am not wearing
3 red. I'm wearing black. I'm in mourning
4 for the loss of the Farrington corridor
5 which for generations has been a lovely
6 greenbelt between Durham and Chapel Hill.
7 It's now going to be lost. Its
8 environmental sensitivity, its history,
9 its beauty is going to be engulfed by
10 Chapel Hill, and it's going to be buried
11 in asphalt.

12 MR. JOYNER: Thank you.

13 MS. MARGARET MILLER: My name is
14 Margaret Miller. I live at 4311 Trenton
15 Road, Chapel Hill, North Carolina, but
16 it's in Durham County and Durham City.

17 In her presentation to the
18 council, Ms. Murdock failed to mention the
19 proximity of Creekside Elementary School,
20 which is closer to the Farrington ROMF
21 site than the Levin School [sic] and the
22 Maureen Joy Charter School to the proposed
23 Cornwalis ROMF, both cited as reasons not
24 to select Cornwalis. Why the discrepancy?

DOLRT Comments: Land Use

DEBBIE [augustineproject@msn.com]

Sent: 10/2/2015 6:22 PM

To: info@ourtransitfuture.com, ereckhow@gmail.com, wjacobs@dconc.gov, steve.schewel@durhamnc.gov, diane.catotti@durhamnc.gov, bill.bell@durhamnc.gov, council@durhamnc.gov, commissioners@dconc.gov, brendahowerton10@yahoo.com, healy@duke.edu, director@piedmontwildlife.org, lhorsch@heraldsun.com, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, alex_ncus@yahoo.com

A sad and seriously detrimental aspect of the proposed DOLRT system is the effect it is having on land use planning along the Farrington Road corridor in SW Durham. Farrington Rd. has been for generations a low density residential, historic, environmentally sensitive greenbelt separating Durham and Chapel Hill. The DOLRT route and especially the Leigh Village Transit Station have led landowners, developers and planners (and their lobbyists) to join together and push for the creation of the Leigh Village Compact Neighborhood.

This 336 acre area site (from Culp Arbor south to NC 54) will include a massive 900+ car park-and-ride lot (to serve Chapel Hill...because Chapel Hill officials say land at the Friday Center is too valuable for this use) and development density ranging from 60 to 100 units PER ACRE. Taking the low end of that spectrum would allow for 20,000 dwelling units on the south end of Farrington Rd. TWENTY THOUSAND UNITS...a density unique in the state of North Carolina. Imagine the impact on schools, roads, water usage, sewer treatment etc. The infrastructure demands are mind-boggling and the environmental impacts staggering (Runoff would impact both New Hope Creek and Little Creek).

These numbers mean a huge payoff for the landowners, developers and lobbyists and they mean manna from heaven for Go Triangle. The transit company desperately needs to manufacture riders for their trolley cars since actual numbers fall so far short of what is required to justify the project. Even with the Leigh Village hypothetical riders factored in, the numbers fall short by a factor of 5 according to 2035 population projections within the transit area.

Incredible density serves the rail line; the rail line demands incredible density: which came first, the diseased chicken or the rotten egg?

The rezoning process on Farrington Rd. is about to begin. The Durham City County Planning Commission is holding a hearing on Oct. 13 at 5:30 pm at City Hall to consider the first domino to fall: 19.9 acres on Farrington Rd. from NC 54 to Rutgers Pl.

One final note: the Leigh Village Compact Neighborhood should be considered as the ideal location for the ROMF. All of the current landowners are selling out so there would be no displacement or homeowner objection, and industrial use seems entirely appropriate in an area designated to become an impervious jungle.

Debbie and David McCarthy

DOLRT Comments

DEBBIE

Sent: 10/12/2015 3:22 PM

To: info@ourtransitfuture.com, council@durhamnc.gov, commissioners@dconc.gov, john.t.thomas.jr@usace.army.mil, rob.ridings@ncdenr.gov, vanderwiele.cynthia@epa.gov, stanley.a.mitchell@dot.gov, eric.c.alsmeyer@usace.army.mil, phil.berger@ncleg.net, tim.moore@ncleg.net

Cc: alex_ncus@yahoo.com, tom.englund@frontier.com, director@piedmontwildlifecenter.org, lisa.brach@gmail.com, marciarea@me.com, ndsjohnson@gmail.com, ppost@ppaengineering.com, ssbraccia@wncn.com, lhorsch@heraldsun.com, "David McCarthy" <davidmccarthy@msn.com>

Winston Churchill, while gathering intelligence during World War II, said, “The most important thing in the world is the truth. It is so important that it is often defended by a bodyguard of lies.”

Let us visit one such bodyguard of lies, quoted directly from Chapter 9 of the DEIS for the Durham-Orange Light Rail Transit System: “For Triangle Transit, education, inclusion, transparency, accountability and responsiveness have been key principles of the planning process in the Durham Orange Corridor from before the AA was compiled in 2012 through the ongoing NEPA and Project Development Process.” Promising to engage the public as required by state and federal law, Chapter 9 also states that Triangle Transit’s PIP would “provide opportunities for stakeholders to have early and continuous participation in the decision making process”... including “an interactive and iterative process to develop and refine the alternatives considered in the DEIS.” Scoping meetings were initiated in April 2012 and **ended June 18, 2015**. Their purpose was to allow stakeholders to learn about proposed alignments and provide technical comments, thereby participating in “defining alternatives and identifying potential social, economic or environmental issues.”

Furthermore, in section 9.3.2, **Go Triangle states that in 2013 and 2014, it assembled a list of 300 agencies (including neighborhood associations) in and around the D-O corridor, contacted each and offered to participate in meetings with them.**

The names of the neighborhoods and the school within ½ mile of the Farrington Rd. / Leigh Village ROMF sites are: Culp Arbor, Glenview Park, The Enclave, Five Oaks, Chicopee Trail, Prescott Place, Trenton, Weston Downs, Maida Vale, Marena Place, Blenheim Woods, The Oaks III and Creekside Elementary School. In 1987 I founded and registered with the Durham Planning Dept. an overarching neighborhood association covering the entire Farrington corridor from Old Chapel Hill Rd. to NC 54. It is called Farrington Homeowners Allied for Residential Preservation (HARP) and as president of that organization for 29 years, I receive scores of notifications about land use and transportation matters. **But my neighbors and I knew NOTHING about the Farrington Rd. ROMF site (or even what a ROMF was) until June 18, 2015, the date upon which Go Triangle CLOSED the scoping period for the DOLRT project.**

To confirm that we were totally (and we believe, purposefully) left out of the communication process, **read pages 9-16 through 9-24 of Table 9.3.3 of the DEIS: “Small Group, Neighborhoods, Agency and Stakeholder Meeting List.” There you will find listed NOT ONE of the neighborhoods (nor the school) mentioned above.** Yet these are the people who would be most directly and devastatingly affected by 26 acres of impervious surface in the form of an industrial rail yard, a land use that is

decidedly incompatible with the low-density, residential, historic, environmentally sensitive Farrington corridor. Six homes would be demolished; hundreds of other residents would have to live with the consequences of 24 / 7 light and noise from a facility that never closes; with toxic stormwater runoff flooding their streets and yards and polluting their wells; with the damage to recreational and educational and historic resources at Leigh Farm Park with its New Hope Creek hiking trails and its Piedmont Wildlife Nature Camps enjoyed by hundreds of children; with the most severe impact on wetlands, streams and riparian buffers of any ROMF site considered; with serious disruptions at Creekside Elementary School where more than 950 children are enrolled in grades K-5.

Having encountered opposition to all the other ROMF sites whenever those living, learning or worshipping in the vicinity were involved, (this is evident from the list of meetings in Table 9.3.3), it seems clear that Go Triangle made the decision late in the game to **choose the Farrington ROMF alternative without alerting anyone who could speak out against it.** Despite the “bodyguard of lies” statement that all stakeholders had been heavily involved, there were during the Scoping period, **no phone calls, no direct mailings, no emails** received by any representatives of the affected neighborhoods (or the school) surrounding the Farrington site.

Incidentally, by layering on top of each other two almost identical ROMF sites (Farrington Rd. & Leigh Village footprints are nearly indistinguishable), Go Triangle attempted to stack the deck in their ROMF Alternatives Preferences Survey, combining the votes from 2 named locations into one result. **Separately, Farrington Rd. was preferred by 17% of respondents; Leigh Village by 9%, the 2 lowest scores of all the choices offered. (See Table 9.3-12)**

Having been invited by Durham City/County Planning to a meeting at Creekside School to discuss the Leigh Village Compact Neighborhood on June 18, I learned of the Farrington ROMF. Stunned, I encountered the ever smiling Mr. McDonough, a Go Triangle employee who wondered how we might like to mitigate the ROMF which was, he assured us at this point in the process, a *fait accompli*. A nice noise abatement wall perhaps? Some downward facing light fixtures? Cisterns to collect runoff? But a multi-story office building will bounce sound across the Interstate directly into Trenton, Prescott Place and Leigh Farm Park. Can that noise abatement wall on the East side of I-40 be four stories high? And it will cost a fortune to dynamite those cisterns into the hard rock that lies beneath the Farrington ROMF site. The 24 hour light, noise and runoff will be devastating to wildlife traversing the New Hope Corridor. Suppose there is an accident and a need to evacuate 900+ children from Creekside Elementary School. How about the need to rebuild Trenton Rd. to prevent flooding from 26 impervious acres? And the need to provide city water and sewer for those with wells and septic systems. How does one un-poison the groundwater or un-pollute Leigh Farm Park or New Hope Waterfowl Impoundment or Jordan Lake? How does one relocate a family dealing with life threatening illnesses and a full care, special needs adult child? Some monsters are simply too big and too costly to mitigate. The Farrington Rd. ROMF is such a monster.

There were 2 additional neighborhood meetings. One was held at Culp Arbor on June 24, with residents' reactions ranging from hysteria to rabid anger at having been left out of the decision-making process. Then, at the prompting of elected officials who were getting an earful from Farrington area residents, Go Triangle scheduled another meeting: Aug. 18 at Creekside School. More than 200 residents showed up this time. Go Triangle provided forms with mitigation choices; residents refused to comply and instead wrote “No Build” and listed litanies of other objections like those already mentioned...incompatible land use, falling property values, noise, light, stormwater runoff, damage to Leigh Farm Park, to the New Hope Creek, to Jordan Lake, to Piedmont Wildlife's Nature Camps, to

Creekside School etc. People wrote letters to the Editor and neighborhood listserves buzzed with anti-rail and anti-ROMF sentiments. **But by reading the “bodyguard of lies” that constitutes the DEIS, one would have little or no idea that anyone objected to the Farrington ROMF. The outcry was neatly sandwiched by Go Triangle between the end of the Scoping Period and the beginning of the Comment Period for the DEIS...a limbo land, an invisible black hole into which Farrington residents poured their seemingly ineffectual anguish, energy and effort.**

And yet...remember Mr. Churchill’s statement and the outcome of his determined quest. Those who live near the Farrington ROMF have no intention of giving up, and we rest assured that ultimately, in the words of another famous Englishman, “Truth will out.”

Debbie McCarthy

Durham County

Get Involved Contact Form

Mary McCluer |

Sent: 10/12/2015 2:58 PM

To: info@ourtransitfuture.com

Name: Mary McCluer

Phone Number:

Email Address:

Message Body:

Excellent public transportation is one of the cornerstones of a great city. Consider Paris with its metro that departs every 5 minutes and connects to a major train station with destinations all over Europe. How convenient is that? Bogota, Columbia had a visionary mayor who created a state-of-the-art bus system so plush, so modern, that even the middle class preferred it to driving in their cars. He also put in well-lit bike paths and city parks to for short commutes. He cleared out slums and put in tiny, basic homes along bus routes. The result was a once corrupt, crime-riddled, dangerous city became safer, happier, with a greater sense of shared community. Community is built on shared spaces, and transit can be a key part of that. When more people use transit, they trust their neighbors more, they feel a greater attachment to and pride in their community. Seattle, WA used Amtrak rails to link the north, south, and east corridors to downtown using commuter trains called the

"Sounder." The Sounder is so popular in Seattle, people have to arrive early to the park-and-ride lots or their fill up. On board, the seats are big, comfortable, with tables and free Wi-Fi. People read or even work on their commute in. And they never worry about delays from congested traffic, something drivers chance every day.

Light rail is great because it won't get stalled in the same traffic as cars. Start with express routes for rapid service to build favor with those who would otherwise drive. Once you curry favor with the middle-income commuters, you know you're here to stay. They will support bond measures to keep you going. Get your ridership up, then expand to service greater areas. Hope you succeed!

--

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

Comments for the "Light Rail Transit Project"

Steve McDowell

Sent: 9/11/2015 4:16 PM

To: info@ourtransitfuture.com

I have two questions for the project:

1. Will the Light Rail system financially support itself through ridership? What will the expected ridership be once fully operational?
2. In view of the costs of the project, could the money be spent in other ways to help support population growth and the community that may be more beneficial and be able to be implemented sooner?

Thank you in advance for your answers.

Steve McDowell

Comments on DOLRT DEIS

Patrick

Sent: 10/14/2015 12:00 AM

To: info@ourtransitfuture.com

Dear FTA and GoTriangle,

I am writing as a resident of Orange County who commutes to Durham County and is a current user of transit in the Triangle region. While it is never possible to make everyone happy on a large project such as this, I believe that across the various big decisions that the DOLRT DEIS addresses, the recommendations in the NEPA Preferred Alternative are sound and represent an appropriate balance of the strategic issues in each situation.

Beyond the NEPA Preferred Alternative, I make the following comments for your consideration.

1. The DOLRT line is a great start for a pair of counties that already embrace transit, but to the maximum extent possible, additional design refinements in the next phase should place a high priority on making sure the line can be extended to Downtown Chapel Hill and Downtown Carrboro to the west, and to North Carolina Central University to the south of the east end of the alignment- in future phases. Central Chapel Hill/Carrboro displays some of the highest transit usage and non-auto commuting rates in the entire southeast, and is already seeing mixed use development that other cities with light rail would love to have develop around their stations. NCCU is a great destination not only because it is the third major university in the two counties, but because it also shows strong existing transit use, has constrained parking, and is surrounded on multiple sides by neighborhoods that are more likely than most in the two counties to have households with fewer cars than workers.
2. In both Durham and Chapel Hill/Carrboro, there are significant investments being made in bicycle infrastructure that will complement the DOLRT. I strongly encourage that stations have ample bicycle parking, and that it be covered. The Chapel Hill library provides a good example but the roof could be a little lower to prevent rain from hitting bikes parked at stations.
3. While I expect the DOLRT line to perform well from end to end, it is reasonable to expect varying demands for service frequency in the off peak along the line. Demand for service is likely to be higher from Leigh Village to UNC Hospital and LaSalle to Alston than in the segment between LaSalle and Leigh Village station. In the next design phase, GoTriangle should explore any appropriate ways that trains could be short-turned east of Leigh Village and sent back to UNC, or short-turned west of LaSalle and sent back to Alston. This way the line could operate at 20-minute headways off-peak but add frequencies between the 20-minute trains during special periods of demand in those two segments most likely to experience higher off-peak ridership. This would be more cost effective than running peak service from end to end, and would allow GoTriangle rail operations staff to make individual, separate decisions about whether to run additional off peak service on either end of the line.
4. Given the strong emphasis on investing in non-highway modes in Durham and Chapel Hill, if at any point the line faces cost-cutting engineering studies, I recommend cuts to station access facilities

should be made to park-and-ride access facilities before any cuts to bus access, bike access, and pedestrian access facilities are contemplated.

5. As someone who has lived around and driven around light rail in several other US cities, I believe the at-grade crossings at Littlejohn Rd and Downing Creek Parkway are appropriate. Anyone who has used a stop light should be able to safely engage with the warning gates at these crossings.

6. I have also seen a suggestion that the Downtown Durham light rail station be moved away from the bus station and closer to the Amtrak station- this does not make sense to me as there are many, many more daily users of the Durham bus facility than there are people riding Amtrak trains. The station GoTriangle has proposed has a very easy walk to the buses, and still a reasonably easy walk to Amtrak under the Chapel Hill Street bridge. The downtown Durham station is in the right place.

Thank you for the opportunity to comment.
Patrick McDonough

Section 106

Patricia M. McDonald

Sent: 10/13/2015 3:43 PM

To: info@ourtransitfuture.com

To Members of Our Transit Future:

Please find attached our comments from Duke Memorial UMC regarding the Durham-Orange Light Rail Transit Project.

If you have additional questions, please contact the individuals listed on the letter.

Patricia M. McDonald
Office Administrator

Duke Memorial United Methodist Church
Durham, NC 27701
(www.dukememorial.org

Office Hours:

Monday-Thursday, 9 am – 4:30 pm

Friday, 9:00 am – 1:00 pm

[Like us on Facebook](#)

Attachments:  [Duke Memorial UMC Light Rail Letter.pdf](#)

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Heather Rodrigues, Pastor
Melissa Florer-Bixler, Minister of Nurture
Gair McCullough, Minister of Youth
Patricia McDonald, Office Administrator
Cullen McKenney, Minister of Adult Discipleship and Witness
Cyril Murphy, Minister of Music
Harriet Putman, PMO Director
Joe Stevens, Property & Operations Manager

October 12, 2015

OurTransitFuture
P O Box 530
Morrisville, NC 27560
And via email: info@ourtransitfuture.com

Re: Comments regarding Durham-Orange Light Rail Transit Project

The Trustees of Duke Memorial United Methodist Church would like to thank Ms. Juanita Shearer-Swink for meeting with our group of church representatives in July and giving us an overview of the proposed Durham-Orange Light Rail Transit Project. From a community perspective, our Church is supportive of light rail that will provide affordable transportation for the citizens of Durham, Chapel Hill and the surrounding communities.

As a vibrant and growing downtown Durham congregation, our church has an active preschool program (Duke Memorial Weekday School est. 1950), a Parents Morning Out program, and multiple missional activities and connections that support and engage the historic West End neighborhood and downtown Durham. In addition to our outreach and mission programs, we feel extremely fortunate to be housed in a property listed on the National Registry of Historic Places. Our congregation was founded over 125 years ago and has witnessed and adapted to the many changes of the downtown landscape.

We have significant concerns about the land that will be taken by the Light Rail path and the impact on the safety of our children's programs and parking availability. Our limited available parking that we own does not always meet our needs, and as such we could not be in favor of a plan that would reduce the number of parking spaces adjacent to the church. We have been told that the Light Rail will encroach into our parking area by approximately 50 feet. We have also been told that during construction – estimated at six months for our section – that an additional 100 feet into our parking area would be needed for construction activities. Currently, the only adjacent property where we are permitted overflow parking on Sundays is the small parking lot beside the Olive and Olive building and across the street at the Police Department. The Police Department will be moving in the next few years and it is reasonable to assume that property may no longer be available to us for overflow parking on Sundays. During construction, the Olive and Olive building would be demolished and that parking also would not be available.

As a church with almost 24-hour activity, Sundays are not the only time when parking is a challenge. We also have serious concerns of how parking will be coordinated during the construction period because our parking lot is currently filled to capacity on weekdays with Church staff, visitors, and parents and teachers of our preschool programs. Our preschool parents need parking in very close proximity to the Church. Crossing busy streets can be difficult with young children in tow.



Heather Rodrigues, Pastor
Melissa Florer-Bixler, Minister of Nurture
Gair McCullough, Minister of Youth
Patricia McDonald, Office Administrator
Cullen McKenney, Minister of Adult Discipleship and Witness
Cyril Murphy, Minister of Music
Harriet Putman, PMO Director
Joe Stevens, Property & Operations Manager

Therefore, we believe strongly that the construction phase of the project with the lack of parking will create a significant hardship to our preschool programs as parents drop off and pick up children on weekdays. DMWS is able to operate a carpool line that helps lessen the parking burden somewhat, but the PMO program necessitates that parents park and walk their children into the Church. Traffic is heavy around 9am (drop off time) and many cars use Memorial Drive as a cut through between Duke and Gregson streets. Because of these concerns, we believe adequate parking in very close proximity to the Church is a safety consideration and not just a matter of convenience. If the light rail project is to move forward, we must be permitted access to reasonable parking accommodations within close proximity of the Church as well as safe, adjacent areas during the construction period.

It is our desire that our Church be assisted in acquiring all the remaining land in our city block so that after the Light Rail is completed we can replace, at minimum, our current footprint of parking. Once the Light Rail is completed and operating, we also have concerns that our members coming from west Durham and north Durham would not have convenient park and ride locations if they wanted to come to church (and downtown) by light rail.

We very much appreciate your efforts in bringing Light Rail to our community. We understand that there will be challenges along the way and hope that Duke Memorial can be a productive partner in this endeavor. We are confident that if GoTriangle understands our parking and safety requirements that we can structure a plan that will work for all stakeholders.

Please feel free to contact me directly or our Senior Pastor, Heather Rodrigues, with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric J. Miller".

Eric J. Miller
Chair, Trustees of Duke Memorial United Methodist Church

A handwritten signature in blue ink, appearing to read "Rev. Heather Rodrigues".

Heather Rodrigues
Pastor, Duke Memorial United Methodist Church

1 times changing from 34 minutes in 2011 to
2 42 to 44 in the DIS, elimination of 700
3 parking spaces, changes in alignments,
4 such as C1 to C2A that was supposed to be
5 a minute shorter and increase a thousand
6 daily boardings, and all of the original
7 estimated daily boardings have been pushed
8 out five years to 2040, despite all of
9 these changes, the daily boarding
10 projections remain unchanged at 23,000
11 daily boardings. For this reason, these
12 are fatally flawed models and we recommend
13 no build. Thank you.

14 MR. JOYNER: Thank you.

15 MS. RAMONA MCGEE: There we go.
16 My name is Ramona McGee, and I'm an
17 attorney with the Southern Environmental
18 Law Center. Our address is
Chapel Hill,
20 North Carolina 27516.

21 The Southern Environmental Law
22 Center or SELC is a 501(c)(3) non-profit
23 organization working to protect the
24 natural resources of the Southeast. In

1 particular, we work with a wide range of
2 environmental groups across the state
3 advocating on transportation issues. SELC
4 is pleased to indicate our enthusiastic
5 support for the Durham-Orange Light Rail
6 Transit Project and the selected routes
7 identified in the Draft Environmental
8 Impact Statement. We see this project
9 generating many benefits, including to the
10 environment and to community health. The
11 environmental benefits of light rail are
12 well established. By reducing the number
13 of cars on the road, the system will help
14 improve air quality and reduce emissions
15 of climate-changing greenhouse gases.

16 Further, we expect that a fixed
17 transportation system such as the light
18 rail line will help shape land use along
19 the corridor as Orange and Durham Counties
20 continue to grow. As to the positive
21 effects on community health and quality of
22 life, the light rail system will combat
23 congestion, long commute times, and time
24 wasted behind the wheel. Such an active

1 transportation solution will also benefit
2 overall community physical and mental
3 health.

4 While we are supportive of the
5 project and the routes, we appreciate that
6 some concerns remain regarding possible
7 equity and accessibility impacts as a
8 result of the project's location in
9 Durham.

10 Nonetheless, we are pleased that
11 GoTriangle has adopted a thoughtful
12 approach to collaborating with the
13 affected communities in resolving these
14 issues, and we are hopeful that this
15 collaboration will continue.

16 Again, SELC is happy to share our
17 overall support for this project and the
18 identified routes. We are carefully
19 reviewing the DEIS and will be submitting
20 more thorough written comments soon.

21 Thank you.

22 MR. JOYNER: Thank you. Next
23 speaker, please.

24 MR. KEITH CAMERON: My name is

Go Transit Light Rail Plans

julie mcclintock

Sent: 10/13/2015 5:22 PM

To: info@ourtransitfuture.com

Sirs:

I am a former elected official from Chapel Hill who supported the original rail route when it included Wake County. I no longer think the project is fiscally responsible, nor one that will address the growing congestion needs in Chapel Hill/Carrboro.

The route violates a basic core planning principle - the route is not planned where the people are located. UNC and DUKE Hospitals no longer offer centralized services. Living patterns are dispersed. I question the TTA's assumptions about expected riders between Duke and UNC; they have not been forthcoming in providing their assumptions and models.

I attended all the MPO sponsored planning sessions for relieving congestion on Highway 54. I was impressed to hear the professionals testify that the proposed light rail would do little to relieve congestion on this major artery which connects to the more urbanized areas located to the east. Far more people commute between RTP and Chapel Hill than between Durham and Chapel Hill. Go Triangle has not directed resources and routes toward the areas that need to be served, i.e. destinations like Raleigh Durham Airport and Research Triangle Park with the surrounding urban areas.

I have resided here nearly 50 years, and I've seen number of changes over that period. When Wake County dropped out of the rail plan that signaled to me an end to regional cooperation, at least for a rail system. Raleigh is the area that is growing the fastest, not Orange County or Chapel Hill. Much of Durham and Orange counties remain rural and I have become convinced that a bus system is much better adapted to our forms of growth and development. We have a successful fare free bus system in Chapel Hill that is now suffering from federal and state cutbacks. This has set in motion a circumstance where the Town is cutting routes, not adding them.

Recently our Town Council approved a new 2020 Comprehensive Land Use Plan. The rail line does not serve the growth areas outlined in the new plan. Our Chapel Hill Planning Board did not endorse the rail plans either. Both suggested routes will do environmental damage to wetlands and low areas that are not good candidates for future development.

It's time to reevaluate our transit needs.

Julie McClintock

Chapel Hill, NC 27514

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Melody McNair Email: [redacted] Telephone: _____
Mailing Address: _____ City: Durham Zip Code: 22703

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:

Would be beneficial to link rail between
major hospitals + universities. I support.

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

Andrew Meadors

Sent: 10/1/2015 2:28 PM

To: info@ourtransitfuture.com

Name: Andrew Meadors

Phone Number:

Email Address:

Message Body:

As a resident of Chapel Hill for the past 8 years and Triangle for the past 23 we Absolutely need a Light Rail system linking our thriving metropolis, exponential growth continues in our region, we must embrace the future and create a robust system for transporting people to and from local hubs of home, work, and entertainment. We cannot afford another high polluting and temporary fix like the 40-fy debacle in South Raleigh. Please build the Light Rail system, we honestly needed it yesterday !

- Andrew Meadors
Chapel Hill

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Comment on DEIS

Tom Mercer [

Sent: 9/14/2015 5:00 PM

To: info@ourtransitfuture.com

Please build more public transportation options in the Research Triangle Area.

Thank you,
Tom Mercer
27705

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Go Triangle-C2A

Nancy Meyer

Sent: 9/22/2015 10:08 AM

To: info@ourtransitfuture.com

I support the decision to choose C2A over the other alternatives for the Light Rail Transit project. It has the Corps of Engineers support and will cost less than the other 3 proposals. It will also minimize the impact to public park lands.

Thank you for your consideration.

Nancy D Meyer

D-O-LRT DEIS COMMENT

Sent: 10/1/2015 2:31 PM

To: info@ourtransitfuture.com

D-O-LRT Plan downside financial risk is excessive and uncontrollable - Why does GoTriangle persist in spending taxpayer money on the D-O-LRT project when the prospect of receiving the necessary state funds for this \$1.6B light rail plan have been reduced to wishful thinking that some day the NC General Assembly will agree to adequately fund the project? Why is there no recognition of the magnitude of financial constraint faced by this project given that the General Assembly initially limited funding to 10% not the needed 25% commitment, then capped light rail projects at a cumulative \$500K, and this cap remains in place despite a legislative effort to repeal it? The unmistakable ongoing lack of state support for this project presages a long term funding struggle and demonstrates that this project will not and cannot be financially sustained. How can this known lack of reliable and sufficient state funding be justified as a prudent, responsible and reasonable financial risk to impose on the taxpayers of Durham and Orange Counties? It is for this reason and many others that I support NO BUILD.

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS Comment

Sent: 10/1/2015 2:46 PM

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

D-O-LRT Alternatives Analysis is skewed to result in LRT despite its lack of competitiveness -

If the DEIS referenced Final AA (April 2012) reflects daily projected LRT riders at 12K and BRT route/interlined riders at 17.6K (high)/16.3K (low) with transit times of 35, 39 and 44 minutes respectively, how did LRT ridership nearly double (12K to 23K) when there was a 20% degradation of LRT travel time (35 to 42 minutes)? This is of particular interest since alignment C2A was chosen for its **1** minute faster transit time over C1A with a claimed result of 1000 additional riders, can you reconcile the incongruent outcome?

Why is there no updated analysis of Bus Rapid Transit (BRT) cost/benefit including updated ridership when the rationale for its elimination was predicated on 'low ridership' (made by DEIS reference to the 2012 Final AA 2035 population) given the 2012 LRT ridership of 12K was subsequently reassessed based on the 2040 population with the result of a nearly twofold increase to 23K?

How can LRT transit time be claimed as the incentive for commuters to abandon their cars when the *DCHC Metropolitan Planning Organization's 2040 MPO MTP and CTP Alternatives – Travel Times* analysis reflects a 27 minute Chapel Hill to Durham travel time in 2040 based solely on existing and committed road improvements (E&C)? Isn't the D-O-LRT's transit time of 42/44 minutes woefully inadequate in comparison? It is for the lack of competitiveness and superior value of BRT as a regional solution that I support NO BUILD of the LRT.

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS Comment

Sent: 10/1/2015 3:03 PM

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

D-O-LRT Alternatives Analysis is skewed to result in LRT despite its lack of competitiveness -

Why, if the Charlotte metro population results in a static 16,000 Lynx riders, despite its 17% population growth and 33% increase in Uptown workers across the 7.5 years it's been operational, does the D-O-LRT DEIS predict 23,000+ daily riders for Durham/Orange's far lower population, a population that will not grow by 2040 to equal Charlotte today? Is GoTriangle aware that Charlotte has the distinction of having the worst traffic congestion in NC in 2015 notwithstanding its Lynx LRT, and has that knowledge combined with the static 16,000 riders been incorporated into the D-O-LRT ridership and traffic mitigation analysis? It is because the high level of ridership predicted is so suspect, particularly when viewed in light of the Charlotte reality that I support NO BUILD.

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS Comments

Sent: 10/1/2015 3:17 PM

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

D-O-LRT Alternatives Analysis parameters and assumptions are skewed to result in LRT as the chosen alternative -

Why was a bus rider survey used to support using a 40% zero car ownership population as a parameter underlying LRT ridership estimates when bus riders alone are not a statistically representative population to determine area residents' vehicle ownership, particularly when census data reflects no more than 10% zero car ownership in the counties?

How does this LRT plan provide the critical future flexibility of transit solutions that will be needed as our counties continue to experience changing population growth locations, employment center relocations and rapidly emerging technology advances that may easily result in the obsolesce light rail and its fixed route?

Why, particularly in this academic/technology/research centric area, were known emerging transit technology options ignored making this a circa 2015 not 2040 system and the ability of BRT to provide interim transit improvements and both cost minimization (as to LRT) and routing flexibility for the future not included in the analysis?

It is because the parameters and assumptions employed in DEIS analysis were tailored to force the result of an LRT solution that I support NO BUILD

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS Comments

Sent: 10/1/2015 3:22 PM

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

D-O-LRT Alternatives Analysis in the DEIS does not provided underlying information that would demonstrate competitiveness -

How many 'new riders' per year (year of operational start through 2040) are expected for LRT and what is total ridership per year (year of operational start through 2040)? This information is critical to a taxpayer being able to understand cost/benefit and funding risks from 2026 – 2040 and is not provided in the DEIS. It is for this lack of transparency in publicly available information that I support NO BUILD

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS

Sent: 10/1/2015 3:31 PM

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

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)?

If the goal is to support transit oriented developments, why does the preferred alignment C2A have two stations less than ½ mile apart on the same side of a major highway bypassing a 435 acre, residential/retail/commercial/medical TOD on the opposite side of the highway that has a reserved 50' wide transit guideway, whose density build approval was based on its transit route, and can be served by C1A, an alignment the Corps of Engineers stated they could support?

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)?

Why does GoTriangle rely on the blanket statement 'does not complement' land use plan when expedient to justify rejection of an alignment but does not equally apply this logic to its choice of preferred alignments? (See C2B, NHC and Farrington ROMF and Chapel Hill land use plans)

It is because the LRT alignment does not support existing and planned land use for density build developments, even though this is a stated goal, that I support a NO BUILD option.

Judith Mellyn

Chapel Hill, NC

D-O-LRT DEIS Comments

Sent: 10/1/2015 4:02 PM

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

D-O-LRT C2A Alignment has Significant Adverse Safety impacts due to location of at grade tracks and these safety issues are not mitigated -

How were the logistical and safety challenges the C2A alignment posed to users of Little John Road and Downing Creek Parkway, both roads sustaining serious adverse safety impacts, understood and evaluated by planners and decision makers when neither road was included in any of the project's traffic studies despite every other road abutting NC54 from US 15/501 to I40, as well as similar use roads internal to C1A Meadowmont, being included in these studies?

What is GoTriangle's solution to the C2A Little John/Downing Creek severe safety issues beyond the lights, gates and the allusion made to having cameras, elements that will in no way provide safe access to/from the main highway for cars, school buses, and emergency vehicles? Please provide this answer in light of the fact that the highway, referred to by transportation people as an expressway, must be turned onto from a dead stop without benefit of any traffic signal or other traffic control device, where the motorist's wait to access the highway will be behind the rail tracks and the motorist is left to hope they can navigate across the tracks and turn onto the highway before oncoming traffic forces them to stop and traps them on the tracks.

Why are merge/acceleration lanes proffered as mitigation for the unsafe conditions motorists will face trying to navigate the unsignalized, at grade crossings at Little John Road and Downing Creek Parkway when it is known that NCDOT will be building an additional travel lane on NC54 along the C2A alignment resulting in insufficient roadway space for them?

It is because significant safety issues were not addressed, despite years of requests for recognition of the severity of the issue and appropriate mitigation, that I support NO BUILD

D-O-LRT DEIS Comments

Sent: 10/1/2015 4:11 PM

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

D-O-LRT Plan is a Social Justice Failure -

In reference to a letter in Appendix G, Dr. Saunders-White, Chancellor NCCU to Mr. D. King, TTA dated April 13, 2014, why is there a mutual understanding that a light rail stop on the NCCU campus will be included in Phase Two when doing so now is held out as infeasible; this is particularly poignant in light of the Alston Avenue alignment having been for the past five years the advertised plan that drove local residents' support of the regressive transit sales tax that they are so adversely affected by?

Is there recognition that a GoTriangle representative offering a '*Phase Two* inclusion' implies this historically African-American university and its surrounding community, where the greatest concentration of minorities and low income persons reside (94% and 64% respectively), are the citizens who can continue to take the bus while LRT spending for engineering and service is centered on enriching UNC/Duke and land developer communities?

How can the mutual understanding to incorporate a stop on the NCCU campus be relied on if statements are being made a just year later that '*extending the line west of Alston Avenue would make future extension easier either to the east or south to N.C. Central University'* (May 2015, GoTriangle Planning Manager Patrick McDonough, News and Observer, J Wise article)?

It is because our most transit dependent communities should be included equally in the benefits provided by a LRT system that I support a NO BUILD option.

D-O-LRT DEIS Comments

Sent: 10/1/2015 4:19 PM

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

D-O-LRT is a Social Justice Failure -

Why should the needs of the East Alston community, particularly increased access to better jobs and educational opportunities, be compromised in the name of DEIS plan submission expediency, why isn't time taken to engineer a solution to bring the light rail to this community?

Why is affordable housing touted as driven by LRT station alignments when the experience of Charlotte's Lynx and other LRT systems across the US demonstrates that affordable housing surrounding a light rail station is but worthy hype; in reality LRT brings expensive housing, increased rents, gentrification and taxpayer subsidized civic projects?

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS Comments

Sent: 10/1/2015 4:36 PM

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

D-O-LRT has too many Significant Adverse Safety and Environmental Impacts -

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?

Why aren't elevated stations and tracks planned where safety is known to be compromised by the LRT? The worst section of the LRT alignment places the hazard of three at grade crossings all within ~ 1/3 mile (C2A route) obstructing roads needed by more than 400 families, their autos, school buses and emergency response vehicles to safely access

the main highway. How can this situation be acceptable and included in a transit system plan?

The D-O-LRT plan proposes to build unsafe at grade crossings when alternatives to avoid doing so readily exists and for this reason I support NO BUILD.

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS Comments

Sent: 10/1/2015 4:45 PM

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

D-O-LRT Plan has Significant Adverse Safety and Environmental Impacts specifically in the placement of the ROMF -

How can putting a large industrial building with its 24/7 noise and lights, and worker traffic resulting from no LRT access for ROMF employees, considered appropriate for this semi-rural residential swath of Southwest Durham?

How can the location of an at grade crossing on Farrington Road be safe when it is sited in a heavily treed area and bounded on each side by sizeable sight line blocking curves that will obscure gates or lights at the crossing giving motorists little to no warning time to react to the presence of a crossing train?

How will industrial contaminants, noise, lights, and other significant negative impacts from the presence of a ROMF in a residential neighborhood be managed and the safety of the residents and school children/school personnel be ensured?

In the event of a ROMF industrial incident have evacuation plans been developed and their effectiveness evaluated for the senior complex residents and elementary school students and personnel? It is for this unresolved issue and many others that I support NO BUILD

Is there any backup plan for placement of the ROMF if this location (Farrington) is found unsuitable?

It is because of the inappropriate, unsafe, neighborhood disruptive, zoning precluded choice of ROMF location on Farrington Rd. that I support a NO BUILD option.

Judith Mellyn
Chapel Hill, NC

D-O-LRT DEIS COMMENT

]

Sent: 10/1/2015 4:52 PM

To: info@ourtransitfuture.com

D-O-LRT Plan downside financial risk is excessive and uncontrollable - 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? Why isn't BRT, an alternative that is demonstrably more competitive as to cost, scalability and travel time being pursued as a region wide solution instead of this limited rail corridor, a slower, costlier inflexible LRT project? It is for this reason and many others that I support NO BUILD.

Judith Mellyn
Chapel Hill, NC

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Marshall McCreathen Email: _____ Telephone: _____
Mailing Address: _____ City: Durham NC Zip Code: 27707

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:

Even though I feel that it will be beneficial, I am concern with land disturbance such as removal of trees which is natural animal habitat.

Please Turn Over →

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

Subject: Light rail

From: "Roger Messier"

Date: 8/28/15 12:04 pm

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

I am opposed to the light rail as it is designed today. Light rail is extremely costly and will service a small portion of the population. It does not connect research triangle Park. It does not connect Raleigh. It does not connect to the airport. These are the highest traffic areas that need to be addressed. Not a train system that runs from Chapel Hill hospital to Duke hospital. The summary report put out by go triangle is misleading. The pictures they show are pictures of I 40 not pictures in the area of the light rail. Their figures for the cost of the light rail are under what it would actually cost. I am for improved public transportation but the light rail is a bridge to nowhere. It will not service enough of the population to make it worth it's cost. All you have to do is look at charlottes light rail and see that it has cost more and more every year and does not serve any more people since it has been initiated. A rapid transit bus service would be more flexible and would serve the area just as well without all the pollution and the cost. It seems to me that a rapid transit bus should be tried to see what the rider population would be in this corridor. With The train making 150 stops every day it seems that the noise pollution and traffic congestion will just increase not decrease. They have not even provided enough parking for people who wish to take the train. Walking traffic is not really going to happen that's a myth. Please stop this useless waste of taxpayer dollars. Thank you Roger Messier

Sent from my iPad

Fwd: Light rail

Sent: 9/2/2015 2:21 PM

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

Sent from my iPhone

Begin forwarded message:

From: Roger Messier
Date: August 28, 2015 at 12:04:32 PM EDT
To: "info@ourtransitfuture.com" <info@ourtransitfuture.com>
Subject: Light rail

I am opposed to the light rail as it is designed today. Light rail is extremely costly and will service a small portion of the population. It does not connect research triangle Park. It does not connect Raleigh. It does not connect to the airport. These are the highest traffic areas that need to be addressed. Not a train system that runs from Chapel Hill hospital to Duke hospital. The summary report put out by go triangle is misleading. The pictures they show are pictures of I 40 not pictures in the area of the light rail. Their figures for the cost of the light rail are under what it would actually cost. I am for improved public transportation but the light rail is a bridge to nowhere. It will not service enough of the population to make it worth it's cost. All you have to do is look at charlottes light rail and see that it has cost more and more every year and does not serve any more people since it has been initiated. A rapid transit bus service would be more flexible and would serve the area just as well without all the pollution and the cost. It seems to me that a rapid transit bus should be tried to see what the rider population would be in this corridor. With The train making 150 stops every day it seems that the noise pollution and traffic congestion will just increase not decrease. They have not even provided enough parking for people who wish to take the train. Walking traffic is not really going to happen that's a myth. Please stop this useless waste of taxpayer dollars.
Thank you Roger Messier

Sent from my iPad

Light Rail

Stephen Metelits

Sent: 9/12/2015 10:30 AM

To: info@ourtransitfuture.com

This project wouldn't have started if there were no federal funds for it. Millions are being wasted on this purposeless project that wants to run 17 miles of rails to no good end. It doesn't serve RTP or go to the airport. Bus lines on existing roads would be more practical and flexible as future needs changed. This light rail proposal was wrong from inception. Stop wasting my money.

Stephen Metelits
Chapel Hill



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

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Ryan Michael

Telephone:

719-211-1111

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

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

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Please leave your comment on the Draft Environmental Impact Statement:

Who needs it!

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

RE: environmental impact of light rail proposed site, etc.

Sent: 9/29/2015 2:16 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



From: Ellen Michelson
Sent: Tuesday, September 29, 2015 2:07 PM
To: Mitchell, Stanley
Subject: environmental impact of light rail proposed site, etc.

Dear Mr. Mitchell,

I am writing you to submit officially my strong opposition to the proposed site for the light rail and maintenance facility in Durham County, nc

I have lived within 2 miles from this location for over 30

years.

To be honest I wish that the planners had done a better more complete job. There is not a bigger tree hugger among us. I would love to see a solution for the congestion at the intersection of 54 and fearrington rd and 40. This in fact contributes instead of solve the current issues.

it is extremely sad that in evaluating this site the complete environmental impact was not considered. While it is true that there are very few people living on the "footprint" of the proposed asphalted location, the impact extends beyond this proposed asphalt site.

if one were to visit the neighborhood you would see very quickly that this is a VERY low density REsidential area and not a commercial one.

I currently live east of the project and have a pond. I have called Durham to report runoff and they don't even call back.

a few years back when our gravel street was paved I called because the excess yellow paint from the center line had been dumped on the side of the road. I was told that it would cause more damage to clean it up than to leave it there. It is very scary that we are even considering putting such an important project into the hands of such completely incompetant workers.

I have been living here because of the low density.

There is a non-profit animal sanctuary just south east of the location. It is called Piedmont Wildlife. perhaps someone could take a look at the impact on this.

in my own yard i have witnessed Bald Eagles, Fox, coyote, racoon and even Bob cats.

it would be very sad if this facility was built, The noise alone would definitely scare them off, let alone the increase in impermeable surface would definitely cause more run off than you can imagine. The Clay nature of the soil in this area is unable to handle any added moisture.

In addition, when the GoTransit folks gave presentations to caring citizens they admitted that they had not considered the mess at the Fearington Rd and 54 intersection.

I understand that in addition there is a proposal for a parking lot to accomadate 900 cars. This is adsurd.

I strongly encourage you to take a look and walk or bike the vicinity and you will see why this is wrong.

There is a sign designating the current bus stop at this intersection. If you observe other more requeently used bus stops in Durham you would witness a very active situation...shopping carts used as benches, solar power, signage, etc.

I urge you to consider a different location.

Thank you,
Ellen Michelson

--

make it a Great Day!

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Ellen Michelson [mailto:ellenmichelson@gmail.com]
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Thank you,
Ellen Michelson

--

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www.marykay.com/ellenm

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1 going to affect a lot of people and future
2 growth -- obviously no one has a crystal
3 ball, but it would be nice to not just
4 assume there is maybe two or three limited
5 overall options in terms of the plan
6 coming together in the future. Thank you.

7 MR. JOYNER: Thank you. Next
8 speaker, please. Ma'am, that's you.

9 MS. ELLEN MICHELSON: Ellen
10 Michelson, Chapel Hill,
11 Durham County, not the city but pay plenty
12 of taxes.

13 I have lived within a mile or two
14 of the 54/40 Farrington Road intersection
15 for over 30 years. The appeal of this
16 area is the expansive trees, wildlife, and
17 low taxes. We all agree that we have a
18 problem. We differ on the solution. The
19 wait times as well as numerous accidents
20 due to current congestion are not
21 acceptable, neither is the proposed light
22 rail. In addition, I'd like to point out
23 that the proposed ROMF is a potential
24 disaster for this location.

1 Just one example, I have a pond on
2 my property. I already have issues with
3 runoff of pollution. I called the city.
4 They don't want to hear it. They don't
5 even call you back most of the time, and
6 that's a fact. I back up onto the third
7 fork of New Hope Creek. My property
8 includes a couple of acres of waterfowl
9 impoundment. I have witnessed coyote,
10 fox, raccoon, bald eagles, even bobcat.
11 There's no one that can tell me the light
12 rail maintenance facility is not going to
13 have an impact on that. With the train
14 noise and the stadium lights and the
15 asphalt, it's going to have an extremely
16 negative impact on our community.

17 The people at Wildlife Center
18 located between the proposed site and
19 Highway 54 must also be taken into
20 consideration. There are over 900
21 school-aged children attending Creekside.
22 The maintenance facility belongs in an
23 industrial area, not among the trees.

24 This is one of the only places

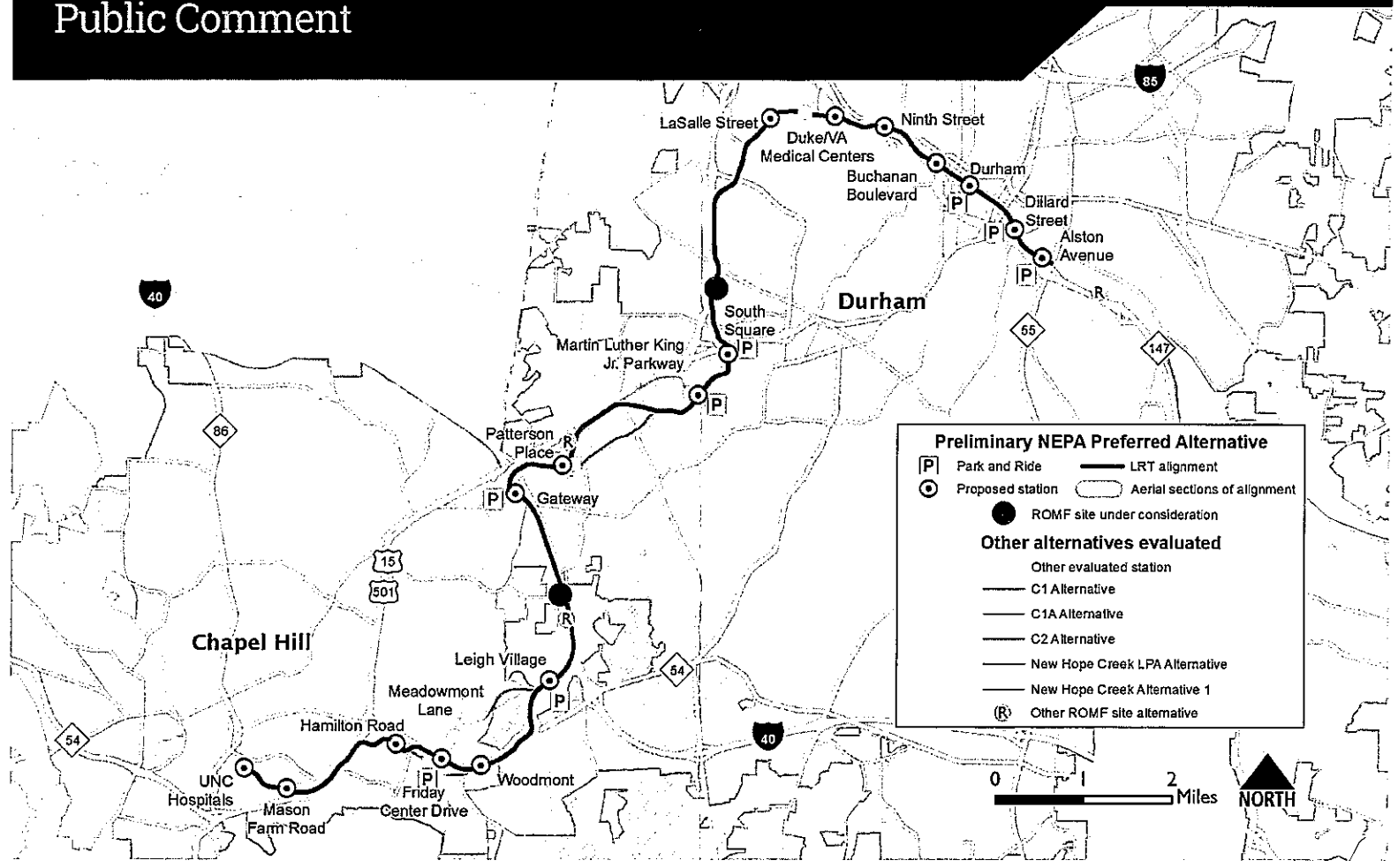
1 where it is truly green, not six-story
2 high-rises, which is what will need to be
3 built in order to warrant the density
4 necessary for the ridership numbers that
5 have been estimated. I strongly support
6 the no build option. Thank you.

7 MR. JOYNER: Thank you. If
8 there's anyone else that is signed up to
9 speak, please step out in the hall and
10 we'll get you lined up. So if there's
11 anyone else that has signed up to speak,
12 if there's anyone that would like to sign
13 up, you can go back to the sign-in table
14 and sign up to speak.

15 Is that it for now, I guess?
16 Okay. All right. Well, if we don't have
17 anybody else to speak right now, again,
18 this is an open hearing that's going to
19 continue until 7 o'clock today -- tonight,
20 so as additional folks come to speak, they
21 will have opportunities to come speak up
22 until 7 o'clock -- come sign up to speak
23 until 7 o'clock, so we will be here. We
24 will basically take a break for a moment

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.

Nothing

With one exception -- it is nice that people are interested in decreasing traffic + increasing Going Green

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.

Everything

- concern regarding negative impact on 54/Parrington traffic
- cultural + historical heritage being destroyed by location
- Impervious surface -- the city/county should be covered by the same Rules as the rest of us
- not enough population to warrant 60 units per acre
- Cost - not at all realistic to expect monies from Fed or State

3. Please feel free to share other comments.

I have many objections. This area should not be planned to be developed at this point. It is a freed area. There are a few people who want to make money by increasing density. When Culp Arbor was put in the Blasting cracked my pool. I am not planning on sitting back quietly. Thank you!

Name: Ellen Michelson

Mailing Address

City: CH

Zip Code: 27517

Organization:

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.



Light Rail, Go Transit, etc.

Ellen Michelson

Sent: 10/12/2015 10:20 PM

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

Cc: "Mike Giarla"

I appreciate all of your efforts regarding the Proposed Light Rail for Durham. I have lived in Durham county within 2 miles of the proposed light rail maintenance Facility since 1985. It is with extreme deep concern that I am pleading with you to find a viable solution. There may not be a greater Tree hugger than myself but I am also very supportive of alternative energy solutions and in fact drive a Hybrid.

So far I have not been able to find anyone who said that they would use the light rail as it currently stands. One friend said she would take it twice per month instead of Uber to eat and drink downtown Durham.

First of all, the problem which you are attempting to solve is not yet even created. i do not believe that the 7 story buildings being pushed by developers along the Farrington Rd. Corridor, Leigh Village belong in this location.

During the meetings when the neighbors were finally included we were told that our concerns would be considered. It seems as though a poor job of research was completed. When I asked if the study of traffic during the morning and afternoon commute was examined and was told that would be a good idea.

The problem of too much traffic along the 54 and 40 and Farrington Rd. intersection is not going to be solved but made into more of a disaster by this proposal.

This can be seen very clearly by a walk, or ride down Farrington Rd. this is not an industrial area. In fact it is **GREEN!!**
There are many trees, it is the Countryside.

There is not a good reason to believe that if the light rail crosses Farrington at all between Ephesus Church Rd and 54 it will alleviate anything! IN fact it would be extremely dangerous. I was personally in another city just this week and observed a light rail vehicle ring its bell and go right through a red light. Statistically these vehicles have a higher incidence of accidents than

cars and buses.

It is my understanding that the data was only just recently released only after being forced to do so. If this is how reports are handled can you imagine how poorly follow through and building will be controlled?

May I remind you that I have been attending meetings regarding development of this area for as long as you have been holding them...actually way before many of the Go Transit employees were on the pay roll.

I would like to remind you that:

The potential interchange for I 40 along Farrington road has been shot down numerous times for various reasons. I do not understand how you can even consider widening I-40 or the Bridge over I-40 at this location.

It is abominable that you would even consider taking people's land when their relative chopped wood for 7 years for his freedom and the right to purchase this said land. I do agree that it is a free market and everyone is allowed (not necessarily entitled) to make money on the sale of such land. It would be very sad to see this taken by eminent domain to build a light rail maintenance facility.

How is the impervious surface for the ROMF being handled? we have a pond down stream from this site (and Leigh farm park and the Piedmont Wildlife Center are also going to be affected). I recently phoned the water folks in the health dept and couldn't even get a call back.

My understanding is that there were several other sites initially located for this facility. Is there a reason that something more along the transportation corridor such as 15-501 and Patterson place would not be chosen? In addition is there a reason that it took so long for those other sites to be released to the public?

I have numerous **STRONG OBJECTIONS** to this entire project and am happy to discuss further.

The Go Transit folks have been sneaky in their conversations with certain citizens. I personally witnessed two such instances where neighbors were escorted to a private room and in one case outside in order to have a private conversation without others hearing the details. I was also spoken to in a much less than professional manner by one of the employees where she called

me by someone else's name.

For the most part I am sure that these are caring, well qualified individuals. However, it has been evident that our transit can't be left in the hands of the current planners. We have not been listened to at all.

Thank you very much,

Ellen Michelson

Chapel Hill, NC 27517

(Durham County)

--

make it a *Great Day!*

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DEIS D-O LRT

Joe Middleton [j]

Sent: 9/17/2015 12:05 PM

To: info@ourtransitfuture.com

I support the choice of the C2A plan because it will have fewer adverse affects on the elderly and schoolchildren than the others. It will have less impact on the forest and wildlife and makes more sense in terms of cost. C2A has the support of Chapel Hill, Durham County and the University of NC.

Joe W. Middleton, OD

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1 actually, ma'am, we need to finish getting
2 the folks on the aisle here, this row
3 here. So if you wouldn't mind. I know
4 you were being polite, but I want to make
5 sure to get everybody in the row.

6 REV. MARK-ANTHONY MIDDLETON:

7 Absolutely. So good evening. My name is
8 Mark-Anthony Middleton. I reside at
9 in Durham. I'm the pastor of
10 a wonderful Christian Church here in
11 Durham, and I'm also representing Durham
12 CANS, a clergy caucus, a caucus that
13 represents many of the folk who we've been
14 talking about.

15 Our congregations are associated
16 with neighborhoods, represent many
17 low-income and poor people here in our
18 city. Durham CAN wants to register our
19 support for the light rail transit system
20 for a number of reasons.

21 Firstly, for many of our people,
22 parking -- a park-and-ride situation is
23 not even an issue because they don't have
24 cars, which is why we supported 15 percent

1 affordable housing there, light rail
2 transit stops, so people can walk to these
3 stops.

4 Our secretary of transportation,
5 Anthony Fox, who served in Charlotte, made
6 a statement -- and I'm paraphrasing --
7 that the Civil Rights movement created
8 opportunities, but it's transportation
9 that connects us to those opportunities.
10 And Durham CAN believes that one of the
11 hallmarks of a great metropolis and,
12 indeed, a great nation is connectivity.

13 One of the things that makes
14 America a super power is our ability to
15 get from coast to coast by many means of
16 transportation, and we believe the growth
17 that's occurring in Durham is inevitable
18 and that the light rail transit system
19 will be just a part -- a part of a
20 strategic and comprehensive plan to help
21 people.

22 The poor people who will be served
23 by this light rail transit system, it's
24 not our intention that they remain poor.

1 We believe that this light rail transit
2 system will actually be a vehicle to raise
3 people out of poverty because of
4 connectivity to employment opportunities.

5 And, again, many of them won't have to
6 park a car because they don't have a car.

7 We believe that the growth that's
8 occurring in our Triangle and particularly
9 in Durham is inevitable, it will continue,
10 and we believe that it's not a bad thing,
11 that it's indicative of the great
12 metropolis that we are becoming. And one
13 of those hallmarks and signatures of a
14 great metropolis and nation is a transit
15 system that is multifaceted and that
16 serves many people. Thank you.

17 MS. RACHEL SAULS: Hi. My name is
18 Rachel Sauls. I live at 118 Asheford
19 Drive in Durham. I'm 16 years old, and
20 I'm a senior at Jordan High School. I am
21 in support of the light rail because I
22 believe that it will allow students like
23 myself to access opportunities throughout
24 the Triangle.

Get Involved Contact Form

Norbert Mildner

Sent: 9/21/2015 2:20 PM

To: info@ourtransitfuture.com

Name: Norbert Mildner

Phone Number:

Email Address:

Message Body:

I am a resident of Downing Creek and I am very concerned regarding the light rail project and I am proposing a NO BUILD option for the following reasons:

Having 4 " at grade level crossings along Highway 54 will have a severe impact on the residents of Finley Forrest, Alta Spring, Downing Creek and the surrounding residents.

Highway 54 is backed up during rush hour and the 4 at grade level crossings will make it almost impossible to leave our residents.

Vehicle will have to stop ON the track while trying to enter Highway 54 which will increase travel time. (1 train every 10 minutes in EACH direction)

There is no parking at the proposed Woodmont station and not enough at the Friday center location.

The Woodmont station should be eliminated (Too close to Friday center) and LRT, if built, should be moved to the North side of 54.

Barbee Chapel Rd. is already over capacity and is unsafe for pedestrians / cyclists. A train crossing at grade level will make it worse.

At peak time emergency vehicles will have NO access to Downing Creek, which could cause someone's life.

UNC and Duke outsourcing its facility so the demand between the 2 hospitals is not as important as it was several years ago.

UNC and Duke outsourced its facility to Meadowmount in lieu of the planned light rail project.

Traffic congestion will not be reduced because people still have to either use park and ride or use their own car to get to the station.

Projection of ridership is overly optimistic.

The average freeway lane in US metropolitan areas that have built new light rail systems (since 1980) carries four times as many people per mile as light rail. Even signalized surface streets average twice as many people per mile as light rail.

The modern metropolitan area is far too dispersed in residential and employment locations for any mass transit facility to be able to remove a significant percentage of drivers from automobiles.

Light rail has a particular disadvantage in travel time. On average, during peak travel periods, light rail operates only slightly faster than buses but is much more expensive to operate and barely one-half as fast as automobiles.

BRT (Bus Rapid Transit) has been reported to be less expensive and an environmental sound way of handling transportation

The Durham-Orange LRT does not provide service to Wake County, the largest and fastest growing segment of the Triangle and neither to the Airport, RTP

The Light Rail (LTR) is not safe because it take the LTR 400 feet to come to a complete stop vs. A Bus. Also a simple Google search will reveal many LRT related fatalities

Once the tracks and stations are built, it take year's and lots of money to change the route vs. the BRT, which should take only a few day's.

I believe the LTR project is meant pulley for profit and not for the improvement of our environment.

The LRT costs are escalating, and under new laws, the project will be short \$270 million from the state. Federal funding is even more uncertain.

Sincerely,

Norbert Mildner

--

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

1 and it's a hassle almost all the time,
2 especially when school's in session, but
3 I've been on the light rail in Charlotte
4 and other cities and I've found that it's
5 really nice and convenient to get to park
6 -- park in a parking lot, get on that
7 train, and ride and not have to drive and
8 fight that traffic. So we at Duke
9 Memorial United Methodist Church are in
10 full support of light rail. Thank you.

11 MR. JOYNER: Thank you, sir. And
12 our next speaker. Sir, is that you?

13 MR. NORBERT MILDNER: My name is
14 Norbert Mildner. I'm living in
15 Chapel Hill, in the Downing Creek
16 subdivision, and light rail is supposed to
17 be going right in front of our
18 subdivision, which we're going to be
19 really, really land locked, and back door
20 is Barbee Chapel Road, which is also like
21 by now a parking lot. Then also the light
22 rail itself -- we all agree that something
23 has to be done for the better commute from
24 Duke to UNC, but UNC and Duke, they're

1 only outsourcing their facility, which
2 means there is no need from -- go from A
3 to B and spending all this kind of money
4 but then also it's cost prohibitive
5 because the bus rapid light rail or
6 transit system is much more flexible
7 because it's steel lanes. Once it's
8 built, you cannot change it. Then the bus
9 rapid system is more flexible, you can
10 alternate the route in days, not in years,
11 then the -- the ridership is very, very
12 overestimated from the Triangle -- you
13 know, United whatever -- and then also --
14 then the commuting time is also like way
15 much longer. Right now it's up to 44
16 minutes, not including the 10 minutes of
17 waiting time already at the bus station.
18 If you go by now by car, you would be much
19 faster. Like the bus rapid system, if
20 they would make a dedicated bus line to
21 peak time, it would be much more efficient
22 and less expensive and it would be kind of
23 like more beneficial.

24 I personally from Europe used to

1 this kind of light system, but they should
2 have built it like 30 years ago, not where
3 everything is already built up and all
4 they're putting on top of it -- it's like
5 putting the horses in front of the
6 carriage. Thank you.

7 MR. JOYNER: Thank you, sir.

8

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.

12 MR. NORBERT MILDNER: I forgot my
13 glasses. I hope my arm is long enough.
14 So my name is Norbert Mildner. I live in
15 9 Waltham Place in Chapel Hill and living
16 in the Downing Creek Subdivision.
17 Happened to be that the train goes right
18 in front of our subdivision, which means
19 it's going to be gridlocked and the
20 backside there's a body shop and also a
21 parking lot. So we and some other
22 surrounding communities, just gridlocked.

23 However, we agree that
24 transportation, of course, needs an

1 overhaul, but, of course, not light rail
2 at this point.

3 By the time the light rail is
4 going to be built, the technology is
5 already outdated. Just think about the
6 smart phone and how it's -- you know, how
7 quickly it's changed the world. Uber, a
8 car ride, but that's just the beginning.
9 Let's look also at the Charlotte facility
10 because they have some of the worst
11 traffic.

12 And the light rail has been
13 planned for many, many years, and I get
14 the feeling that they want to get it done
15 no matter what. So the light rail also
16 benefits just -- it's supposed to benefit
17 the public, but actually it just benefits
18 just a few. For instance, according to
19 the DEIS, the population around the
20 corridor is supposed to be in 2035 like 23
21 -- two thousand -- two thousand to thirty
22 one thousand. So the projected ridership
23 will be just 1,500, which equals to almost
24 5 percent. 5 percent for 1.6 billion is

1 quite a bit of money.

2 And then the next example is --
3 all this, in my opinion, is driven by just
4 plain greed because -- some of it's
5 builder that would like to have this done,
6 by the station -- right next to it is
7 called Meadowmont -- Meadow -- yeah,
8 Meadowmont Station, which is right next to
9 the Friday Center, quickly in walking
10 distance, and they would like to get it
11 built here, which is -- that makes no
12 sense, and, of course, there is no
13 parking, so they're going to park -- I
14 don't know where they're supposed to be
15 parking.

16 And then the light rail cannot
17 sustain itself because it's way expensive
18 and then there are also some other
19 implications like safety, railroad
20 crossing, and I just hope nobody loses --
21 one of their spouses, children get, you
22 know, hit by the train. And I guess
23 pretty much that's it. Thank you.

24 MR. JOYNER: Thank you. Sir --

DOLRT-DEIS comments

Sent: 10/8/2015 10:32 PM

To: info@ourtransitfuture.com

I'm a Pepper, he's a Pepper, she's a Pepper. Wouldn't you like to be a Pepper too?

Wouldn't you like to be a NIMBY too?

Or would you prefer to spend your "golden years" close to an industrial rail yard with loud noise and bright lights 24/7 (Farrington Rd. ROMF site) in your dream home, now appraised for less than you paid for it, jeopardizing your ability to afford a good senior living facility? Maybe you'd like to try for a reverse mortgage?

Submitted by Margaret Miller,

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DOLRT-DEIS comments

Sent: 10/8/2015 10:58 PM

To: info@ourtransitfuture.com

The DEIS says there is little opposition to the Farrington Rd. site for the ROMF location. This is contradicted by the 200 plus angry residents converging on GO Triangle's representatives at the August 18 meeting at Creekside Elementary School (100 yards from this ROMF site). The stated purpose of the meeting was to get input on how to build the ROMF to alleviate a nearly page-long list of concerns Go Triangle had heard of once they actually notified area residents of their "done deal". The emphatic message to Go Triangle, spoken loud and clear: NO industrial rail yard in our residential neighborhood. Of course this meeting was scheduled before the 45-day public comment period began so the overwhelming message from these local citizens does not appear in any official record. I hope this e-mail will change that omission.

Submitted by Margaret Miller

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DOLRT-DEIS comments

Sent: 10/9/2015 6:44 AM

To: info@ourtransitfuture.com

My objections to the Farrington Rd. location for the ROMF are environmental.

First, as noted in the DEIS, this site is the worst option environmentally with the highest total estimated stream impacts, the greatest impact on wetlands and the largest riparian buffer impacts. Looking beyond the 26-acre site, consider the negative impact of stormwater runoff full of solvents and detergents draining under I-40 into the Leigh Farm Park's wetlands, the New Hope Creek corridor, the New Hope River Waterfowl Impoundment and ultimately Jordan Lake. While this environmental impact could be partially mitigated by cisterns for stormwater runoff, the underlying geology (as attested to by EPCON Development) would make digging the necessary cisterns both difficult and costly.

Second, the negative impact on the human environment is just as significant. The noise and light pollution of an industrial rail yard operating 24/7, three hundred and sixty-five days a year would seriously affect the quality of home life for all the surrounding residential neighborhoods from Culp Arbor and Trenton Rd. up to Old Chapel Hill Rd. The Farrington Rd. ROMF site would require the highest number of residential "relocations" of any site considered. Finally, consider the major safety hazard of locating the ROMF within approximately 100 yards of a school (Creekside Elementary School). P.S. Since the site designated as Leigh Village by Go Triangle is basically the same as Farrington just slid down slightly, it incurs the same objections.

Submitted by Margaret Miller (

Get Involved Contact Form

Margaret Miler [mmiller54@nc.rr.com]

Sent: 10/8/2015 10:16 PM

To: info@ourtransitfuture.com

Name: Margaret Miler

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

It appears that the DOLRT Farrington Rd. ROMF site was the last one considered. Was that because this quiet residential neighborhood with its proximate elementary school is the least appropriate site for an industrial rail yard?

--

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

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1 crossing. Thank you.

2 MR. JOYNER: Thank you. Next
3 speaker, please.

4 MS. MARGARET MILLER: My name is
5 Margaret Miller. I live at 4311 Trenton
6 Road, Chapel Hill 27517, also in Durham
7 County, Durham City.

8 MR. JOYNER: Ms. Miller, can you
9 -- you might want to turn the mic down
10 just a little bit. Yeah, you can -- that
11 will adjust. There you go. Thank you.

12 MS. MARGARET MILLER: The
13 Farrington, Trenton, Prescott Place, and
14 Culp Arbor neighborhood associations
15 strongly oppose the Farrington Road ROMF
16 location as wrong on every level; most
17 notably, the incompatibility of land use
18 in a low-density residential area and
19 environmental concerns with storm water
20 runoff.

21 If the ROMF comes to pass, the
22 following mitigation steps are essential:

23 One, storm water retention pumps
24 to maximize -- to minimize toxic runoff

1 via streams, and an NN in the DIS Appendix
2 K22. This runoff goes beneath I-40 into
3 Leigh Farm Park, New Hope River Waterfowl
4 Impoundment, and Jordan Lake.

5 Two, reconstruct Trenton Road with
6 a new larger culvert beneath it to handle
7 increased flow from storm water runoff
8 associated with the 26 acres of impervious
9 surface. Currently, Trenton Road
10 overflows and can become impassable with
11 only I-40 impervious surface.

12 Three, provide a noise and visual
13 abatement wall on the Farrington Road side
14 of the ROMF in consultation with Culp
15 Arbor. If the entire ROMF is wall, make
16 certain a wall is also constructed on the
17 other side of I-40, the entire length of
18 the ROMF, to mitigate noise projection
19 into Trenton and Prescott neighborhoods,
20 minimize light pollution from the
21 nighttime operation of the ROMF, and
22 provide city water to the homes on Trenton
23 Road that utilize wells. ROMF runoff is
24 toxic. Connection to sanitary sewer is

1 essential because putting chlorinated city
2 water into septic systems causes them to
3 fail. GoTriangle should pay.

4 MR. JOYNER: Thank you. Next
5 speaker, please.

6 MR. BILL FERRELL: My name is Bill
7 Ferrell, manager, Meadowmont Community
8 Association. Our office is 429 Meadowmont
9 Village Circle, Chapel Hill, North
10 Carolina.

11 The board of directors of the
12 Meadowmont Community Association supports
13 the conclusion of the DEIS that the C2A
14 route is the preferred route for the light
15 rail transit proposal. This conclusion
16 was based upon four main factors that were
17 considered: Economics, we felt that the
18 C2A route is the lowest investment;
19 ridership, C2A route was the highest
20 potential ridership; social, the C2A has
21 the greatest potential development of
22 low-income housing at the preferred route;
23 and, environmental, the C2 Route has the
24 least negative impact in the bottom creek

1 Chapel Hill cited Rashkis Elementary as a
2 reason to move the light rail completely
3 out of Meadowmont. Why the double
4 standard?

5 Ms. Murdock made no mention of the
6 major transportation corridor which calls
7 for a 100-foot undisturbed buffer beyond
8 the interstate right-of-way as well as
9 50-foot stream buffers. DEIS shows
10 streams band and -- and wetland triple
11 band on the Farrington ROMF site to lie
12 within the MTC overlay.

13 Ms. Murdock failed to mention the
14 Durham planning director Steve Medlin,
15 that his writings about the Farrington
16 site are as follows: Planning staff would
17 be unable to support the planned amendment
18 needed to allow the ROMF to proceed.

19 We find an industrial use to be
20 incompatible with the existing land-use
21 pattern, low residential, and/or
22 designated future land uses. Potential
23 100-foot stream buffer requirements would
24 significantly alter the proposed footprint

1 of the ROMF.

2 No mention of the Epcon -- Epcon
3 Culp Arbor sewer easement, which traverses
4 the entire Farrington ROMF and is supposed
5 to remain undisturbed and fully accessible
6 for long-term maintenance.

7 Also, no mention of the underlying
8 geology, the need for the Farrington site,
9 which Epcon can readily provide from its
10 soil borings for the sewer. Underlying
11 rock would create technical difficulties
12 and considerable costs with respect to
13 digging cisterns for stormwater retention.

14 Already heavy stormwater runoff
15 from six lanes of interstate pavement
16 causes stream to overflow its banks and at
17 times cover Trenton Road. Additional
18 runoff from 26 impervious --

19 MR. JOYNER: Ma'am --

20 MS. MARGARET MILLER: -- acres --

21 MR. JOYNER: -- your time is up.

22 MS. MARGARET MILLER: -- is mind
23 boggling. Thank you.

24 MR. JOYNER: Thank you.

Durham-Orange Light Rail Transit Project Draft Environmental Impact Statement

Sydney Miller [REDACTED]

Sent: 9/14/2015 8:09 AM

To: info@ourtransitfuture.com

To Whom it May Concern:

I am a resident of Durham and have lived in the Old West Durham Neighborhood since December 2000. I fully support the NEPA Preferred Alternative. I look forward to the day when I can walk from my house to the station at Ninth Street and board the Light Rail Vehicle.

Sincerely,
--Sydney

-----~-----~-----~-----~-----~-----~-----~-----~-----~-----

-----~-----~-----~-----~-----~-----~-----~-----~-----~-----

1 MR. JOE MILAZZO: Sure.

2 MR. JOYNER: Okay. If you'd like
3 to, please come on up to the podium and
4 hand your blue --

5 MR. JOE MILAZZO: Sure.

6 MR. JOYNER: -- sheet to Robert
7 there in the blue. And please state your
8 name and address for the record. You'll
9 have two minutes to speak. There is a
10 timer there that you can see.

11 MR. JOE MILAZZO: Okay.

12 MR. JOYNER: And begin whenever
13 you're ready.

14 MR. JOE MILAZZO: That sounds
15 great. Hi. Good day. My name's Joe
16 Milazzo. I'm the executive director of
17 Regional Transportation Alliance Business
18 Leadership Group. I want to speak about
19 supporting regional approach, and, of
20 course, optimizing the Durham-Chapel Hill
21 light rail transit corridor.

22 We're a business coalition. We've
23 consistently supported mass transit across
24 the market. Our past and ongoing support

1 has included the bus-on-shoulder system,
2 the referendum in Durham and Orange
3 Counties, a BRT-based approach in Wake
4 County, and the ongoing Wake Transit
5 initiative along with leadership tools and
6 so on.

7 Our position on the Wake Transit
8 plan, it has strong regional connections
9 serving as both now and as we grow in
10 leveraging funding support from all levels
11 of government.

12 Our organization is endorsing dual
13 use of portions of the proposed light rail
14 corridor by BRT to ensure and accelerate
15 strong regional conductivity and/or to
16 enhance operational efficiency. Sections
17 with dual use would operate as a transit
18 way similar to proposed dual-use guideway
19 segment east of Durham station.

20 These are in place, including
21 Seattle and Pittsburgh. One example would
22 be they enable buses to use all or
23 portions of the proposed light rail
24 corridor between the UNC Hospital station

1 and the Leigh Village station area and
2 I-40 and NC-54. Other examples could be
3 in southwest Durham near Little Creek and
4 downtown Durham to provide extended access
5 to NC Central and Durham Tech and, of
6 course, to points east.

7 So our expected benefits, optimize
8 use of the proposed corridor, increase
9 transit ridership along the guideway via
10 interline, higher transit frequency, to
11 minimize patron delays, and then regional
12 connections and reduce transfers allowing
13 more travel past to use the corridor and
14 leverage existing and future road
15 infrastructure and may enhance economic
16 development. Thank you very much.
17 That'll do it.

18 MR. JOYNER: Thank you.

19 MR. JOE MILAZZO: Okay.

20 MR. JOYNER: Is there anyone else
21 that has a speaker card and is ready to
22 speak? Anyone else?

23 Okay. Well, we will take a brief
24 break until someone else has signed up to

1 Many people who oppose the rail
2 are wearing red today. I am not wearing
3 red. I'm wearing black. I'm in mourning
4 for the loss of the Farrington corridor
5 which for generations has been a lovely
6 greenbelt between Durham and Chapel Hill.
7 It's now going to be lost. Its
8 environmental sensitivity, its history,
9 its beauty is going to be engulfed by
10 Chapel Hill, and it's going to be buried
11 in asphalt.

12 MR. JOYNER: Thank you.

13

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Miriam 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
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:

This seems so cool! It would give me a faster, more efficient way to get to school, and my friends houses because I'm in Chapel Hill, and they are all in Durham!

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Jonell D Mitchell Email: _____ Telephone: _____
Mailing Address: _____ City: Durham NC Zip Code: 27701

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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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 think it would be a great choice to get a train to save more people from missing the bus also, it's just to just upgrade for our city.

Please Turn Over →

D-O LRT DEIS comments

Gerry and Adele [REDACTED]

Sent: 10/12/2015 7:55 PM

To: info@ourtransitfuture.org

1. At 4 PM each afternoon traffic buildup on highway 54 going east to I 40 is not going to be lessened by light rail. This traffic is headed to I 40, not to Durham.
2. Farrington Road at ground rail crossing will add to the traffic on highway 54 also creating a Life or Death Emergency Response to a 55 and Older Community located on Farrington Road. The Villas of Culp Arbor has many seniors in wheel chairs, using walkers, and on Oxygen therapy. This community is located north of the at ground rail crossing. Emergency Response is located south of highway 54. For Seniors in need of EMS responders traffic buildup at the ground rail may turn out to be a life or death situation. Is D -O LRT DEIS going to be held accountable for any deaths accruing at this community due to at ground rail crossing Farrington Road?
3. The site for The ROMF is proposed for Farrington Road across from The Villas of Culp Arbor. My understanding is this site is the easiest and least expensive to build the ROMF on then other sites that were considered. Farrington Road is a Residential area that is surrounded by many communities, and Creekside Elementary School with over 900 students. Shame on all of you who would even think of this residential area being rezoned to Industrial to build this ROMF on.
I am suggesting to you to relocate the site of the proposed Farrington Road ROMF to Downtown Durham's old police station along with a Rail Station. I feel there is adequate land in this area to accommodate both a station and a maintenance facility.
4. If you agree to build The ROMF at the old police facility you would be Contributing to Saving the WET LANDS in the Farrington Road and the surrounding communities of Trenton. These wet lads have many endangered birds including a rare woodpecker, other foul, fox and so many more. Building a ROMF on the Farrington site would create pollutants harming the wild life and polluting the creeks flowing into Jordan Lake, which is already polluted. Many counties south of Durham use Jordan Lake as their water source. I feel it is not being a good neighbor creating more pollution for our southern counties to deal with.
5. You have already spent millions of Our Tax Dollars for a Train that Go's No Where and Services Very Few. I am for Smart Transit, but disagree with Go Triangle that this will solve our transit problems. This will, in my opinion create more congestion along highway 54 going east to I 40 then we have at present time. If Go Triangles intention was to decrease traffic going to Durham, The Light Rail should be going along the bypass around Chapel

Hill to 15- 501, taking UNC Hospital workers who live in Durham that direction. 15-501 is already commercial no rezoning needed. Another good site for the ROMF would be to take another look at PATTERSON PLACE. This site is zoned commercial. Go Triangle has spent millions on this project, MAKE PATTERSON PLACE WORK for the ROMF.

6. You are all wanting A Light Rail Train to improve our environment, Please consider all of our wet lands, and wild life involved before wanting more pollutants emptying into Jordan Lake from a ROMF site on Farrington Road.

Thank you for reading my comments and seriously considering what I have asked of you.

Adele Mittelstadt

[REDACTED]
[REDACTED]

D-O LRT comments

Gerry and Adele

Sent: 10/13/2015 5:01 PM

To: info@ourtransitfuture.org

I strongly agree with everything Debbie McCarthy has written below. It is difficult for me to believe that Go Triangle and the DEIS would be so dishonest in thinking The Seniors who live in the Villas of Culp Arbor on Farrington Road would accept your plans for a ROMF without protesting your deceit. Just because this site is easier and cost effective to your plan that has already cost millions of dollars. What is wrong with Mayor Bell and his board for allowing tax payers money to be spent for a train that goes No where and services few. Education is where tax dollars should be going. Education is our future, not lite rail.

Adele Mittelstadt

Chapel Hill, NC 27517

Winston Churchill, while gathering intelligence during World War II, said, "The most important thing in the world is the truth. It is so important that it is often defended by a bodyguard of lies."

Let us visit one such bodyguard of lies, quoted directly from Chapter 9 of the DEIS for the Durham-Orange Light Rail Transit System: "For Triangle Transit, education, inclusion, transparency, accountability and responsiveness have been key principles of the planning process in the Durham Orange Corridor from before the AA was compiled in 2012 through the ongoing NEPA and Project Development Process." Promising to engage the public as required by state and federal law, Chapter 9 also states that Triangle Transit's PIP would "provide opportunities for stakeholders to have early and continuous participation in the decision making process" ... including "an interactive and iterative process to develop and refine the alternatives considered in the DEIS." Scoping meetings were initiated in April 2012 and **ended June 18, 2015**. Their purpose was to allow stakeholders to learn about proposed alignments and provide technical comments, thereby participating in "defining alternatives and identifying potential social, economic or environmental issues."

Furthermore, in section 9.3.2, **Go Triangle states that in 2013 and 2014, it assembled a list of 300 agencies (including neighborhood associations) in and around the D-O corridor, contacted each and offered to participate in meetings with them.**

The names of the neighborhoods and the school within ½ mile of the Farrington Rd. / Leigh Village ROMF sites are: Culp Arbor, Glenview Park, The Enclave, Five Oaks, Chicopee Trail, Prescott Place, Trenton, Weston Downs, Maida Vale, Marena Place, Blenheim Woods, The Oaks III and Creekside Elementary School. In 1987 I founded and registered with the Durham Planning Dept. an overarching neighborhood association covering the entire Farrington corridor from Old Chapel Hill Rd. to NC 54. It is called Farrington Homeowners Allied for Residential Preservation (HARP) and as president of that organization for 29 years, I receive scores of notifications about land use and transportation matters. **But my neighbors and I knew NOTHING about the Farrington Rd. ROMF site (or even what a ROMF was) until June 18, 2015, the date upon which Go Triangle CLOSED the**

scoping period for the DOLRT project.

To confirm that we were totally (and we believe, purposefully) left out of the communication process, read pages 9-16 through 9-24 of Table 9.3.3 of the DEIS: **“Small Group, Neighborhoods, Agency and Stakeholder Meeting List.”** There you will find listed **NOT ONE** of the neighborhoods (nor the school) mentioned above. Yet these are the people who would be most directly and devastatingly affected by 26 acres of impervious surface in the form of an industrial rail yard, a land use that is decidedly incompatible with the low-density, residential, historic, environmentally sensitive Farrington corridor. Six homes would be demolished; hundreds of other residents would have to live with the consequences of 24 / 7 light and noise from a facility that never closes; with toxic stormwater runoff flooding their streets and yards and polluting their wells; with the damage to recreational and educational and historic resources at Leigh Farm Park with its New Hope Creek hiking trails and its Piedmont Wildlife Nature Camps enjoyed by hundreds of children; with the most severe impact on wetlands, streams and riparian buffers of any ROMF site considered; with serious disruptions at Creekside Elementary School where more than 950 children are enrolled in grades K-5.

Having encountered opposition to all the other ROMF sites whenever those living, learning or worshipping in the vicinity were involved, (this is evident from the list of meetings in Table 9.3.3), it seems clear that Go Triangle made the decision late in the game to **choose the Farrington ROMF alternative without alerting anyone who could speak out against it.** Despite the “bodyguard of lies” statement that all stakeholders had been heavily involved, there were during the Scoping period, **no phone calls, no direct mailings, no emails** received by any representatives of the affected neighborhoods (or the school) surrounding the Farrington site.

Incidentally, by layering on top of each other two almost identical ROMF sites (Farrington Rd. & Leigh Village footprints are nearly indistinguishable), Go Triangle attempted to stack the deck in their ROMF Alternatives Preferences Survey, combining the votes from 2 named locations into one result. **Separately, Farrington Rd. was preferred by 17% of respondents; Leigh Village by 9%, the 2 lowest scores of all the choices offered. (See Table 9.3-12)**

Having been invited by Durham City/County Planning to a meeting at Creekside School to discuss the Leigh Village Compact Neighborhood on June 18, I learned of the Farrington ROMF. Stunned, I encountered the ever smiling Mr. McDonough, a Go Triangle employee who wondered how we might like to mitigate the ROMF which was, he assured us at this point in the process, a *fait accompli*. A nice noise abatement wall perhaps? Some downward facing light fixtures? Cisterns to collect runoff? But a multi-story office building will bounce sound across the Interstate directly into Trenton, Prescott Place and Leigh Farm Park. Can that noise abatement wall on the East side of I-40 be four stories high? And it will cost a fortune to dynamite those cisterns into the hard rock that lies beneath the Farrington ROMF site. The 24 hour light, noise and runoff will be devastating to wildlife traversing the New Hope Corridor. Suppose there is an accident and a need to evacuate 900+ children from Creekside Elementary School. How about the need to rebuild Trenton Rd. to prevent flooding from 26 impervious acres? And the need to provide city water and sewer for those with wells and septic systems. How does one un-poison the groundwater or un-pollute Leigh Farm Park or New Hope Waterfowl Impoundment or Jordan Lake? How does one relocate a family dealing with life threatening illnesses and a full care, special needs adult child? Some monsters are simply too big and too costly to mitigate. The Farrington Rd. ROMF is such a monster.

There were 2 additional neighborhood meetings. One was held at Culp Arbor on June 24, with

residents' reactions ranging from hysteria to rabid anger at having been left out of the decision-making process. Then, at the prompting of elected officials who were getting an earful from Farrington area residents, Go Triangle scheduled another meeting: Aug. 18 at Creekside School. More than 200 residents showed up this time. Go Triangle provided forms with mitigation choices; residents refused to comply and instead wrote "No Build" and listed litanies of other objections like those already mentioned...incompatible land use, falling property values, noise, light, stormwater runoff, damage to Leigh Farm Park, to the New Hope Creek, to Jordan Lake, to Piedmont Wildlife's Nature Camps, to Creekside School etc. People wrote letters to the Editor and neighborhood listserves buzzed with anti-rail and anti-ROMF sentiments. **But by reading the "bodyguard of lies" that constitutes the DEIS, one would have little or no idea that anyone objected to the Farrington ROMF. The outcry was neatly sandwiched by Go Triangle between the end of the Scoping Period and the beginning of the Comment Period for the DEIS...a limbo land, an invisible black hole into which Farrington residents poured their seemingly ineffectual anguish, energy and effort.**

And yet...remember Mr. Churchill's statement and the outcome of his determined quest. Those who live near the Farrington ROMF have no intention of giving up, and we rest assured that ultimately, in the words of another famous Englishman, "Truth will out."

Debbie McCarthy

Durham County

Get Involved Contact Form

Jason Moldoff

Sent: 9/12/2015 9:17 PM

To: info@ourtransitfuture.com

Name: Jason Moldoff

Phone Number:

Email Address

Message Body:

I was initially very excited to hear about light rail and follow the plans as they developed over the past few months. I've come to believe however, that light rail as designed will not solve the problems that may arise from an increase in population. Their limited destinations (no reach to northern and growing areas of Downtown Durham, Durham tech, Southpoint or the airport) need for parking (which takes time/space, and simply changes driving congestion areas), and slow speeds are all troubling factors. I would like to see a completed assessment of how efficient and cost effective adding lots of new bus routes and dedicated bus lanes would be. These are alterable based on population changes or ridership demands.

--

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Get Involved Contact Form

Lisa monroe

Sent: 10/1/2015 4:30 PM

To: info@ourtransitfuture.com

Name: Lisa monroe

Phone Number:

Email Address:

Message Body:

lightrail between chapel hill and Durham is much needed and would help ease traffic congestion, stimulate local economy, and be a great asset to workers!

--

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Gustavo Montana

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:

The light rail system as it is planned will contribute greatly to the quality of life in this area. All the details of the system have been carefully studied. The best possible solutions have been found to the problems that this system would bring about. Without the light rail system the quality of life of this area will deteriorate in the not too distant future.

Please Turn Over →

Gustavo Montana



1 right there. There you go. If you adjust
2 -- There you go.

3 MR. GUSTAVO MONTANA: Gustavo
4 Montana. I'm a resident -- I've been a
5 resident of Chapel Hill since 1971. I
6 believe that the public -- public
7 transportation is one of the things that
8 helps to maintain the quality of a
9 community, and I have followed the
10 development of the light rail system, the
11 planning. I've been to many of the
12 meetings that have been held here, and I
13 am very satisfied with the degree of
14 planning, the thoroughness of the planning
15 that has gone on into this project. I
16 believe that, whether we like it or not,
17 this area is going to grow tremendously,
18 and even right now we experience very
19 heavy traffic load on Route 54, for
20 instance, and this is going to get worse.
21 I grew up in a city that went from about 6
22 or 7 hundred thousand people to about 9
23 million people in not too many years, and
24 the city failed to build an adequate --

1 plan for an adequate transportation
2 system, and the result has been
3 disastrous. Thank you.

4 MR. JOYNER: Thank you, sir. Next
5 speaker, please.

Get Involved Contact Form

Annette Montgomery

Sent: 10/5/2015 2:02 PM

To: info@ourtransitfuture.com

Name: Annette Montgomery

Phone Number:

Email Address:

Message Body:

I served on several transportation committees mid '80s - '90s. While I remained excited and hopeful for a number of years, toward the end of that period I commented that I would be on 'my cane' by the time it happens. The need for light rail has not diminished, it has increased. We used to say that we could be become LA with seasons - that can still happen if we continue to fail to act. Our communities have taken the positive steps of putting TOD zoning in place and still we wait. We have enhanced bicycle transit. We have performed far too many 'tests'. It's really time to direct that funding to product on the ground. I'm nearly on my cane!! Thank you

--

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Ed MORRISSETT Email: _____ Telephone: _____
Mailing Address: _____ City: CHARLES 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
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Please leave your comment on the Draft Environmental Impact Statement:

I AM IN FAVOR OF LIGHT RAIL TRANSIT.
I THINK THE ROUTE IS MOST IMPORTANT & IT SHOULD BE THE
LEAST DISRUPTIVE AS POSSIBLE TO THE EXISTING
NEIGHBORHOODS & I THINK THE ROUTE THAT IS NOW
APPROVED DOES THE BEST JOB OF ~~THE~~ DEALING
WITH THAT SITUATION.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Nicole Moreno Email: nicole.moreno@duke.edu Telephone: (919) 286-1234
Mailing Address: _____ City: Durham Zip Code: 27703

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:

Great Idea will bring us upto date with
other areas.

Please Turn Over →

The Route

Ed Morrissett

Sent: 9/25/2015 10:06 AM

To: info@ourtransitfuture.com

Ladies/Gentlemen:

My wife and I have lived at The Cedars for six years and have followed the light rail transit situation very closely. We are delighted that route C2A has been chosen as the best option and support it 100%. We are very much in favor of light rail transit and think it can do a lot to tie the Triangle together more closely and promote future growth of a type that will benefit us all. We are sorry the State Legislature has recently taken such a negative stance against supporting it monetarily and certainly hope that the unfortunate and ill advised position it has taken can be reversed.

Please keep up your good work.

Sincerely,

R. E. Morrissett, Jr.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Atiya Mosley

Email:

Telephone:

Mailing Address:

City: Raleigh

Zip Code: NC

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

This project is necessary to meet the transportation needs of this growing area. I am in support of Light Rail in Durham, Orange and Wake!

The stations need to be one + the same (compatible) so do not need to walk from one station to the "Wake" station.

Please Turn Over →

NO BUILD OPTION - D-O Light Rail Project

Ellen Moul

Sent: 10/11/2015 3:18 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. My reasons for not supporting it are as follows:

- 1. The project 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.**
- 2. The routing of the proposed light rail track is not aligned with the higher density compact neighborhood developments in Orange and Chatham counties nor does it offer connections to RDU Airport, RTP, or Wake County.**
- 3. 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. LRT projections DO NOT include automobile commuting time to the station parking lots or wait time at the platform. This is neither convenient nor does it reduce automobile congestion.**
- 4. The maintenance facility proposed for Farrington Road will require rezoning of approximately 20 acres. This is an incompatible use of land to build a maintenance facility in a residential and environmentally sensitive area. There will be a negative impact of light and noise disturbing surrounding neighborhoods 24 hours a day, 7 days a week.**
- 5. The 1.6 billion dollar capital cost associated with this project is not a responsible use of scare resources for mass transit development. Funds can be better allocated to conventional bus service, which offers flexibility as areas grow.**

For all these reasons and more, I support the NO BUILD OPTION.

Lets learn from Wake County (the fastest growing county) who voted against light rail. The population density is not sufficient to justify this huge investment in light rail.

Sincerely,

Ellen Moul

224 Galway Drive

Chapel Hill

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Felicia B. Mundy

Email: _____

Telephone: _____

Mailing Address: ① _____

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
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Please leave your comment on the Draft Environmental Impact Statement:

- ① First concern is poor land use. ~~to~~ Many areas ^{that will be} impacted that will require current historic & environmentally sensitive areas to be developed. ROMF site is an industrial use that is planned in a residential area.
- ② What studies have been completed to determine groundwater contamination. I am very concerned about that impact.
- ③ The cost of this project is exorbitant and other options for mass transit should be explored. There is a reason Wake County is not going through with a similar project - look at Charlotte's ridership numbers.
- ④ The light rail will negatively impact our traffic & there hasn't been coordination ⁱⁿ with the Department of Transportation.

⑤

Please Turn Over →



Durham-Orange Light Rail Transit Project

Official Public Comment

Name: William Mundy

Email:

Telephone:

Mailing Address:

City: Chapel Hill

Zip Code: 27517

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

- ROMF current preferred site in SW Durham on Farmington road not environmentally sound.

- ~~ROMF~~ The ROMF is an industrial facility and does not meet current zoning laws

- We don't need industry on Farmington road.

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

Main Issues,

- 1) Traffic already bad during rush hr
- 2) Population and traffic in sw Durham will increase over next 10 yrs
- 3) Light Rail will have "at grade" crossings
 - 1) Traffic will be worse

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Harold Murdock Email: _____ Telephone: _____

Mailing Address: _____ City: Greensboro Zip Code: 27406

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:

I feel that the Durham-Orange Light Rail Transit Project will be an asset to North Carolina. First it will help to improve the environment when people have to travel by reducing pollution. Travel will be more convenient for people living in the area and those visiting the area and seeking medical assistance at the Veterans Administration, Duke Hospital and other health care facilities in the

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

AREA. The project will be useful in providing information for future light rail transit projects. In the long run it will reduce the cost of transportation for citizens who use it.

Please return this form to the comment box

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Chris Murray

Email:

Mailing Address:

City: Durham

Zip Code:

27712

How to Comment on the DEIS

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

Great idea. Hopefully it will be successful.

Please Turn Over →

No Subject

Myrick, Thomas

Sent: 9/18/2015 4:34 PM

To: info@ourtransitfuture.com

For comparison we still want to see a plan to improve bus service with more buses, bus routes, bus lanes, and bus stops -- that will likely keep more cars off the road at a much lower cost than \$2 billion. On your website you've said this is not being considered because studies have shown that improved bus service will not promote commercial development. So do a little research to find out what most Durham & Orange citizens care about more -- improved transportation or increased commercial development.

Tom Myrick
Chapel Hill

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