

# APPENDIX D: Public Comments

## Durham-Orange Light Rail Transit Project



**December 2016**

### Appendix D: Public Comments

ID	Name	Date
1	Mary Brinson	November 12, 2016
2	Don Moffit	November 14, 2016
3	Tyisha Scoggins	November 12, 2016
4	Marissa Squire	November 12, 2016
5	Marissa Squire	November 12, 2016
6	Kimberly Lyon	November 17, 2016
7	Sydney Miller	November 16, 2016
8	Mark Prokop	November 16, 2016
9	Ellen Deflora	November 15, 2016
10	Diane Catotti	November 15, 2016
11	Katy Foust	November 16, 2016
12	Arthur Alt	November 16, 2016
13	Gordon Clay	November 15, 2016
14	Elvis Wayne Woody	November 12, 2016
15	Valeria Nelson	November 17, 2016
16	Richard Ellman	November 16, 2017
17	Tom Farmer	November 19, 2016
23	Mary McCluer	November 28, 2016
24	Raymond Lafrenaye	December 5, 2016
37	Kym Hunter, Southern Environmental Law Center	December 7, 2016

# Durham-Orange Light Rail Transit Project

## Comment Form

Mary Brimson

[REDACTED]  
Durham NC

[REDACTED]  
27701

City

Zip Code

First of all liked the style of the meeting more personable & one on one.

My concerns @ present are general concerns b/c I don't have specific info on exactly what the City of Durham is planning for the area/areas around the stations - in particular the Alston Avenue / NCCU station (shops, eatery, etc.) My property is located right

[REDACTED]. I Am very concerned about the direct & indirect impact the rail will have on the area. I experience the knowledge of a bus stop - NOW, no so great & experience the use of an unauthorized parking lot by students NOW, not so great either I'd love to know more about the city's specific plans for the 1/4 to 1/2 to 1 mile area around the station.



You may submit a comment on this project in several ways: (1) email us at [info@durtransitfuture.com](mailto:info@durtransitfuture.com); (2) mail a letter to D-O LRT Project, GoTriangle, PO Box 13787, Research Triangle Park, NC 27709; (3) submit this comment form at a public workshop or meeting.

**From:** Jeffrey Sullivan  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#); [Hertz, Robert](#)  
**Subject:** Moffit\_Don\_2016\_11\_14 | DOLRT Supplemental EA and draft Section 4(f) Evaluation  
**Date:** Monday, November 14, 2016 10:00:04 AM

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**Jeffrey Sullivan**  
Public Involvement Associate  
GoTriangle

**From:** info@ourtransitfuture.com [mailto:info@ourtransitfuture.com]  
**Sent:** Monday, November 14, 2016 9:53 AM  
**To:** Jeffrey Sullivan <JSullivan@gotriangle.org>  
**Subject:** FWD: DOLRT Supplemental EA and draft Section 4(f) Evaluation

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

**Subject:** DOLRT Supplemental EA and draft Section 4(f) Evaluation  
**From:** "Moffitt, Don" [REDACTED]  
**Date:** 11/13/16 10:58 am  
**To:** "[info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)" <[info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)>

To Whom It May Concern,

The change in the eastern terminus of the proposed light rail train system in Durham significantly strengthens the value that the light rail system provides the community. The station area will serve a large population of low income residents who need access to good jobs. The proposed alignment, down the center of Alston Ave, will limit the direct impact of construction on surrounding properties.

I strongly support the new alignment and the construction of the light rail system.

Sincere regards,  
Don Moffitt  
Durham City Council  
Durham, NC

# Durham-Orange Light Rail Transit Project Comment Form

Tyisha Scoggins

[Redacted]

[Redacted]

Durham

27701

NCCU Station is a good idea

You all should have a snack bar in the cars or the Lightrail



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# Durham-Orange Light Rail Transit Project Comment Form

MARISSA SQUIRE

Name



Email

Phone

Address

City

Zip Code

I RIDE BUS ROUTES 6 and 6B MONDAY-FRIDAY FROM DUKE (at Flavors Drive) and the bus gets TO THE GO DURHAM STATION LATE EVERY DAY. I THINK THAT A ROUTE SHOULD BE ADDED TO HELP IN BETWEEN RIDERS OR THAT BUS ROUTE 6B SHOULD BE SPLIT IN HALF SO THAT IT WOULDNT ALWAYS BE LATE.



You may submit a comment on this project in several ways: (1) email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com); (2) mail a letter to D-O LRT Project, GoTriangle, PO Box 13787, Research Triangle Park, NC 27709, (3) submit this comment form at a public workshop or meeting.

# Durham-Orange Light Rail Transit Project *Comment Form*

Kimberly Lyons

Name

Address

[Redacted]

City

Durham NC

City

Phone

27113

Zip Code

This was a very ~~an~~ informative session.



You may submit a comment on this project in several ways: (1) email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com); (2) mail a letter to D-O LRT Project, GoTriangle, PO Box 13787, Research Triangle Park, NC 27709. (3) submit this comment form at a public workshop or meeting.



**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** Sydney\_Miller\_2016\_11\_16 | FWD: Supplemental Environmental Assessment for the proposed Durham-Orange Light Rail Transit Project  
**Date:** Thursday, November 17, 2016 8:35:46 AM

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

**Subject:** Supplemental Environmental Assessment for the proposed Durham-Orange Light Rail Transit Project

**From:** "Sydney Miller" <[REDACTED]>

**Date:** 11/16/16 2:25 pm

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

Brilliant. Build it.

-----~-----

Sydney Paul Miller

[REDACTED]

-----~-----

**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** Prokop\_Mark\_2016\_11\_16 | FWD: <http://stopthetrain.org/>  
**Date:** Thursday, November 17, 2016 10:42:40 AM

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

**Subject:** <http://stopthetrain.org/>  
**From:** "Mark Prokop" <[REDACTED]>  
**Date:** 11/15/16 10:37 pm  
**To:** info@ourtransitfuture.com

<http://stopthetrain.org/>

--

Mark Prokop  
Have a blessed day!!!

**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** DeFlora\_Ellen\_2016\_11\_15 | FWD: Re: GoTriangle Seeks Public Feedback in Environmental Study for Proposed North Carolina Central University Light Rail Station  
**Date:** Thursday, November 17, 2016 10:44:38 AM

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

**Subject:** Re: GoTriangle Seeks Public Feedback in Environmental Study for Proposed North Carolina Central University Light Rail Station

**From:** "Ellen" [REDACTED]

**Date:** 11/15/16 4:46 pm

**To:** "GoTriangle & Our Transit Future" <[info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)>

No light rail ever

Sent from my iPhone

On Nov 15, 2016, at 16:31, GoTriangle & Our Transit Future <[info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)> wrote:

If you are having trouble viewing this message, [see it in your browser](#).

**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** Catotti\_Diane\_2016\_11\_15 | FWD: Nccu station  
**Date:** Thursday, November 17, 2016 10:43:51 AM

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

Subject: Nccu station

From: "Diane Catotti" [REDACTED]

Date: 11/15/16 6:26 pm

To: info@ourtransitfuture.com

Great plan! I'm so very glad this station has been recognized for light rail, rather than BRT.

Sincerely,

Diane Catotti

Former Durham city council member and DCHC MPO vice chair

Sent from my iPhone

**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** Foust\_Katy\_2016\_11\_16 | FWD: Comment on Supplemental EA  
**Date:** Thursday, November 17, 2016 10:41:58 AM

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

Subject: Comment on Supplemental EA

From: "Katy Foust" <[REDACTED]>

Date: 11/16/16 9:14 am

To: info@ourtransitfuture.com

I vote YES to a NCCU link on the Light rail. It will give those students additional opportunities to connect with the community around them and vice versa.

Katy Foust

**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** Tilo\_Arthur\_2016\_11\_16 | FWD: light rail  
**Date:** Thursday, November 17, 2016 10:41:17 AM

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

Subject: light rail  
From: "Arthur Tilo Alt" [REDACTED]  
Date: 11/16/16 1:46 pm  
To: "info@ourtransitfuture.com" <info@ourtransitfuture.com>

I don't see why light rail is needed when a) Chapel Hill is only a stone's throw from Durham (we also have bus service between the towns) and b) who is going to pay for it, except we the tax payers or the federal government which, too, is tax payer money.  
Arthur T. Alt, 27705

**From:** info@ourtransitfuture.com  
**To:** [Yu Robinson, Cyndy](#); [Shumate, Christy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** Clay\_Gordon\_2016\_11\_15 | FWD: Terminus  
**Date:** Thursday, November 17, 2016 10:45:23 AM

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

Subject: Terminus

From: "Gordon Clay" [REDACTED]

Date: 11/15/16 4:36 pm

To: info@ourtransitfuture.com

Why isn't the rail project locating its eastern terminus at RDU?

My gosh the trains from the airport - just to Durham Chapel Hill - would guarantee enough riders to sustain the whole project, wouldn't it?

# Durham-Orange Light Rail Transit Project

## Comment Form

ELVIS WAYNE WOODY

Name

Email

Phone

DURHAM

City

27701

Zip Code

- CONCERNING THE FUTURE OF THE RAILIGHT COMMUTER RAIL, WILL IT POSSIBLY USE THE LIGHT RAILS STATION AT PETTIGREW OR THE AMTRAK STATION IN DURHAM.
- DO YOU HAVE ANY IDEA OF WHAT ZONING CHANGES WOULD ~~CHANGE~~ BE FOR THE AREA 2 BLOCKS PAST THE PETTIGREW STATION BY THE R. KELLY BRIDGE SECTION <sup>BRYANT</sup>
- WHAT IS THE DEMOGRAPHICS FOR THE PROPOSED NCCU AREA AND THE AREA OF PETTIGREW TOWARDS HOLTON SCHOOL AREA
- CONCERNING THE COMPLETION OF THE PROJECT WHAT TIME FRAME WOULD THE ~~COLLABORATION~~ COLLABORATION BETWEEN DURHAM TECH & THE TWO HIGH SCHOOLS THAT TEACH AUTOMOTIVE BEGAN TO INSTRUCT STUDENTS IN MAINTENANCE OF LIGHT RAIL SO THAT DURHAM WOULD BE ABLE TO SUPPLY THE SKILLED WORKERS INSTEAD OF BRINGING



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# Durham-Orange Light Rail Transit Project *Comment Form*

Name

Email

Phone

Address

City

Zip Code

OUTSIDE SKILLED WORKERS. WHAT WOULD  
THE PROJECTED STARTING SALARIES



You may submit a comment on this project in several ways: (1) email us at [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com); (2) mail a letter to D-O LRT Project, GoTriangle, PO Box 13787, Research Triangle Park, NC 27709; (3) submit this comment form at a public workshop or meeting.

# Durham-Orange Light Rail Transit Project Comment Form

Valeria H Nelson

Name

Sheila E. Carrington

Address

[Redacted]

Phone

[Redacted]

City

Zip Code

concerns: property tax with the value of homes increasing, what will it be?

Speed of cars on Alston with rail

lighting; it's awfully dark on Alston - they need more

Noise - even if electric

wants to make sure they are thinking of us when they're planning

development - how what are the development plans for the area if needs upgrade

utility poles - how will the utilities be in; will the utilities still be above ground

Sidewalks are very important



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parking - it already  
overflows

Snack bar - there needs to be  
one on the train

lived through the east-west connector  
promises were made; want to  
make sure promises aren't made  
that can't be kept

~~scribble~~

**From:** Jeffrey Sullivan  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#); [info@ourtransifuture.com](mailto:info@ourtransifuture.com)  
**Subject:** Ellman\_Richard\_2016\_11\_16 | FW: Questions/Comments Re Extension to NCCU  
**Date:** Friday, November 18, 2016 9:46:41 AM

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**Jeffrey Sullivan**  
Public Involvement Associate  
GoTriangle

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**From:** Richard Ellman [mailto:████████████████████] ]  
**Sent:** Wednesday, November 16, 2016 5:38 PM  
**To:** Jeffrey Sullivan <JSullivan@gotriangle.org>  
**Cc:** 'Richard Ellman' ████████████████████  
**Subject:** Questions/Comments Re Extension to NCCU

Hello, Jeffrey--

Once again, a highly professional impact statement. However, I couldn't find in the document a summary of incremental cost to extend the light rail system to NCCU. So, please either direct me a the summary in the impact statement, or let me know the incremental costs, simply to extend the line. Also, what would be the annual change in operating costs vs expected revenue for the extension? Realize please, that I am asking only for the incremental numbers.

If I remember properly, the costs to complete the light rail system to cover the original seventeen stations was about \$17 bil., which, I assume, was in 2015 dollars. Is that still the number that you are anticipating for the original proposal? And, how much of this is anticipated to be paid by the Federal Government?

I see that Durham County would lose \$1.7 mil. a year from the property tax base. How would the resulting loss in income to the County be made up?

Table 3-5 shows 2010 Employment to be 21,700, and 2040 Employment to be 10,400. Is that correct?

Thank you in advance, Jeffrey, for responding to this e mail.

Richard Ellman  
████████████████████  
████████████████████

**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Cc:** [Hertz, Robert](#)  
**Subject:** 2016\_11\_19\_Farmer\_Tom | FWD: DO LRT proposed NCCU Stop  
**Date:** Monday, November 28, 2016 10:25:12 AM

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

Subject: DO LRT proposed NCCU Stop

From: "Tom Farmer" [REDACTED]

Date: 11/19/16 5:30 pm

To: info@ourtransitfuture.com

Extension of the proposed Durham Orange light rail line to North Carolina Central University makes a great plan even better. This light rail line is already planned to connect the largest employer in the Triangle with the largest employer in Orange County; both are in the top 10 employers for the entire state.

Now, the line will be extended and connect nearly 55,000 college students.

The Durham Orange light rail line meets all the arguments for light rail concerning focused growth, economic development, and increased access to jobs.

Both Duke and UNC Medical Centers need high capacity fixed guideway access for employees and patients. Both are experiencing bus congestion and serious parking issues. Without high capacity transit, they will find it difficult to maintain their status among the nation's leading medical centers.

We can't afford not to build Durham Orange light rail.

Tom Farmer, Chapel Hill, NC

**From:** info@ourtransitfuture.com  
**To:** [Hertz, Robert](#); [Shumate, Christy](#); [Yu Robinson, Cyndy](#)  
**Subject:** 2016\_11\_28\_McCluer\_Mary | FWD: Proposed light rail link between campuses  
**Date:** Thursday, December 01, 2016 5:08:05 PM

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

**Subject:** Proposed light rail link between campuses

**From:** "Mary McCluer" [REDACTED]

**Date:** 11/28/16 2:00 pm

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

While I am no longer a student and cannot comment specifically to this link, I am all for improvements in public transportation. Links between campuses could create a meeting of the minds, so to speak, and give students opportunities that they might not otherwise have. Great communities always have excellent public transportation. Beyond the obvious need to connect people from their homes to their schools and their jobs, public transportation also offers the possibility of chance encounters, conversations with people you might not otherwise meet, and a broadening of perspectives, which in our current divisive political climate, might help bring needed understanding and healing. If the triangle is going to grow in a positive way, it must have excellent public transportation as part of that growth.

Thanks for what you do,  
Mary McCluer  
Raleigh, NC

**From:** info@ourtransitfuture.com  
**To:** [Shumate, Christy](mailto:Shumate.Christy); [Hertz, Robert](mailto:Hertz.Robert); [Yu Robinson, Cyndy](mailto:Yu.Robinson.Cyndy)  
**Cc:** [drogers@gotriangle.org](mailto:drogers@gotriangle.org); [mmakoid@gotriangle.org](mailto:mmakoid@gotriangle.org); [jsullivan@gotriangle.org](mailto:jsullivan@gotriangle.org)  
**Subject:** 2016\_12\_5\_Lafrenaye\_Raymond | FWD: Questions for Go Triangle  
**Date:** Tuesday, December 06, 2016 8:33:56 AM

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

Subject: Questions for Go Triangle

From: "Lafrenaye, Raymond" <[REDACTED]>

Date: 12/5/16 8:23 am

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

**On behalf of UNC Hospitals we have a few questions for three sites;**

1. A property we own at Eastowne (and are currently master planning for potential future development) near the proposed **Gateway Station**
2. A critical mass of leased space we occupy on the corner of Farrington Road and NC 54 near the **Leigh Village Station**.
3. A critical mass of owned space we occupy on the corner of Finley Golf Course Road and Prestwick Road near the **Prestwick Station**.

### **Gateway Station**

1. How accurate is the location you have indicated for the "Gateway Station"? Do you believe this location/path will change significantly? Will what UNCH develops at Eastowne or what SECU develops on their current site affect this planning at all?
2. At the parking station named "Gateway" how big will the parking structure be or is it just a surface lot?
3. How will the gateway station be accessed by car – directly from an off ramp from I-40 or by an enhanced road coming off of 15/501? Has the access road been designed? Is the plan to use property from the SECU site or by current roads or right of ways? If so, where do those roads intersect 15/501?
4. Are there bus transit connections planned at this location

:![if !supportLists]>5. <![endif]>Has there been any discussion/planning on your part about pedestrian traffic from the Eastowne site across 15-501?

### **Leigh Village**

:![if !supportLists]>1. <![endif]>How accurate is the location you have indicated for the “Leigh Village”? Do you believe this location/path will change significantly? Will what UNCH leases or what buildings are developed at the corner of Farrington Road and NC 54 affect this planning at all?

:![if !supportLists]>2. <![endif]>At the parking station named “Leigh Village” how big will the parking structure be or is it just a surface lot?

:![if !supportLists]>3. <![endif]>How will the Leigh Village station be accessed by car – directly from an off ramp from I-40 or by an enhanced road coming off of NC54? Has the access road been designed? Is the plan to use property from the current property owners at the Leigh Village site or by current roads or right of ways? If so, where do those roads intersect with NC54?

:![if !supportLists]>4. <![endif]>Are there bus transit connections planned at this location

:![if !supportLists]>5. <![endif]>Has there been any discussion/planning on your part about pedestrian traffic from the Carolina Pointe II site across NC54 to access this area?

### **Prestwick Station**

:![if !supportLists]>1. <![endif]>How accurate is the location you have indicated for the “Prestwick Station”? Do you believe this location/path will change significantly? Will the clinics UNCH owns and occupies at this site affect this planning at all?

:![if !supportLists]>2. <![endif]>What form of parking (if any) at the station named “Prestwick” be? Will there be a surface lot?

:![if !supportLists]>3. <![endif]>How will the Prestwick station be accessed by car, if at all (NC54 or Finley Golf Course Road)? Has the access road been designed?

:![if !supportLists]>4. <![endif]>Are there enhanced bus transit connections planned at



this location

5. Has there been any discussion/planning on your part about pedestrian traffic from the Imaging & Spine Center, Prestwick Business Building, East 54, proposed Glen Lennox development to access this station?

Thanks any information/information/detail you can provide for these questions would be helpful. I would be happy to also provide feedback if you have any follow up questions.

Ray

**Ray Lafrenaye I** Vice President

Real Estate & Facilities

UNC Medical Center

500 Eastowne Drive, 5-2-001

Chapel Hill, NC 27514

[REDACTED]

[REDACTED]

----- Confidentiality Notice -----

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## SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 919-967-1450

601 WEST ROSEMARY STREET, SUITE 220  
CHAPEL HILL, NC 27516-2356

Facsimile 919-929-9421

December 7, 2016

**VIA E-MAIL**

D-O LRT Project – NCCU Station Refinement  
c/o GoTriangle  
Post Office Box 13787  
Research Triangle Park, NC 27709  
[info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)

**Re: Comments on Durham-Orange Light Rail Transit Project NCCU Station Refinement Supplemental Environmental Assessment**

We are pleased to submit these comments supporting the proposed North Carolina Central University (“NCCU”) Station Refinement for the Durham-Orange Light Rail Transit (“D-O LRT”) project. These comments are submitted by the Southern Environmental Law Center (“SELC”) on behalf of Clean Air Carolina and Medical Advocates for Healthy Air. SELC is a 501(c)(3) non-profit organization dedicated to protecting the natural resources of the Southeast. In particular, SELC works with groups throughout North Carolina to promote transportation and land use decisions that strengthen our communities, protect our natural resources, and improve our quality of life. Clean Air Carolina is a non-profit committed to improving North Carolina’s air quality through education and advocacy efforts to reduce pollution in our state. Medical Advocates for Healthy Air is an initiative of Clear Air Carolina comprised of health professionals dedicated to educating others about the health impacts of poor air quality and advocating for stronger policies that will promote clean and healthy air for North Carolinians.

We see this modification to the original light rail alignment as an improvement that will result in even greater benefits for the environment and communities in the area. We incorporate by reference our earlier supportive comments on the D-O LRT Draft Environmental Impact Statement which continue to apply to this project, specifically with regards to the benefits of light rail, the general environmental effects of the D-O LRT project, and the importance of collaborating with affected communities. We provide these brief additional comments on the Supplemental Environmental Assessment (“Supplemental EA”) to specifically highlight our support for and limited concerns about the NCCU Station Refinement.

**I. The Refinement Will Result in Negligible Negative Environmental Impacts and Significant Positive Impacts**

The NCCU Station Refinement represents a minor adjustment in terms of additional light rail line distance but will yield significant benefits, primarily resulting from increased ridership. The NCCU Station Refinement would extend the D-O LRT line past the original end point of

Alston Avenue to a terminus located next to NCCU. This will require a slight modification of the alignment for the Alston Avenue station, and will extend the rail line by 0.7 miles. This short extension of the rail line will reap great benefits by significantly increasing ridership—the NCCU station is forecast to be the highest volume station in Durham.

The line extension and new NCCU Station will go through an already developed area of Durham, and will largely follow existing roadways. Negative environmental impacts will be negligible largely due to the developed, built-out nature of the affected area. As noted in Appendix A to the Supplemental EA, the NCCU Station Refinement corridor does not include any jurisdictional waters of the United States, streams, wetlands, riparian buffer zones, ponds, or key floodplain areas.<sup>1</sup> Even the limited undeveloped areas near the NCCU Station Refinement are “dominated by invasive species.”<sup>2</sup> The environmental impacts resulting from the NCCU Station Refinement will be insignificant.

Any minor environmental impacts will be far outweighed by the environmental and environmental justice benefits of extending the light rail line to the employment and education center of NCCU. Including a stop next to the historically Black university and the surrounding neighborhoods of color increase the equitable benefits of the D-O LRT project. Enrollment at NCCU is more than 8,000, with a mix of graduate and undergraduate students, and the university employs more than 1,800 faculty and staff.<sup>3</sup> With the addition of NCCU, the D-O LRT project will connect three major universities in the region, all of which serve as key employment and education hubs.

In turn, connecting NCCU and its corresponding addition of potential ridership will enhance the air quality and land use benefits we identified in our original comments: the NCCU Station Refinement will help reduce vehicle-miles traveled and thus reduce harmful local air pollution, as well as greenhouse gas emissions.<sup>4</sup> Similarly, extending the light rail line will enable more people to be less reliant on personal cars and live closer to school or work. Reducing car-dependence and instead fostering mixed-use, walkable, and bikeable communities corresponds to less sprawling development into more rural, undisturbed natural areas. As NCCU continues to expand—including with the planned addition of a business school<sup>5</sup>—ridership and these consequent benefits will likely increase.

We do note that the NCCU Station Refinement will interfere with the Durham-Chapel Hill-Carrboro Metropolitan Transportation Plan’s inclusion of 4-foot bike lanes on Alston Avenue and Pettigrew Street.<sup>6</sup> While disappointing, we understand and appreciate that the addition of light rail will ultimately enable more alternate modes of transportation throughout the D-O LRT corridor. Moreover, we are pleased that GoTriangle is committed to offsetting this

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<sup>1</sup> Appendix A to Supplemental EA: Resources with No Impacts Supporting Documentation (October 2016) at A-6.

<sup>2</sup> *Id.* at A-6

<sup>3</sup> *Quick Facts*, NCCU, <http://www.nccu.edu/discover/quickfacts.cfm> (last visited November 27, 2016).

<sup>4</sup> SELC Comments on D-O LRT Draft Environmental Impact Statement (October 13, 2015), at 2-4.

<sup>5</sup> Supplemental EA, 3-10.

<sup>6</sup> *Id.* at 3-8.

loss of bike lanes by “work[ing] with the City of Durham, NCDOT, and local advocates to identify the potential for off-street [bicycle] facilities or on-street [bicycle] facilities on parallel or nearby roadways.”<sup>7</sup>

At an approximate additional cost of \$100 million, the NCCU Station Refinement represents around a 5.5% increase in cost of the D-O LRT project. By comparison, the percentage increase in light rail ridership with this modification will be more than a 16% increase<sup>8</sup>—nearly three times the relative increase in cost. The NCCU station refinement represents a smart transportation infrastructure investment in light of its low relative additional cost compared with its significant ridership benefits.

## **II. GoTriangle Should Continue to Collaborate With Affected Communities to Mitigate Harmful Impacts**

We note that GoTriangle has worked diligently to connect with affected communities about potential impacts of the D-O LRT project as a whole, and about the NCCU Station Refinement in particular. Indeed, it was GoTriangle’s genuine receptiveness to community feedback that ultimately led to the NCCU Station addition and route refinement.

The NCCU Station Refinement stands to provide significant benefits in terms of access and connectivity for communities in the refinement area. The NCCU Station Refinement expands the D-O LRT corridor to include 400 additional zero-car households and an additional 800 individuals who are either under 18 or over 65.<sup>9</sup> In other words, populations potentially in greater need of public transportation will be within the vicinity of the NCCU Station.

Even as GoTriangle has already expended significant time and resources in community outreach, we encourage GoTriangle to stay the course and continue its public outreach and community collaboration. In order to continue to ensure community impacts are mitigated, this public outreach must be a continual, ongoing process throughout all stages of planning and construction of the D-O LRT project.

As we mentioned in our past comments, we hope that GoTriangle will continue to do its part to ensure that affordable housing is available throughout the D-O LRT corridor, including the new extension with the NCCU Station Refinement. We also urge GoTriangle to engage in an equitable process for the acquisition of five businesses and 14 residential properties that would be relocated to complete the NCCU Station refinement.<sup>10</sup> The statement that community adherence impacts are not anticipated<sup>11</sup> should be supported by a relocation plan that embodies principles of environmental justice. Meeting environmental justice goals for ensuring public

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<sup>7</sup> *Id.* at 3-9.

<sup>8</sup> *Id.* at Table 3-1.

<sup>9</sup> *Id.* at Table 3-6.

<sup>10</sup> *Id.* at 3-15.

<sup>11</sup> *Id.*

participation by modest wealth communities and communities of color includes meaningful involvement not only in the decision to extend the line, but also the process of acquiring properties to effectuate that extension. To the extent practicable, GoTriangle should actively seek minority-owned firms in close proximity to the refinement area to work in the preliminary acquisition process. Having the title work, appraisals, and appraisal revisions completed by qualified firms in close proximity to the refinement area can have the effect of establishing trust in negotiations to fairly create the value of the residences and businesses, and may expeditiously reach offers of just compensation and acceptance.

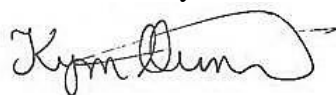
In addition, in order to meet the needs of those living and working in the acquisition zone, it will be helpful to coordinate with NCCU staff, local business owners, and public community space directors to set up an in-neighborhood negotiation and counseling site to assist those who may need to relocate. By seeking qualified residents and NCCU staff to provide counseling in the Federal Relocation Assistance Program process, and by increasing accessibility to affected residents through conducting negotiations from community sites, there is a greater likelihood of successful community engagement.

Finally, whether by agreement of the current owners and tenants, or in the unfortunate event of settlement impasse that would necessitate property acquisition by eminent domain, we urge GoTriangle to not be limited by the relocation benefits allowable under the Uniform Relocation and Real Property Acquisition Policies Act. Seeking additional state, federal and local funding to provide payments above Uniform Act limits when necessary, will result in a more equitable acquisition process.

### **Conclusion**

We are thrilled to continue to offer our support for the D-O LRT project as it progresses and adapts in response to feedback to incorporate additional ridership. As discussed above and in our previous comments, the D-O LRT project will provide communities in Durham and Orange counties with a reliable, environmentally-beneficial transportation investment. The NCCU Station Refinement will enhance and extend those benefits by increasing light rail ridership and connecting more communities to regional public transit. We look forward to continuing to work with GoTriangle in advancing this exciting transportation investment.

Sincerely,



Kym Hunter  
Staff Attorney



Ramona McGee  
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