Scoping Report

Durham-Orange Light Rail Transit Project



Triangle Regional Transit Program
our transit future

SEPTEMBER 2012

Prepared for: Triangle Transit

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1. Introduction

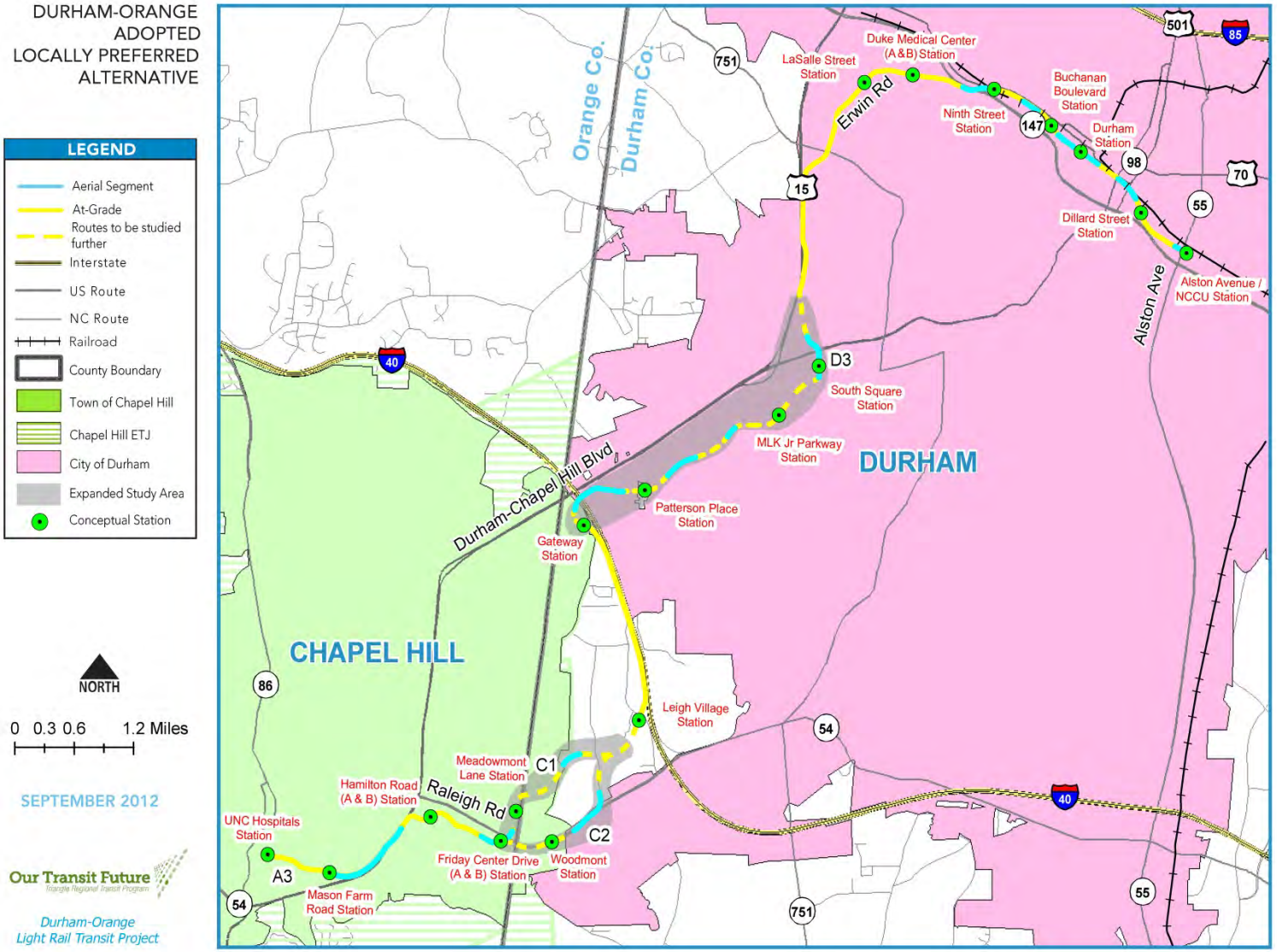
The 2035 Long Range Transportation Plan adopted by the Durham-Chapel Hill-Carrboro and Capital Area Metropolitan Planning Organizations in April 2009 identified corridors for major investments in fixed guideway transit over the next 30 years. Through a Transitional Analysis, the first step in the Alternatives Analysis (AA) process which began in March 2010, the Durham-Orange (D-O) Corridor was identified for further consideration. The AA which was completed in April 2012 also included the evaluation of alternative transit technologies and alignments that met the identified transit needs of the D-O Corridor. On February 8, 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted the D-O light rail transit (LRT) project as the Locally Preferred Alternative (LPA) project to be advanced for further study in compliance with the National Environmental Policy Act (NEPA) federal environmental review process.

On April 3, 2012 the Federal Transit Administration (FTA) (the federal lead agency) and Triangle Transit (the local project sponsor) announced their intention to prepare an Environmental Impact Statement (EIS) on proposed high capacity transit improvements in the D-O Corridor (Figure 1.1). The next step in the FTA Project Planning and Development Process for projects that may be considered for federal funding was Environmental Scoping. Through the scoping process, the public, elected and appointed officials, and interested government agencies were able to comment on the proposed project's draft Purpose and Need, the alternatives to be evaluated, and the impacts of the alternatives. The scoping process defined a range of issues that will be studied through preparation of the EIS. In accordance with NEPA and FTA, the EIS will include the development and analysis of the following three primary alternatives between the UNC hospitals in Chapel Hill and east Durham:

- The No-Build Alternative.
- Transportation Systems Management (TSM) Alternative consisting of an enhanced bus network that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway transit service.
- LRT alternative consisting of a new fixed-guideway rail alignment and support facilities. This alternative represents the LPA as currently proposed.

Federal funding will be requested by Triangle Transit for permission from FTA to enter Preliminary Engineering (PE) in accordance with the Federal New Starts regulations 49 CFR Part 611. Upon receipt of approval from FTA, PE and preparation of an EIS will be undertaken concurrently for the D-O LRT Project.

Figure 1.1 Durham Orange Corridor Alternative



1.1. Purpose of the Scoping Report

Environmental Scoping is part of a process required under the regulations and guidelines issued by the FTA to implement the NEPA of 1969 in conformance with Council on Environmental Quality (CEQ) implementing regulations, as amended. The purpose of this Scoping Report is to provide information to the public and agencies regarding the D-O LRT EIS process, issues, and alternatives and an opportunity for the public and agencies to comment on and provide input into the D-O LRT EIS process as it is initiated.

This Scoping Report for the D-O LRT EIS addresses the following topics:

- **Overview:** outlines the history of the project's planning and development, related projects and studies; the basis of the EIS; the scoping process; Project Participants and the proposed Schedule.
- **Purpose of and Need for the Project:** describes the purpose and need for improved transportation services in the D-O Corridor and identifies the related goals and objectives of the study.
- **Alternatives:** summarizes the preliminary alternatives that will be examined in the EIS.
- **Social, Economic, and Environmental Impacts:** identifies the types of environmental issues that will be analyzed in the EIS.
- **Public and Agency Involvement:** summarizes the public and agency participation program and identifies the public participation elements.
- **Summary of Scoping Comments:** summarizes the comment collection methodology, public and agency meetings held during the scoping process, and comments from the agencies and public.

Prior to the initiation of the EIS, a concluding stakeholders meeting was held on August 21, 2012, during which interested federal, state, and local government agencies collectively processed all input and formally developed the scope of the EIS. Agencies were given 3 weeks to provide comments. This meeting and subsequent comment period served to complete the Scoping Report and Scoping process.

2. Overview

2.1. History of Project

Planning for fixed-guideway transit in the Triangle Region began over 20 years ago, and a number of transit studies have been conducted to advance major transit investments in the area. In recent years important advancements have brought implementation of a major transit investment in the D-O Corridor closer to reality.

Evaluation of fixed guideway alternatives such as Bus Rapid Transit (BRT) and LRT in the D-O Corridor began with the 1998-2001 US 15-501 Major Investment Study (MIS). This multi-phase effort which included extensive public involvement resulted in the establishment of an adopted transit corridor between Chapel Hill and Durham. That corridor continues to be protected and preserved for transit use by these local governments. In 2006, Triangle Region stakeholders began collaborating to restructure the vision for a regional transit system. Between 2007 and 2009, system-wide planning for future fixed-guideway transit corridors was conducted through a cooperative regional planning effort. The D-O Corridor was identified as one of the future rail transit corridors in the region. Recommendations from this planning process were jointly adopted by the Region's two metropolitan planning organizations (MPOs) as the transit element of the Triangle Region's 2035 long range transportation plan (LRTP).

In 2009, the NC General Assembly passed House Bill 148 enabling the County Commissioners in Durham, Orange, and Wake counties to establish local funding for transit projects through a half-cent sales tax, subject to referenda. On November 8, 2011 Durham County residents voted in favor of a half-cent sales tax dedicated to transit; Orange County voters will be able to make their decisions on November 6, 2012. The Wake County Commissioners have not yet determined if or when a referendum may be considered.

Beginning in March 2010, through a Transitional Analysis, the rail transit corridors in the 2035 LRTP were analyzed to determine the most appropriate initial major transit investments. As a result, the D-O Corridor was identified as a priority transit corridor to be evaluated in greater detail through an Alternatives Analysis (AA), the first step in the FTA Project Planning and Development process. In accordance with NEPA, the alternatives evaluated in the AA for the D-O Corridor included No-Build, Transportation System Management (TSM), and Build alternatives along with various alignments and transit technologies such as BRT and LRT.

These alternatives were evaluated based upon their ability to meet the project's draft Purpose and Need and factors such as ridership and transportation operations, land use, expansion potential, economic development potential, public and agency support, environmental impacts, technical and financial feasibility, and cost. Triangle Transit conducted the AA in coordination with the jurisdictions and agencies with interests in the corridor, including Durham and Orange Counties, the Town of Chapel Hill, City of Durham, DCHC MPO, and the North Carolina Department of Transportation (NCDOT).

The AA concluded by identifying a locally preferred alternative (LPA), the most promising alternative for further analysis (Figure 1.1). It identified LRT as the only technology that satisfies the draft Purpose and Need for premium transit service in the D-O Corridor by enhancing mobility, expanding transit options between Durham and Chapel Hill, serving populations with a high propensity for transit use, and fostering compact development, and economic growth.

On February 8, 2012, the DCHC MPO Transportation Advisory Committee (MPO's policy board) unanimously adopted the LRT Alternative as the LPA for further study through Preliminary Engineering (PE) and the NEPA process.

In May 2012, following publication in the Federal Register of a Notice of Intent (NOI) indicating that the FTA and Triangle Transit would be preparing an EIS for the D-O LRT Project, scoping meetings were held with Regulatory Agencies, Elected Officials and Project Partners and the public. An agency scoping summary meeting was held in August 2012 to complete the Scoping process. Information regarding Public Involvement and the outcome of these meetings are included in Sections 6 and 7 of this Report.

In September 2012, with the completion of Project Scoping, Triangle Transit will submit a New Starts application to the FTA for the D-O LRT Project. The outcome of this application process will include a determination by FTA regarding the advancement of the D-O LRT Project into the next phase of the Project Planning and Development Process: Preliminary Engineering (PE) which would include concurrent preparation of a Draft EIS (DEIS) in accordance with NEPA. The PE/DEIS phase will include public involvement and agency coordination, culminating in publication of the DEIS by FTA, public hearings and the receipt of comments from all stakeholders. Subsequent to completion of the official public comment process, feedback and comments will be addressed to formulate the NEPA Preferred Alternative that will be evaluated during preparation of the Final EIS (FEIS).

When all the documentation is complete, FTA is anticipated to publish the FEIS and subsequently issue a Record of Decision (ROD), concluding the NEPA process in 2017. With funding and FTA's authorization to proceed, Final Design and Engineering, which is anticipated to take about 3½ years, will occur. Construction and testing are estimated to take an additional 4 to 5 years allowing LRT Service in the D-O Corridor to begin in 2025/2026.

2.2. Environmental Impact Statement

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR Parts 1500–1508) and with the FTA/Federal Highway Administration regulations ''Environmental Impact and Related Procedures'' (23 CFR Part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable.

These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing section 106 of the National Historic Preservation Act (36 CFR part 800), the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402), section 4(f) of the Department of Transportation Act (23 CFR 771.135), and Executive Orders 12898 on environmental justice and 11988 on floodplain management.

2.3. Scoping Process

The purpose of the scoping process was to provide an opportunity for the public and agencies to comment on and provide input to the D-O Corridor EIS as it is initiated. A Notice of Intent (NOI) was published in the Federal Register on April 3, 2012 to initiate the D-O Corridor EIS, the subject of this Scoping Report. This effort builds upon the planning and public outreach activities previously conducted as they relate to development of goals and objectives, screening of alternatives, and evaluation of impacts.

The environmental scoping process provided the public, their elected officials, and interested government agencies with information about the LPA in order to assist in shaping the course and direction of the environmental review process and ultimately the project which will be implemented.

The purpose of the scoping process was to inform the public and governmental review agencies that the Federal Transit Administration (FTA) (as the federal project sponsor) and Triangle Transit (as the local project sponsor) will be preparing an EIS for this project; to present information about the project, and to formally request input from these groups on the alternatives under consideration and the impacts to be evaluated.

Information and scoping materials can be found on the project website, www.ourtransitfuture.com. The Comment Period on scoping for the D-O LRT Project concluded on June 18, 2012.

2.4. Project Participants

The following groups have been identified as project participants and partners:

- General Public / Stakeholders
- Environmental / Business / Community Interest Groups (and others who have an interest in the project)
- Metropolitan Planning Organizations
- Local Governments
- State Agencies
- Transportation Providers
- Institutions
- Regional Entities
- Regulatory & Review Agencies
- Consultant Team

The role and number of agencies listed in this section may change as this plan is refined.

The two lead agencies for the proposed D-O LRT project are the FTA and Triangle Transit. FTA is the lead federal agency and project sponsor for the environmental documents prepared for the D-O LRT project. As such, FTA is responsible for supervising the preparation of the EIS. In general, FTA will be responsible for the following:

- Provide oversight in managing the environmental process and resolving any associated issues.
- Facilitate the timely and adequate delivery of the environmental review process.
- Be responsible for the content of the EIS, furnish guidance, independently evaluate and approve documents, and ensure Triangle Transit complies with mitigation commitments.

Triangle Transit is the lead local agency and project sponsor for the proposed D-O LRT project. The primary responsibilities of Triangle Transit will be to conduct environmental analysis and prepare the environmental documents that evaluate the project alternatives and simultaneously conduct the public involvement and agency coordination activities that will continue throughout this process.

Key contacts for the project are the following:

Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
404 865-5607

Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
919 485 7522

Cooperating Agencies are federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. Cooperating Agencies may also have a federal action or approval relative to the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agencies, also become a Cooperating Agency. Cooperating Agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process than the Participating Agencies.

In response to a request from FTA, the US Army Corps of Engineers (USACE), the US Environmental Protection Agency (USEPA) and the Federal Highway Administration (FHWA) have agreed to participate in the D-O LRT EIS as Cooperating Agencies. These three agencies' responses are found in Appendix F.

2.5. Schedule

In accordance with NEPA, a Project Coordination Plan must be developed to define the basic process and timeline for coordination between the FTA, Triangle Transit, interested agencies, and the public. While a detailed and specific schedule for completing the environmental review process has not yet been established, the Draft Project Coordination Plan will be finalized and posted on the project website at the conclusion of the project scoping process.

Project planning, design, and construction result in a lengthy process. Figure 2.1 summarizes the most recent project milestones and timeline, which may change based on funding and advancement of the FTA Project Planning and Development process. The schedule shown below supersedes those found in the Appendices. Figure 2.1 identifies approximately when public involvement activities and interagency coordination will occur. Timeframes for coordination are subject to change based on development of a detailed project schedule.

The scoping process was completed in September 2012. Subject to FTA approval, the DEIS for the D-O LRT Project is anticipated to be published by FTA in 2015. Subsequent to completion of the official public comment process, feedback and comments will be addressed to formulate the NEPA Preferred Alternative that will be evaluated during the Final EIS (FEIS). When all the documentation is complete, FTA is anticipated to publish the FEIS and subsequently issue a ROD, concluding the NEPA process in early 2017. With funding secured and FTA's authorization to proceed, Final Design and Engineering, which is anticipated to take about 3½ years, will be undertaken. Construction and testing are estimated to take 4 to 5 years allowing LRT Service in the D-O Corridor to begin in 2025/2026.

***Station Planning and Development*:** Coordination will be conducted with project stakeholders including local planning agencies and citizens regarding the development of station locations and plans. Station planning and development workshops will be held concurrently with the NEPA process.

***Draft EIS*:** A Federal Register notice will announce the availability for comment on the DEIS and establish the public review and comment period. Public hearings will be held during the public review period for the DEIS. Cooperating Agencies will be invited to review and submit comments on the Administrative Draft of the DEIS and to attend the public hearings. Participating Agencies will be invited to review and submit comments on the DEIS and to attend the public hearings.

***Public Hearings*:** Public hearings will be held during the public review period for the DEIS. A notice of the public hearings will be published in local newspapers of general circulation and posted on the project website.

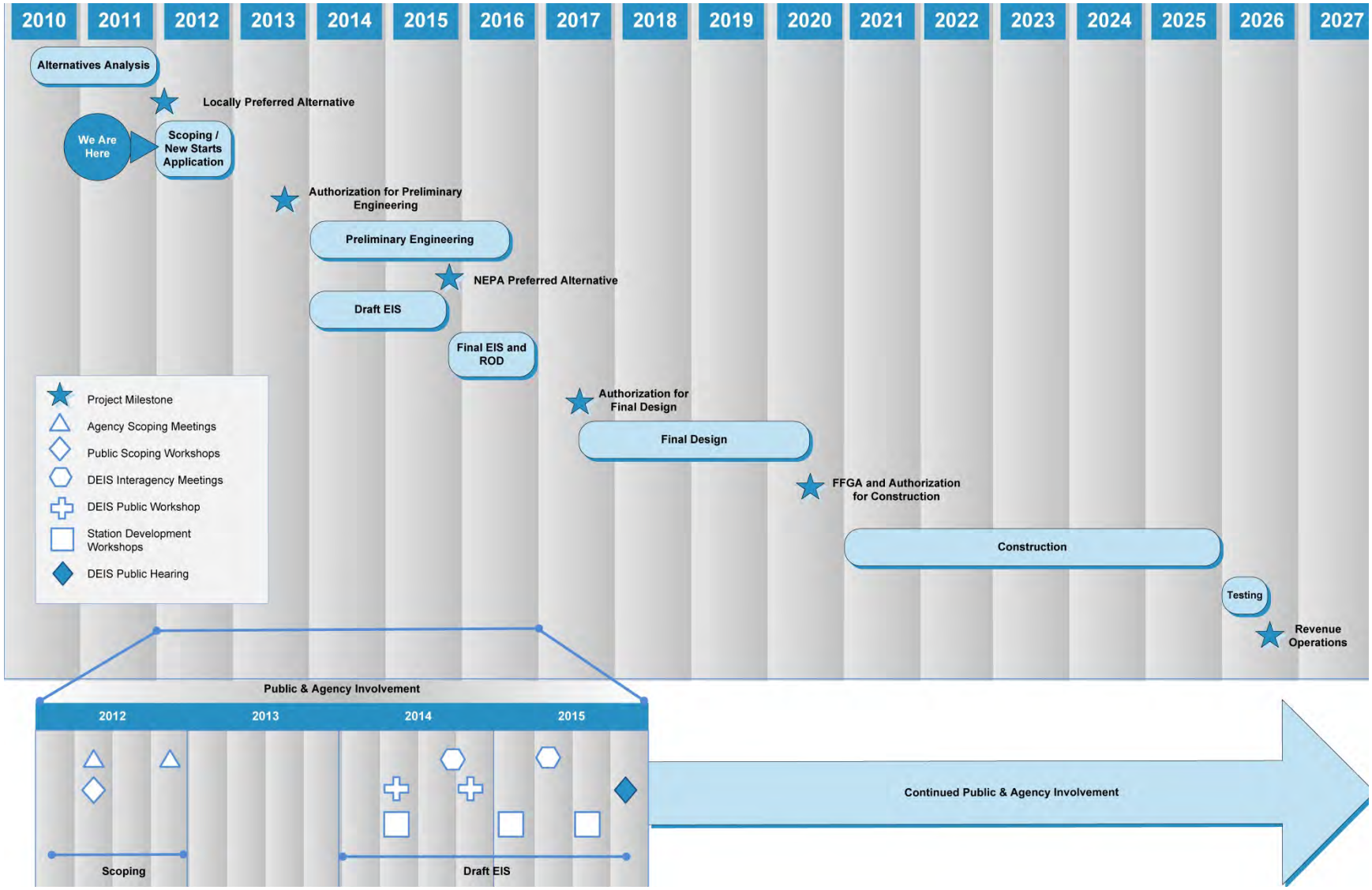
***Final EIS*:** Coordination of the FEIS will be similar to coordination prior to circulation of the DEIS. A Notice of Availability for the FEIS will be published in the Federal Register to announce the availability of the FEIS and establish the public review and comment period. The announcement will also be published in a local newspaper of general circulation and posted on the project website. Cooperating Agencies will be invited to review and submit comments on the Administrative Draft of the FEIS, and Participating Agencies will be invited to review and submit comments on the FEIS. All Cooperating and Participating Agencies will receive notification of the issuance of the Record of Decision by FTA.

***Coordination Subsequent to the Record of Decision*:** Agencies with permitting authority will continue to be consulted throughout the permit application development process. Permit applications will be submitted and data developed to support needs identified by the permitting agencies.

Issue Resolution Process - The following process shall be used to identify and resolve issues in a timely manner that may arise during the environmental review process.

- The Lead Agencies, Cooperating Agencies, and Participating Agencies shall work cooperatively to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required under applicable laws.
- Lead Agencies, along with Cooperating and Participating Agencies, will identify as early as practicable any issues of concern regarding the project's potential human or environmental impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Figure 2.1 Project Schedule



3. Purpose and Need for Action

3.1. Purpose and Need

Triangle community residents and their elected officials have identified four core issues that a transportation project should address to support and advance a sustainable economy and the region's quality of life. Therefore, the purpose of the proposed premium high-capacity transit investment in the D-O Corridor is to provide a transit solution that addresses the following mobility and development needs:

- **Need to enhance mobility:** The D-O Corridor is forecast to absorb a significant share of the region's population and employment growth, thereby creating increased travel demand. By 2035, the corridor is projected to add about 56,000 people and 81,000 jobs which are expected to generate 255,000 additional daily trips, many of which will be made on local roadways. These trips will increase congestion during the peak morning and afternoon travel periods. Alternatives to the automobile are needed to address the limited capacity of the roadway system to accommodate increased travel demand.
- **Need to expand transit options between Durham and Chapel Hill:** Most bus service in the D-O Corridor is concentrated in downtown Durham and downtown Chapel Hill. Transit connecting these urban centers and serving the residential areas and retail developments between them is currently limited to two Triangle Transit routes and the Duke University Robertson Scholars Express bus. These buses operate in mixed traffic along increasingly congested roadways, have limited capacity, and are not competitive with the auto for most trips. Furthermore, the Study Area does not currently offer the type of high quality premium transit service that is an attractive alternative to driving, particularly under congested conditions.
- **Need to serve populations with high propensity for transit use:** University students and employees, as well as transit-dependent populations, are a significant percentage of the population in the D-O Corridor. Expanding transit services and increasing access between each of the university campuses and medical centers, which offer pedestrian-friendly environments, limited parking, and free transit passes, will support increased mobility options for university students, employees and other patrons. Also, expanding reliable mobility options for lower income populations and transit users who may not be able to drive will enhance economic opportunities through improved access to major jobs centers along the corridor. Providing a transit option that supports the mobility of these groups satisfies an important need within the corridor serving these communities.
- **Need to foster compact development:** Local governments recognize the need to manage growth and focus development within the Study Area. Durham City/County, Chapel Hill and Orange County have developed plans and implementation strategies that call for more compact, walkable, higher density, mixed-use development within the D-O Corridor. However, the existing transit infrastructure throughout the corridor is not fully supportive of these land use plans and implementation strategies and does not facilitate long-term economic development. A fixed-guideway transit investment can encourage and channel future growth, provide a superior transit option appropriate for high density development, and help local communities realize their goals and objectives for the future.

Local and regional stakeholders place a high level of importance on economic development potential and focusing growth within the proposed transit corridor through transit-oriented development. LRT has consistently been proven to bolster economic development and focus growth. These potential development dollars are not insignificant. The LRT Alternative fully addresses the stated Purpose and

Need for a fixed-guideway investment in the D-O Corridor; it enhances mobility, expands transit options between Durham and Chapel Hill, serves populations with higher propensity for transit use, and fosters compact development.

3.2. Project Goals and Objectives

This section lists a set of goals that are directly linked to the Needs listed in Section 3.1. The goals are derived from the Needs and serve as targets for the proposed solutions. This section also provides specific objectives to fulfill the goals. Based on these stated Needs, a set of Goals and Objectives is used to develop and evaluate transit improvement alternatives, as listed in Table 3-1.

Table 3.1 Durham-Orange Corridor Goals and Objectives

Goals	Objectives
Goal 1: Improve mobility through and within the study corridor.	▪ Minimize future vehicular congestion. ▪ Provide a competitive and reliable option to auto use. ▪ Serve regional trips as well as trips between and within major activity centers.
Goal 2: Increase transit efficiency and quality of service.	▪ Maintain or improve travel times between existing and planned activity centers. ▪ Provide convenient and accessible transit services for employment and non-employment trips. ▪ Improve and expand transit access for transit-dependent persons.
Goal 3: Improve transit connections.	▪ Complement existing and planned transportation systems, plans, and infrastructure. ▪ Develop a seamless interface with other local and regional transit systems.
Goal 4: Support local and regional economic development and planned growth management initiatives.	▪ Develop transit investments that help focus development near activity centers. ▪ Maximize the potential for economic development consistent with regional and local plans and policies.
Goal 5: Foster environmental stewardship.	▪ Minimize adverse impacts to the natural and built environment. ▪ Utilize and enhance existing and underutilized transportation rights-of-way. ▪ Maintain or improve regional and corridor air quality.
Goal 6: Provide a cost-effective transit investment.	▪ Maximize capital and operating cost-effectiveness and efficiency. ▪ Meet FTA cost-effectiveness standards.

4. Alternatives

Beginning in March 2010, through a Transitional Analysis, the rail transit corridors in the 2035 LRT project were analyzed to determine the most appropriate initial major transit investments. As a result, the D-O Corridor was identified as a priority transit corridor to be evaluated in greater detail through an AA, the first step in the FTA Project Planning and Development process. The AA defined the alternatives that will be evaluated in a DEIS to be prepared in accordance with NEPA. Based on these regulations, the alternatives evaluated in the AA for the D-O Corridor included No-Build, Transportation System Management (TSM), and Build alternatives along with various alignments and transit technologies such as BRT and LRT.

These alternatives were evaluated based upon their ability to meet the project's Purpose and Need and factors such as ridership and transportation operations, land use, expansion potential, economic development potential, public and agency support, environmental impacts, technical and financial feasibility and cost. Triangle Transit conducted the AA in coordination with the jurisdictions and agencies with interests in the corridor, including Durham and Orange Counties, the Town of Chapel Hill, City of Durham, DCHC MPO, and NCDOT.

The AA concluded by designating the LPA as the most promising alternative for further analysis (Figure 1.1). It identified LRT as the only technology that satisfies the Purpose and Need for premium transit service in the D-O Corridor by enhancing mobility, expanding transit options between Durham and Chapel Hill, serving populations with a high propensity for transit use, and fostering compact development and economic growth.

While an exclusive-running BRT Alternative has the potential to meet the project's Purpose and Need and is competitive in meeting most project goals, it does not perform as well as LRT in supporting local and regional economic development, planned growth management initiatives, travel time savings, and the cost effectiveness of expanding long-term transit capacity. Local and regional stakeholders place a high level of importance on economic development potential and focused growth within the proposed transit corridor through transit-oriented development.

The LRT Alternative has a high-level of demonstrated public support and this technology has a proven nation-wide record of producing local and regional economic development benefits by enhancing and focusing growth within LRT corridors.

On February 8, 2012, the DCHC MPO Transportation Advisory Committee (TAC), acting as the MPO's policy board, unanimously adopted the LRT Alternative as the LPA for further study through Preliminary Engineering (PE and the NEPA processes).

4.1. Alternatives Presented During Scoping

The general alignment of the LPA as illustrated in Figure 1.1 is a light rail connection between UNC Hospitals in Chapel Hill and Alston Avenue in east Durham.

4.1.1. No Build

In the NEPA process, the No-Build Alternative is used as a starting point to provide a comparison of all Build Alternatives in terms of costs, benefits, and impacts. The No-Build Alternative includes all highway and transit facilities identified in the fiscally constrained 2035 Long-Range Transportation Plan (LRTP), with the exception of the comprehensive system-wide rail transit network, which includes the D-O LRT project.

4.1.2. Transportation System Management (TSM)

The primary purpose of the TSM Alternative (Figure 4.1) is to develop an enhanced and robust bus network in the D-O Corridor that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway improvement. The TSM Alternative, also known as the "best bus" alternative, is required by FTA in the evaluation of alternatives if federal funds are sought through the New Starts program. The intention is to compare the efficiency and cost-effectiveness of the LPA with the efficiency and cost-effectiveness of a significant bus network in the same corridor, evaluating the impact on transit ridership, travel time and other measures. The TSM alternative will be refined for comparison to the LRT Alternative and evaluation in the DEIS.

The TSM Alternative includes enhanced bus service within the corridor, along with improved local bus service feeding the express routes (see Figure 4.1) and transportation demand management strategies that encourage a reduction in total trips (in particular drive-alone trips) and trip delays compared to the No-Build Alternative. The highway network for the TSM Alternative is assumed to be the same as the No-Build Alternative, which is taken from the 2035 DCHC MPO LRTP. However, the TSM Alternative also includes minor, low-cost improvements to roadways in the bolstered bus transit system.

The backbone of the TSM Alternative would be enhanced bus service between UNC hospitals and east Durham, covering a distance of approximately 19 miles from Chapel Hill to Durham and including 17 stops. The high-frequency bus route would closely follow that of the other LRT Build Alternative, as described below.

4.1.3. Build Alternative –LPA

The LPA selected on February 8, 2012 by the DCHC MPO includes light rail transit service between UNC Hospitals and east Durham, covering a distance of approximately 17 miles. The LRT would operate at 10-minute frequencies during peak hours and 20-minute frequencies during off-peak hours. LRT travel time is estimated to be 35 minutes between the UNC Hospitals Station in Chapel Hill and the Alston Avenue/NCCU Station in east Durham.

The alignment, which would be double-tracked throughout (one track for each direction of travel), would operate primarily at-grade in a dedicated right-of-way parallel to existing roadways, with elevated sections as needed to mitigate potential traffic impacts or impacts to environmental features.

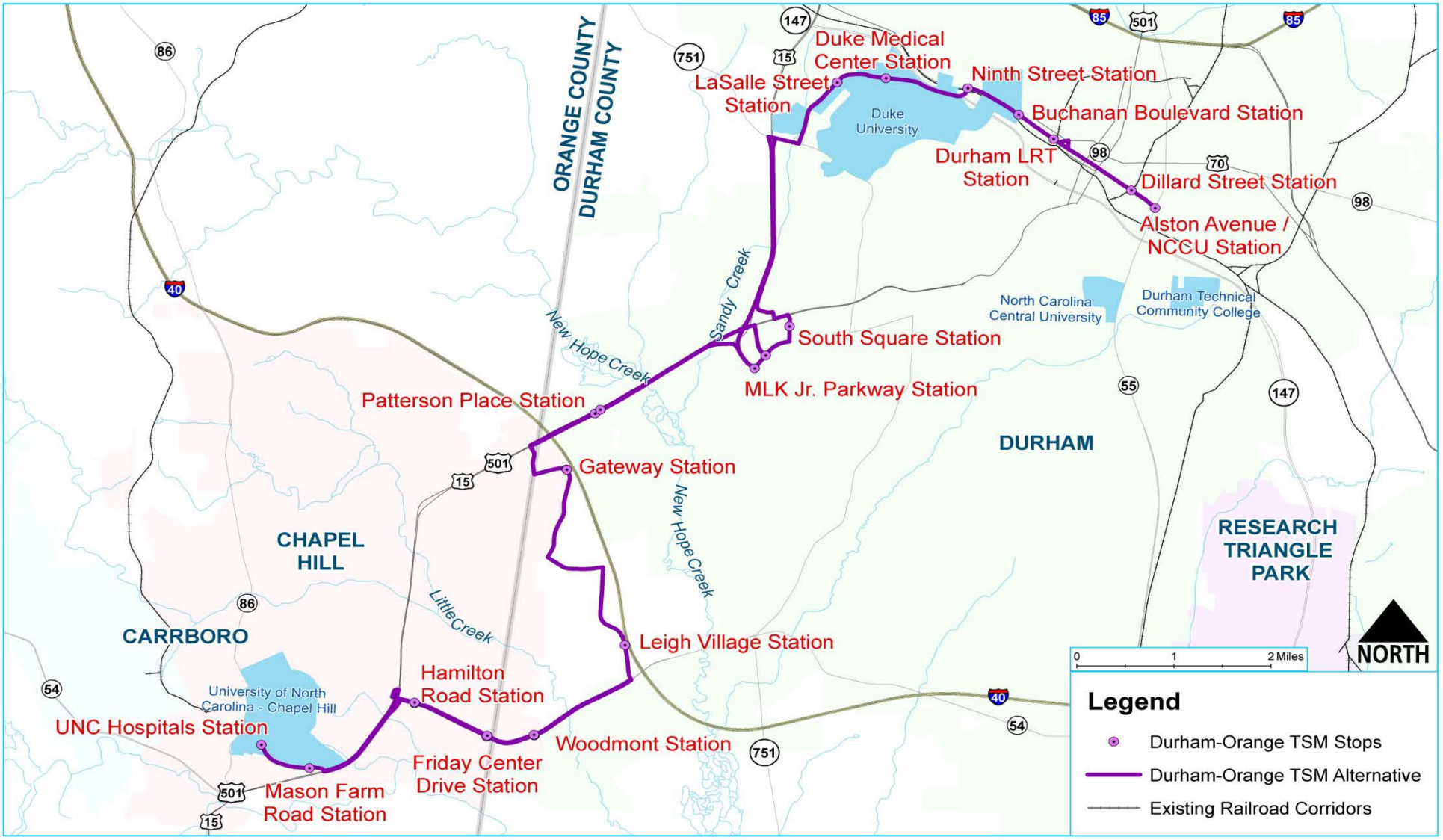
The proposed transit technology for the Build Alternative is modern 70% low-floor light rail vehicles, with a seating capacity of 228 (3-car train with 76 seats per car), operating on dedicated tracks with power supplied from an overhead catenary system. These vehicles are suitable for medium-distance trips in suburbs and between central business districts and major activity centers. Furthermore, the vehicles may operate in mixed traffic or in an exclusive right-of-way, and in a variety of transit envelopes, including at-grade, elevated, or in a tunnel.

A total of 17 stations are proposed for the LRT Alternative. Refinements to station locations, layouts and designs will occur during the PE/DEIS phase of the project.

The specific location of the D-O LPA alignment is uncertain in two segments where alignment options will be further evaluated in the DEIS. They are:

- Crossing of Little Creek between the Friday Center/Meadowmont Village area and the proposed Leigh Village development (Alignment Options C1 and C2)
- Crossing of New Hope Creek and Sandy Creek between I-40 and South Square (I-40 to South Square Study Area)

Figure 4.1 TSM Alternative



4.1.3.1. Alignment Option C1

Alignment Option C1 crosses NC 54 on an aerial structure (bridge) from Friday Center to Meadowmont Village and follows Meadowmont Lane northward to Green Cedar Lane, where the alternative turns eastward, following a transit easement, then crosses Little Creek to the proposed Leigh Village development.

4.1.3.2. Alignment Option C2

Alternative C2 follows along the NC 54 right-of-way eastward from Friday Center and crosses Little Creek within the NC 54 right-of-way then turns northward, following the right-of-way of George King Road, then eastward to the proposed Leigh Village development.

4.1.3.3. Alignment: US 15-501 Corridor (I-40 to South Square Study Area)

Due to the presence of ecologically sensitive wetlands associated with New Hope and Sandy Creeks, potential impacts to existing nature trails, undeveloped forested tracts and publically owned lands, reasonable alternative design options will be studied for this alignment. This could include, but is not limited to, an LRT alignment in the New Hope Creek area that is adjacent to or within the existing US 15-501 right-of-way in order to minimize or avoid impacts to sensitive environmental resources.

4.1.3.4. Hamilton Road Station Locations

The Hamilton Road Station, which would be primarily a walk-up station, has two at-grade configuration options.

- The Hamilton Road Station – Option A would be located southwest of the Hamilton Road and Prestwick Road intersections, at the northwest corner of the UNC Finley Golf Course.
- The Hamilton Road Station – Option B would be located along Prestwick Road, southeast of the East 54 development.

4.1.3.5. Duke Medical Center Station Locations

The Duke Medical Center Station, which would be primarily a walk-up station, has two configuration options. A key issue at this station is the need to accommodate the large volume of through and turning traffic movements for smooth traffic operations.

- The Duke Medical Center – Option A would have a single platform on the west side of Fulton Street with access from the Fulton Street intersection.
- The Duke Medical Center – Option B would have a single platform east of Trent Drive and west of Flowers Drive with access from these two intersections with Erwin Road.

4.1.3.6. Rail Operations & Maintenance Facility Locations

For the Build LRT Alternative, potential LRT storage yard and maintenance facility sites were assessed. Four sites were chosen for evaluation; Leigh Village, Farrington, Patterson, and Cornwallis. These sites were chosen because they have sufficient acreage and length to accommodate the required functions, grading that could accommodate a rail yard, and adjacent land uses and access that could be compatible with an LRT yard and maintenance facility operation.

Conceptual layouts developed for each site are provided in Volume 2: Detailed Definition of Alternatives, Conceptual Plan and Profile Drawings. The conceptual layouts have only been prepared to the level sufficient to identify the basic ability of the site to accommodate the required functions.

Evaluation of the four sites is based on size, access (rail and roadway), land use compatibility, and potential for adverse environmental effects. All of the LRT storage yard and maintenance facility alternatives are recommended to be carried forward for more rigorous study in the PE/DEIS phase of the project.

4.2. Alternatives Proposed During Scoping

4.2.1. UNC Hospitals Station Location

Three locations for the UNC Hospitals Station were evaluated in the AA. Option D, which was selected as the preferred alternative would be the westerly end-of-line station located at street level, south of the Genetic Medicine Research facility on a proposed realigned segment of Mason Farm Road between Daniels Road and East Drive. This location could permit the corridor to be extended into downtown Chapel Hill and beyond as a future phase of the project.

Through the scoping process, stakeholders requested consideration in the NEPA process of a newly identified alternative location for the UNC Hospitals Station. As with the current location, the alignment of this alternative would support extension of LRT Service towards downtown Chapel Hill and beyond as a future phase of the project. The proposed station platform would be located southwest of the existing intersection of Mason Farm Road and East Street.

4.2.2. Others

Many of the current station locations in the D-O Corridor were initially identified through previous studies, including the Phase 1 Regional Rail FEIS (2002) and the US 15-501 MIS (1998-2001), as well as changes, additions, or deletions made by local governments subsequent to those studies or in the early phases of the AA prior to the initiation of station workshops.

The current station locations in the LPA were developed and/or refined through additional stakeholder involvement and parallel engineering and planning studies. Intensive workshops were held in October and December 2010 and January 2011. Participants included staff from the state, and municipal and county governments within the study area, as well as representatives from the MPOs and other organizations with an interest in or responsibility for planning in those areas. The public also provided input on station locations during the AA at the March 2011 public workshops.

Sections 6 and 7 of this Scoping Report include additional input regarding station alternatives and locations which was received during the scoping process.

5. Social, Economic and Environmental Impacts

In compliance with NEPA, during the PE/EIS phase of the FTA Project Planning and Development process, the EIS study will include a rigorous evaluation of environmental impacts that may result from the construction and/or operation of each of the project alternatives. Through this process, ways to avoid, minimize, and mitigate impacts to the human, natural, and physical environments will be studied and documented.

One of the primary purposes of the project scoping process was to identify additional environmental areas and specific resources (in addition to what is already known) that may be affected by the project. The following resources and environmental subjects have already been identified for further study.

Land Use Plans, Zoning and Economic Development: Several activity centers were identified during early screening including: Meadowmont and East 54 in Orange County; the Leigh Village planned development in Durham County; and existing developments including New Hope Commons, Patterson Place, South Square, Duke University Medical Center, Ninth Street, and downtown Durham. Other land uses will be identified in the DEIS study and alternatives will be evaluated for consistency with state, county and local land use and zoning plans. Economic and joint development opportunities surrounding station locations will be identified. The study will also identify properties that would be impacted by construction and/or operation of the LRT Service.

Transportation: The alternatives will be evaluated with respect to effects on traffic, parking and existing bus services. A traffic impact analysis will be prepared at critical intersections where traffic conflicts may occur. The DEIS study will also focus on projected ridership, transit operating plans (rail, bus), travel speeds, travel times, service coordination, transit vehicles, and level of service for each of the alternatives.

Neighborhoods and Communities: Neighborhoods and communities along the alignments have been identified through the initial screening process. Most notably, the Meadowmont and Downing Creek communities and neighborhoods in the vicinity of the project terminus at Alston Avenue in east Durham are communities that may be affected by the LPA alignment. The DEIS will assess project benefits and impacts on study area neighborhoods and communities, with specific attention paid to minority and low-income communities.

Air Quality: The potential impact on air quality, compliance with the 1990 Clean Air Act Amendments, and an evaluation of conformity with the North Carolina State Implementation Plan will be documented.

Visual and Aesthetic Impacts: The build alternatives will be evaluated based on views from surrounding communities of the alignment and views of the communities from the alignment.

Noise and Vibration: The study will include an analysis of potential noise and vibration impacts on noise and vibration sensitive resources such as schools, hospitals, residences, hotels/motels, wildlife/natural areas, and historic structures associated with the build alternatives.

Wetlands: This study will indicate the location, classification, and type of wetlands that may be impacted by the alternatives. Both state and federal wetlands associated with the alternatives will be delineated and mapped. Measures to avoid or minimize potential impacts will be identified.

Biological Resources and Endangered Species: The study will assess the impact of the project on biological resources including wildlife and habitat within the project study area with a focus on ecologically sensitive areas such wetlands and contiguous expanses of undisturbed lands. The DEIS will identify and document threatened and endangered species (both fauna and flora) and habitats critical to

their survival. Specific areas include, but are not limited to, the Little Creek and New Hope Creek Significant Natural Heritage Areas.

Floodplains and Flooding: A determination will be made regarding the extent to which properties in the study area are located within a 100-year floodplain. A detailed analysis of potential changes in existing run-off patterns will be developed. Design elements will be recommended to mitigate potential impacts. Specific floodplain/flood storage areas include, but are not limited to, those associated with the Jordan Lake watershed in the vicinities of Little Creek and New Hope Creek.

Historic and Archeological Resources and Parklands: Historic properties, archeological sites, parklands, and other cultural resources will be identified and best efforts will be made to minimize or avoid potential impacts. Any areas of potential effect (APE) will be determined in coordination with the State Historic Preservation Office (SHPO) and extensive field reconnaissance will be conducted to identify resources within the APE. During the GIS review, using SHPO data, several sites were identified as having possible or known historic significance.

Parks and Recreational Sites: The DEIS will identify parks and recreational resources (sports fields, gymnasiums, public parks and green areas, gamelands) with the potential to be impacted by project alternatives. The facilities and services will be recorded, and the nature of the project's effects will be described. During the AA several sites were identified within 50 feet of the proposed alignment including the US Army Corps of Engineers (USACE) property in the Meadowmont area. Several Durham-owned parcels which have been zoned as Open Space/Recreational may also be impacted in the New Hope Creek area.

Contamination/Hazardous Waste: The DEIS will document any known hazardous waste or contamination within the study area. Sites requiring further analysis will be identified.

Energy: A determination of the energy consumption associated with the build alternatives will be estimated as part of the study process. Energy consumption measures the net impact on energy savings as a result of changes in automobile travel in the region, offset in part by the energy requirements for operation of the proposed service.

Soils: An assessment of the existing geological resources, soil types, and topography of the study area will be conducted and a description of the potential consequences of the build alternatives on soils will be prepared.

Construction Impacts: A description of how project construction may create potential impacts on the socioeconomic, physical and natural environments will be prepared.

Impact on Railroad Operations: The study will identify potential operational issues associated with constructing and operating a segment (generally between Ninth Street and the Alston Avenue area in Durham) of the proposed D-O LRT Service on newly constructed exclusive tracks in the North Carolina Railroad (NCRR) right-of-way. NCRR requirements to operate service within the railroad right-of-way will also be defined.

Secondary/Indirect and Cumulative Impacts: In addition to the direct effects of the project, the DEIS will also document secondary/indirect and cumulative impacts of the project. **Secondary effects** are caused by the project, but occur later in time or farther removed in distance than direct impacts. These include changes in land use attributable to the project (induced growth) and impacts on environmental resources that occur as a result of the project's influence on land use. **Cumulative impacts** include the total of all impacts to a particular resource that have occurred, are occurring, and will likely occur as a result of any action or influence, including the direct and reasonably foreseeable indirect impacts of a federal project.

Climate Change Adaptation Planning: The EIS will also address the effects of climate change and the question of how the FTA capital investment in the proposed high-capacity transit system would be protected against extreme weather events, such as flooding and heat waves, that may affect transit infrastructure and passenger comfort.

6. Public Involvement

6.1. Process Overview

Public involvement represents a critical piece of any transportation project, and is required by federal law to assist in identifying and bringing to light any issues or concerns previously unidentified. One of the main purposes of the scoping process is to solicit and encourage public and agency participation early and often throughout the decision-making process. Public involvement aims to serve two purposes: (1) to provide the public with information on the study, and (2) to allow the public to assist in setting the direction of the project.

Triangle Transit has implemented a broad-reaching Public Involvement Plan (PIP) which outlines all public involvement efforts, incorporates the reliance upon continued collaboration with the region's stakeholders, identifies specific tools and techniques that will be used to engage impacted communities, and designates opportunities for education and feedback. The overarching goal of the PIP is twofold: 1) to create a living document that outlines specific public involvement techniques crafted to engage and educate stakeholders and set a foundation for future referenda; and 2) to provide a background of the cooperative regional process that has resulted in the formulation of the transit program.

Through implementation of the PIP, the project team will involve and engage the public during every step of the planning process. Public involvement strategies are specifically coordinated in conjunction with key project development milestones, including the scoping process for the D-O LRT EIS. In this regard, a 16-page Scoping Information Booklet (SIB) was prepared to provide information to the public and agencies on the D-O LRT EIS process, issues, alternatives and methodologies. This document was made available and distributed at meetings, by regular mail, by email and on a public website to the public and pertinent federal, state, and local agencies, and also provided upon request to any interested party. The SIB contained sections on Scoping, How the LPA Was Determined, Project Planning and Development Process and proposed schedule, Project Purpose & Need, Alternatives to be Studied, Environmental Impacts, Draft Project Coordination Plan, and How to Get Involved. A similar document was prepared to brief Elected and Appointed Officials. This booklet, which can be found in Appendix B, invited the general public and interest groups to comment and to attend the public scoping meetings. A concise briefing document which was given to Elected and Appointed Officials can be found in Appendix C.

Following scoping and beginning the subsequent EIS, FTA, Triangle Transit and its project partners will continue a policy and practice of actively encouraging members of the public, elected officials and project partners and staff from interested local, state, and federal agencies to participate in the project planning and development process. Through public workshops and open house events, meetings with neighborhood groups, business, community and environmental interest organizations and major employers, the project website and social media, ongoing information regarding the D-O LRT project will remain available.

6.1.1. Notification Methods

Notification methods of the scoping process are listed below:

Federal Register/Notice of Intent (NOI)
A Notice of Intent (NOI) was published in the Federal Register on April 3, 2012, indicating that the Federal Transit Administration and Triangle Transit will be preparing an Environmental Impact Statement (EIS) for the D-O LRT Project. A copy of the NOI can be found in Appendix A: Scoping Phase Notification, Part 1: Federal Register Notice of Intent.

Media Notifications
Media releases and advisories for Public Scoping Meetings were sent to various print and broadcast media within the Triangle region. Copies of the news release and Legal Notices in local newspapers can be found in Appendix A, Part 2.

Project Website
The project website: www.OurTransitFuture.com (web pages about scoping) maintained an announcement of the Scoping Meetings on the homepage. Social media including the programs Facebook and Twitter page were also updated to reflect the meetings. Appendix A: Part 4: Project Website contains information from the web pages about scoping, and other social media used to inform the public of the scoping process.

Scoping Information Booklet PDF, 16 pages, 2.9 MB
Appendix B contains the Scoping Information Booklet.

Officials Briefing Packet
Appendix C contains the Officials Briefing Packet.

Scoping Meetings
Appendix D contains the Scoping Meeting Materials as follows:
Part 1 contains sign-in sheets, handouts, and agency presentation for the Agency Meeting.
Part 2 contains sign-in sheets, handouts, Elected Officials & Partners Presentation, and exhibits.
Part 3 contains sign-in sheets, handouts, boards, video presentation, and U-Pointer graphics and exhibits of the two public meetings held during the scoping process.

6.1.2. Opportunities for Participation - Website, Scoping Meeting

Several methods of contact had been previously established as part of the public involvement process for the Alternatives Analysis, and these methods were used throughout the scoping process as follows:

- Project Hotline (1-800-816-7817)
- Email (info@ourtransitfuture.com)
- Website (www.ourtransitfuture.com)
- Mailing Address (P.O. Box 530, Morrisville, NC 27560)
- Facebook (www.facebook.com/ourtransitfuture)
- Twitter (www.twitter.com/thetrtp)

6.2. Scoping Meeting Summaries

6.2.1. Regulatory Agency Meeting

A Regulatory Agencies Scoping Meeting was held on May 2, 2012 between 1:00 pm and 3:00 pm at Extraordinary Ventures, 200 S. Elliott Rd, in Chapel Hill. There were 23 attendees. The meeting purpose was to provide project stakeholders with information and to receive input on the scope of the federal environmental review process in accordance with NEPA. A collection of federal, state, and local environmental resource agencies and environmental groups were invited to an interagency scoping meeting to discuss the AA, LPA, PE/DEIS process, future schedule, and public involvement opportunities to discuss the D-O Corridor. The meeting provided information including through a PowerPoint presentation which outlined the scoping process, identified the Draft Purpose and Need, and presented a brief history of the D-O LRT Project to date. After the presentation concluded, meeting attendees were provided an opportunity to ask questions and provide input on the environmental scope of the project. Appendix D contains the sign-in sheets, handouts, and Agency Presentation.

After the Regulatory Presentation concluded, the participants raised several questions regarding environmental issues including station planning, wetland impacts, indirect and cumulative effects, and stormwater drainage areas. The participants were informed that potential growth impacts as indirect and cumulative effects of the project will be considered in the EIS, and all options will be explored to avoid and minimize environmental impacts to the extent practicable. Project impacts and mitigation measures will be identified through the EIS phase of the project. Other questions concerned the alignment and expanded study area. Participants were informed that the alignment, stations, and study area could be expanded or adjusted to accommodate evaluation of reasonable alternative alignment options. Appendix D contains the Agency Meeting minutes.

6.2.2. Public Meeting 1: Chapel Hill

A Public Scoping Meeting was held on May 2, 2012 between 4:00 pm and 7:00 pm at Extraordinary Ventures, 200 S. Elliott Rd, in Chapel Hill. There were 31 attendees. The meeting purpose was to provide the public with information and to receive input on the scope of the federal environmental review process in accordance with NEPA. The general public was invited to an Open House Format scoping meeting to discuss the AA, LPA, PE/DEIS process, future schedule, and public involvement opportunities to discuss the D-O Corridor. The meeting provided information including handouts, exhibits, boards, and descriptions of video presentation and link for viewing the video, and a description of U-Pointer graphics. Appendix D contains the sign-in sheets, handouts, and exhibits of the Public Meeting.

6.2.3. Elected Officials and Partners Meeting

An Elected Officials, Partners, and Universities Scoping Meeting was held on May 3, 2012 between 10:00 am and 12:00 noon at the Durham Armory, 212 Foster Street, in Durham. There were 27 attendees. The meeting purpose was to provide project stakeholders with information and to receive input on the scope of the federal environmental review process in accordance with NEPA. A collection of local government elected officials, local government staff, and university stakeholders were invited to the Elected Officials and Partners Scoping Meeting to discuss the AA, LPA, PE/DEIS process, future schedule, and public involvement opportunities to discuss the D-O Corridor. The meeting provided information including a PowerPoint presentation which outlined the scoping process, identified the Draft Purpose and Need, and presented a brief history of the D-O LRT Project to date. After the presentation concluded, meeting attendees were provided an opportunity to ask questions and provide input on the environmental scope of the project. Appendix D contains the sign-in sheets, handouts, and Elected Officials and Partners Presentation. The participants of the Elected Officials and Partners Meeting raised

several questions which are found with the responses in Appendix D, Elected Officials Meeting minutes. A summary of the comments and responses follow below:

- Regarding the timing of the Orange County tax referendum and the availability of federal funding, FTA funding is anticipated during final design, and although a referendum for Orange County is not scheduled, it does not have to be in place prior to the New Starts application. If passed, it would demonstrate the region's solidarity, increasing chances of project approval by the FTA.
- Regarding environmental impact issues including wetlands, other resources, noise, and human impacts including businesses and property, the effects of the project will be considered in the EIS, and all options will be explored to avoid and minimize environmental impacts to the extent practicable. Property acquisition will not occur until after the EIS process is complete and will comply with the Uniform Relocation Act.
- Regarding keeping public officials informed of the scoping process, and of recording comments and methodology, the comments are tracked, recorded, and will include the commentator, date, category, and will be cross referenced. This Scoping Report summarizes the comments at the end of the comment period, June 18, 2012, and will be shared with the elected officials and posted on the project website. The project record includes all comments, and is available upon request.
- Regarding the MPO vote and selection of the C2 alternative, on February 8, 2012, the DCHC MPO passed a resolution adopting the LPA, which identified both C1 and C2 options, with a preference for C2, to be advanced for further study in the environmental review phase.
- Regarding the challenges of the project and what is experienced on similar projects, the balancing of project effects between the human and natural environment and obtaining local consensus are at a similar level as other projects and are not foreseen as insurmountable.
- Regarding station locations, relocating a proposed station location, and economic features of Alston Avenue station location as a link to North Carolina Central University (NCCU), the development around stations will be focused to connect neighborhoods, and to universities including NCCU and will be integrated with city plans. Ongoing public workshops will be held throughout the PE/DEIS phase to receive input on station locations and design. Currently identified station locations can move, as can the location of maintenance facilities and these will be finalized in the PE/DEIS process.

6.2.4. Public Meeting 2: Durham

A Public Scoping Meeting was held on May 3, 2012 between 4:00 pm and 7:00 pm at Durham Armory, 212 Foster St., in Durham, NC. There were 25 attendees. The meeting purpose was to provide the public with information and to receive input on the scope of the federal environmental review process in accordance with NEPA. The general public was invited to an Open House Format scoping meeting to discuss the AA, LPA, PE/DEIS process, future schedule, and public involvement opportunities of the D-O Corridor. The meeting provided information including handouts, exhibits, boards, and descriptions of video presentation and link for viewing the video, and a description of U-Pointer graphics. Appendix D contains the sign-in sheets, handouts, and Exhibits of the Public Meeting.

6.2.5. Regulatory Agency Scoping Summary Meeting

A Regulatory Agencies Scoping Follow-Up Meeting was held on August 21, 2012 between 1:00 pm and 3:00 pm at the Friday Center, in Chapel Hill. There were 22 attendees. The meeting purpose was to

review the project scoping input and comments to date, collectively process them and formally develop the final scope of the draft Environmental Impact Statement (DEIS), as well as discuss and provide input on the; Scoping Report, Draft Coordination Plan, and the annotated outline for the DEIS. Appendix G contains the meeting minutes, sign-in sheets, presentation materials, and the draft Annotated Outline for the DEIS.

After the Presentation concluded, the participants raised several questions regarding how the Environmental Impact Statement would address such issues as wetland impacts, indirect and cumulative effects, and encroachments onto Rights-of'-Way. Other questions concerned the alignment and expanded study area. Participants were informed that the alignment, stations, and study area has already been expanded or adjusted to accommodate the evaluation of reasonable alternative alignment options. Appendix G contains the Agency Scoping Follow0Up Meeting minutes.

7. Summary of Scoping Comments

7.1. Comment Collection and Process Methodology

Public comments for the Triangle Regional Transit Program (TRTP) were received through a variety of methods, including the following:

- Written comments submitted via email, postal mail, fax, or the project website
- Voice messages submitted through the project hotline
- Comments received during the public workshop series on May 2 and 3, 2012 in multiple formats:
    - Written comment forms
    - Verbal comments transcribed by a court reporter
    - Visual comments captured using U-Pointer software

All comments received were recorded in the TRTP Comments Database, categorized into one or more of the 15 topic areas, and analyzed for key trends. Details of the methodology and TRTP Database are found in Appendix E. Sections 7.2 through 7.4 below provide summaries of Regulatory Agency Comments, Elected Official and Partner Comments, and Public Comments. The verbatim comments and original comment transcripts are found in Appendix E.

7.2. Agency Comments Summary

Scoping comments were submitted from several federal, state, and local agencies. The comments received from each agency are summarized in Table 7.1. The table provides a summary of the agencies' comments, while the actual correspondence received from each agency is included in Appendix E.

The US Department of the Interior suggested that the project area should include alternatives that do not impact game lands, citing impacts to the ecological integrity of the natural heritage area and public use of the land. Habitat connections should not be impacted. The significance of the Piedmont swamp forest as an ecological corridor that connects Duke Forest and Jordan Game Land was also pointed out. Similar statements were made by the Department of Natural Resources (DENR) and the NC Wildlife Resources Commission. The US Army Corps of Engineers stated that routes that do not impact public lands must be included.

Table 7.1 Agency Comments Summary

Agency Type		Agency /Organization Name	Preliminary Issue(s)	Date
Fed	1	Federal Aviation Administration	1. Project is within five miles of Horace Williams Airport in Chapel Hill. 2. NEPA analysis should ensure that all elements of the project design and construction, including any proposed mitigation measures, consider and incorporate the guidance found in FAA Advisory Circular 150/5200-33B . 3. If project will affect airspace, file a *Notice of Proposed Alteration or Construction* (Form 7460-1).	5-12-12
Fed	2	US Army Corps of Engineers Wilmington District	1. Project alternatives as shown at the Scoping Meeting held on May 12, 2012 cross government property located along Little Creek at B. Everett Jordan Lake. The lake is under the stewardship of the US Army Corps of Engineers (USACE) and this crossing would require an easement from the federal government. NEPA documentation completed by Federal Transit Administration (FTA) for this project can meet our land review request necessary for the permit processing. However, in order to meet our land use request review process, alternative(s) must be included that do not impact public lands. Route(s) crossing public lands must be avoided if possible, and impacts minimized if public lands cannot be avoided. Mitigation would be required for any unavoidable adverse impacts on public lands. Alternative routes to the north and east of those currently depicted should be added to the study area. 2. The congressional authorized purposes of B. Everett Jordan Lake are flood control, water supply, water quality, recreation, and fish and wildlife conservation. a. Flood control – the project alternatives shown at the Scoping Meeting are located within the lake's flood storage pool, which is subject to inundation to elevation 245 feet mean sea level (MSL).	5-18-12

			b. Water supply and water quality – the project alternatives as shown appear to impact jurisdictional waters of Little Creek and New Hope Creek of the Cape Fear Watershed. The USACE and the US Environmental Protection Agency (EPA) signed a memorandum of agreement (MOA) establishing procedures for permit authorization in compliance with the Clean Water Act Section 404(b)(1) Guidelines. These permits are available only for work dependent upon being located within jurisdictional waters that are the least environmentally damaging practical alternative (LEDPA). Once the LEDPA is determined, permit authorization requires the project design avoids and minimizes impacts to the jurisdictional waters. Finally for those impacts that cannot be avoided and minimized, appropriate and practical mitigation will be required. Two large jurisdictional water systems (Little Creek and New Hope Creek) were identified during scoping. However no other jurisdictional stream channels and/or adjacent wetlands where shown. We recommend that jurisdictional delineation and mapping occur for the entire corridor. We also recommend aerial crossings (i.e. bridging) of the proposed project's unavoidable crossings of jurisdictional waters. c. Fish & wildlife conservation – permanent wildlife lands in the study area include Little Creek Waterfowl Impoundment which serves as mitigation for impacts from the construction of Jordan Lake and is managed by the NC Wildlife Resources Commission (NCWRC). Portions of a Significant Natural Heritage Area as designated by the NC Natural Heritage Program are also located in the study area. 3. Widening of an existing transportation corridor through jurisdictional water systems is most often preferred over a new alignment or re-alignment of the existing linear transportation system. Scoping documents includes such a crossing for the Little Creek system along the NC 54 corridor; however, crossing of New Hope Creek system does not. We recommend that an alternative be included that widens an existing corridor (US 15/501).	

			4. Linear transportation projects often result in unavoidable crossings of jurisdictional water systems with the need to connect logical termini associated with the project purpose. However, these crossings should be made perpendicular and at the narrowest point of the jurisdictional wetland system. We believe these opportunities exist north of the C1 alternative for the Little Creek crossing and adjacent to US 15/501 for the New Hope Creek crossing. We recommend that such alternatives be included in the scoping review. 5. The construction of permanent access roads, maintenance yards and boarding stations should be included in scoping review including the possibility for impacts to jurisdictional features. Your scoping review should also include discussion of plans for compensatory mitigation of unavoidable impacts to jurisdictional waters.	
Fed	3	US DOI - Fish and Wildlife Service (USFWS)	1. Expand project study area to include areas that may not impact game lands - Alignment options C1 and C2 cross Little Creek at the Orange/Durham County line. This portion of the corridor crosses Jordan Game Land which is owned by the US Army Corps of Engineers (USACE) and managed by the NC Wildlife Resources Commission (NCWRA). Area is designated by the NC Natural Heritage Program (NCNHP) as Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA). Service is concerned about impacts to ecological integrity of the SNHA and public use of the area as game lands, and potential impacts to the Upper Little Creek waterfowl impoundment which serves as mitigation for adverse impacts for the construction of Jordan Lake. 2. A rail crossing in the New Hope Creek Study Are should not impact habitat connections that have been established – 1,500 acres of the New Hope Creek corridor is designated as regionally important wetland that warrant protection because of resource value and vulnerability. The significance of the piedmont swamp forest is as an ecological corridor that connects Duke Forest and Jordan Game Land. 3. Nine general conservation measures to avoid or minimize environmental impacts to fish and wildlife resources are included in the correspondence in Appendix E.	6-15-12

			4. A biological/assessment /evaluation may be prepared to fulfill the Section 7(a)(2)of the Endangered Species Act requirements. 5. Field surveys should be conducted to determine the presence or absence of federally listed species if suitable habitat is present. 6. If it is determined that the proposed action may affect a listed species, the USFWS office should be notified of the determination, results of the surveys, survey methodologies, and analysis of direct, indirect and cumulative effects of the proposed action prior to implementation of the action. 7. USFWS reserve the right to review any federal permits that may be required for the proposed action. 8. USFWS provided eight subject areas to be included in the environmental document in sufficient detail to facilitate thorough review of the propose action. These items are outlined in the correspondence in Appendix E.	
Fed	4	US DOI – National Park Service	The National Parks service has no comments.	6-18-12
Fed	5	US DOT – Federal Highway Administration	1. FHWA will not support any route that would run along interstate routes and hinder the widening of any interstate. Concerns included encroachment on Interstate-40, proposed use of the I-40 right of way, direct access from I-40 to lightrail stations, particularly at Gateway and Leigh Village, and proposed modifications of any existing interstate interchanges. 2. FHWA asked if project sponsors would acquire property under corridor preservation or protective acquisition regulations prior to the selection and public hearing disclosure of the preferred alternatives in the NEPA process. 3. FHWA will rely on its partner agency FTA on New Starts and transit projects. 4. FHWA also had questions about which agency would handle any inverse condemnation claims filed by property owners and business who feel that their property values and opportunities to sell, rent or develop have been adversely impacted.	6-20-12
Fed	6	US EPA – Environmental Protection Agency	1. EPA, Region 4, reviewed materials that in information on the proposed project, and accepted the Federal Transit Administration's (FTA's) request to act as a cooperating and participating agency on the proposed project.	7-27-12

			2. EPA notes that a few alternative alignments within the corridor (e.g. Alternative C1 and 2) that will require further study. These alternatives also involve environmental resource consideration. The DEIS should indicate and discuss the rationale for rejecting any proposed alternative. 3. The Draft EIS should contain a discussion of the regulatory transportation air quality requirements, air quality concerns in the project study area, and a carbon monoxide (CO) analysis. EPA recommends that the project implement overall diesel emission reduction activities such as: switching to cleaner fuels, retrofitting current equipment with emission reduction technologies, replacing older vehicles, and reducing idling through operator training and/or contracting policies. 4. Project evaluation should consider the impacts of air toxic emissions from trains, buses and vehicular traffic on nearby population centers and sensitive populations. The screening level evaluation could be conducted using the approach described in the EPA's Air Toxics Risk Assessment Reference Library (ATRA Library). See the ATRA Library, Volume 1 Section 3.3.3 for further detail. 5. To reduce erosion during and after construction, Best Management Practices (BMPs) should be used. The document should include an erosion control plan or reference North Carolina's Erosion and Sediment Control Planning and Design Manual or document FTA's and Triangle Transit's commitment to compliance. 6. Requirements of the Section 404 (b) (1) Guidelines must be fully and completely considered if this project is to move forward. The least environmentally damaging alternative is determined by using the project's "basic project purpose." 7. Noise impacts should be predicted for the no-build and each build alternative. State-of-the-art noise modeling should be provided and consistent methods used by the North Carolina Department of Transportation. EPA looks to FTA to provide federal oversight and consistent approach, methodology, and mitigation.	

			8. EPA encourages the use of the NEPA process as a mechanism for compliance with Section 106 of the National Historic Preservation Act. 9. EPA principally defers to and encourages continued coordination with the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service regarding assessments of federally-protected threatened or endangered species. 10. Pursuant to Executive Order 12898, the Draft EIS should examine the effect of the transportation facilities on minority and low-income populations. Based on the coordination documents, the public involvement process has been robust and should continue to provide opportunities for communities to help identify potential effects, and minimization / mitigation measures. 11. The Draft EIS should evaluate potential environmental and human effects of the proposed project on children (under age 18) in the surrounding area and on schools in proximity to the transportation corridors and stations. 12. Transit projects have both direct and indirect effects on the environment. NEPA requires the assessment and disclosure of reasonably foreseeable effects of transportation projects or the indirect effects of the project. Such consideration should include other transit projects in the Durham and Orange County area and other private, local, state or federal projects in general – particularly those with similar impacts- that are existing, proposed or are expected to occur within the reasonably foreseeable future (10-20 year horizon).	
State	1	NCDOT - Aviation	Provides Rick Barkes as NCDOT Aviation contact	6-8-12
State	2	NCDENR – Division of Parks and Recreation	The project does not appear to be in the vicinity of DPR property - no comments.	6-13-12
State	3	NCDENR – Division of Water Quality	1. Review of the project scoping information indicates potential for impacts to streams, buffers, and jurisdictional wetlands in the project study area. 2. Seven streams and/or tributaries are identified, four of which are as 303(d)	6-18-12

		(NCDWQ)	listed (impaired). 3. NCDWQ is concerned about potential sediment and erosion impacts. Project designs and construction methods should include highly protective sediment and erosion control best management practices (BMP); reference *NCDWQ's Stormwater Best Management Practices.* 4. For 303d listed streams (Morgan Creek, Little Creek, New Hope Creek and Ellerbe Creek, NCDWQ recommends that the most protective BMPs be used in accordance with and *Design Standards in Sensitive Watersheds* (15A NCAC 04B.0124) to reduce risk of further impairment. 5. The project is within the Jordan Lake and Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0267 and 15A NCAC 2B.0233 respectively. Buffer mitigation may be required for buffer impacts. A buffer mitigations plan must be provided to NCDWQ prior to approval of the Water Quality Certification. 6. Twenty general comments are included. These items are outlined in the correspondence in Appendix E.	
State	4	DENR – Conservation, Planning and Community Affairs (Linda Pearsall)	1. We can expect the possibility of three types of impacts to occur with respect to the Significant Natural Heritage Areas (SNHAs) on Little Creek and New Hope Creek located along the alternative alignments. These impacts could be direct, indirect, and/or cumulative. 2. Direct impacts – Alternatives C1 and C2 both cross the Little Creek Bottomlands and Slopes SNHA. C1 also crosses the Little Creek floodplain along a proposed new alignment through currently undeveloped forest. The SNHA was acquired specifically to mitigate for wildlife habitat lost during the construction of Jordan Reservoir project. Only one alignment across the New Hope Creek floodplain was considered in the Locally Preferred Alternatives Study which transecting a wide tract of bottomland hardwood located on a private owned property just north (0.1 miles) of the Game Land boundary. Construction of this project along either of these alignments may cause the loss of high quality habitats classified by the NHP as Piedmont Bottomland	6-18-12

			Forest (on both New Hope and Little Creeks), Mesic Mixed Hardwood Forest (on Little Creek), and Piedmont Levee Forest (on New Hope Creek). Of particular concern are potential impacts to the population of *Carya laciniosa* (Big Shellbark Hickory) in the New Hope Creek Bottomland Forest SNHA south of US 15/501. 3. Indirect impacts – all of the proposed alternatives are likely to have significant secondary impacts, particularly the alternatives along new location. Effects could include loss of habitats, disruption of animal movements, and growth of invasive species. Impacts to the New Hope Creek floodplain are especially important as this area provides connection between the Jordan Game Land, Duke Forest, Boulevard Lands, and New Hope Preserve. Similarly, the Little Creek floodplain connects Jordan Lake Game Lands to undeveloped tracts extending west to US 15/501 and located in the 100-year floodplain for Jordan Lake. 4. Cumulative impacts – impacts of this project will take place in the context of large amount of development around the margins of New Hope Creek and Little Creek floodplain that is already happening or in the planning and review stage. A significant portion of the development can be expected to result from this project itself. For the area covered by this study, selection of alignments is strongly tied with development that will impinge upon the SNHA and public lands. For many species of wildlife, close proximity to human development and other activities is very disruptive. 5. Field surveys should be conducted to determine the significance of direct impacts as well as the indirect impacts on adjoining areas of habitat. 6. For the analysis of indirect impacts, we suggest the study area be extended from the USACE owned lands to US 15/501 along Little Creek and to both the Korstian and Durham Division of Duke Forest along New Hope and Mud Creeks. 7. Cumulative impacts should be considered both in terms of the development of	

			the project will contribute to – including transit stations and associated facilities, shopping centers and planned developments – as well as additional development that is projected to occur within the overall study area of this project. 8. In assessing potential impacts to the SHNAs, we request that the analysis include greater range of alternative alignments that were considered in the Locally Preferred Alternative Study; specifically, modifying the C1 alternative so it avoids direct impact to Jordan Game Lands and the SNHAs. 9. We recommend that an alternative that follows existing transportation corridors, including the NC 54 right-of-way (ROW) from the Friday Center to I-40, and then following the 1-40 ROW north to the proposed Leigh Farms transit hub be studied. 10. We also recommend a full assessment be given to an alignment following US 15/501 ROW across New Hope Creek. 11. For purposes of avoidance, minimization, and mitigation of impacts we would like to see: o Selection of alignments that avoid or minimize impacts as much as possible to SNHAs, slowing already disrupted transportation corridors as much as possible; o Design of floodplains crossings that maintain or enhance wildlife movements; and o Establishment of buffers between the identified natural areas and any development that results form or is otherwise associated with the creation of this project and related transportation improvements. Protection of local natural areas and the species and ecosystems they support results from the efforts of Orange and Durham counties with the strong support of their citizens and various state agencies. Protection of the wildlife movement corridor along New Hope Creek in particular has received a great deal of attention, with private conservation organizations, county government agencies, and state agencies all contributing to the protection of natural areas within this area, For example, the new	

			bridge on US 15/501 was designed explicitly to accommodate the movement of animals between the USACE lands at the upper end of Jordan Lake and Duke Forest and other conservation lands located north of US 15/501. We would like to see this example followed in the development of this project and related transportation plans.	
State	5	NC State Historic Preservation Office	Review under Section 106 and Section 4 (f) will be necessary.	6-19-12
State	6	NC Wildlife Resources Commission	1. Broaden study area to develop an avoidance alternative to the Jordan Game Land - the corridor crosses Jordan Game Land which is owned by the US Army Corps of Engineers (USACE) and managed by the NC Wildlife Resources Commission (NCWRA). Area is designated by the NC Natural Heritage Program (NCNHP) as Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA). Due to urbanizations, loss of habitat and fragmentation would be difficult to mitigate. 2. Any light rail crossing in the New Hope Creek vicinity should not undermine the efforts and funding that provide a much improved ecological linkage - New Hope Creek is traversed by the project and although the project does not directly impact conservation property, the New Hope Creek corridor provides important ecological connection between Duke Forest and Jordan Game Land. Extensive conservation effort in this area has resulted in in preservation of multiple properties by NC Ecosystem Enhancement Program and NC Clean Water Management Trust Fund. 3. NCWRC provided nine general information needs to facilitate document preparation and review. These items are outlined in the correspondence in Appendix E.	6-18-12
Local	1	Triangle J Council of Governments (TJCOG)	Carefully study New Hope Creek, consider LRT south of 15-501. Find alternatives for maintenance facility perhaps not on the alignment	6-18-12
Local	2	Durham Bike and Pedestrian Commission	In the adopted Durham Bicycle Transportation Plan (2006), as well as the adopted NC54-Interstate 40 corridor study, a multi-use trail is recommended along the transit corridor.	6-13-12

Local	3	Will Wilson, Durham Open Space and Trails Commission	DOST passed a resolution asking project sponsors to revise the light rail transit plan to place the transit corridor through the existing right-of-way for Highway 15-501 (or other existing road corridor) as it crosses the New Hope Creek Corridor/Floodplain and the Sandy Creek Corridor/Floodplain.	5-17-12
Local	4	Town of Chapel Hill – Roger Stancil	Great careful evaluation of C1 and C2 alternatives	6-15-12
Local	5	Town of Chapel Hill – Mayor ProTem Ed Harrison	1. Vulnerable natural community within C1 corridor 2. Pedestrian access for Hamilton Rd. station 3. Future fixed guideway to west/north of UNC Hospitals station	6-19-12
Local	6	Town of Carrboro – Mayor Mark Chilton	Regional rail segment to UNC Hospitals should not preclude extensions to Downtown Chapel Hill, Downtown Carrboro, and Carolina North. UNC Hospital station should not preclude extensions to Downtown C.H. and Carrboro.	6-12-12
Other	1	Triangle Land Conservancy	Consider alternative along US 15/501 in the New Hope Creek watershed	6-18-12

7.3. Elected Officials and Partners Comments Summary

Most of the scoping comments from elected official and partners were received during the Elected Officials and Partners Meeting held on May 3, 2012 as summarized in Section 6.3.2 above. Comment correspondences received from Project Partners include letters from the University of North Carolina (UNC) at Chapel Hill regarding the location of the terminal station. UNC wishes to revise the location of the station from its current location (known as UNC D) south of the Genetic Medicine Facility to a location slightly to the south of the UNC hospitals parking garage.

7.4. Public Comments Summary

Public comments on the D-O LRT project were received as part of the scoping outreach effort. Conducted between May 2, 2012 and June 18, 2012, this effort included two public workshops, as well as multiple print and online announcements indicating that comments would be accepted via email, phone, postal mail, and the project website.

A total of 268 comments were received from the public. The public comments were summarized and categorized into one or more of 15 topic areas. A statistical analysis of the public comments and the verbatim comments are located in Appendix E.

This summary includes the following elements:

- Overview of major trends in feedback on key project topic areas
- Detailed feedback on the most commonly cited topic areas (Rail Operations and Maintenance Facility (ROMF), Corridor Location, Stations, Land Use, and Service)
- Summarized feedback on the remaining topic areas

Public comments on the D-O Corridor were categorized into one or more of the following topic areas, which reflect various components of the environmental review phase of the project development process:

- Corridor Location
- Cultural Resources
- Funding
- Growth Management
- Land Use
- Local Economy
- Natural Resources
- Noise and Air Quality
- Other
- Purpose and Need
- Rail Operations and Maintenance Facilities (ROMF)
- Service
- Social Aspects
- Stations
- Visual Resources/Aesthetics

The most frequently addressed topic areas are Social Aspects (188 comments), the ROMF (153), Cultural Resources (143), Natural Resources (114), and Corridor Location (104). However, it is important to note that 97 percent of the comments addressing Social Aspects were primarily related to either ROMF (144 comments) or Corridor Location (43 comments), or both topics, with concerns including safety, community cohesion, gathering places, and access to basic services. Similarly, 96 percent of comments attributed to Cultural Resources were primarily related to the ROMF (138 comments); these comments focused on the presence of religious institutions, particularly the Levin Jewish Community Center and Judea Reform Synagogue near the proposed ROMF site on Cornwallis Road. Relatively few comments were received that did not address corridor location (most commonly C1 vs. C2) or the proposed ROMF location. When considered separately from corridor location and the ROMF, stations, land use, and service are the most common additional topic areas.

While the majority of comments focused on the individual components and/or effects of the project, some commenters expressed their support for or opposition to the DO-LRT Project as a whole. Forty-five comments (17 percent) stated support for the project. Only three comments (1 percent) noted opposition to the project, with stated reasons including environmental impacts and the light rail project costs relative to improving bus service.

Across all topic areas, the most commonly stated positions are as follows:

- Opposition to the proposed location for the ROMF on Cornwallis Road due to the site's proximity to the Levin Jewish Community Center (JCC) campus
- Opposition to the C1 alignment alternative due to cost, safety concerns, and perceived negative impacts on economic development, environmental conservation, and community livability

Comment summaries of the major topic areas follow below:

Rail Operations and Maintenance Facility

With a total of 153 public comments, the most cited topic area was the proposed location of the ROMF. Nearly all of these commenters opposed the Cornwallis Road site in Durham for the ROMF, with only one commenter expressing support for this location. However, even commenters opposed to specific potential ROMF sites, including those opposed to the Cornwallis Road ROMF site, expressed support for the D-O LRT project in general, with 26 explicitly stating their support for the project as a whole and only one noting opposition. Opponents of the proposed ROMF site expressed concern with its proximity to the Levin JCC, the Lerner Jewish Day School, the Maureen Joy Charter School, and the Judah Reform Synagogue. The JCC is a new facility that also houses Jewish Family Services, together serving many members of the Durham community.

Organizations writing in opposition to the Cornwallis Road ROMF site included the Levin Jewish Community Center, the Lerner Jewish Day School, the Judea Reform Synagogue, and the Durham Chapel Hill Jewish Federation. Two comments, including one submitted by a representative of the New Hope Creek Corridor Advisory Committee, opposed the potential ROMF site near New Hope Creek due to runoff and pollution. One of these comments instead recommended locating the ROMF on the west side of Witherspoon Boulevard.

City of Durham's transportation manager suggested the possibility of merging the two rail maintenance facility locations in Chapel Hill along Farrington Road.

Two people who opposed the proposed Cornwallis Road location for the ROMF suggested via the U-Pointer technology that the open space area south of the alignment in the vicinity of Patterson Place Station be evaluated as a potential rail maintenance facility.

Locating the maintenance site in the area surrounding the Patterson Place station would not be the best use of land considering the potential for station area development. West of Witherspoon and merging the two rail maintenance facilities along Farrington Road are worthy considerations and will be studied as part of the NEPA process.

Corridor Location

104 public comments addressed the proposed location and alignment of the D-O LRT project. The D-O LRT Corridor contains two areas where specific alignment options will be further evaluated in the DEIS:

- Crossing of Little Creek between the Friday Center/Meadowmont Village area and the proposed Leigh Village development (C1 vs. C2 alignments)
- Crossing of New Hope Creek and Sandy Creek between Patterson Place and South Square (D alignments)

The majority of the Corridor Location comments (72) were related to the choice between the C1 alignment and the C2 alignment; of these, 68 were in support of C2 and four were in favor of C1. A variety of reasons were cited for opposing C1 and supporting C2. The most common reasons include:

- C1 would have greater impacts on the natural environment and surrounding community
- C1 would create a barrier separating the residents of The Cedars, a continuing care retirement community with 400 senior residents, from a medical facility and other amenities/services
- C1 would pose a potential safety issue, particularly for the aging population at The Cedars
- C1 costs more and has lower ridership potential
- C1 would negatively impact property values for the established Meadowmont community

Comment COMID 699, #93 cautioned that alignments C1 or C2 need to be coordinated with a potential park being proposed with the Leigh Village development.

There were also a few comments in opposition to D3 due to potential property impacts (e.g. noise, privacy) on surrounding homes, implementation time and costs, and limited evidence that D3 will result in higher ridership.

One member of the public [COMID 652/#58] graphically drew an alternative alignment that travels north of the existing alignment through Meadowmont, suggesting this as an alternative alignment as this will minimize impacts to the wetlands and cross at the narrowest point. Another comment (COMID 698, #92), suggested a new alignment alternative that follows south of the LPA alignment from Garrett Road to MLK Jr. Parkway around the southern side of the residential community west of University Dr. Comment COMID 658, #64, suggested the project team evaluate an alignment alternative that travels along US 15-501 and one along Old Chapel Hill Road/University Drive. This comment was also made by a representative of TJCOG.

These alternative alignments as stated above will be considered in the NEPA phase.

Land Use

While the majority of Land Use comments were related to corridor location or the proposed ROMF site, six comments were received independent of these issues. These comments most commonly addressed current and future land development patterns and expressed support for transit-oriented development. However, concerns such as development pressures, increased impervious surface, and loss of green space were also cited.

Natural Resources

The majority of Natural Resources comments addressed corridor location and the proposed ROMF site. Commenters opposing the C1 alignment were concerned that it would result in the loss of green space; impacts to wetlands, floodplains, and wildlife habitats; and an increase in traffic and thus reduction in air quality. With regard to the ROMF site, commenters expressed concern that the proposed Cornwallis Road site would increase air, water, and ground pollution.

Stations

Following comments related to the ROMF and corridor location, comments addressing stations were the next most common. Seven comments were received about planned stations for the D-O LRT project, including general considerations and amenities as well as recommendations related to specific station locations. Commenters addressed the station study area to address bicycle and trail improvements and suggested providing bicycle storage at stations, locating stations in populated areas and close to businesses (especially Patterson Place), and ensuring adequate parking at stations.

Specific station comments made by the public include the following:

- Relocate the MLK Jr. Station further west to better capture office developments. In conjunction with this it was suggested that the South Square Station be moved closer to University Ave. along Shannon Street.
- Station Option A at the Medical Centers supports VA access. Others included the consideration of both stations (A and B) at Duke University
- Consider stops at Garrett Road and at Southpoint and Research Triangle Park (RTP). Note that Southpoint and RTP are outside of the study area and hence these station sites will not be considered.
- Provide service to the Alston Avenue/North Carolina Central University (NCCU) Station during the first phase of the project to serve low-income populations in this area.

These specific comments will be considered in the NEPA except as noted.

Service

Six comments were received that addressed service. Service comments addressed routes, hours, and other issues including making stations easily accessible by bicycle, insuring after-operational hours are coordinated with events (e.g., Durham Performing Arts Center [DPAC], theatre), and providing services to additional destinations in the Triangle and beyond (e.g., Raleigh, Cary, Whispering Pines, Sanford, Apex, Burlington, Garner, Clayton, Selma, Goldsboro).

Social Aspects

Commenters suggested increased participation of Latino and immigrant populations (suggested by representative of the Durham Inter-Neighborhood Council and D-O Transit), a focus on safety, provide service to Alston Avenue/NCCU Station from the outset to serve low-income populations, and move forward with light rail transit quickly to improve quality of life.

Noise and Air Quality

Noise and air impact comments were all related to the ROMF. Noise impacts would affect school instruction, religious worship, and community building activities at the JCC from the ROMF facility. Air, light and ground pollution may result from the ROMF. No other noise or air comments were received.

Visual Resources / Aesthetics

Visual and aesthetic impacts would result from the ROMF facility. No other visual or aesthetic comments were received.

Local Economy

Comments addressed the project enhancing economic development for the region, cost savings for transit users vs. families using automobiles. Commenters asked that economic development

opportunities be considered in evaluating/weighting environmental impacts, and that the current alignment through Patterson Place will support residential development.

Cultural Resources

Commenters suggested paying close attention to the location of marked and unmarked cemeteries, and to recognize and account for the historic Meadowmont Farm House on the Rizzo property.

Growth Management

Commenters suggested light rail coordinate with planning efforts to guide future growth and to support transit-oriented neighborhoods. Also commenters suggested conducting an updated brownfields assessment of 15-501 vs. Highway 54 based on current land uses and properties.

Funding

One commenter suggested consideration of tax increment financing and business improvement districts as potential funding sources; another suggested extending commuter rail to the Town of Hillsborough in order to increase support for the Orange County referendum.

Purpose and Need

Commenters provided general agreement with the stated Purpose and Need. One commenter suggested that a statement is needed stating light rail is particularly needed to relieve traffic congestion.

Other

Encourage developers to coordinate with the project team, especially near the proposed Leigh Village development and in conjunction with the I-40/NC-54 Corridor Study. Examine other developments in transportation technologies to mitigate environmental impacts. Emphasize the impacts of not building the light rail system in order to increase support.

8. Summary of Next Steps

The Environmental Scoping phase for this project accomplished three important steps. First the scoping process resulted in acceptance by USEPA, USACE and FHWA of the request from FTA to become Cooperating Agencies in the D-O LRT Project EIS. A concluding stakeholders meeting was held on August 21, 2012, where the Cooperating Agencies and interested Participating Agencies collectively processed all of the scoping input provided to date and made recommendations regarding any additional issues which should be include in the scope of the EIS. All of this information was used to formally develop the scope of the EIS.

Second, public involvement galvanized several community and environmental interest groups who identified issues and concerns for more detailed study of otherwise standard elements of the DEIS. The New Hope Creek Association expressed concerns regarding the protection of wildlife and water resources in the New Hope Creek; the residents of Cedar Hills indicated that they are opposed to the C1 alignment, and members of the Judea Reform Congregation, Lerner Day School families, and Levin Jewish Community Center identified potential cultural, visual, air quality, noise, and social impacts which one of the alternative ROMF sites, which is located at the old Pepsi Plant on Cornwallis Road, may create. The comments about the ROMF and the C1 vs. C2 alternatives were voluminous, and all underscore the importance of considering the natural and human environment, the analysis of which is central to the requirements of NEPA and the preparation of an EIS.

Third, the scoping process elicited several comments on expanding the scope of the EIS as described in Sections 7.2, 7.3 and 7.4. All of these comments will be considered in the NEPA EIS document.

LIST OF APPENDICES

Appendix A: Scoping Phase Notification

Part 1: Federal Register Notice: Notice of Intent to prepare an EIS for the D-O LRT Project
Part 2: Media Notifications
- News Release of Scoping Meetings
- Legal Notice in local Newspapers

Part 3: Sample Email Notifications
- Regulatory Agencies
- Elected Officials and Partners
- Members of the Public

Part 4: Project Website www.ourtransitfuture.com, webpages about Scoping

Appendix B: Scoping Information Booklet

Part 1: English Version
Part 2: Spanish Version

Appendix C: Officials Briefing Packet Booklet

Appendix D: Scoping Meeting Materials

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- Sign-in Sheets
- Handouts
- Agency Presentation
- Agency Meeting Minutes

Part 2: Elected Officials and Partners Meeting
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Part 3: Public Workshops
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Appendix E: Scoping Comments

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Appendix F: Cooperating Agencies Correspondence

Appendix G: Agency Scoping Follow-Up Meeting

APPENDIX A: SCOPING PHASE NOTIFICATION

PART 1: FEDERAL REGISTER NOTICE
NOTICE OF INTENT TO APPLY FOR NEW STARTS FUNDING

This document is scheduled to be published in the
Federal Register on 04/03/2012 and available online at
http://federalregister.gov/a/2012-07897, and on **FDsys.gov**

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent to Prepare an Environmental Impact Statement on the Durham-Orange Light Rail (LRT) Project, Durham and Orange Counties, North Carolina

AGENCY: Federal Transit Administration (FTA), United States Department of Transportation (USDOT)

ACTION: Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS)

SUMMARY: The Federal Transit Administration (FTA) and the Research Triangle Regional Public Transportation Authority, dba "Triangle Transit," intend to prepare an Environmental Impact Statement (EIS) to study a proposed premium transit service corridor in Durham and Orange Counties, North Carolina. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA: 42 U.S.C. 4321 *et seq.*) of 1969 and the regulations implementing NEPA set forth in 40 CFR Parts 1500-1508 and 23 CFR Part 771, as well as provisions set forth in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice is to: 1) advise the public that FTA is serving as the lead Federal agency; 2) provide information on the proposed project, purpose and need for the project, and alternatives to be considered; and 3) invite public and agency participation in the EIS process.

DATES: **Comment Due Date:** Written or electronic comments on the scope of the EIS, including the purpose and need for transportation action in the corridor, and alternatives and impacts to be considered should be sent to the project team (see ADDRESSES below) by Monday, June 18, 2012.

Scoping Meetings Dates: Scoping meetings will be held during the week of April 30, 2012 at the following times and locations. The scoping meeting locations are accessible by transit and to persons with disabilities. Confirmed times and locations will also be published in local notices and on the project website.

Elected Officials and Partners Meeting:

Tuesday, April 24, 2012

10:00-12:00 noon

Extraordinary Ventures Center 200 S. Elliott Rd, Chapel Hill, NC 27514

Agency Meeting:

Thursday, May 3, 2012

1:00 to 3:00PM

Durham Armory, 212 Foster St, Durham, NC 27701

Public Scoping Meetings:

Wednesday May 2, 2012

4:00 – 7:00 pm

Extraordinary Ventures Center 200 S. Elliott Rd, Chapel Hill, NC 27514

Thursday, May 3, 2012

4:00 – 7:00 pm

Durham Armory, 212 Foster St, Durham, NC 27701

ADDRESSES: Written comments on the scope of alternatives and impacts to be studied should be sent to the project team via one of the following methods: mail to Durham-Orange LRT Project, PO Box 580, Morrisville, North Carolina 27560; fax to Durham-Orange LRT Project at 919.461.1415; or e-mail to info@ourtransitfuture.com. Comments may also be offered at the public scoping meetings. The addresses for the public scoping meetings are included above. All meeting locations are accessible by transit and to persons with disabilities. The project team must be contacted by Wednesday, April 25, 2012 regarding special needs such as signing or translation service for languages other than Spanish. Spanish translation services will be provided at the public meetings. The times and locations for the public scoping meetings will also be provided through display advertisements in local newspapers; newsletters that will be mailed to persons on the project database that have expressed an interest in the project; e-mail notifications; media releases that will be distributed to all print and electronic media serving the corridor; and posting of information on the project Web site. The Scoping Information Booklet is available on the project website at http://www.ourtransitfuture.org/index.php/projects/durham-orange/. The booklet

is also available in hardcopy form by contacting the project team as indicated below.

Additional scoping information or other project information may be requested by calling the project hotline at 1-800-816-7817, visiting the Website at http://www.ourtransitfuture.org/index.php/projects/durham-orange/, or by mailing a request to Durham-Orange LRT Project, PO Box 580, Morrisville, North Carolina 27560.

FOR FURTHER INFORMATION CONTACT: Mr. Brian C. Smart, Environmental Protection Specialist, Federal Transit Administration, 230 Peachtree Street, NW, Suite 800, Atlanta, GA 30303, telephone (404) 865-5607.

SUPPLEMENTARY INFORMATION

I. Scoping

In accordance with Section 6002 of SAFETEA-LU, FTA and Triangle Transit invite comment on the scope of the EIS, specifically on the proposed project's purpose and need, the alternatives to be evaluated that may address the purpose and need, and the impacts of the alternatives considered. Specific suggestions related to additional alternatives are welcome and will be considered in the development of the scope of the EIS. Scoping comments may be made at the scoping meetings or in writing no later than Monday, June 18, 2012 (see DATES and ADDRESSES above).

Scoping materials will be available at the meeting or in advance of the meeting by contacting the project team as indicated above. If you wish to be placed on the mailing list to receive further information as the project continues, contact the project team (see ADDRESSES above).

The relationships between concurrent projects such as the NC 54/I-40 Corridor Study and other projects will be considered in the EIS.

Subsequent to the completion of the Scoping Summary document and prior to initiation of the DEIS, a concluding stakeholders meeting will be held during which interested federal, state and local government agencies will collectively process all input and formally develop the final scope of the EIS.

II. Purpose and Need for the Proposed Project

The purpose of the proposed premium high-capacity transit investment in the Durham-Orange Corridor is to provide a transit solution that addresses the following mobility and development needs:

- **Need to enhance mobility:** The Durham-Orange Corridor is forecast to absorb a significant share of the region's population and employment growth, which will translate into increased travel demand. By 2035, the corridor is projected to add about 74,000 people and 81,000 jobs, which is expected to generate 255,000 additional daily trips, many of which will be made on local roadways. These trips will increase congestion during the highest AM and PM travel periods. Alternatives to the auto are needed to address the limited capacity of the roadway system to accommodate increased travel demand.

• **Need to expand transit options between Durham and Chapel Hill:** Most bus service in the Durham-Orange Corridor is concentrated in downtown Durham and downtown Chapel Hill. Transit connecting these urban centers and serving the residential areas and retail developments between them is limited to two Triangle Transit routes and the Duke University Robertson Scholars Express Bus. Currently, these buses operate in mixed traffic along increasingly congested roadways, have limited capacity, and are not competitive with the auto for most trips. Furthermore, the Study Area does not currently offer the type of high quality premium transit service that is an attractive alternative to driving, particularly under congested conditions.

• **Need to serve population with high propensity for transit use:** University students and employees, as well as transit-dependent populations, are a significant percentage of the population in the Durham-Orange Corridor. Expanding transit services and increasing access to each of the university campuses and medical centers, which offer pedestrian-friendly environments, limited parking, and free transit passes, will support increased mobility options for university students, employees and other patrons. Also, expanding reliable mobility options for lower income populations and transit users who may not be able to drive will enhance economic opportunities through improved access to major jobs centers along the corridor. Providing a transit option that supports the mobility of these groups satisfies an important need.

• **Need to foster compact development:** Local governments recognize the need to limit sprawl and manage growth within the Study Area. Durham

City/County, Chapel Hill, and Orange County have developed plans and implementation strategies that call for more compact, walkable, higher density, mixed-use development within the corridor. However, the existing transit infrastructure throughout the corridor is not fully supportive of these land use plans and implementation strategies and cannot facilitate long-term economic development. A proposed fixed guideway transit investment can channel future growth, provide a superior transit option appropriate for high density development, and help local communities realize their future goals and objectives.

III. Study Area Description

Located in both Durham and Orange counties, the Durham-Orange Corridor Study Area extends approximately 17 miles, beginning in southwest Chapel Hill and encompassing the UNC campus, downtown Chapel Hill, suburban areas along NC 54, US 15-501, NC 147 (Durham Freeway), I-40, Duke University, and downtown and east Durham.

IV. Alternatives Analysis and Results

The Durham-Orange County Corridor Alternatives Analysis (AA) Report (available at http://www.ourtransitfuture.org/index.php/projects/durham-orange/d-o-maps-reports#aa) responds to Federal regulations for transit projects seeking New Starts funding (Title 49 United States Code [U.S.C.] 5309.) The Durham-Orange County Corridor AA considered a Transportation Systems Management (TSM) Alternative, Bus Rapid Transit (BRT) alternatives, and a light rail

alternative. The BRT and light rail routes included alignments on new location and within the right-of-way of existing roads, with a variety of station locations. All of the alternatives that were evaluated would run from the terminus at the UNC Hospitals eastwards to Fordham Boulevard, east along NC 54, north parallel to I-40 and then within the US 15-501corridor to Erwin Road. The corridor follows Erwin Road past Duke University and Medical Center and turns east parallel to NC 147 through downtown Durham and terminates at Alston Avenue in east Durham. These alternatives were evaluated based upon their ability to meet the project's purpose and need statement (stated above), and considering factors such as ridership and transportation operations, land use, expansion potential, economic development potential, public and agency support, environmental impacts, technical and financial feasibility and cost. Triangle Transit conducted the AA in coordination with the jurisdictions and agencies with interests in the corridor, including Durham and Orange counties, the Town of Chapel Hill, City of Durham, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and the North Carolina Department of Transportation.

The AA concluded by identifying the most promising alternatives for further analysis. It identified LRT as the only mode that most fully satisfies the Purpose and Need for premium transit service in the Durham-Orange Corridor related to enhancing mobility, expanding transit options between Durham and Chapel Hill, serving populations with high propensity for transit use, and fostering compact development and economic growth. While an exclusive-running BRT Alternative

has the potential to meet the project's purpose and need and is competitive in meeting most project goals, it does not perform as well as LRT in relation to supporting local and regional economic development, planned growth management initiatives, travel time savings, and cost effectiveness of expanding ridership capacity. Local and regional stakeholders place a high level of importance on economic development potential and focusing growth within the proposed transit corridor through transit-oriented development. The LRT Alternative has a high-level of demonstrated public support and a proven record of producing local and regional economic development benefits by enhancing and focusing growth within LRT corridors. On February 8, 2012, the DCHC MPO Transportation Advisory Committee (TAC) (MPO's policy board) unanimously adopted the LRT Alternative as the preliminary locally preferred alternative (LPA). The Alternatives Analysis findings are available on the project Web site at http://www.ourtransitfuture.org/index.php/projects/durham-orange .

IV. Potential EIS Alternatives

The results of the AA have led FTA and Triangle Transit to consider for inclusion in the EIS the following range of alternatives, on which FTA and Triangle Transit request public and agency comments. The EIS will evaluate the following alternatives between the University of North Carolina (UNC) Hospitals and east Durham: a No-Build alternative; a Transportation System Management (TSM) alternative consisting of an enhanced bus network that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway transit service; and a Light Rail Transit (LRT) alternative consisting of a new fixed-

guideway rail alignment and support facilities. Scoping will be accomplished through correspondence with interested persons, organizations, and federal, state, and local agencies, and through public and agency meetings. The FTA and Triangle Transit invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated and identifying any significant social, economic, and/or environmental issues related to the alternatives.

1. No-Build

The No-Build alternative includes all highway and transit facilities identified in the fiscally constrained joint Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) – Capital Area MPO 2035 Long-Range Transportation Plan (LRTP), with the exception of the comprehensive system-wide rail transit network, part of which is the subject of this EIS. The

No-Build alternative is used as a starting point to provide a comparison of all

Build alternatives in terms of costs, benefits, and impacts.

2. Transportation System Management

The TSM alternative is required for inclusion in the EIS by the FTA when federal funds are sought for capital improvements. The primary purpose of the TSM alternative is to develop an enhanced and robust bus network in the Durham-Orange Corridor that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway improvement. The intention is to compare the efficiency and cost-effectiveness of a significant bus network in the corridor with fixed-guideway improvements to determine the impact on transit ridership, travel time, and other measures. The backbone of the TSM alternative would be a new bus route operating between UNC Hospitals and east Durham, covering a distance of approximately 19 miles from Chapel Hill to Durham. Buses would operate at 10-minute headways in the peak periods and 20-minute headways in the off-peak periods. Travel time between the UNC Hospitals in Chapel Hill and Alston Avenue in east Durham is estimated to be 57 minutes. The high-frequency bus route would closely follow that of the LRT alternative, as described below.

3. Light Rail Transit

The LRT alternative would operate light rail transit vehicles between UNC Hospitals and east Durham, covering a distance of approximately 17.1 miles. The LRT would operate at 10-minute frequencies during peak hours and 20-minute frequencies during off-peak hours. LRT travel time is estimated to be 35 minutes between the UNC Hospitals Station in Chapel Hill and the Alston Avenue Station in east Durham. The alignment would be double-tracked throughout, with one track for each direction of travel. The alignment would primarily run at-grade in a dedicated right-of-way parallel to existing roadways, with elevated sections throughout to mitigate potential traffic impacts and/or impacts to environmental resources.

V. Probable Effects

The EIS evaluation will analyze the social, economic, and environmental impacts of the alternatives. Major issues to be evaluated include air quality, noise and vibration, aesthetics, community cohesion impacts, potential natural resource impacts, and possible disruption of neighborhoods, businesses and commercial activities. The impact areas and level of detail addressed in the EIS will be consistent with the requirements of SAFETEA-LU Section 6002 and the FTA/Federal Highway Administration environmental regulation (Environmental Impact and Related Procedures, 23 CFR 771 and 40 CFR 1500-1508) and other environmental and related regulations. Among other factors, the EIS will evaluate the following:

- Transportation service including future corridor capacity

- Transit ridership and costs
- Traffic movements and changes, and associated impacts to local facilities
- Community impacts such as land use, displacements, noise and vibration, neighborhood compatibility and aesthetics
- Resource impacts including impacts to historic and archeological resources, parklands, cultural resource impacts, environmental justice, and natural resource impacts including air quality, wetlands, water quality, wildlife, and vegetation

The proposed impact assessment and evaluation will take into account both positive and negative impacts, direct and indirect impacts, short-term (during the construction period) and long-term impacts, and site-specific as well as corridor-wide and cumulative impacts. Mitigation measures will be considered for any significant environmental impacts identified. Other potential impacts may be added as a result of scoping and agency coordination efforts.

VI. FTA Procedures

The EIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, and implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500 to 1508) and FHWA environmental impact regulations (49 CFR Part 622, 23 CFR Part 771, and 23 CFR Part 774) and Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) of 2005. This EIS will also comply with requirements of Section 106 of the

National Historic Preservation Act of 1966, as amended (36 CFR Part 800), Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 CFR 771.135), the 1990 Clean Air Act Amendments, Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low-Income Populations), Executive Order 11990 (Protection of Wetlands), the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), and other applicable federal laws, rules, and regulations. This EIS will also satisfy local and state environmental review requirements.

Regulations implementing NEPA, as well as provisions of SAFETEA-LU, call for enhanced agency and public involvement in the EIS process. An invitation to all Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project will be extended. In the event that an agency or tribe is not invited and would like to participate, please contact Brian Smart at the contact information listed above. The public coordination and outreach efforts will include public meetings, open houses, a project website, stakeholder advisory and work groups, and public hearings.

The project sponsor may identify a locally preferred alternative in the DEIS when made available for public and agency comments. Public hearings on the DEIS will be held. On the basis of the DEIS and the public and agency comments received, the Project Sponsor will identify the locally preferred alternative in the FEIS. The FEIS will serve as the basis for federal and state environmental findings and determinations needed to conclude the environmental review process.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on:___March 27, 2012_____

_____

Yvette G. Taylor,

Regional Administrator

[FR Doc. 2012-7897 Filed 04/02/2012 at 8:45 am; Publication Date: 04/03/2012]

APPENDIX A: SCOPING PHASE NOTIFICATION

PART 2: MEDIA NOTIFICATIONS
NEWS RELEASES OF SCOPING MEETINGS
LEGAL NOTICE IN LOCAL NEWSPAPERS

FOR IMMEDIATE RELEASE
Contact: Brad Schulz (919) 485-7434

Durham-Orange Light Rail Transit Project
Environmental Review Workshops Announced

Research Triangle Park, NC (April 3, 2012) – Important environmental review workshops on the proposed Durham-Orange Light Rail Transit Project (DO LRT Project) will be held next month.

Today's announcement coincides with the publication of a Federal Register Notice of Intent which indicates that the Federal Transit Administration (FTA) and Triangle Transit intend to prepare an Environmental Impact Statement (EIS) to study the proposed Durham-Orange Light Rail Transit Project.

The EIS process will begin with public scoping meetings through which open coordination with public, Federal, State and local agencies, elected officials, project partners and citizens will identify and define the issues to be studied in detail in the Federally-required environmental process in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended.

Two public workshops are planned:

Wednesday, May 2, 2012	**Thursday, May 3, 2012**
4 P.M. to 7 P.M.	**4 P.M. to 7 P.M.**
Extraordinary Ventures	**Durham Armory**
200 S. Elliott Rd.	**212 Foster St.**
Chapel Hill, NC	**Durham, NC**

Each of the public sessions will be in an Open House format. Public transit access is available to both locations. Route information is available by using the Trip Planner at **gotriangle.org** or by calling **919-485-RIDE** (7433).

Citizens unable to attend the public meetings can submit comments online at: **www.ourtransitfuture.com**, by mail to: TRTP, Box 530, Morrisville, NC 27560 or by phone at 800-816-7817. All comments are to be submitted no later than June 18, 2012.

The Federal Register Notice, which includes the Project's Purpose and Need, Study Area, and EIS Alternatives, is at: **http://www.gpo.gov/fdsys/pkg/FR-2012-04-03/pdf/2012-7897.pdf**. More information also is available at: **www.ourtransitfuture.com.**

Environmental work follows the selection of light rail transit as the preferred technology in the proposed 17-mile corridor by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization in February 2012. The Triangle has been working for more than five years planning ways to better connect Durham, Chapel Hill and the region by transit.

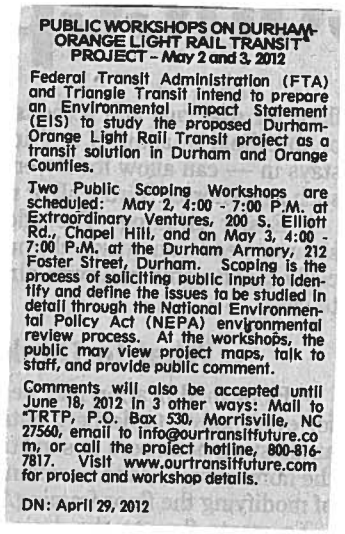
The Triangle Regional Transit Program is a comprehensive study of fixed guideway transit opportunities to help complement new and expanded bus service. The Triangle Regional Transit Program is managed by Triangle Transit.

(Note: Some of the meeting information in the Federal Register notice is incorrect. The dates and times above are correct.)

AFFIDAVIT OF PUBLICATION

STATE OF NORTH CAROLINA
COUNTY OF DURHAM

Ad Number
0000043929



PUBLIC WORKSHOPS ON DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT – May 2 and 3, 2012

Federal Transit Administration (FTA) and Triangle Transit intend to prepare an Environmental Impact Statement (EIS) to study the proposed Durham-Orange Light Rail Transit project as a transit solution in Durham and Orange Counties.

Two Public Scoping Workshops are scheduled: May 2, 4:00 - 7:00 P.M. at Extraordinary Ventures, 200 S. Elliott Rd., Chapel Hill, and on May 3, 4:00 - 7:00 P.M. at the Durham Armory, 212 Foster Street, Durham. Scoping is the process of soliciting public input to identify and define the issues to be studied in detail through the National Environmental Policy Act (NEPA) environmental review process. At the workshops, the public may view project maps, talk to staff, and provide public comment.

Comments will also be accepted until June 18, 2012 in 3 other ways: Mail to "TRTP, P.O. Box 530, Morrisville, NC 27560, email to info@ourtransitfuture.com, or call the project hotline, 800-816-7817. Visit www.ourtransitfuture.com for project and workshop details.

DN: April 29, 2012

Advertiser Name: URS
Address: 1600 PERIMETER PARK DR STE 400
MORRISVILLE, NC 27560

Before the undersigned, a Notary Public of Wake County North Carolina, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared Barbara Brown, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of The Durham News a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The Durham News, in the City of Raleigh, Wake County and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for URS was inserted in the aforesaid newspaper on dates as follows:

04/29/2012

TIMOTHY R. WINSLOW
NOTARY
PUBLIC
WAKE COUNTY NORTH CAROLINA

Barbara Brown

Barbara Brown, Accounts Receivable Specialist
Wake County, North Carolina

Sworn to and subscribed before me
This 30th day of April, 2012

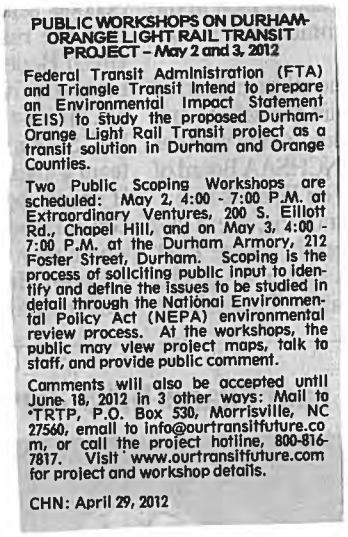
My Commission Expires: 08/08/2013

Notary Signature

AFFIDAVIT OF PUBLICATION

STATE OF NORTH CAROLINA
COUNTY OF ORANGE

Ad Number
0000043961



PUBLIC WORKSHOPS ON DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT – May 2 and 3, 2012

Federal Transit Administration (FTA) and Triangle Transit intend to prepare an Environmental Impact Statement (EIS) to study the proposed Durham-Orange Light Rail Transit project as a transit solution in Durham and Orange Counties.

Two Public Scoping Workshops are scheduled: May 2, 4:00 - 7:00 P.M. at Extraordinary Ventures, 200 S. Elliott Rd., Chapel Hill, and on May 3, 4:00 - 7:00 P.M. at the Durham Armory, 212 Foster Street, Durham. Scoping is the process of soliciting public input to identify and define the issues to be studied in detail through the National Environmental Policy Act (NEPA) environmental review process. At the workshops, the public may view project maps, talk to staff, and provide public comment.

Comments will also be accepted until June 18, 2012 in 3 other ways: Mail to TRTP, P.O. Box 530, Morrisville, NC 27560, email to info@ourtransitfuture.com, or call the project hotline, 800-816-7817. Visit www.ourtransitfuture.com for project and workshop details.

CHN: April 29, 2012

Advertiser Name: URS
Address: 1600 PERIMETER PARK DR STE 400
MORRISVILLE, NC 27560

Before the undersigned, a Notary Public of Wake County North Carolina, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared Barbara Brown, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of The Chapel Hill News a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The Chapel Hill News, in the City of Raleigh, Wake County and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for URS was inserted in the aforesaid newspaper on dates as follows:

04/29/2012

TIMOTHY R. WINSLOW
NOTARY
PUBLIC
WAKE COUNTY NORTH CAROLINA

Barbara Brown

Barbara Brown, Accounts Receivable Specialist
Wake County, North Carolina

Sworn to and subscribed before me
This 30th day of April, 2012

My Commission Expires: 06/01/2013

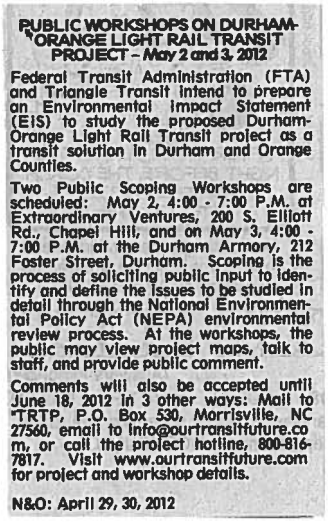
Timothy R. Winslow

Notary Signature

AFFIDAVIT OF PUBLICATION

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Ad Number
0000043952



PUBLIC WORKSHOPS ON DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT – May 2 and 3, 2012

Federal Transit Administration (FTA) and Triangle Transit intend to prepare an Environmental Impact Statement (EIS) to study the proposed Durham-Orange Light Rail Transit project as a transit solution in Durham and Orange Counties.

Two Public Scoping Workshops are scheduled: May 2, 4:00 - 7:00 P.M. at Extraordinary Ventures, 200 S. Elliott Rd., Chapel Hill; and on May 3, 4:00 - 7:00 P.M. at the Durham Armory, 212 Foster Street, Durham. Scoping is the process of soliciting public input to identify and define the issues to be studied in detail through the National Environmental Policy Act (NEPA) environmental review process. At the workshops, the public may view project maps, talk to staff, and provide public comment.

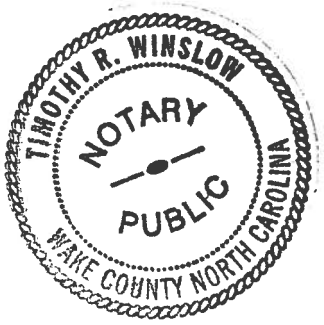
Comments will also be accepted until June 18, 2012 in 3 other ways: Mail to TRTP, P.O. Box 530, Morrisville, NC 27560, email to info@ourtransitfuture.com, or call the project hotline, 800-816-7817. Visit www.ourtransitfuture.com for project and workshop details.

N&O: April 29, 30, 2012

Advertiser Name: URS
Address: 1600 PERIMETER PARK DR STE 400
MORRISVILLE, NC 27560

Before the undersigned, a Notary Public of Wake County North Carolina, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared Barbara Brown, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of The News & Observer a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The News & Observer, in the City of Raleigh, Wake County and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for URS was inserted in the aforesaid newspaper on dates as follows:

04/29/2012,04/30/2012



Barbara Brown

Barbara Brown, Accounts Receivable Specialist
Wake County, North Carolina

Sworn to and subscribed before me
This 1st day of May, 2012

My Commission Expires: 04/20/2013

Timothy R. Winslow

Notary Signature

APPENDIX A: SCOPING PHASE NOTIFICATION

PART 3: SAMPLE EMAIL NOTIFICATIONS

REGULATORY AGENCIES
ELECTED OFFICIALS AND PARTNERS
MEMBERS OF THE PUBLIC

Yu Robinson, Cyndy

From: David King, GM <info@ourtransitfuture.com>
Sent: Thursday, April 12, 2012 3:50 PM
To: Yu Robinson, Cyndy
Subject: Scoping Meetings for Durham-Orange Light Rail Transit project

If you are having trouble viewing this message, see it in your browser.

Our Transit Future
Triangle Regional Transit Program

Dear Colleague,

As you know, the Triangle has been working for many years on ways to improve transit connections between Durham, Chapel Hill and the region. As a result of an Alternatives Analysis process begun in 2010 with input from the public and other stakeholders, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) adopted the Durham-Orange Light Rail Transit Project to be advanced for further study.

Please join us at the Scoping Meeting for Regulatory Agencies:

What:	Scoping meeting for Regulatory Agencies on the Durham-Orange Light Rail Transit Project
When:	Wednesday, May 2, 2012 at 1:00 P.M.
Where:	Extraordinary Ventures Center, 200 South Elliott Road, between N. Fordham Boulevard and E. Franklin Street, in Chapel Hill, NC. (Informal notification regarding this meeting has already been distributed.)

Please take a moment to respond and let us know whether you will be attending personally, sending designee(s) and/or other members of staff, or declining this invitation.

RSVP Now ›

On April 3, 2012, a Notice of Intent (NOI) was published in the Federal Register indicating that the Federal Transit Administration (FTA) and Triangle Transit will be preparing an Environmental Impact Statement (EIS) for the Durham-Orange Light Rail Transit (LRT) Project. **(Please note that some of the meeting dates, times and locations in the Federal Register are incorrect.)**

The EIS process will begin with Public Scoping Meetings through which open coordination with Public,

Federal, State and local agencies, elected officials, project partners and citizens will identify and define the issues to be studied in detail in the Federally-required environmental review process in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended.

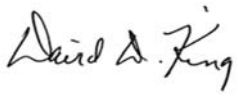
Background information on the Durham-Orange LRT Project is available at the Our Transit Future website. A Scoping Information Booklet for the Project will also be made available on the Project website prior to the meeting. At the May 2nd meeting, Regulatory and Advisory Agency representatives will be provided with an overview of the Project and an opportunity to ask questions. The public comment period closes on June 18, 2012. Your participation in the project scoping process is important for this Project's development.

Subsequent to the completion of the Scoping Summary document and prior to initiation of the EIS, a concluding regulatory and agency stakeholders meeting will be held during which interested Federal, State and local government agencies will collectively process all input and formally develop the final scope of the EIS.

In addition to the Scoping Meeting for Regulatory Agencies, we will be briefing Elected Official and Project Partners at 10 A.M on May 3, at the Durham Armory and conducting the two Public Workshops described below.

We look forward to meeting with you on May 2, 2012 and to receiving your input no later than June 18, 2012. If you require additional information or have any questions regarding the Durham-Orange Light Rail Transit Project, please do not hesitate to contact us at (919) 461-1481 or by email at: info@ourtransitfuture.com.

Sincerely,



David King

General Manager, Triangle Transit

Public Workshop in Orange County

May 2, Extraordinary Ventures

Wednesday, May 2, 4:00 - 7:00 P.M.

Open House/Drop In style

Extraordinary Ventures (map)

200 S. Elliott Road, Chapel Hill, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

Public Workshop in Durham County

May 3, Durham Armory

Thursday, May 3, 2012, 4:00 - 7:00 P.M.

Open House/Drop in style

Durham Armory (map)

212 Foster Street, Durham, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

This message sent to **cyndy.yu.robinson@urs.com** by **info@ourtransitfuture.com**
GoTriangle
4600 Emperor Blvd, Suite 100
Durham, NC 27703

You opted in to this list from: Added by Admin (More info)
Unsubscribe | Update Profile/Email Address | Forward to a Friend

powered by contactology

Yu Robinson, Cyndy

From: David King, GM <info@ourtransitfuture.com>
Sent: Thursday, April 12, 2012 8:15 AM
To: Yu Robinson, Cyndy
Subject: Scoping Meetings for Durham-Orange Light Rail Transit project (Test 3)

If you are having trouble viewing this message, see it in your browser.

Our Transit Future
Triangle Regional Transit Program

Dear Cyndy Yu Robinson,

As you know, the Triangle has been working for many years on ways to improve transit connections between Durham, Chapel Hill and the region. As a result of an Alternatives Analysis process begun in 2010 with input from the public and other stakeholders, the Durham-Chapel Hill-Carrboro MPO adopted the Durham-Orange Light Rail Transit Project to be advanced for further study.

Please join us as we begin the next phase of this Project at an Officials and Partners Briefing.

What:	Elected Officials and Project Partners Briefing on the Durham-Orange Light Rail Transit Project
When:	Thursday, May 3, 2012 at 10:00 A.M.
Where:	The Durham Armory, located at 212 Foster Street, in downtown Durham across from the Durham Civic Center Complex.

Please take a moment to respond and let us know if you will be attending personally, sending designee(s), or declining the invitation.

RSVP Now ▸

The Federal Transit Administration (FTA) and Triangle Transit will be preparing an Environmental Impact Statement (EIS) for the Durham-Orange Light Rail Transit (LRT) Project. The EIS process will begin with public scoping meetings through which open coordination with Public, Federal, State and local agencies, elected officials, project partners and citizens will identify and define the issues to be studied in detail in the Federally-required environmental review process in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended.

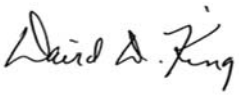
At the Briefing, elected and appointed officials, managers from Federal, State and local governments,

representatives from universities, transportation providers, business, community, and environmental groups and other stakeholders will be provided with an overview of the environmental review process and the opportunity to ask questions. Background information on the Durham-Orange LRT Project is available at the Our Transit Future website. An information booklet about the Project will be available at the project website prior to the meeting.

Your participation in the upcoming Elected Officials and Partners Briefing is important for this Project's development. In addition to your Briefing meeting, we will be meeting with Regulatory Agencies on May 2 at 1:00 P.M. at the Ventures Center in Chapel Hill and conducting the two Public Workshops described below.

We look forward to hopefully seeing you at our upcoming meeting(s) and to receiving your input no later than June 18, 2012. If you require additional information or have any questions regarding the Durham-Orange Light Rail Transit Project, please do not hesitate to contact us at (919) 461-1481 or by email at: info@ourtransitfuture.com.

Sincerely,



David King

General Manager, Triangle Transit

Public Workshop in Orange County

May 2, Extraordinary Ventures

Wednesday, May 2, 2012, 4:00 - 7:00 PM

Open House/Drop In style

Extraordinary Ventures

200 S. Elliott Road, Chapel Hill, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

Public Workshop in Durham County

May 3, Durham Armory

Thursday, May 3, 2012, 4:00 - 7:00 P.M.

Open House/Drop in style

Durham Armory

212 Foster Street, Durham, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

This message sent to **cyndy.yu.robinson@urs.com** by **info@ourtransitfuture.com**
GoTriangle
4600 Emperor Blvd, Suite 100
Durham, NC 27703

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Yu Robinson, Cyndy

From: David King, GM <info@ourtransitfuture.com>
Sent: Thursday, April 12, 2012 4:12 PM
To: Yu Robinson, Cyndy
Subject: Scoping Meetings for Durham-Orange Light Rail Transit project

If you are having trouble viewing this message, see it in your browser.

Our Transit Future
Triangle Regional Transit Program

Dear Colleague,

As you know, the Triangle has been working for many years on ways to improve transit connections between Durham, Chapel Hill and the region. As a result of an Alternatives Analysis process begun in 2010 with input from the public and other stakeholders, the Durham-Chapel Hill-Carrboro MPO adopted the Durham-Orange Light Rail Transit Project to be advanced for further study.

Please join us as we begin the next phase of this Project at an Elected Officials and Project Partners Briefing.

What:	Elected Officials and Project Partners Briefing on the Durham-Orange Light Rail Transit Project
When:	Thursday, May 3, 2012 at 10:00 A.M.
Where:	The Durham Armory, located at 212 Foster Street, in downtown Durham across from the Durham Civic Center Complex.

Please take a moment to respond and let us know if you will be attending personally, sending designee(s), or declining the invitation.

RSVP Now ▸

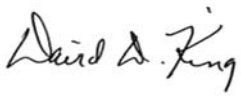
The Federal Transit Administration (FTA) and Triangle Transit will be preparing an Environmental Impact Statement (EIS) for the Durham-Orange Light Rail Transit (LRT) Project. The EIS process will begin with public scoping meetings through which open coordination with Public, Federal, State and local agencies, elected officials, project partners and citizens will identify and define the issues to be studied in detail in the Federally-required environmental review process in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended.

At the Briefing, elected and appointed officials, managers from Federal, State and local governments, representatives from universities, transportation providers, business, community, and environmental groups and other stakeholders will be provided with an overview of the environmental review process and the opportunity to ask questions. Background information on the Durham-Orange LRT Project is available at the Our Transit Future website. An information booklet about the Project will be available at the project website prior to the meeting.

Your participation in the upcoming Elected Officials and Project Partners Briefing is important for this Project's development. In addition to your Briefing meeting, we will be briefing Regulatory Agencies on May 2 at 1:00 P.M. at Extraordinary Ventures in Chapel Hill and conducting the two Public Workshops on Scoping described below.

We look forward to seeing you at our upcoming meeting(s) and to receiving your input no later than June 18, 2012. If you require additional information or have any questions regarding the Durham-Orange Light Rail Transit Project, please do not hesitate to contact us at (919) 461-1481 or by email at: info@ourtransitfuture.com.

Sincerely,



David King

General Manager, Triangle Transit

Public Workshop in Orange County

May 2, Extraordinary Ventures

Wednesday, May 2, 2012, 4:00 - 7:00 P.M.

Open House/Drop In style

Extraordinary Ventures (map)

200 S. Elliott Road, Chapel Hill, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

Public Workshop in Durham County

May 3, Durham Armory

Thursday, May 3, 2012, 4:00 - 7:00 P.M.

Open House/Drop in style

Durham Armory (map)

212 Foster Street, Durham, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

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Yu Robinson, Cyndy

From: Our Transit Future <info@ourtransitfuture.com>
Sent: Thursday, April 12, 2012 4:16 PM
To: Yu Robinson, Cyndy
Subject: Scoping Meetings for Durham-Orange Light Rail Transit project

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Our Transit Future
Triangle Regional Transit Program

Notice of Public Scoping Workshops on the Durham-Orange Light Rail Transit Project

The Triangle has been working for many years on ways to improve transit connections between Durham, Chapel Hill and the region. As a result of an Alternatives Analysis process begun in 2010 with input from the public and other stakeholders, the Durham-Chapel Hill-Carrboro MPO adopted the Durham-Orange Light Rail Transit Project to be advanced for further study.

The Federal Transit Administration (FTA) and Triangle Transit will be preparing an Environmental Impact Statement (EIS) for the Durham-Orange Light Rail Transit (LRT) Project. The EIS process will begin with Public Scoping Meetings and Workshops on May 2 and 3, 2012, through which open coordination with Public, Federal, State and local agencies, elected officials, project partners and citizens will identify and define the issues to be studied in detail in the Federally-required environmental review process in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended.

Background information on the Durham-Orange LRT Project is available at the Our Transit Future website. An information booklet about the Project will be available on the project website for review and downloading prior to the public scoping workshops and printed copies will be distributed at the workshops.

We look forward to seeing you at our upcoming Public Scoping Workshop(s) and to receiving your input no later than June 18, 2012. If you require additional information or have any questions regarding the Durham-Orange Light Rail Transit Project, or if you need special assistance to attend the Public Scoping Workshop(s), please do not hesitate to contact us at (800) 816-7817 or by email at: info@ourtransitfuture.com.

Public Workshop in Orange County

Public Workshop in Durham County

May 2, Extraordinary Ventures

Wednesday, May 2, 2012, 4:00 - 7:00 P.M.

Open House/Drop In style

Extraordinary Ventures (map)

200 S. Elliott Road, Chapel Hill, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

May 3, Durham Armory

Thursday, May 3, 2012, 4:00 - 7:00 P.M.

Open House/Drop in style

Durham Armory (map)

212 Foster Street, Durham, NC

Call 800-816-7817 if you need public transit information or special assistance for the meeting.

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Durham, NC 27703

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APPENDIX A: SCOPING PHASE NOTIFICATION

PART 4: PROJECT WEBSITE WWW.OURTRANSITFUTURE.COM WEBPAGES ABOUT SCOPING

Our Transit Future webpages from April 1, 2012 – July 1, 2012

www.ourtransitfuture.com Home Page shown as of June 26, 2012



Projects > Durham-Orange Corridor
Project Info page

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Raleigh will receives $21 Million in Federal funds for Amtrak station planning in warehouse district.

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June 19, 2012 No vote on transit
Despite support from Wake County mayors, Commissioners voted 4-3 against the plan to having a transit tax vote for...



Durham-Orange Light Rail Transit Project



June 8, 2012: The Alternatives Analysis report on the Durham-Orange Light Rail Transit project has been finalize and will be available on this webpage VERY SOON. It is a large file. (PDF, 25 MB)

The Appendices for the Final AA report on the D-O LRT project are also available for public viewing. (PDF,15 MB)

May 23, 2012: The latest draft of the **Orange County Bus and Rail Investment Plan**, which includes the narrative of the plan and appendices, are available for your viewing. The Board of Orange County Commissioners meet on June 5 to discuss this Plan again.

February 8, 2012: The Durham-Chapel Hill-Carroboro MPO selected a Locally Preferred Alternative (LPA) which we refer to as the Durham-Orange Light Rail Transit Project. This route begins at a proposed station called AlstonAvenue/NCCU, runs 17 miles and serves major activity centers, and generally follows the North Carolina Railroad Corridor, 15-501, I-40, and NC 54 to end at UNC Hospitals.

April 3, 2012: A Notice of Intent (NOI) was published in the Federal Register indicating that the Federal Transit Administration (FTA) and Triangle Transit intend to prepare an Environmental Impact Statement (EIS) for the Durham-Orange LRT Project. The NOI includes the project's draft Purpose and Need; descriptions of the alternatives to be studied during the EIS; and provides links to specific materials on this website which are relevant to the proposed Project.

Scoping Meetings: Thanks to the officials, regulatory agencies, and members of the public who participated in the Scoping Meetings on May 2 and 3, 2012. If you missed the Public Workshops, we have prepared a series of materials for your convenience. The exhibits, slideshows, and handouts describe the background, draft Purpose and Need, Locally Preferred Alternative, timeline, and scoping process. After reviewing them, please share your thoughts via the online Comment Form or send an email to info@ourtransitfuture.com

Handouts (take-home materials)

a. Scoping Information Booklet (PDF, 16 pages, 2.9 MB)

b. Comment Form in English (PDF, 2 pages, 761 KB) TO USE THE ONLINE COMMENT FORM, CLICK HERE NOW.

c. Scoping Information Booklet in Spanish (PDF, 16 pages, 2.4 MB)

d. Comment Form in Spanish (PDF, 2 pages, 667 KB)

Exhibits Part One: Our Transit Future / Background

1.0 Population growth in the Triangle (PDF, 179 KB)

2.0 What is Scoping (PDF, 462 KB)

3.0 What is an EIS? (PDF, 369 KB)

4.0 FTA Process (PDF, 349 KB)

5.0 Project Schedule (PDF, 555 KB)

Exhibits Part Two: Locally Preferred Alternative

Projects > Durham-Orange Corridor Maps & Reports page

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Despite support from Wake County mayors, Commissioners voted 4-3 against the plan to having a transit tax vote for...



This section provides Preliminary Station Locations, Maps, and Alternative Analysis documents for the Durham-Orange Corridor.

On this page:
Preliminary Station Locations
Alternatives Analysis
Purpose and Need
Conceptual Definition of Alternatives

PRELIMINARY STATION LOCATIONS

- UNC LRT Station
- Mason Farm Road LRT Station
- Hamilton Road LRT Station
- Friday Center Drive (A) LRT Station
- Friday Center Drive (B) LRT Station
- Meadowmont Lane LRT Station
- Woodmont LRT Station
- Leigh Village LRT Station
- Gateway LRT Station
- Patterson Place LRT Station
- MLK Jr. Parkway LRT Station
- South Square LRT Station
- LaSalle Street LRT Station
- Duke Medical Center (A,B, and C) LRT Station
- Ninth Street LRT Station
- Buchanan Boulevard LRT Station
- Durham LRT Station
- Dillard Street LRT Station
- Alston Avenue / NCCU LRT Station back to top

ALTERNATIVES ANALYSIS

About | Download below | Order a DVD | Read printed copies or view DVDs at selected local libraries.

Volume 1: Detailed Definition of Alternative Technical Report

- Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)
- Durham-Orange Vol 1 Det Def of Alts Appendices A|Station Evaluation & B|Const. Impacts. (7.91 MB| PDF)

Volume 2: Conceptual Plans and Profiles

- Durham-Orange Vol 2 Plans and Profiles - Index, Key Index & Typ Sect. (21 MB| PDF)
- Durham-Orange Vol 2 Plans and Profiles - Segments A & B, UNC to Friday Center (6.48 MB |

Events > Scoping meeting and Calendar function

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RSVP Elected Officials & Partners Mtg | RSVP Regulators/Agencies Mtg | Past Events

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Scoping is an important element of the environmental assessment and review process, and involves active consultation and participation of the public, their elected officials, and interested government agencies, from whom input on the alternatives under consideration and the potential impacts is being requested.

Triangle Transit will be hosting Scoping Meetings on May 2 and May 3, 2012, to identify and define the issues to be studied in detail in the federally required NEPA environmental process. Click on the calendar entries below to see directions and transit information.

NEED HELP? If you have any questions about getting to the Public Workshop (s), please call GoTriangle at (919) 485-RIDE. If you require language, mobility, or other special assistance during the Public Workshop, please call 800-816-7817 by April 25 so that we may help you.

Our Transit Future

Today | Wednesday, May 2 | Print | Week | Month | Agenda

Wednesday, May 2
1:00pm Regulatory Agencies Meeting
4:00pm Public Workshop in Orange County

Thursday, May 3
10:00am Elected Officials Meeting
4:00pm Public Workshop in Durham County

Friday, May 18
9:00am 30 days left to submit comments on Durham-Orange LRT project

Monday, June 18
Last day to submit comments on Durham-Orange LRT project

Showing events until 6/30. Look for more

Events shown in time zone: Eastern Time | Google Calendar

HOME | Background | Projects | Events | Sitemap | Newsroom | Officials | About TRTP | Contact Us | Español

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Events > RSVP page for Elected Officials & Partners Scoping Meeting, May 3, 2012

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Important note: There were errors in the Federal Register Notice posted on April 3, 2012. The dates and locations on this website are correct.

DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT

ELECTED OFFICIALS/PARTNERS MEETING

When: Thursday May 3 from 10:00 A.M. - 12:00 Noon

Where: Durham Armory, 212 Foster Street, Durham, NC (map)

Materials: An Officials Briefing packet is available online for reading or download (PDF, 1.4 MB).

Name*

Email*

Organization

☐ Yes, I will be at the Scoping Meeting for Elected Officials & Partners

☐ I am sending a designee. That person's name is:
Designee:

☐ No, my office cannot attend the Scoping meeting. I would appreciate a packet of briefing materials be sent to me.

Comment

Submit RSVP

Officials webpage > Meeting Schedule and Briefing Materials available online

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WAKE CORRIDOR
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On this page:
Regulatory Agencies briefing
Officials and Partners briefing
Comments Due Date
Submitting Comments

On May 2, Regulatory Agencies were briefed by the project staff on the Durham-Orange Light Rail Transit.

Download the Scoping Information Booklet (PDF, 2.9 MB)
See or download the slide presentation given by project staff to Regulatory Agencies (PDF, 2.5 MB)

On May 3, Officials and Partners (neighbors along the D-O Corridor) were briefed by the project staff on the Durham-Orange Light Rail Transit project.

Download the Officials Briefing package (PDF, 1.4 MB).
See or download the slide presentation given by project staff to Officials and Partners. (PDF, 2.5 MB)

Comments Due Date: Scoping comments are due on June 18, 1012.

Submitting your Comments:

Agencies or officials who missed either briefing may request a set of materials by sending a note to: info@ourtransitfuture.com or calling the TRTP Hotline is 800-816-7817. Please provide your mailing address.

Comments (from the public, agencies, officials, and all organizations) may be submitted:
by email to: info@ourtransitfuture.com
by postal mail to: TRTP, P.O. Box 530, Morrisville, NC 27560
The online webform is more suited to comments from the public.

The hotline, 800-816-7817, is also more suited to questions from the public.

The Public Involvement Coordinator is Cyndy Yu-Robinson, 919-461-1481.

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About TRTP > webpage that ties Triangle Transit and other stakeholders to the OurTransitFuture brand and the TRTP.

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On this page:

What is the TRTP?
TRTP Partners
Area Transportation Providers Contact Information
Submit a Public Comment

What is the TRTP?

The Triangle Regional Transit Program is a partnership of transit providers in Wake, Durham and Orange counties and the Metropolitan Planning Organizations (MPOs) providing regional transit solutions. The TRTP is led by Triangle Transit. Together, these organizations have undertaken a comprehensive study of regional transit rail opportunities and expanded regional busway networks. Triangle Transit and the MPOs are working with Federal, state, and local governments to provide the funding for Our Transit Future.

TRTP Partners

triangletransit | Chapel Hill transit | CAMPO | GoTriangle | Tran Cary Transit | DCHC Metropolitan Planning Organization | DATA | cat

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Contact Transit Providers

Regional Partners

- Triangle Transit: 919 485-RIDE (7433) or visit GoTriangle.org.
- Capital Area MPO:
- Durham - Chapel Hill - Carrboro MPO:

Wake County

- Wake County government
- Capital Area Transit *(CAT):* 919 485-RIDE
- Cary Transit *(C-Trans):* 919 485-RIDE
- NCSU Wolfline: 919 515-WOLF (9653)

Durham County

- Durham County government
- Durham Area Transit Authority *(DATA):* 919 485-RIDE
- Duke University Transit: 919 684-2218

Orange County

Comments > Online comment form open
April 30 – June 18, 2012

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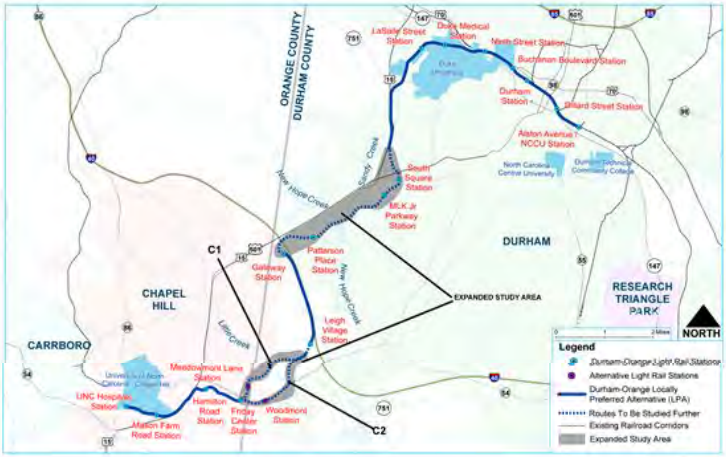
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Click the image below to see enlarged image.



Durham-Orange Light Rail Transit Project
Public Scoping Workshop Comment Form

Contact information

Name *
First Last

Organization

Address
Street Address
City
State / Province / Region
United States
Country
Postal / Zip Code

Email

APPENDIX B: SCOPING INFORMATION BOOKLET
PART 1: ENGLISH VERSION

Our Transit Future
Triangle Regional Transit Program

Durham-Orange Light Rail Transit Project

Scoping Information Booklet



Light Rail Transit in Charlotte

Public and Agency Scoping Begins on the Durham-Orange LRT Project

Travel between Chapel Hill and Durham is becoming increasing difficult as more and more people move to the Triangle Region. High growth rates in the Region are expected to continue over the next twenty years, adding to the existing strain on our transportation system. When traffic congestion increases, the reliability of the transportation system decreases. For some time, local leaders and transportation planners have recognized the need for predictable and dependable alternatives to driving in the congested corridor between Durham and Chapel Hill, two of the Triangle's most prominent municipalities. Therefore, the purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

- Need to enhance mobility
- Need to expand transit options between Durham and Chapel Hill
- Need to serve populations with high propensity for transit use
- Need to foster compact development

Additional detail summarizing these needs is provided on page 5.

Through an Alternative Analysis (AA) recently completed for the D-O Corridor, alternative transit technologies and alignments that met the identified transit needs of the corridor were evaluated. The AA concluded with project stakeholders selecting a Locally Preferred Alternative (LPA) which defined the locally preferred transit vehicle technology, the general route, and termini of the proposed transit project. Potential station locations were also identified during the AA process.

WHAT'S INSIDE

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PUBLIC SCOPING WORKSHOP SCHEDULE

Two Public Workshops

Wed., May 2, 2012 ♦ 4:00 – 7:00 P.M.
Extraordinary Ventures
200 S. Elliott Rd., Chapel Hill

Thu., May 3, 2012 ♦ 4:00 – 7:00 P.M.
The Durham Armory
212 Foster St., Durham

HOW TO GET INVOLVED AND SUBMIT COMMENTS

In Person: Attend the Workshops

Online: www.ourtransitfuture.com
For materials and comments

By email: info@ourtransitfuture.com

By mail: TRTP
P.O. Box 530
Morrisville, NC 27560

By phone: 1-800-816-7817

Deadline for Comments
June 18, 2012

LEAD FEDERAL AGENCY

is the Federal Transit Administration (FTA), whose point of contact is:

Mr. Brian C. Smart
Environmental Protection Specialist, Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303
404-865-5607

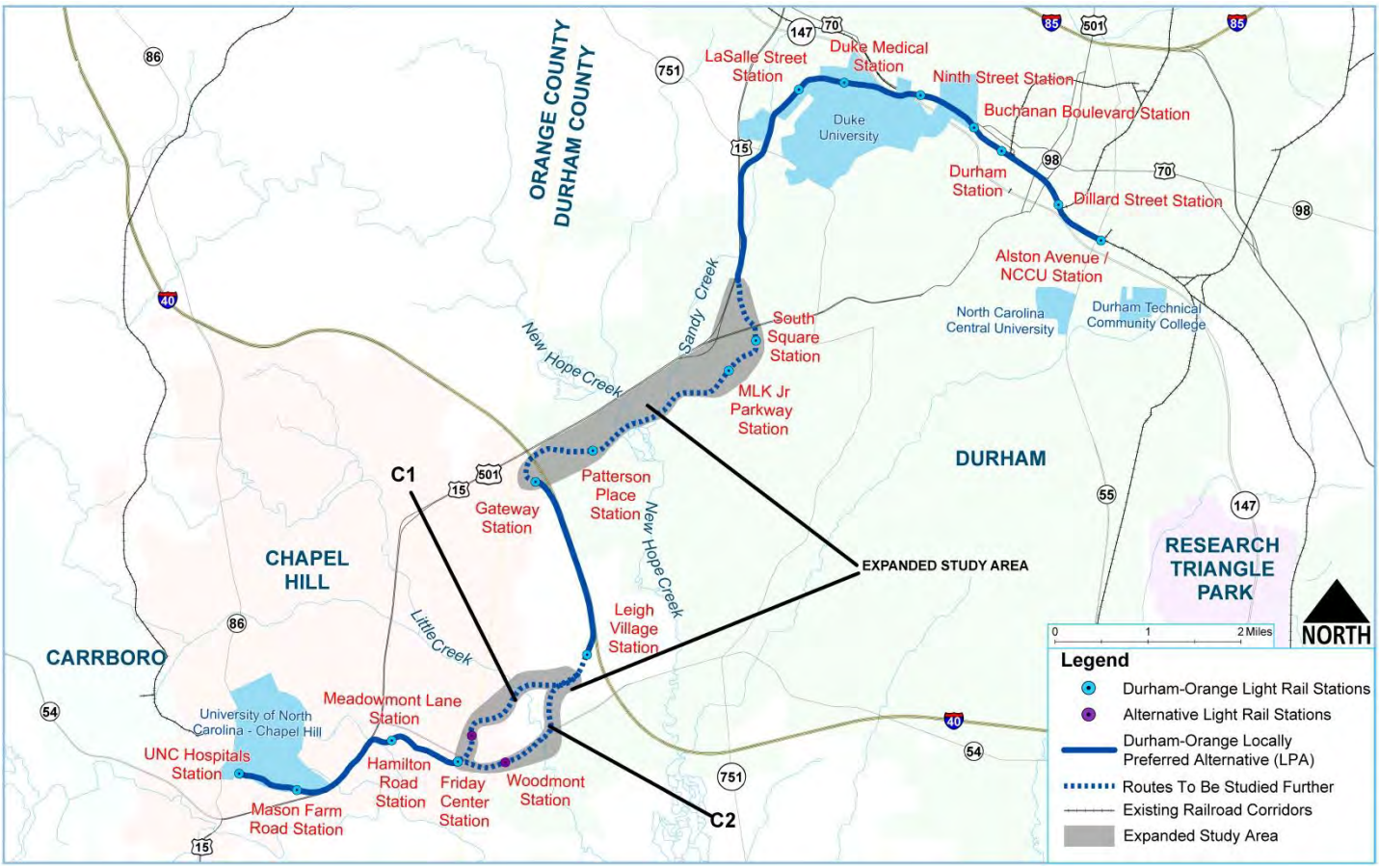
On February 8, 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted Light Rail Transit (LRT) on an alignment between the University of North Carolina (UNC) Hospitals in Chapel Hill and Alston Avenue in east Durham as the LPA for inclusion in the 2035 Long Range Transportation Plan (LRTP) and subsequent environmental studies in compliance with the National Environmental Policy Act (NEPA) federal environmental review process.

The next step in the implementation process for projects that may be considered for Federal funding is Environmental Scoping. Through the scoping process, the public, elected and appointed officials and interested government agencies comment on the proposed project's draft Purpose and Need, the alternatives to be evaluated, and the impacts of the alternatives. The scoping process is intended to define a range of issues that will be studied during the Environmental Impact Statement (EIS) process. In accordance with NEPA and FTA, the EIS will include the development and analysis of three primary alternatives between the UNC Hospitals and east Durham:

1. The No-Build Alternative.
2. Transportation Systems Management (TSM) Alternative consisting of an enhanced bus network that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway transit service (see pages 6-7).
3. LRT alternative consisting of a new fixed-guideway rail alignment and support facilities. This alternative represents the LPA as currently proposed (***Figure 1***).

Public Scoping Workshops will be held on May 2, 2012, in Chapel Hill at the Extraordinary Venture facility, and on May 3, 2012 in Durham at the Durham Armory. Both meetings will take place from 4:00 to 7:00 P.M. in an open house, drop-in format. Public input is critical to making decisions for this project and our region. This is the time to get involved and provide us with your comments.

Figure 1: The Durham-Orange Corridor Alternatives



What is Scoping?

Environmental scoping is a process through which the public, their elected officials, and interested government agencies are provided with information about the LPA in order to assist in shaping the course and direction of the environmental review process and ultimately the project which will be implemented. Scoping is the juncture at which open coordination with Federal, state, and local agencies, elected officials, project partners, and the public is conducted to identify and define the issues to be studied in detail through the NEPA environment review process.

The purpose of the scoping process is to inform the public and governmental review agencies that the Federal Transit Administration (FTA) (as the federal project sponsor) and Triangle Transit (as the local project sponsor) will be preparing an EIS for this project; to present information about the project, and to formally request input from these groups on the alternatives under consideration and the impacts to be evaluated.

During the scoping process, the goals and objectives of the project established during the Alternatives Analysis (AA) will be reviewed and refined based on comments received from the public, their elected officials, and interested government agencies. Similarly, the alternatives to be studied in the EIS may be expanded and refined based on input received at scoping meetings, through written comments and other outreach mechanisms.

Acronym Glossary

AA	Alternatives Analysis
CRT	Commuter Rail Transit
DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
FRN	Federal Register Notice
FTA	Federal Transit Administration
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LRTP	Long-Range Transportation Plan
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
PE	Preliminary Engineering
TSM	Transportation Systems Management

***Scoping** is an important element of the environmental review process, and involves active consultation and participation of the public, their elected officials, and interested government agencies from whom input on the alternatives under consideration and the potential impacts is being requested.*

Based on the current schedule, the **Comment Period on scoping for the D-O LRT Project will conclude on June 18, 2012.** The comments and input received throughout the scoping process will be assembled in a Scoping Summary Document which will be submitted to the FTA and available on the project website: www.ourtransitfuture.com in August, 2012.

The public involvement process and public input into the analysis will continue throughout the EIS phase.

How was the Locally Preferred Alternative determined?

Evaluation of fixed guideway alternatives such as Bus Rapid Transit (BRT) and LRT in this corridor began more than 15 years ago. The 1998-2001 US 15-501 Major Investment Study (MIS) resulted in the establishment of an adopted transit corridor between Chapel Hill and Durham which continues to be protected and preserved for transit use by these local governments. In recent years, important advancements have been made to bring the implementation of a major transit investment in the Durham-Orange Corridor closer to reality.

In 2006, Triangle Region stakeholders began collaborating to restructure the vision for a regional transit system. Between 2007 and 2009, system-wide planning for future fixed-guideway transit corridors was conducted through a cooperative regional planning effort. The Durham-Orange Corridor was identified as one of the future rail transit corridors in the region. Recommendations from this planning process were jointly adopted by the Region's two MPOs as the transit element of the Triangle Region's 2035 LRTP.

In 2009, the NC General Assembly passed House Bill 148 enabling the County Commissioners in Durham, Orange and Wake counties to establish local funding for transit projects through a half-cent sales tax, subject to referenda. On November 8, 2011 Durham County residents voted in favor of a half-cent sales tax dedicated to transit. Orange and Wake counties are still in the planning phases; County

Commissioners will determine when and if to move forward with referenda.

Beginning in March 2010, through a Transitional Analysis, the rail transit corridors in the 2035 LRTP were analyzed to determine the most appropriate initial major transit investments. As a result, the D-O Corridor was identified as a priority transit corridor to be evaluated in greater detail through an AA, the first step in the FTA Project Planning and Development process. The AA defined the alternatives that will be evaluated in an EIS to be prepared in accordance with NEPA. Based on these regulations, the alternatives evaluated in the AA for the D-O Corridor included No-Build, Transportation System Management (TSM), and Build alternatives along with various alignments and transit technologies such as BRT and LRT.

The D-O Corridor AA documents and additional project information are available on the project website at www.ourtransitfuture.com.

These alternatives were evaluated based upon their ability to meet the project's Purpose and Need and factors such as ridership and transportation operations, land use, expansion potential, economic development potential, public and agency support, environmental impacts, technical and financial feasibility and cost. Triangle Transit conducted the AA in coordination with the jurisdictions and agencies with interests in the corridor, including Durham and Orange Counties, the Town of Chapel Hill, City of Durham, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and the North Carolina Department of Transportation (NCDOT).

The AA concluded by identifying the LPA, the most promising alternative for further analysis (Figure 1). It identified LRT as the only technology that satisfies the Purpose and Need for premium transit service in the D-O Corridor by enhancing mobility, expanding transit options between Durham and Chapel Hill, serving populations with a high propensity for transit use, and fostering compact development, and economic growth.

While an exclusive-running BRT Alternative has the potential to meet the project's Purpose and Need and is competitive in meeting most project goals, it does not perform as well as LRT in supporting local and regional economic development, planned growth management initiatives, travel time savings, and the cost effectiveness of expanding long-term transit capacity. Local and regional stakeholders place a high level of importance on economic development potential and focused growth within the proposed transit corridor through transit-oriented development.

The LRT Alternative has a high-level of demonstrated public support and a proven record of producing local and regional economic development benefits by enhancing and focusing growth within LRT corridors.

On February 8, 2012, the DCHC MPO Transportation Advisory Committee (MPO's policy board) unanimously adopted the LRT Alternative as the LPA for further study through Preliminary Engineering (PE) and the NEPA process.

The general alignment of the LPA as illustrated in Figure 1 is a light rail connection between UNC Hospitals in Chapel Hill and Alston Avenue in east Durham.

What is the project development process?

Transit projects that may be considered for Federal funding must follow the FTA Planning and Project Development process which is illustrated in Figure 2. As with the AA and DCHC MPO's adoption of the LPA, scoping for the D-O LRT project will be undertaken in accordance with FTA requirements and as specified under NEPA.

Upon completion of the D-O LRT project scoping process and related FTA and NEPA requirements, authorization to begin PE and preparation of the Draft EIS (DEIS) will be sought from FTA.

The FTA Planning and Project Development process, through which Federal, state, regional and local officials plan and make decisions regarding major transit capital investment, consists of five phases which are represented by the rectangular boxes in the flow chart in Figure 2.

FTA authorization is required to proceed with each phase of the planning and development process. As projects are developed and advanced through the first three phases, design, costs, benefits, and potential environmental impacts and mitigation measures are more clearly defined.

Alignment options and/or alternative(s) may be eliminated after environmental impacts are documented. After completion of the DEIS, the NEPA Preferred Alternative will be selected from the set of DEIS alternatives based on the evaluation of environmental considerations, determinations by regulatory agencies and comments received from the

public and project participants. The NEPA preferred alternative will then be carried forward for evaluation in the Final EIS (FEIS) phase.

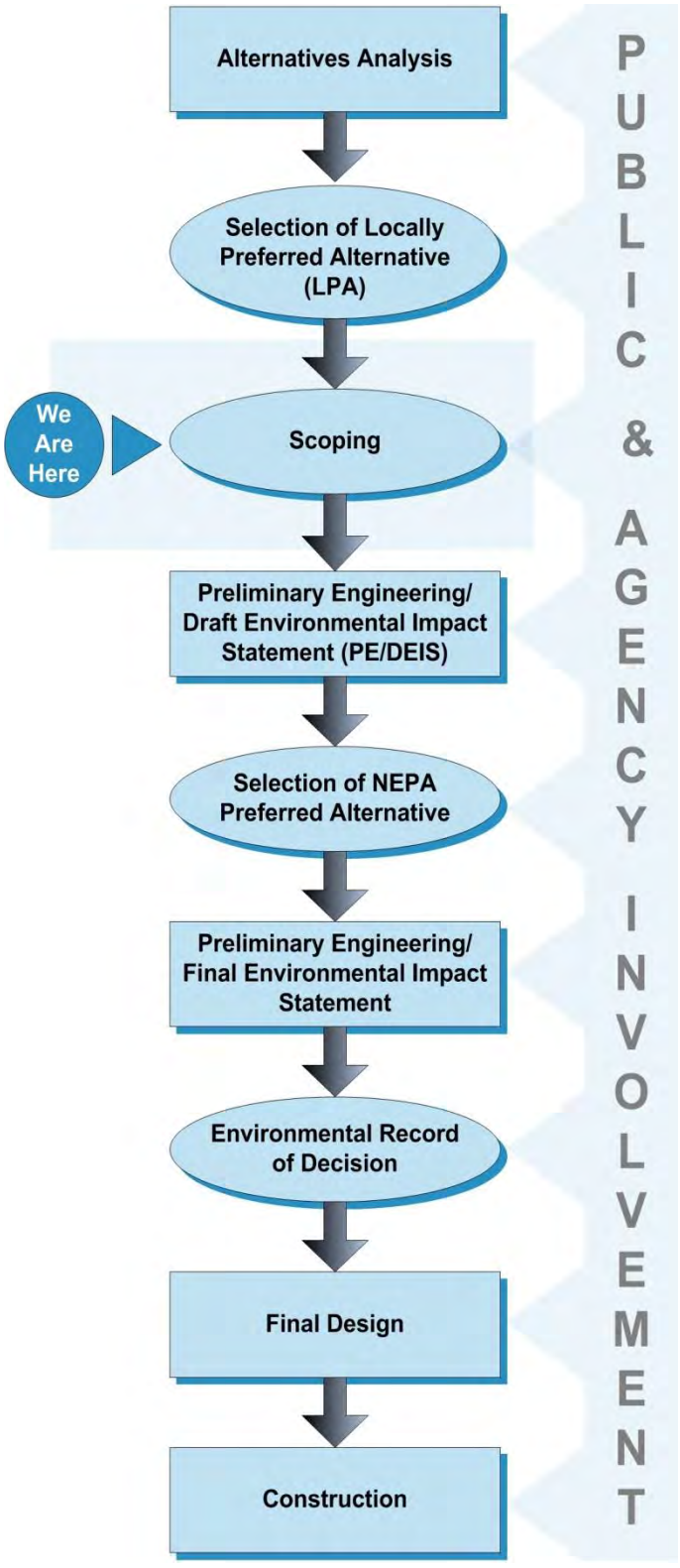
Once the FEIS is complete and all NEPA and FTA requirements have been satisfied, FTA will issue a Record of Decision (ROD) on the selected alternative, thereby establishing completion of the environmental review process. Advancement to subsequent phases will depend on available Federal, state and local funding and implementation priorities.

What is the purpose of and need for the project?

Triangle community residents and their elected officials have identified four core issues that a transportation project should address to support and advance a sustainable economy and the region's quality of life. The D-O LRT Project will provide a transportation solution that addresses these core issues including the following mobility and development needs:

- **Need to enhance mobility:** The D-O Corridor is forecast to absorb a significant share of the region's population and employment growth, which will translate into increased travel demand. By 2035, the corridor is projected to add about 56,000 people and 81,000 jobs, which is expected to generate 255,000 additional daily trips, many of which will be made on local roadways. These trips will increase congestion during the highest AM and PM travel periods. Alternatives to the automobile are needed to address the limited capacity of the roadway system to accommodate increased travel demand.
- **Need to expand transit options between Durham and Chapel Hill:** Most bus service in the D-O Corridor is concentrated in downtown Durham and downtown Chapel Hill. Transit connecting these urban centers and serving the residential areas and retail developments between them is limited to two Triangle Transit routes and the Duke University Robertson Scholars Express bus. Currently, these buses operate in mixed traffic along increasingly congested roadways, have limited capacity, and are not competitive with the auto for most trips. Furthermore, the Study Area does not currently offer the type of high quality premium transit service that is an attractive alternative to driving, particularly under congested conditions
- **Need to serve populations with high propensity for transit use:** University students and

Figure 2: The FTA Project Planning and Development Process





Increased growth will cause additional traffic congestion.

employees, as well as transit-dependent populations, are a significant percentage of the population in the D-O Corridor. Expanding transit services and increasing access to each of the university campuses and medical centers, which offer pedestrian-friendly environments, limited parking, and free transit passes, will support increased mobility options for university students, employees and other patrons. Also, expanding reliable mobility options for lower income populations and transit users who may not be able to drive will enhance economic opportunities through improved access to major jobs centers along the corridor. Providing a transit option that supports the mobility of these groups satisfies an important need within the corridor serving these communities.

- **Need to foster compact development:** Local governments recognize the need to manage growth and focus development within the Study Area. Durham City/County, Chapel Hill and Orange County have developed plans and implementation strategies that call for more compact, walkable, higher density, mixed-use development within the D-O Corridor. However, the existing transit infrastructure throughout the corridor is not fully supportive of these land use plans and implementation strategies and cannot facilitate long-term economic development. A proposed fixed guideway transit investment can channel future growth, provide a superior transit option appropriate for high density development, and help local communities realize their goals and objectives for the future.

The Purpose and Need statement will remain draft throughout the DEIS. Comments on the draft Purpose and Need are welcome during the scoping process.

What alternatives will be studied for environmental impacts?

No-Build Alternative

In the EIS process, the No-Build Alternative is used as a starting point to provide a comparison of all Build Alternatives in terms of costs, benefits, and impacts. The No-Build Alternative includes all highway and transit facilities identified in the fiscally constrained 2035 Long-Range Transportation Plan (LRTP), with the exception of the comprehensive system-wide rail transit network, which includes the D-O LRT Project.

Transportation System Management (TSM) Alternative

The primary purpose of the TSM Alternative (***Figure 3***) is to develop an enhanced and robust bus network in the D-O Corridor that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway improvement. The TSM Alternative, also known as the "best bus" alternative is required by FTA in the evaluation of alternatives if federal funds are sought through the New Starts program. The intention is to compare the efficiency and cost-effectiveness of a significant bus network in the corridor with fixed-guideway improvements, to determine the impact on transit ridership, travel time and other measures. The TSM alternative will be refined for comparison to the LRT Alternative and evaluation in the DEIS.

The TSM Alternative includes enhanced bus service within the corridor, along with improved local bus service feeding the express routes (see ***Figure 3***) and transportation demand management strategies that encourage a reduction in total trips (in particular drive-alone trips) and trip delays compared to the No-Build Alternative. The highway network for the TSM Alternative is assumed to be the same as the No-Build Alternative, which is taken from the 2035 DCHC MPO LRTP. However, the TSM Alternative also includes minor, low-cost improvements to roadways in the bolstered bus transit system.

The backbone of the TSM Alternative would be enhanced bus service between UNC Hospitals and east Durham, covering a distance of approximately 19 miles from Chapel Hill to Durham and including 17

stops. The high-frequency bus route would closely follow that of the other LRT Build Alternative, as described below.

Build Alternative: Locally Preferred Alternative (LPA)

As selected by the DCHC MPO on February 8, 2012, the LPA (***Figure 1***) includes light rail transit service between UNC Hospitals and east Durham, covering a distance of approximately 17 miles. The LRT would operate at 10-minute frequencies during peak hours and 20-minute frequencies during off-peak hours. LRT travel time is estimated to be 35 minutes between the UNC Hospitals Station in Chapel Hill and the Alston Avenue/NCCU Station in east Durham.

The alignment, which would be double-tracked throughout, (one track for each direction of travel), would operate primarily at-grade in a dedicated right-of-way parallel to existing roadways, with elevated sections throughout to mitigate potential traffic impacts or impacts to environmental features as needed.

A total of 17 stations are proposed for the LRT Alternative. Station location refinements for stations such as Hamilton and Duke Medical Center will occur during the PE/EIS phase of the project. During this phase, station layouts and designs will also be prepared.

The specific location of the D-O LRT LPA alignment is uncertain in two areas where alignment options will be further evaluated in the DEIS: 1. Crossing of Little Creek between the Friday Center/Meadowmont Village area and the proposed Leigh Village development; 2. Crossing of New Hope Creek and Sandy Creek between Patterson Place and South Square.

Two alternative alignment options for crossing Little Creek were developed during the AA (see ***Figure 4***). Alternative C1 crosses NC 54 on aerial structure from Friday Center to Meadowmont Village and follows Meadowmont Lane northward to Green Cedar Lane, where the alternative turns eastward, following a transit easement, then crosses Little Creek to the proposed Leigh Village development.

Figure 3: Transportation System Management (TSM) Alternative for Durham-Orange Corridor

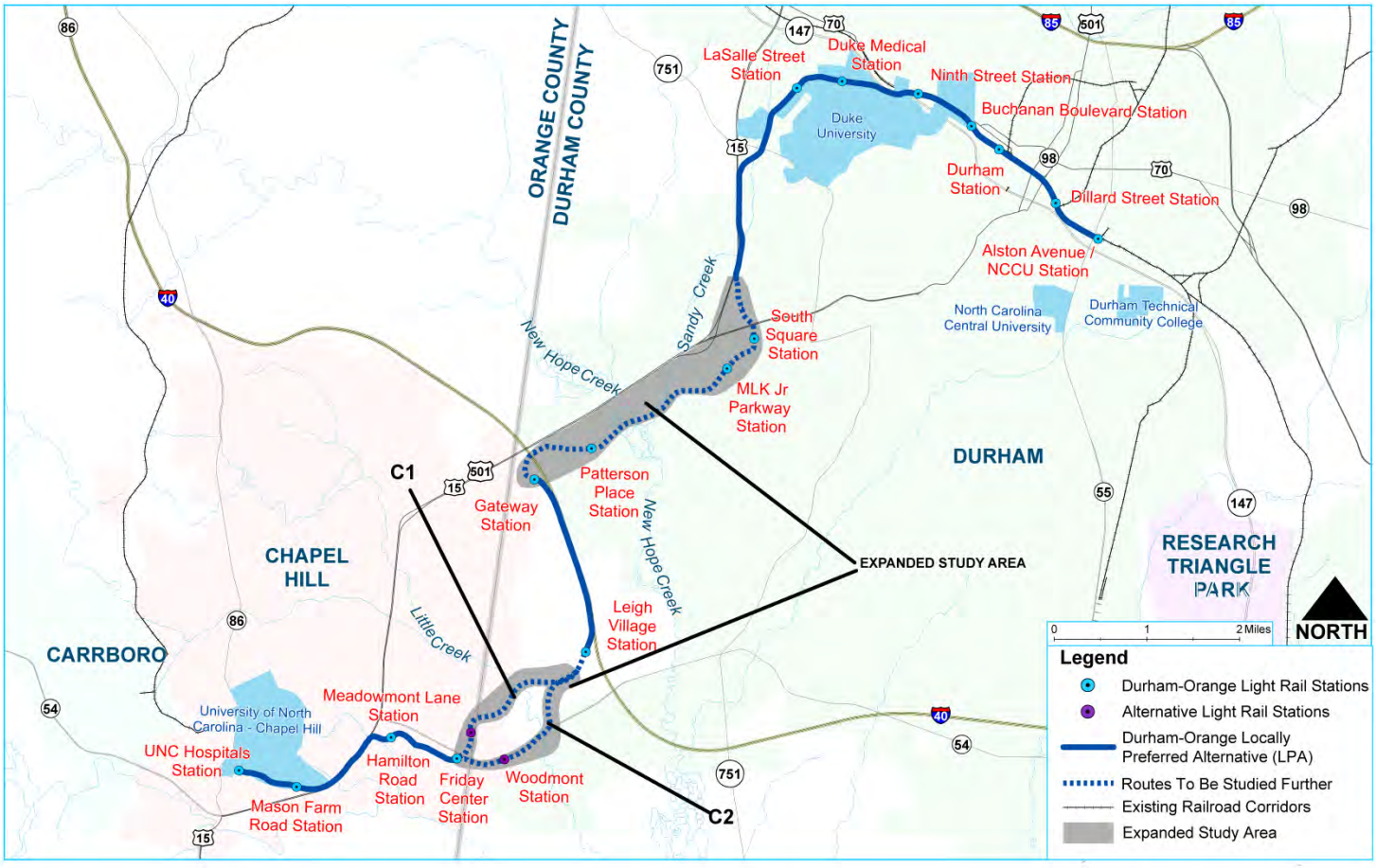
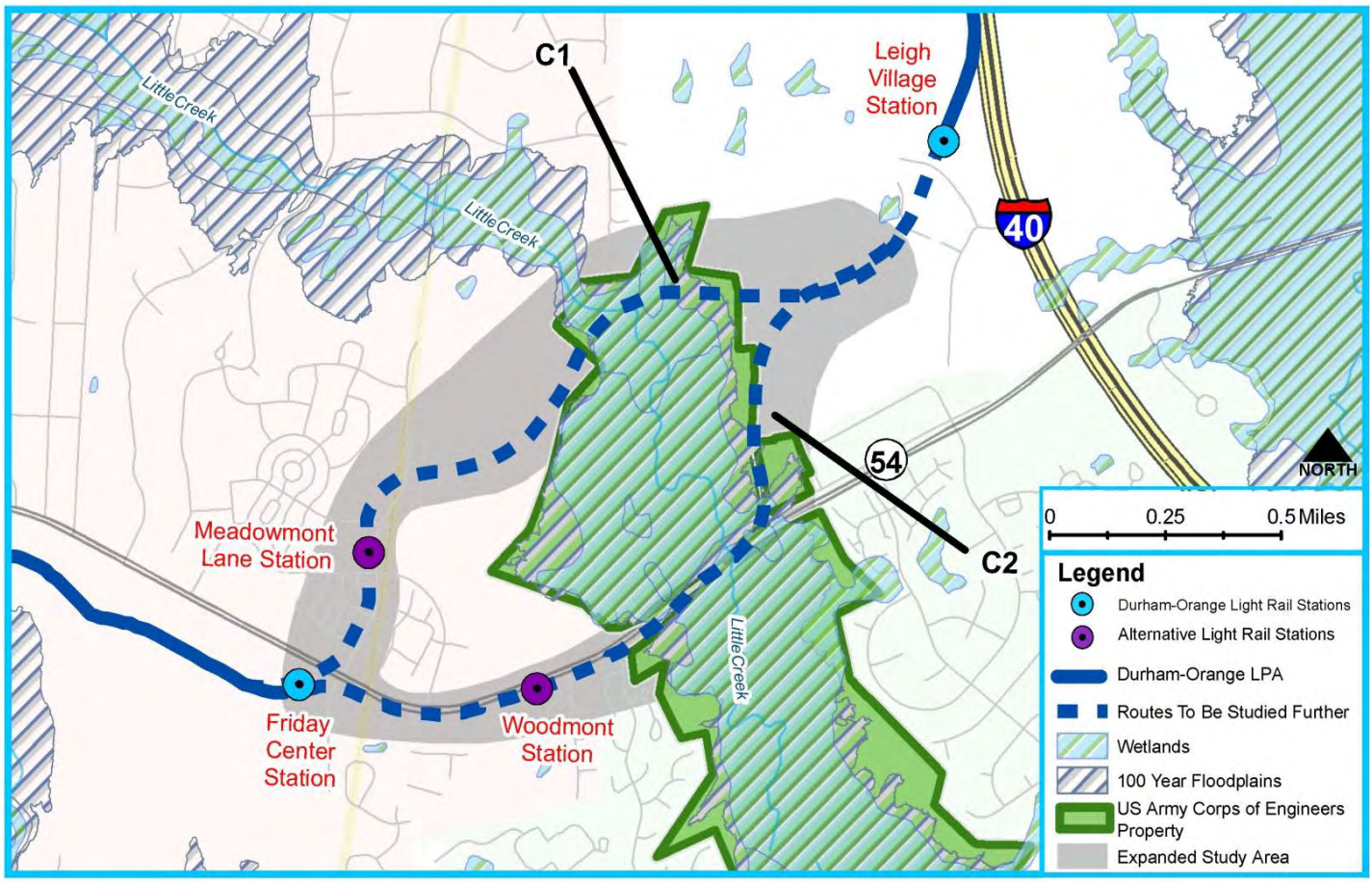


Figure 4: Alternative Alignment Options C1 and C2 crossing Little Creek



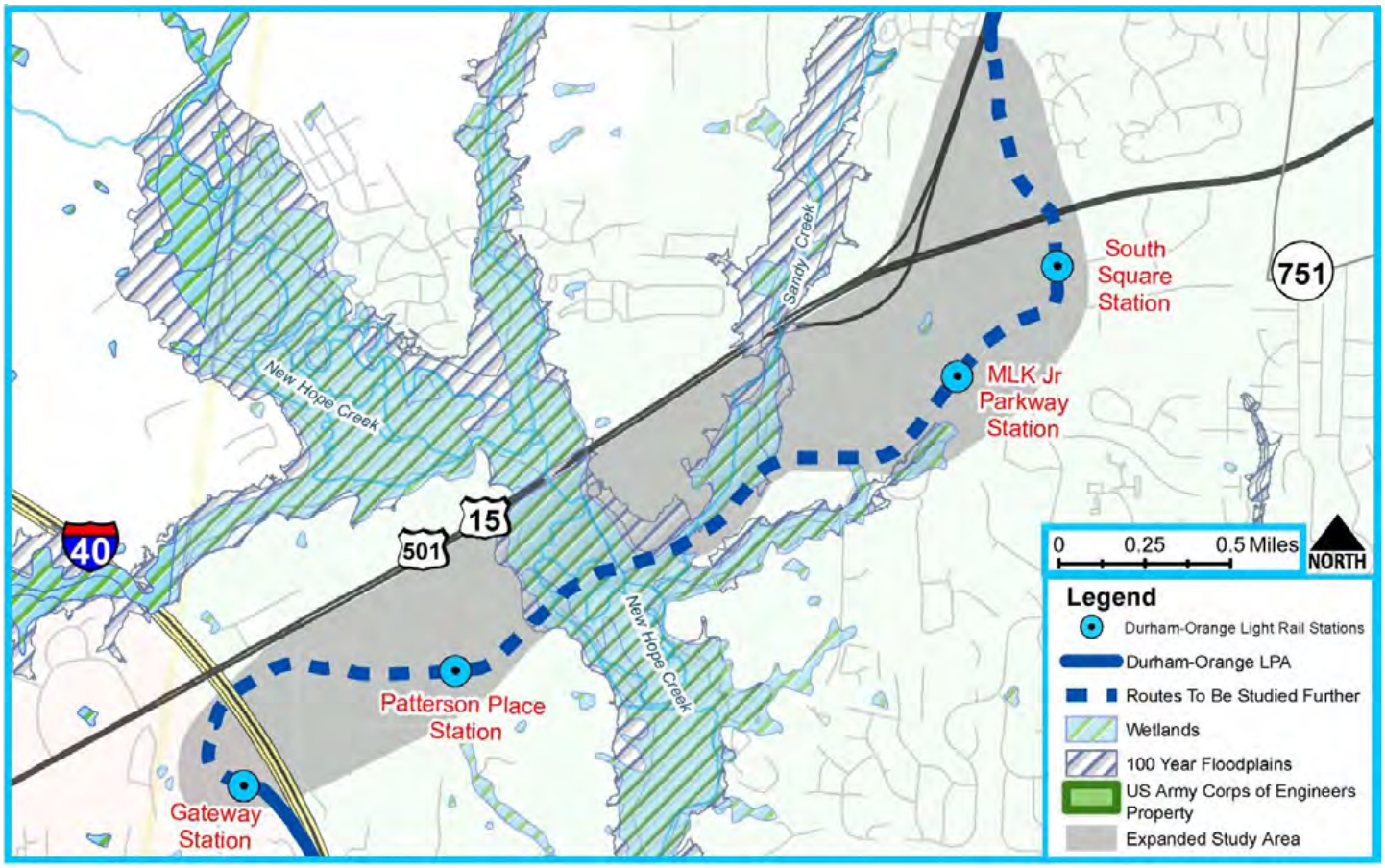
Alignment C2 follows along the NC 54 right-of-way eastward from Friday Center and crosses Little Creek within the NC 54 right-of-way then turns northward, following the right-of-way of George King Road, then eastward to the proposed Leigh Village development.

Optional alignments for crossing between Patterson Place and South Square will be developed within the expanded study area (***Figure 5***), which includes the US 15-501 right-of-way, and evaluated in the DEIS.

For the purposes of avoiding and minimizing impacts to sensitive environmental resources in these locations, practicable and reasonable alignment ptions in these locations will be studied in the DEIS. The results of the detailed environmental evaluation required by NEPA in the DEIS will provide a scientific and factual basis upon which to evaluate the suitability of these alternatives. Both locations include ecologically sensitive stream and wetland areas important to the conservation of natural resources:

1. **Little Creek** (Alignment options C1 and C2): Because of potential environmental and community impacts, and comments received during the AA process, both alignment options C1 and C2 will be studied in the DEIS. The crossing of ecologically sensitive wetlands associated with Little Creek and US Army Corps of Engineers (USACE) owned property to the east of Meadowmont Village, as well as potential impacts to neighborhoods in Meadowmont and along NC 54, warrant additional study, coordination with the regulatory agencies, and continued dialogue with community stakeholders to fully evaluate the issues before an alignment option can be selected.
2. **New Hope Creek**: Because of the ecologically sensitive wetlands associated with New Hope and Sandy Creeks and potential impacts to nature trails and publically owned lands, reasonable alternative design options including, but not limited to a LRT alignment in the New Hope Creek area that is adjacent to, or within the existing US 15-501 right-of-way, will also be studied in the

Figure 5: Expanded Study Area at New Hope Creek and Sandy Creek



DEIS to investigate ways to minimize or avoid impacts to environmental resources.

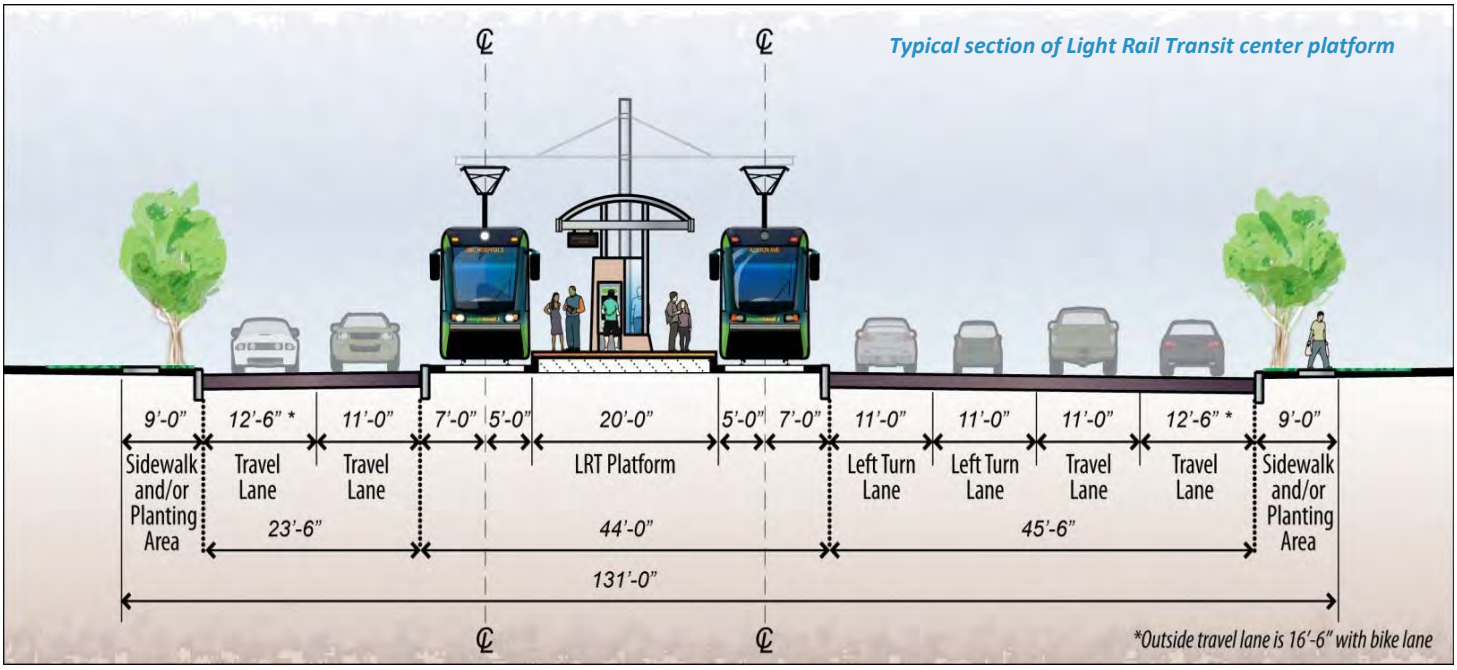
How will environmental impacts be studied?

The AA process provided a planning-level environmental analysis of the LPA alignment. In compliance with NEPA, during the PE/DEIS phase of the FTA Project Planning and Development process, the DEIS study will include a rigorous evaluation of environmental impacts that may result from the construction and/or operation of each of the project alternatives. Through this process, ways to avoid, minimize and mitigate impacts to the human, natural and physical environments will be studied and documented.

One of the primary purposes of the project scoping process is to identify additional environmental areas and specific resources (in addition to what is already known) that may be affected by the project. The following resources and environmental subjects have already been identified for further study.

Land Use Plans, Zoning and Economic Development: Several activity centers were identified during early screening including; Meadowmont, East 54 in Orange County and the Leigh Village planned development in Durham County, as well as New Hope Commons, Patterson Place, South Square, Duke University Medical Center, Ninth Street and downtown Durham. Other land uses will be identified in the DEIS study and alternatives will be evaluated for consistency with state, county and local land use and zoning plans. Economic and joint development opportunities surrounding station locations will be identified. The study will also identify properties that would be impacted by construction and/or operation of the LRT Service.

Transportation: The alternatives will be evaluated with respect to effects on traffic, parking and existing bus services. A traffic impact analysis will be prepared at critical intersections where traffic conflicts may occur. The DEIS study will also focus on projected ridership, transit operating plans (rail, bus), travel speeds, travel times, service coordination, transit vehicles, and level of service for each of the alternatives.



Neighborhoods and Communities: Neighborhoods and communities along the alignments have been identified through the initial screening process. Most notably, Meadowmont and Downing Creek communities and neighborhoods in the vicinity of the project terminus at Alston Avenue in east Durham are communities that may be affected by the LPA alignment. The DEIS will assess project benefits and impacts on study area neighborhoods and communities with specific attention paid to minority and low-income communities.

Air Quality: The potential impact on air quality, compliance with the 1990 Clean Air Act Amendments and an evaluation of conformity with the North Carolina State Implementation Plan will be documented.

Visual and Aesthetic Impacts: The build alternatives will be evaluated based on views from surrounding communities of the alignment, and views of the communities from the alignment.

Noise and Vibration: The study will include an analysis of potential noise and vibration impacts on noise and vibration sensitive resources such as schools, hospitals, residences, hotels/motels, and historic structures associated with the build alternatives.

Wetlands: This study will indicate the location, delineation, classification and type of wetlands that may be impacted by the alternatives. Both state and Federal wetlands associated with the alternatives will be delineated. Measures to avoid or minimize potential impacts will be identified.

Biological Resources and Endangered Species: The study will assess the impact of the project on biological resources including wildlife and habitat within the project study area with a focus on ecologically sensitive areas such wetlands, and contiguous expanses of undisturbed lands. The DEIS will identify and document threatened and endangered species (both fauna and flora) and habitats critical to their survival. Specific areas include, but are not limited to, the Little Creek and New Hope Creek Significant Natural Heritage Areas.

Floodplains and Flooding: A determination will be made regarding the extent to which properties in the study area are located within a 100-year floodplain. A detailed analysis of potential changes in existing run-off patterns will be developed. Design elements will be recommended to mitigate potential impacts. Specific floodplain/flood storage areas include, but are limited to, those associated with the Jordan Lake watershed in the vicinities of Little Creek and New Hope Creek.

Historic and Archeological Resources and Parklands: Historic properties, archeological sites, parklands, and other cultural resources will be identified and best efforts will be made to minimize or avoid potential impacts. Any areas of potential effect (APE) will be determined in coordination with the State Historic Preservation Office (SHPO) and extensive

field reconnaissance will be conducted to identify resources within the APE. During the GIS review, using State Historic Preservation Office data several sites were identified as having possible or known historic significance.

Parks and Recreational Sites: The DEIS will identify parks and recreational resources with the potential to be impacted by project alternatives. The facilities and services will be recorded, and the nature of the project's effects will be described. During the AA several sites were identified within 50 feet of the proposed alignment including the USACE property in the Meadowmont area. Several Durham-owned parcels which have been zoned as Open Space/Recreational may also be impacted in the New Hope Creek area.

Contamination / Hazardous Waste: The DEIS will document any known hazardous waste or contamination within the study area. Sites requiring further analysis will be identified.

Energy: A determination of the energy consumption associated with the build alternatives will be documented. Energy consumption measures the net impact on energy savings as a result of changes in automobile travel in the region, offset in part by the energy requirements for operation of the proposed service.

Soils: An assessment of the existing geological resources, soil types and topography of the study area will be conducted and a description of the potential consequences of the build alternatives on soils will be prepared.

Construction Impacts: A description of how project construction may create potential impacts on the socioeconomic, physical and natural environments will be prepared.

Impact on Railroad Operations: The study will identify potential operational issues associated with constructing and operating a segment (generally between Ninth Street and the Alston Avenue area) of the proposed D-O LRT Service on newly constructed exclusive tracks in the North Carolina Railroad (NCRR) right-of-way. NCRR requirements to operate service within the railroad right-of-way will also be defined.

Secondary and Cumulative Impacts: In addition to the direct effects of the project, the DEIS will also document secondary, or indirect, and cumulative effects of the project. Secondary effects are caused by the project, but occur later in time or farther removed in distance than direct impacts. These include changes in land use attributable to the project (induced growth) and impacts on environmental resources that occur as a result of the project's influence on land use.

Cumulative Impacts: Cumulative impacts include the total of all impacts to a particular resource that have occurred, are occurring, and will likely occur as a result of any action or influence, including the direct and reasonably foreseeable indirect impacts of a Federal project.

Climate Change Adaptation Planning: The DEIS will also address the effects of climate change and the question of how the FTA capital investment in the proposed high-capacity transit system would be protected against extreme weather events, such as flooding and heat waves, that may affect transit infrastructure and passenger comfort.

Draft Project Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), requires that the Lead Agency establish a plan for coordinating public and agency participation in the environmental review process. The Draft Coordination Plan summarized here accomplishes this task by identifying agencies that may be interested in the D-O LRT Project and steps in the coordination process. The Project Coordination Plan also defines a basic process and timeline for coordination between the FTA, Triangle Transit, interested agencies and the public; however, a detailed and specific schedule for completing the environmental review process has not yet been established. At the completion of project scoping, the Draft Project Coordination Plan will be finalized and posted on the project website.

Project planning, design and construction is a lengthy process. ***Figure 6*** summarizes project milestones and timeline, which may change based on funding and advancement of the FTA Project Planning and Development process. ***Figure 6*** also identifies approximately when public involvement activities and interagency coordination will occur. Timeframes for coordination are subject to changed based on development of a detailed project schedule.

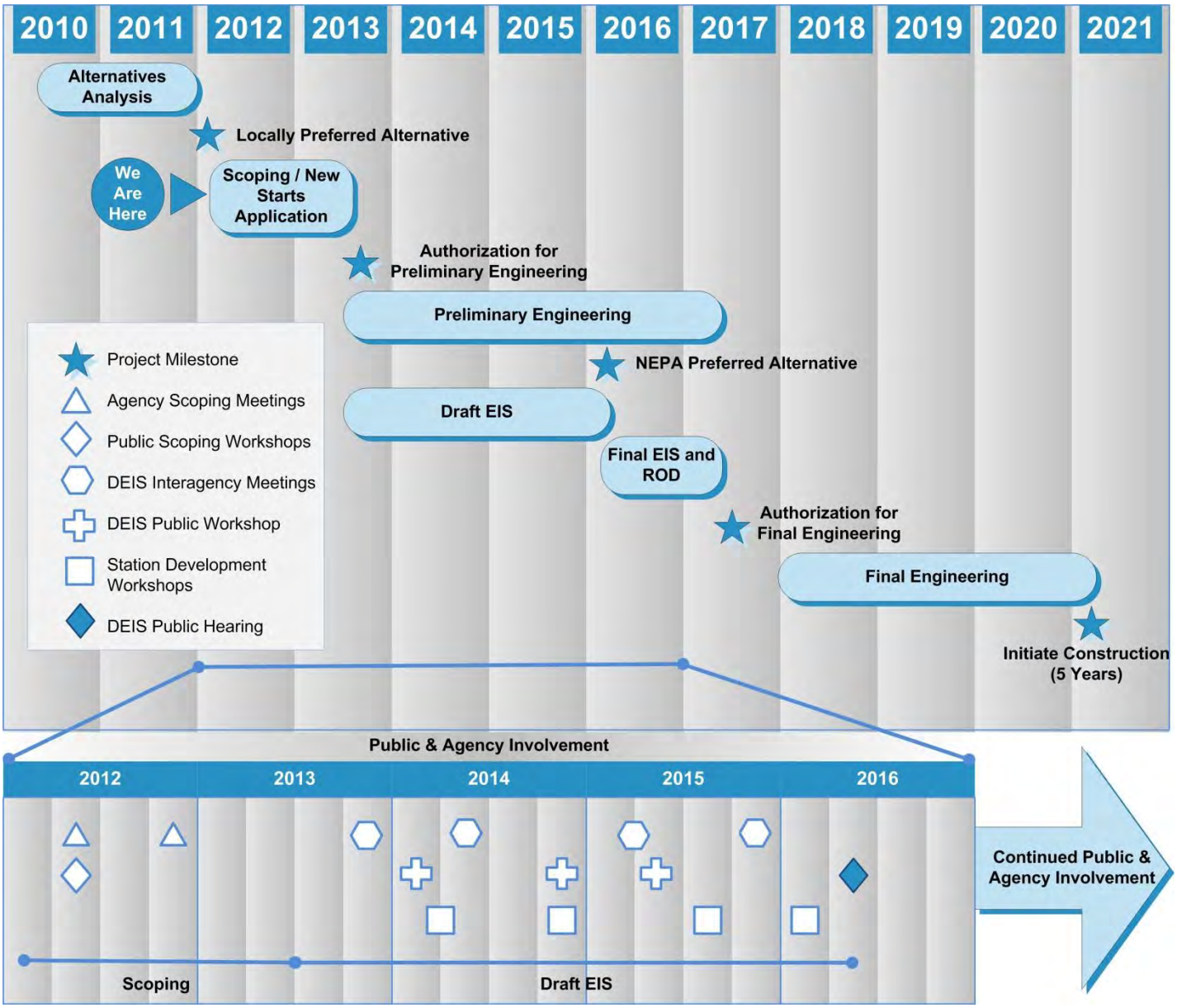
The AA process began in March 2010 and was completed in February 2012 with the selection of the LPA. During 2012 and 2013, project scoping will be

completed and Triangle Transit will submit the Federal New Starts application. Also during that time, FTA will consider advancing the proposed D-O LRT project to PE and the NEPA (EIS) process will be initiated. PE and preparation of the EIS are expected to be conducted simultaneously and public involvement and agency coordination will continue throughout this process. A DEIS is anticipated to be conducted simultaneously and public involvement and agency coordination will continue throughout this process. A DEIS is anticipated to be published by FTA in 2015. Subsequent to completion of the official public comment process, feedback and comments will be addressed to formulate the NEPA Preferred Alternative that will be evaluated during the FEIS.

When all the documentation is complete, FTA is anticipated to publish the FEIS and subsequently issue a Record of Decision or "ROD," concluding the NEPA process in early 2017. With funding and FTA's authorization to proceed, Final Design and Engineering, which is anticipated to take about 3½ years, will be undertaken. Construction and testing are estimated to take 4 to 5 years allowing LRT Service in the D-O Corridor to begin in 2025/2026.

Throughout scoping and the subsequent EIS, Triangle Transit and its transit partners will continue its policy and practice of actively encouraging members of the public to participate in the project through the

Figure 6: Project Schedule including Public & Agency Involvement



scoping process, public meetings, and meetings with neighborhood groups, community organizations and major employers, as well through the project website. In addition to the public, other project participants include elected and appointed officials and staff from local, state and Federal government

The following groups have been identified as project participants and partners:

- General Public / Stakeholders
- Metropolitan Planning Organization
- Local Governments
- State Agencies
- Transportation Providers
- Institutions
- Regional Entities
- Interest Groups
- Regulatory & Review Agencies
- Consultant Team

The role and number of agencies listed in this section may change as this plan is refined.

Two lead agencies for the proposed D-O LRT project are the Federal Transit Administration (FTA) and Triangle Transit. Their responsibilities follow.

FTA is the lead federal agency and project sponsor for the environmental documents prepared in association with the D-O LRT project. As such, FTA is responsible for supervising the preparation of the EIS. In general, FTA will:

- Provide oversight in managing the environmental process and resolving any associated issues.
- Facilitate the timely and adequate delivery of the environmental review process.
- Be responsible for the content of the EIS, furnish guidance, independently evaluate and approve documents, and ensure Triangle Transit complies with mitigation commitments.

Triangle Transit is the lead local agency and project sponsor for the proposed D-O LRT project. The primary responsibilities of Triangle Transit will be to conduct environmental analysis and prepare the environmental documents that evaluate the project alternatives and simultaneously conduct the public involvement and agency coordination activities that will continue throughout this process.

Key contacts for the project are:

Mr. Brian C. Smart, Environmental Protection Specialist, Federal Transit Administration 404-865-5607	Mr. Greg Northcutt Director of Capital Development Triangle Transit 919-485-7522

Cooperating Agencies are Federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. Cooperating Agencies may also have a federal action or approval relative to the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agencies, also become a Cooperating Agency. Cooperating Agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process than Participating Agencies. Cooperating and Participating Agencies will be identified through the scoping process.

To date, two agencies, the US Army Corps of Engineers and the North Carolina Department of Transportation (NCDOT), have been identified by Triangle Transit as potential Cooperating Agencies.

The responsibilities of Cooperating Agencies are as follows:

- Participate in the Scoping Process.
- Participate in meetings and field reviews.
- Make support staff available at the request of the Lead Agency.
- Use agency resources and funds to fulfill their responsibilities.
- If requested by the Lead Agency, assume responsibility for developing information and preparing environmental analyses, including portions of the NEPA review where the Cooperating Agency has a special expertise.
- Review preliminary drafts of environmental documents.
- Provide written comments within ten (10) business days of the receipt of information and request for comment at each of the NEPA milestones.
- If the agency has not commented within ten (10) business days, the lack of comment will signify that the agency has no comment on the information received.
- Fulfill the responsibilities of participating agencies.

Participating Agencies may be Federal, State, tribal, regional, and local government agencies that may

have an interest in the project. Cooperating Agencies described above are, by definition, Participating Agencies, but not all Participating Agencies are Cooperating Agencies.

Agencies identified as potential Participating Agencies:

- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Department of Housing and Urban Development
- US Department of Interior
- Federal Highway Administration
- NCDOT
- North Carolina State Historic Preservation Office
- North Carolina Department of Environment and Natural Resources
- DCHC MPO
- Triangle J Council of Governments
- University of North Carolina – Chapel Hill
- Duke University
- North Carolina Central University
- Durham County
- Orange County
- City of Durham
- Town of Chapel Hill
- Chapel Hill Transit
- Durham Area Transit Authority
- North Carolina Railroad

The responsibilities of Participating Agencies include, but are not limited, to:

- Identify, as early as practicable, any issues of concerns regarding the potential human or environmental impacts of the project.
- Participate in the scoping process.
- Provide meaningful and early input on defining the project purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.
- Participate in meetings to resolve issues that could delay completion of the environmental review process or result in denial of approvals required for project under applicable laws.
- Participate in the issue resolution process, described in Section 4 of this plan.

Accepting designation as a Participating Agency does not indicate project support and does not provide the Participating Agency with increased oversight or approval authority beyond its statutory limits, if applicable.

Coordination Structure – Public and interagency meetings will be held at key junctures throughout the EIS process and will occur during the DEIS as indicated on ***Figure 6***. Sequential opportunities for Participating Agency and Public Involvement throughout the NEPA process are as follows:

Notice of Intent: On April 3, 2012, a Notice of Intent (NOI) was published in the Federal Register indicating that FTA and Triangle Transit will be preparing and EIS for the D-O LRT Project.

***Scoping Meetings*:** An interagency scoping meeting, two public scoping workshops and an elected officials and partners scoping meeting will be during the first week of May, 2012. The scoping comment period ends June 18, 2012. The purpose of the public scoping meetings will be to present the scope of the NEPA review and to invite input on the draft Purpose and Need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used.

***Station Planning and Development*:** Coordination will be conducted with project stakeholders including local planning agencies and citizens regarding of the development of station locations and plans. Station planning and development workshops will be held concurrently with the NEPA process.

***Draft EIS*:** A Federal Register notice will announce the availability for comment on the DEIS and establish the public review and comment period. Public hearings will be held during the public review period for the DEIS. Cooperating agencies will be invited to review and submit comments on the Administrative Draft of the Draft EIS and to attend the public hearings. Participating agencies will be invited to review and submit comments on the DEIS and to attend the public hearings.

Public Hearings: Public hearings will be held during the public review period for the DEIS. A notice of the public hearings will be published in local newspapers of general circulation and posted on the project website.

Final EIS: Coordination of the Final EIS will be similar to coordination prior to circulation of the DEIS. A

Public input is critical to making decisions for the Project and our region. This is the time to get involved. Please provide us with your comments no later than June 18, 2012.

Notice of Availability for the FEIS will be published in the Federal Register to announce the availability of the FEIS and establish the public review and comment period. The announcement will also be published in a local newspaper of general circulation. Cooperating agencies will be invited to review and submit comments on the Administrative Draft of the FEIS, and participating agencies will be invited to review and submit comments on the FEIS. All cooperating and participating agencies will receive notification of the issuance of the Record of Decision.

Coordination Subsequent to the Record of Decision: Agencies with permitting authority will continue to be consulted throughout the permit application development process. Permit applications will be submitted and data developed to support needs identified by the permitting agencies.

Issue Resolution Process - The following process shall be used to identify and resolve issues in a timely manner that may arise during the environmental review process.

The Lead Agencies, Cooperating Agencies, and Participating Agencies shall work cooperatively to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required under applicable laws.

Lead Agencies, along with Cooperating and Participating Agencies, will identify as early as practicable, any issues of concern regarding the project's potential human or environmental impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

How do I get involved?

Public involvement serves two important purposes: (1) to provide the public with information about the options and results identified through the project planning and analysis process, and (2) to allow the public to assist in setting the direction of the project.

Over the past 24 months, during the AA process, residents, employees, students, organizations, government agencies, and elected officials in Durham and Orange counties have examined options and provided input on vehicle technologies, rail alignments, and station locations. Public input was received through the www.ourtransitfuture.com project website, via mail and email, and 19 public workshops plus meetings and a public hearing held by the DCHC MPO. These methods of involvement will continue to be available to the public.

The scoping process will drive the overall focus of the development of the D-O Light Rail Transit project. Your comments are therefore important to ensure that the scope of the project reflects the needs, concerns, and desires of our community. Public input is essential to making prudent decisions for this project and our region's future. This is especially true during the scoping process.

Comments should focus on identifying specific social, economic, and/or environmental impacts to be evaluated and suggest alternatives that may result in less impact but still achieve the desired transportation objectives. Comments should also focus on the issues and not indicate a preference for a particular resolution at this time.

Thank you for your interest and continued participation in the D-O LRT Project. Your involvement throughout the project planning and development process is critical to the successful implementation of a high capacity transit system in the D-O corridor.

Stay in touch with social media.

Facebook.com/OurTransitFuture

Twitter.com/TheTRTP



Coordinating Bus and Rail Service






Quality bus and rail systems depend on each other. Expanded bus service -- improved scheduling, additional service and longer hours -- will be the first phase to be rolled out in the Triangle. The increase in bus service will be implemented by Triangle Transit and transit service provider partners to ensure this network connects to the rail lines as well.

As the region's transit and ridesharing agency, Triangle Transit is working closely with elected and appointed officials, as well as staff from DATA, Chapel Hill Transit, Duke University Transit, the City of Durham, Durham County, Orange County and the towns of Chapel Hill, Carrboro, and Hillsborough, and the DCHC MPO to coordinate future service improvements and enhancements.

PROGRAM PARTNERS

FTA
Federal Transit Administration

triangle transit

DCHC
Durham-Chapel Hill-Carrboro
METROPOLITAN
Planning Organization

North Carolina
Capital Area Metropolitan Planning Organization

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

DATA
DURHAM AREA TRANSIT AUTHORITY

Chapel Hill transit

cat

Orange County
17 52
North Carolina

DURHAM COUNTY
NORTH CAROLINA

WAKE
COUNTY
NORTH CAROLINA

Tran
CARY TRANSIT

APPENDIX B: SCOPING INFORMATION BOOKLET
PART 2: SPANISH VERSION

Our Transit Future
Triangle Regional Transit Program

Proyecto de Tránsito de Tren Ligero Durham-Orange

Folleto Informativo del Pre-Análisis Consultivo



Sistema de transporte de tren ligero en Charlotte

Inicia el Pre-Análisis Consultivo del público y agencias sobre el proyecto LRT de Durham- Orange

Viajar entre Chapel Hill y Durham se ha vuelto cada vez más difícil en la medida en que más y más personas llegan a la Región del Triángulo. Se espera que en los próximos veinte años se mantengan estas altas tasas de crecimiento sumándose a la congestión existente en nuestro sistema de transporte. Cuando aumenta la congestión en el tráfico, la confiabilidad del sistema de transporte disminuye. Desde hace un tiempo ya, líderes locales y planificadores del trasporte han reconocido la necesidad de alternativas predecibles y confiables para transportarse en el congestionado corredor entre Durham y Chapel Hill, dos de las municipalidades mas prominentes del Triángulo.

Por lo tanto, el propósito de la inversión propuesta de alta capacidad para el corredor entre los condados de Durham- Orange (D-O) es proporcionar una solución de tránsito que atienda las siguientes necesidades de movilidad y desarrollo:

- Necesidad de mejorar la movilidad
- Necesidad de expandir las opciones de tránsito entre Durham y Chapel Hill
- Necesidad de servir a poblaciones sensibles a utilizar el sistema de transporte público
- Necesidad de fomentar un desarrollo compacto

Los detalles sobre estas necesidades se amplían en la página 5.

A través de un Análisis de Alternativas (AA) realizado recientemente para el área de estudio D-O, se evaluaron alternativas de tecnologías del sistema de transporte así como de rutas que satisfacen las necesidades identificadas para dicho corredor. El AA concluyó con la selección de una Alternativa Preferencial de la Localidad (LPA) por parte de los representantes

QUE ENCONTRARÁ

¿Qué es Pre-Análisis Consultivo?	p. 3
¿Cómo se determinó la LPA?	p. 3
El proceso de planeación	p. 4
Propósito y necesidad del proyecto	p. 5
Alternativas a estudia	p. 6
Impactos ambientales	p. 9
Cronograma del proyecto	p. 12
¿Cómo puedo involucrarme?	p. 16

PROGRAMACIÓN DE LAS REUNIONES COMUNITARIAS DEL PRE-ANÁLISIS CONSULTIVO

Dos Reuniones Comunitarias

Miércoles, 2 de mayo, 2012
4:00 – 7:00 pm
Extraordinary Ventures
200 S Elliot Rd., Chapel Hill

Jueves, 3 de mayo, 2012
4:00 – 7:00 pm
The Durham Armory
212 Foster St., Durham

CÓMO INVOLUCRARSE Y COMENTAR

En persona: Asista a las reuniones

En línea: www.ourtransitfuture.com
Para materiales y comentarios

Por correo Electrónico:
info@ourtransitfuture.com

Por correo: TRTP
P.O. Box 580
Morrisville, NC 27560

Por teléfono: 1-800-816-7817

Fecha límite para aporte de comentarios: 18 de junio, 2012

AGENCIA FEDERAL LÍDER

Administración Federal de Transito (FTA). Contacto clave:

Mr. Brian C. Smart
Especialista en protección ambiental,
Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303
404-865-5607

interesados el cual definió la tecnología, ruta general y término del proyecto de tránsito propuesto. Durante este proceso de AA, también se identificó la posible localización de las estaciones.

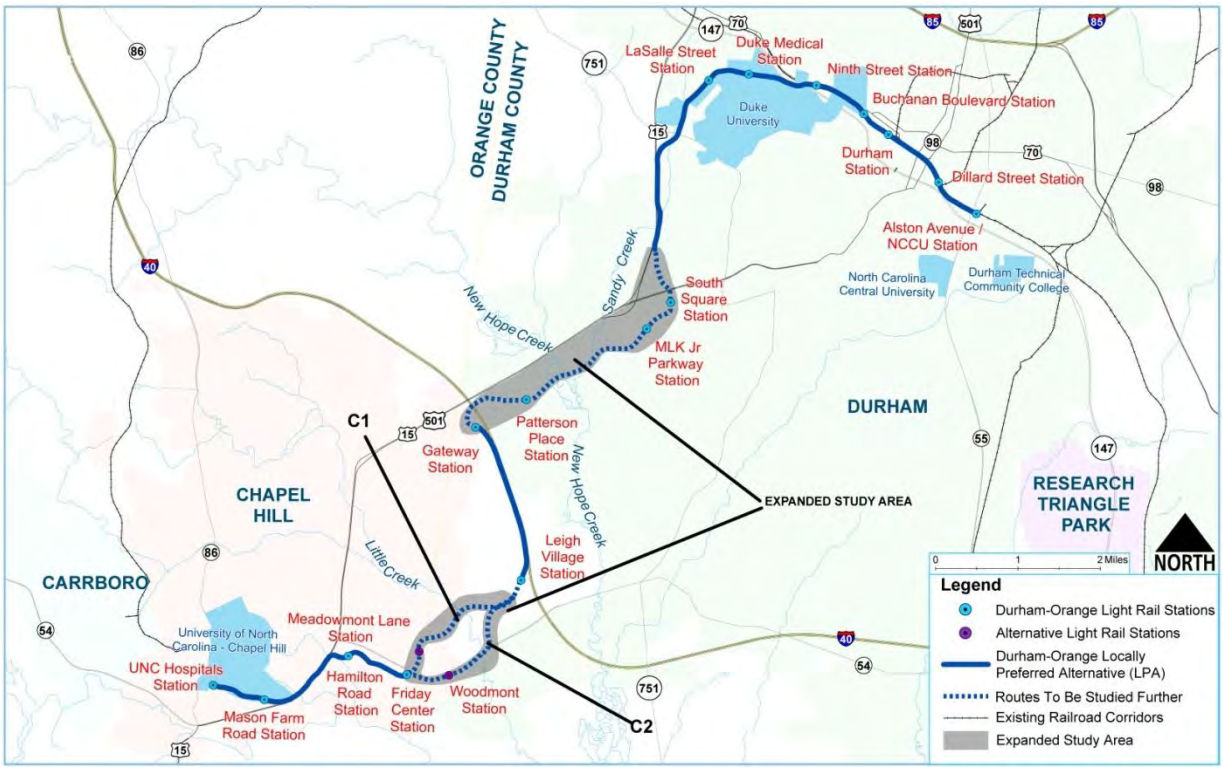
El 8 de febrero de 2012, la Organización de Planificación Metropolitana de Durham-Chapel Hill-Carrboro (DCHC MPO) seleccionó al sistema de transporte de tren ligero (LRT) en una ruta entre los hospitales de la Universidad de Carolina del Norte (UNC) en Chapel Hill y la Avenida Alston en el este de Durham como la LPA para ser incluida en el Plan de Transporte a Largo Plazo 2035 (LRTP) y para estudios ambientales subsecuentes en cumplimiento con el proceso de revisión federal exigido por la Ley Nacional del Medio Ambiente (NEPA).

El siguiente paso en el proceso de implementación de los proyectos que pueden ser considerados para recibir fondos federales es el Pre-Análisis Consultivo ambiental. A través del proceso de Pre-Análisis Consultivo, el público, sus funcionarios electos y designados así como las agencias gubernamentales interesadas comentan sobre las propuestas del proyecto en cuanto a Propósito y Necesidad, alternativas a ser evaluadas y los impactos de las alternativas. A través del pre análisis consultivo se definirán el rango de aspectos y alternativas a ser estudiadas durante el proceso del Informe de Impacto Ambiental EIS. En concordancia con NEPA y FTA, el EIS incluirá el desarrollo y análisis de tres alternativas primarias entre los hospitales de la UNC y el este de Durham:

1. Alternativa de No construcción
2. Alternativa de Gestión del Sistema de Transporte (TSM) que consiste en una red mejorada de autobuses que proporciona un nivel de servicio de transporte y capacidad aproximada a la de un servicio de transporte con carril exclusivo fijo (ver páginas 6-7)
3. La Alternativa de LRT consiste en una nueva ruta de riel con carril exclusivo e instalaciones de soporte. Esta alternativa representa la LPA propuesta actualmente (***Gráfica 1***).

Las reuniones públicas del pre análisis consultivo se llevarán a cabo el 2 de mayo de 2012 en las instalaciones de Extraordinary Venture y el 3 de mayo de 2012 en la Durham Armory. Ambas reuniones se realizarán de 4:00 P.M. a 7:00 P.M. en un formato de casa abierta donde puede llegar en cualquier momento entre estas horas. La opinión del público es de gran importancia para tomar las mejores decisiones para este proyecto y nuestra región. Esta es la oportunidad para involucrarse y brindarnos sus comentarios.

Gráfica 1: Alternativa Preferencial de la Localidad Durham-Orange



¿Qué es Pre-Análisis Consultivo?

El Pre-Análisis Consultivo ambiental es un proceso a través del cual al público, sus funcionarios electos y a las agencias gubernamentales interesadas se les proporciona la información relacionada con la LPA con el propósito de ayudar a dar forma al curso y dirección del proceso de revisión ambiental y finalmente al proyecto que será implementado. El Pre-Análisis Consultivo es la coyuntura en la cual se conduce una coordinación abierta con las agencias federales, estatales y locales, funcionarios electos, socios del proyecto y el público en general con el fin de identificar y definir los aspectos a ser estudiados en detalle a través del proceso de revisión ambiental de NEPA.

El propósito del proceso de Pre-Análisis Consultivo es informar al público y las agencias gubernamentales de revisión que la Administración Federal de Tránsito (FTA) (como patrocinador federal del proyecto) y el Tránsito del Triángulo (como patrocinador local del proyecto) estarán realizando un EIS para este proyecto; con el fin de presentar información relacionada con el mismo, y solicitar formalmente las opiniones de estos grupos sobre las alternativas en consideración y los impactos a ser evaluados.

Durante el proceso del pre-análisis consultivo, las metas y objetivos del proyecto establecidos durante el Análisis de Alternativas (AA) serán revisados y refinados en base a los comentarios recibidos por parte del público, sus funcionarios electos y las agencias gubernamentales interesadas. De igual forma, las alternativas a ser estudiadas en el EIS pueden expandirse y refinarse en base a las opiniones recibidas en las reuniones de pre-análisis consultivo, a través de comentarios por escrito y otros mecanismos de participación comunitaria.

Glosario de Acrónimos

AA	Análisis de Alternativas
CRT	Sistema de Rutas Regionales para Trenes
DEIS	Anteproyecto del Informe de Impacto Ambiental
EA	Evaluación Ambiental
EIS	Informe de Impacto Ambiental
FEIS	Informe de Impacto Ambiental Final
FRN	Aviso de Registro Federal
FTA	Administración Federal de Tránsito
LPA	Alternativa Preferencial de la Localidad
LRT	Sistema de Transporte de Tren Ligero
LRTP	Plan de Transporte a Largo Plazo
MPO	Organización de Planificación Metropolitana
NEPA	Ley Nacional del Medio Ambiente
PE	Ingeniería Preliminar
TSM	Gestión del Sistema de Transporte

El Pre-Análisis Consultivo *es un elemento importante del proceso de revisión ambiental, e involucra la consulta y participación activa del público, sus funcionarios electos y agencias gubernamentales interesadas de las cuales se requiere su opinión sobre las alternativas consideradas e impactos potenciales.*

En base a la programación actual, **el periodo de recepción de comentarios en el pre-análisis consultivo para el proyecto de LRT D-O concluirá el 18 de junio de 2012.** Los comentarios y opiniones recibidos a través del proceso de pre-análisis consultivo serán reunidos en un Documento Sumario del Pre-análisis consultivo el cual será entregado a la FTA y estará disponible en el sitio web del proyecto: www.ourtransitfuture.com en agosto de 2012.

El proceso de participación y opinión del público continuará a lo largo de la fase de EIS.

¿Cómo se determinó la Alternativa Preferencial de la Localidad?

La evaluación de alternativas de sistemas de transporte fijo como el autobús para transporte rápido (BRT) y el LRT para este corredor inició hace más de 15 años. El Estudio para Inversiones Principales (MIS) de 1998-2001 US15-501 condujo al establecimiento de la necesidad de un corredor vial entre Chapel Hill y Durham el cual continúa siendo protegido y preservado para uso del tránsito por sus gobiernos locales. En años recientes, se han hecho grandes avances encaminados a lograr que se haga realidad la implementación de una inversión significativa para el transito para el área de estudio de los condados Durham-Orange County.

En 2006, representantes de la región del Triángulo comenzaron a colaborar en la restructuración de la visión de un sistema de transporte regional. Entre 2007 y 2009, se llevó a cabo una planeación sistemática para los futuros corredores de transporte fijo a través de un esfuerzo de planeación cooperativo a nivel regional. El área de estudio de Durham-Orange fue identificada como uno de los corredores futuros para el sistema de transporte de tren ligero en la región. Las recomendaciones producto de este proceso de planeación fueron

adoptadas conjuntamente por las dos MPO de la región como el elemento de tránsito del LRTP 2035 de la región del Triángulo.

En 2009, la Asamblea General de CN aprobó el proyecto 148 de la cámara que permitía a los comisionados de los condados de Durham, Orange y Wake establecer recaudaciones de fondos a nivel local a través del impuesto a las ventas del medio centavo sujeto a referendo. El 8 de noviembre de 2011, los residentes del Condado de Durham votaron a favor del impuesto a las ventas del medio centavo dedicado al tránsito. Los Condados de Orange y Wake aun se encuentran en la fase de planeación; los respectivos comisionados de los condados determinarán su viabilidad y el momento en que se haría el referendo.

Iniciando en marzo de 2010, a través de un Análisis Transicional, se analizaron los corredores para trenes en el LRTP 2035 para determinar que la inversión inicial principal fuera la más apropiada. Como resultado, el área de estudio D-O fue identificada como un corredor vial prioritario siendo analizado más a fondo a través de un Análisis de Alternativas (AA), el primer paso en el proceso de Planeación y Desarrollo de Proyectos de la FTA. Las alternativas serán evaluadas en un EIS elaborado de acuerdo a la (NEPA). Con base en estas regulaciones, las alternativas examinadas en el AA para el corredor D-O incluyeron, No Construcción, Gestión del Sistema de Transporte (TSM), y Alternativa de Construcción junto con varias alternativas y tecnologías de transito tales como el BRT y el LRT.

Los documentos correspondientes al AA del corridor así como otra información relacionada con el proyecto se encuentra disponible en su sitio web www.ourtransitfuture.com.

Estas alternativas fueron evaluadas considerando su capacidad de cubrir el Propósito y Necesidad del proyecto; también se consideraron otros factores como el número de usuarios, el funcionamiento del sistema, utilización de terrenos, potencial de expansión, potencial de desarrollo económico, apoyo público y de agencias, impacto ambiental, viabilidad técnica y financiera así como el costo. Tránsito del Triángulo realizó el AA en coordinación con las jurisdicciones y agencias interesadas en el área de estudio, incluyendo a los condados de Durham y Orange, la ciudad de Chapel Hill, la ciudad de Durham, la Organización de Planificación Metropolitana de Durham-Chapel Hill-Carrboro (DCHC MPO), y el Departamento de Transporte de Carolina del Norte (NCDOT).

El AA concluyó identificando a la LPA como la alternativa más promisoria para un análisis posterior (Gráfica 1). Señaló al LRT como la única alternativa que satisface el Propósito Y Necesidad para el caso de un servicio de transporte Premium en el área de estudio D-O, al mejorar la movilidad, expandir las opciones de transporte entre Durham y Chapel Hill, servir a poblaciones sensibles al uso del sistema de transporte así como generar desarrollo compacto y crecimiento económico.

Aunque la alternativa de la operación exclusiva de un BRT tiene el potencial de satisfacer el Propósito y Necesidad del proyecto y es competitivo a la hora de lograr la mayoría de sus objetivos, no se desempeña tan bien como el LRT en cuanto a generar desarrollo económico local y regional, iniciativas administrativas de crecimiento planificado, ahorro en el tiempo de viaje, y la efectividad de costo al expandir la capacidad de tránsito en el largo plazo. Los representantes locales y regionales dan una gran importancia al potencial de desarrollo económico y crecimiento enfocado en el corredor vial propuesto a través del desarrollo orientado hacia el transito.

La alternativa del LRT cuenta con un alto nivel de apoyo público y un record comprobado de generación de beneficios en el desarrollo económico local y regional al incrementar y enfocar el crecimiento en los corredores del LRT.

En febrero de 2012, el Comité de Asesoría de Tránsito del MPO de DCHC (junta para el establecimiento de políticas del MPO), adoptó de manera unánime al LRT como la Alternativa Preferencial de la Localidad (LPA) para estudios posteriores a través de Ingeniería Preliminar (PE) y el proceso NEPA.

La ruta general de la LPA como se ilustra en la ***Gráfica 1: Alternativas de Corredores entre Durham-Chapel Hill*** es una conexión de tren ligero entre los Hospitales de la UNC en Chapel Hill y la Avenida Alston en el Este de Durham.

¿En que consiste el proceso de desarrollo del proyecto?

Los proyectos de tránsito que pueden ser considerados para recibir fondos federales deben seguir el proceso de Planeación y Desarrollo de

Proyectos de la FTA el cual se ilustra en la Gráfica 2. Así como con el AA y la adopción del MPO de DCHC de la LPA, se deberá realizar el pre análisis consultivo del proyecto LRT D-O en concordancia con los requisitos de la FTA y según se especifica en la NEPA.

Una vez se completa el proceso del pre análisis consultivo y los requisitos exigidos por la FTA y NEPA, la FTA buscará la autorización para iniciar la (PE) y la preparación del Anteproyecto del Informe de Impacto Ambiental (DEIS).

El proceso de Planeación y Desarrollo de Proyectos de la FTA, a través del cual, funcionarios federales, estatales, regionales y locales planean y toman decisiones pertenecientes a grandes inversiones de capital en el tránsito, involucra cinco fases las cuales se representan en los cuadros rectangulares de la gráfica de flujo (Gráfica 2).

La autorización de la FTA es necesaria para proceder en cada fase del proceso de planeación y desarrollo. A medida que los proyectos avanzan a través de las tres primeras fases, su diseño, costos, beneficios, posibles impactos ambientales y medidas de mitigación se definen con mayor claridad.

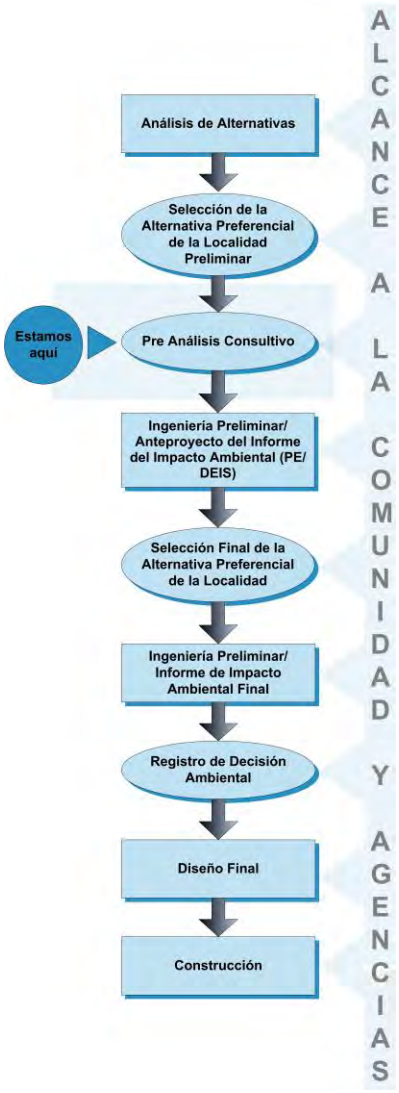
Las opciones de ruta y/o alternativas pueden ser eliminadas a medida que se documentan los impactos ambientales. Una vez completado el DEIS, se seleccionará la Alternativa Preferencial de NEPA de la serie de alternativas provistas por el DEIS en base a la evaluación de las consideraciones ambientales, determinaciones de agencias regulatorias y comentarios recibidos por parte público y participantes del proyecto. La Alternativa Preferencial de NEPA pasará a evaluación en el EIS final (FEIS).

Una vez se completa el FEIS y se han cumplido todas las exigencias de la NEPA y la FTA, está última emitirá un Registro de Decisión (ROD) sobre la alternativa seleccionada, por medio del cual establece el cumplimiento del proceso de revisión ambiental. El avance a las fases subsecuentes dependerá de los fondos disponibles y prioridades de implementación a nivel federal, estatal y local.

¿Cuál es el propósito y necesidad del proyecto?

Los residentes de la comunidad del Triángulo y sus funcionarios electos han identificado cuatro aspectos clave que debe atender un proyecto de transporte con el fin de que apoye y mejore una economía sustentable y la calidad de vida de la región. El

Gráfica 2: Planeación y Desarrollo de Proyectos (FTA)



Proyecto LRT D-O proveerá una solución de transporte que atiende estos aspectos incluyendo las siguientes necesidades de movilidad y desarrollo:

- **Necesidad de incrementar la movilidad:** se pronostica que el corredor D-O absorberá una parte significativa del aumento poblacional y del empleo de la región, el cual se traducirá en una mayor demanda de transporte. Para el 2035, se proyecta que el área de estudio sume cerca de 56.000 personas y 81.000 empleos, lo cual se espera que genere 255.000 viajes diarios, muchos de los cuales se realizarán en las vías locales. Estos trayectos aumentarán la congestión durante las horas de mayor embotellamiento AM y PM. Se requieren alternativas que atiendan la capacidad limitada del sistema vial para permitir el aumento en la demanda de los trayectos.

- **Necesidad de expandir las opciones de transporte entre Durham y Chapel Hill:** La mayor parte del servicio de autobuses en el corredor entre D-O se concentra en el área central de estos dos condados. El sistema de transporte que conecta a estos dos centros urbanos y que atiende las áreas residenciales y comerciales entre ellos se encuentra limitado a dos rutas del Sistema de Transporte del Triángulo y al Bus Express Robertson Scholars de la Universidad de Duke. Actualmente, estos buses operan en carriles no exclusivos a lo largo de las rutas cada vez más congestionadas, cuentan con capacidad limitada, y no compiten con el automóvil para la mayoría de los trayectos. Además, el área de estudio no ofrece actualmente el tipo de servicio de transporte Premium de alta calidad que puede ser una opción atractiva en lugar de conducir el propio vehículo, especialmente en condiciones de congestión.
- **Necesidad de servir a las poblaciones sensibles a utilizar el sistema de transporte público:** Estudiantes universitarios y empleados, así como poblaciones dependientes del sistema de transporte público, son un gran porcentaje de la población en el corredor D-O. Expandir los servicios de transporte e incrementar el acceso a cada uno de los campus universitarios y centros médicos, los cuales ofrecen ambientes amigables con el peatón, parqueaderos limitados y pases de transporte gratuitos, permitirá un mayor número de opciones de movilidad para estudiantes universitarios, empleados y otros usuarios. También permitirá expandir las opciones de movilidad confiables que requieren las poblaciones de bajos recursos y usuarios habituales del sistema de transporte, que pueden no tener vehículo, lo cual les ayudará a incrementar sus oportunidades económicas a través de un acceso mejorado a los centros laborales principales a lo largo del área de estudio. Proporcionar una opción de transporte que apoye la movilidad de estos grupos satisface una enorme necesidad.
- **Necesidad de fomentar un desarrollo compacto:** Los gobiernos locales reconocen la necesidad de manejar el crecimiento y enfocar el desarrollo dentro del área de estudio. El Condado y Ciudad de Durham y Chapel Hill así como el Condado de Orange han desarrollado planes y estrategias de implementación que buscan un desarrollo más compacto, caminable, denso y de amplia utilización en el corredor D-O. Sin embargo, la infraestructura del sistema de transporte existente a lo largo del área de estudio no se complementa adecuadamente a estos planes de utilización de terrenos y estrategias de implementación y no facilitan el desarrollo económico a largo plazo. La inversión en un sistema de transito fijo puede canalizar el crecimiento futuro, proporcionar una opción de tránsito superior apropiada para un desarrollo de alta densidad y ayudar a las comunidades locales a esclarecer sus metas y objetivos para el futuro.


Crecimiento del Triángulo en empleos, población y tráfico

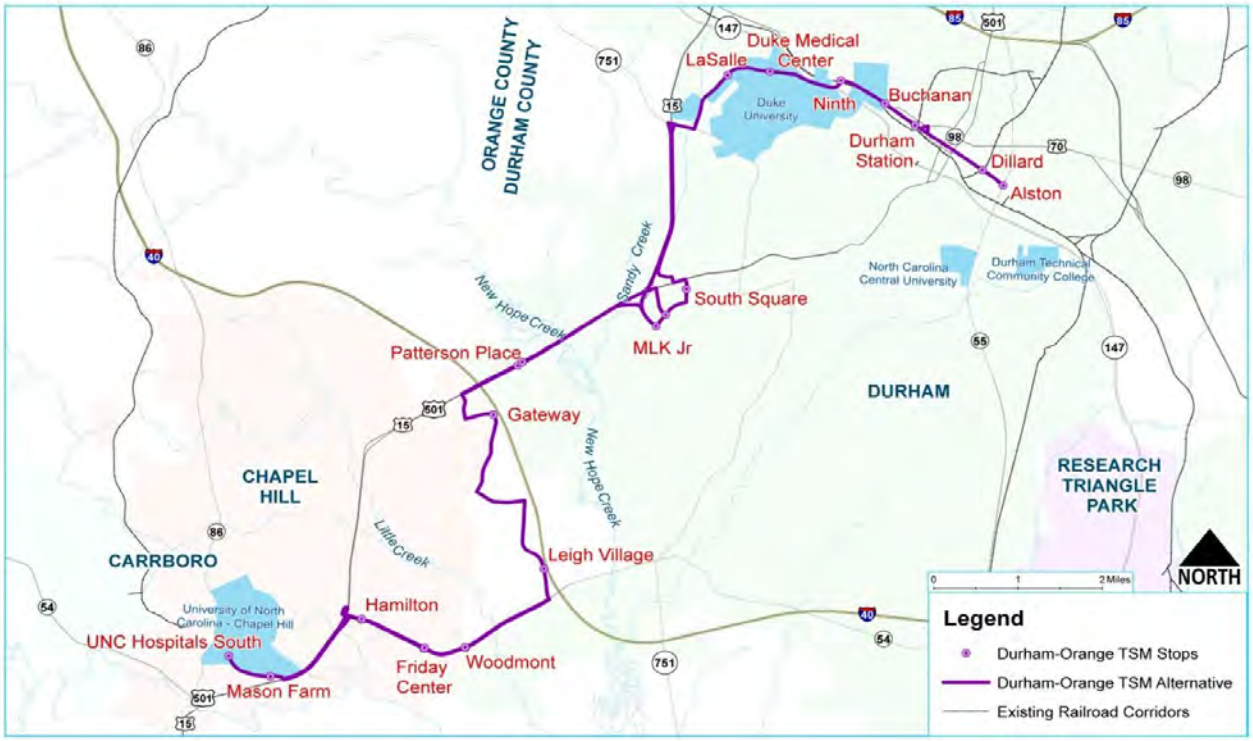
La declaración del Propósito y Necesidad permanecerá como borrador a lo largo del DEIS. Los comentarios sobre el propósito y necesidad serán bienvenidos durante el proceso de pre análisis consultivo.

¿Qué alternativas serán estudiadas para reducir los impactos ambientales?

Alternativa de No construcción

En el proceso de EIS, la alternativa de No construcción, es utilizada como punto de inicio para proporcionar una comparación de todas las alternativas de construcción en términos de costos, beneficios e impactos. La alternativa de No construcción incluye todas las autopistas e instalaciones del sistema de transporte identificados en el Plan de Transporte a Largo Plazo 2035 (LRTP) regulado fiscalmente, con excepción del sistema de transporte integral de redes de trenes el cual incluye al proyecto de LRT D-O.

Gráfica 3: Alternativa Gestión del Sistema de Transporte (TSM)



Alternativa de Gestión del Sistema de Transporte (TSM)

El propósito principal de la Alternativa de TSM (***Gráfica 3***) es desarrollar una red mejorada y sólida de autobuses en el corredor D-O que proporcione un nivel de servicio de tránsito y capacidad cercana a la de un sistema de transporte fijo. La Alternativa de TSM, también llamada como la alternativa del "mejor bus", es exigida por la FTA en la evaluación de alternativas si se busca obtener fondos a través del programa New Starts (Nuevos Comienzos). La intención es comparar la eficiencia y efectividad de costos de una red de autobuses significativa en el área de estudio contando con mejoras como el carril exclusivo, con el fin de determinar el impacto en el número de usuarios, tiempo de los trayectos y otros aspectos. La Alternativa de TSM será refinada para ser comparada con la alternativa del LRT y para su evaluación en el DEIS.

La Alternativa de TSM incluye la mejora en el servicio de autobús dentro del corredor estudiado, junto con el servicio de buses que alimentan las rutas exprés (Ver ***Gráfica 3***) y estrategias de administración de la demanda del transporte que logren una reducción en el total de trayectos (en particular los que se hacen con solo el conductor) y las demoras en los mismos en comparación con la Alternativa de no construcción. Se asume que la red de autopistas para la alternativa TSM sea la misma que para la Alternativa de no construcción, la cual se tomó del LRTP del MPO de DCHC 2035. Sin embargo, la alternativa de TSM también incluye mejoras menores de bajo costo a las vías que intervienen en el renovado sistema de transporte en autobús.

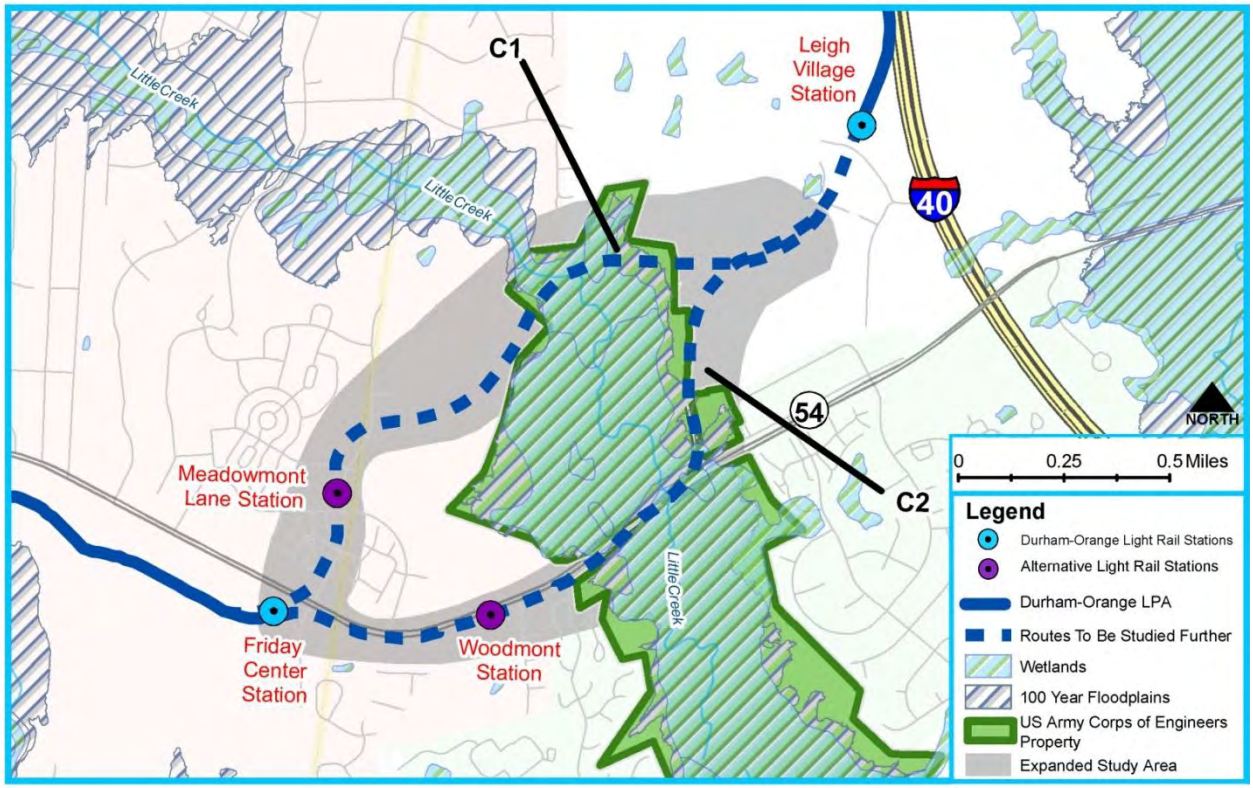
La columna vertebral de la alternativa de TSM sería un servicio mejorado de autobús operando entre los hospitales de la UNC y el este de Durham, cubriendo una distancia aproximada de 19 millas desde Chapel Hill a Durham incluyendo 17 paradas. La ruta de autobús de alta frecuencia se aproxima a la otra alternativa de construcción LRT, como se describe a continuación.

Alternativa de Construcción: Alternativa Preferencial de la Localidad (LPA)

Según se seleccionó por el MPO de DCHC el 8 de febrero de 2012, la LPA (***Gráfica 1***) incluye el servicio de transporte de tren ligero entre los hospitales de UNC y el este de Durham, cubriendo una distancia aproximada de 17 millas. El LRT operaría con una frecuencia de 10 minutos durante las horas pico y de 20 minutos en las horas de menor congestión. Se estima que el trayecto en LRT sea de 35 minutos entre la estación de los hospitales de UNC en Chapel Hill y la estación en la Avenida Alston/NCUU en el este de Durham.

Según se seleccionó por el MPO de DCHC el 8 de febrero de 2012, la LPA (***Gráfica 1***) incluye el servicio de transporte de tren ligero entre los hospitales de UNC y el este de Durham, cubriendo una distancia

Gráfica 4: Alternativas C1 y C2 para el cruce en Little Creek



aproximada de 17 millas. El LRT operaría con una frecuencia de 10 minutos durante las horas pico y de 20 minutos en las horas de menor congestión. Se estima que el trayecto en LRT sea de 35 minutos entre la estación de los hospitales de UNC en Chapel Hill y la estación en la Avenida Alston/NCUU en el este de Durham.

La ruta, que sería de dobla pista en su totalidad (una pista para cada dirección del trayecto), operaría principalmente a nivel en un carril exclusivo paralelo a las vías existentes, con secciones elevadas para mitigar el impacto en el tráfico y en el ambiente según se requiera.

Se proponen un total de 17 estaciones para la alternativa del LRT. La ubicación detallada de las estaciones tales como las de Hamilton y el Centro Médico Duke ocurrirá durante la fase de PE/EIS del proyecto. Durante esta fase también se prepararán los bosquejos y diseños de las estaciones.

La ubicación especifica de la ruta del LRT de D-O es incierta en dos áreas donde las opciones de ruta serán evaluadas posteriormente en el DEIS: 1. El cruce en Little Creek entre el área de Friday Center/Meadowmont Village y el desarrollo propuesto en Leigh Village; 2. El cruce en New Hope Creek y Sandy Creek entre Patterson Place y South Square.

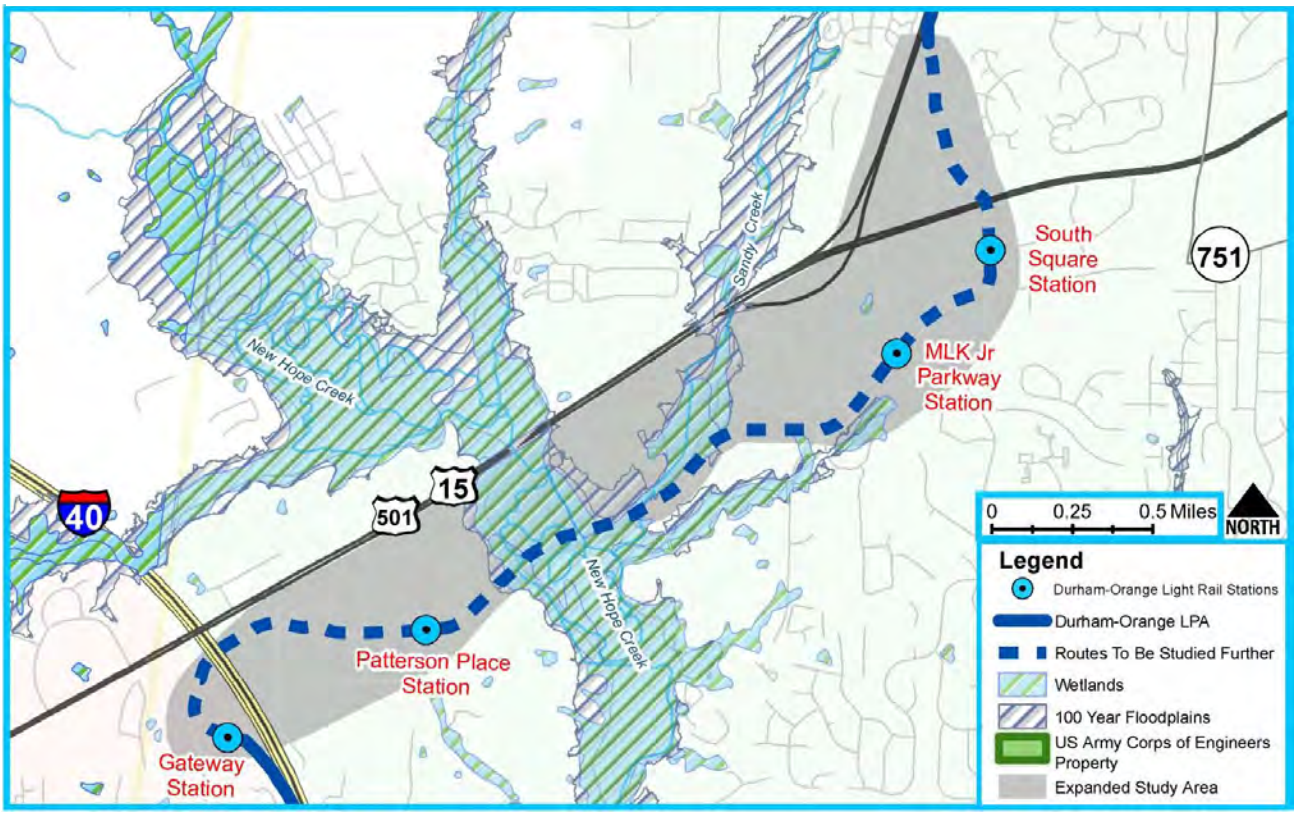
Se desarrollaron dos opciones alternativas de ruta para el cruce en Little Creek durante el AA (Ver ***Gráfica 4***). La alternativa C1 cruza la NC54 en una estructura aérea desde el Friday Center hasta Meadowmont Village y sigue Meadowmont Lane hacia el norte hasta Green Cedar Lane, donde la alternativa gira hacia el este, siguiendo un derecho de vía, luego cruza Little Creek hasta el desarrollo propuesto en Leigh Village.

La alternativa C2 sigue el derecho de vía dela NC 54 para luego girar hacia el norte, siguiendo el derecho de vía de George King Road, luego al este hasta el desarrollo propuesto en Leigh Village.

Las opciones alternativas para el cruce en Patterson Place y South Square serán desarrolladas dentro del área de estudio expandida (***Gráfica 5***), la cual incluye al derecho de vía US 15-501, y evaluadas en el DEIS.

Con el propósito de evitar y minimizar el impacto a los sensibles recursos ambientales en estas ubicaciones, se estudiarán las rutas de manera práctica y razonable a través del DEIS. Los resultados de la evaluación ambiental detallada exigida por la NEPA en el DEIS proporcionará una base científica y real sobre la cual valorar la viabilidad de estas alternativas. Ambas zonas incluyen arroyos y humedales de importancia para la ecología y la conservación de recursos naturales.

Gráfica 1: Area de estudio expandido cerca de New Hope Creek y Sandy Creek



Little Creek (Opciones de ruta C1 y C2): Dados el potencial de impacto ambiental y comunitario, así como los comentarios recibidos durante el proceso de AA, ambas opciones de ruta serán estudiadas en el DEIS. El cruce sobre humedales de importancia ecológica asociados con los terrenos de propiedad de Little Creek y US Army Corps of Engineers (USACE) al este de Meadowmont Village, así como el posible impacto a los vecindarios en Meadowmont y a lo largo de la NC 54, requieren estudio adicional, coordinación con las agencias regulatorias y dialogo continuo con los representantes de la comunidad con el fin de evaluar en su totalidad estos aspectos antes de poder seleccionar cualquiera de estas opciones.

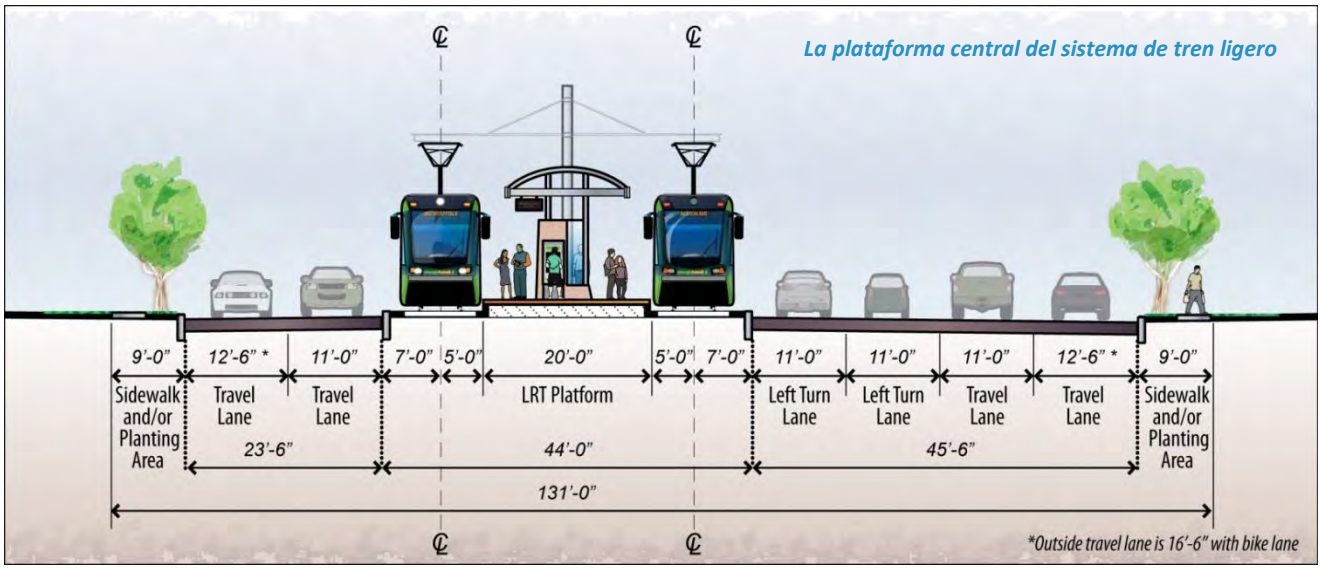
1. **New Hope Creek**: Dados los humedales de importancia ecológica asociados con New Hope y Sandy Creeks así como el posible impacto a los senderos naturales y terrenos de propiedad pública, las opciones alternativas razonables incluyen una ruta para el LRT en el área de New Hope Creek que se encuentra adyacente o dentro de la vía existente US 15-501 y serán estudiadas en el DEIS con el fin de investigar maneras para reducir o evitar el impacto sobre los recursos ambientales.

¿Cómo se estudiará el impacto ambiental?

El proceso de AA proporcionó un análisis ambiental de nivel de planeación de la ruta de la LPA. En cumplimiento con la NEPA, durante la fase PE/DEIS del proceso de planeación y desarrollo de proyectos de la FTA, el estudio DEIS debe incluir una evaluación rigurosa del impacto ambiental que puede resultar de la construcción y/u operación de cada una de las alternativas de proyecto. A través de este proceso se estudiarán y documentarán maneras para evitar, minimizar y mitigar el impacto sobre los ambientes naturales y físicos de los seres humanos.

Uno de los principales propósitos del proceso de pre análisis consultivo es identificar otras áreas ambientales y recursos específicos (además de los que ya se conocen) que se pueden ver afectados por el proyecto. Los siguientes recursos y temas ambientales ya han sido identificados para su posterior estudio.

Planes, zonificación y desarrollo económico de los terrenos a utilizar: varios centros de actividad fueron identificados durante la evaluación previa, incluyendo: desarrollo planificado en Meadowmont, 54 Este en el condado de Orange y Leigh Village en el condado de Durham, así como New Hope Commons, Patterson Place, South Square, Centro Médico de la



Universidad de Duke, Ninth Street y el centro de Durham. Otra utilización de terrenos será identificada en el estudio DEIS y se evaluarán alternativas de acuerdo a los planes de zonificación y utilización de terrenos del estado y condado. Se identificarán oportunidades económicas y de desarrollo colectivo en las áreas que rodean a los emplazamientos de las estaciones. También definirá las propiedades que serán impactadas por la construcción y/o la operación del servicio de LRT.

Transporte: las alternativas serán evaluadas en relación a sus efectos sobre el tráfico, el parqueo y los servicios de autobús existentes. Se preparará un análisis del impacto en el tráfico en las intersecciones críticas donde se pueden presentar mayores conflictos. El estudio DEIS también se enfocará en el numero de usuarios, los planes de operación del sistema de transporte (tren, bus), velocidades en los trayectos, coordinación de los servicios, vehículos del sistema de transporte y nivel de servicio de cada una de las alternativas proyectadas.

Vecindarios y comunidades: a través del proceso inicial de evaluación se identificaron los vecindarios y comunidades ubicados a lo largo de las rutas. De manera mas notable, las comunidades y vecindarios de Meadowmont y Downing Creek, que se encuentran en las cercanías del término del proyecto en la Avenida Alston en el este de Durham, pueden verse afectados por la ruta de la LPA. El DEIS evaluará los beneficios e impacto del proyecto sobre los vecindarios y comunidades del área de estudio con atención especial a las que albergan minorías o personas de bajos recursos.

Calidad del aire: Será documentado y evaluado el impacto sobre la calidad del aire, en cumplimiento con las Enmiendas a la Ley de Aire Limpio de 1990 así como de conformidad con el Plan de Implementación del Estado de Carolina del Norte.

Impacto visual y estético: Las alternativas de construcción serán evaluadas basándose en la visual que tengan del proyecto las comunidades incluidas y circundantes.

Ruido y vibración: El estudio incluirá un análisis del posible impacto por ruido o vibración sobre espacios sensibles a este como escuelas, hospitales, residencias, hoteles/moteles y estructuras históricas asociadas a las alternativas de construcción.

Humedales: este estudio indicará la ubicación, delineación, clasificación y tipo de humedales que pueden ser impactados por las alternativas. Los humedales estatales y federales asociados con las alternativas serán delineados. Se identificarán medidas para evitar o minimizar el posible impacto.

Recursos biológicos y especies en peligro: El estudio evaluará el impacto del proyecto sobre los recursos biológicos incluyendo la vida salvaje y los hábitats dentro del área de estudio con énfasis en zonas sensibles a nivel ecológico como humedales, y extensiones de terreno contiguo inalterado. El DEIS identificará y documentará las especies amenazadas y en peligro (flora y fauna) así como los hábitats indispensables para su supervivencia. Las zonas específicas incluyen pero no se limitan a las áreas de patrimonio natural de Little Creek y New Hope.

Planicies de inundación e inundaciones: Se determinará cuales propiedades dentro del área de

estudio se encuentran ubicadas dentro de una planicie de inundación a 100 años. Se desarrollará un análisis detallado de los posibles cambios en los patrones actuales de escorrentía. Se recomendarán elementos de diseño con el fin de mitigar los posibles impactos. Las áreas especificas de planicies de inundación /mitigación de inundación incluyen, pero no se limitan a, aquellas asociadas con la cuenca del lago Jordan en las proximidades de Little Creek y New Hope Creek.

Recursos históricos, arqueológicos y zonas verdes: Se identificarán propiedades históricas, sitios arqueológicos, zonas verdes y otros recursos culturales y se realizarán los mejores esfuerzos para minimizar o evitar los posibles impactos. Cualquier área de posible afectación (APE) será determinada en coordinación con la Oficina Estatal de Preservación Histórica (SHPO) y se conducirá un reconocimiento detallado del terreno con el propósito de identificar los recursos dentro del APE. Durante la revisión GIS, utilizando los datos de la Oficina Estatal de Preservación Histórica se identificaron varios sitios con posibilidad de tener significancia histórica reconocida.

Parques y sitios recreativos: El DEIS identificará los recursos relacionados con los parques y sitios recreativos que tienen la posibilidad de ser impactados por las alternativas del proyecto. Se hará un registro de las instalaciones y servicios, y se describirá la naturaleza de los efectos del proyecto. Durante el AA varios sitios fueron identificados por encontrarse dentro de un rango de 50 pies de la ruta propuesta, incluyendo la propiedad de la USACE en el área de Meadowmont. En el área de New Hope Creek varias parcelas de propiedad de Durham que han sido zonificadas como espacio abierto/recreativo pueden verse también impactadas.

Contaminación / desechos peligrosos: El DEIS documentará cualquier tipo de desecho peligroso o contaminación dentro del área de estudio. Se identificará los sitios que requieren estudios posteriores.

Energía: Se documentará una determinación en cuanto al consumo de energía asociado con las alternativas de construcción. El consumo de energía mide el impacto neto sobre las reservas energéticas como resultado del cambio en los trayectos de los automóviles en la región, alterados en parte por los requerimientos energéticos necesarios para la operación del servicio propuesto.

Suelos: Se realizará una evaluación de los recursos geológicos existentes, tipos de suelo y topografía del área de estudio así como una descripción de las posibles consecuencias que pueden tener las posibles alternativas de construcción sobre los suelos.

Impacto de la construcción Se preparará una descripción de la manera en que la construcción del proyecto puede generar posibles impactos en los ambientes socioeconómicos, físicos y naturales.

Impacto sobre las operaciones del ferrocarril: El estudio identificará los posibles problemas asociados con la construcción y operación de un segmento (generalmente entre el área de Ninth Street y la avenida Alston) del servicio propuesto de LRT D-O sobre las pistas recientemente construidas del ferrocarril de Carolina del Norte (NCRR). También se definirán los requisitos del NCRR para operar dentro del corredor estudiado.

Impactos secundarios y acumulativos: Además de los efectos directos del proyecto, el DEIS también documentará los efectos secundarios o indirectos así como los acumulativos. Los efectos secundarios son causados por el proyecto, pero ocurren tiempo después o en la distancia. Estos incluyen cambios en la utilización de los suelos atribuibles al proyecto (crecimiento inducido) e impactos sobre los recursos ambientales que ocurren como consecuencia de la influencia de dicho proyecto.

Impactos acumulativos: los impactos acumulativos incluyen el total de todos los impactos que han afectado, están afectando o posiblemente afectarán un recurso en particular como resultado de cualquier acción o influencia, incluyendo los impactos directos y los indirectos razonablemente previsibles dentro de un proyecto federal.

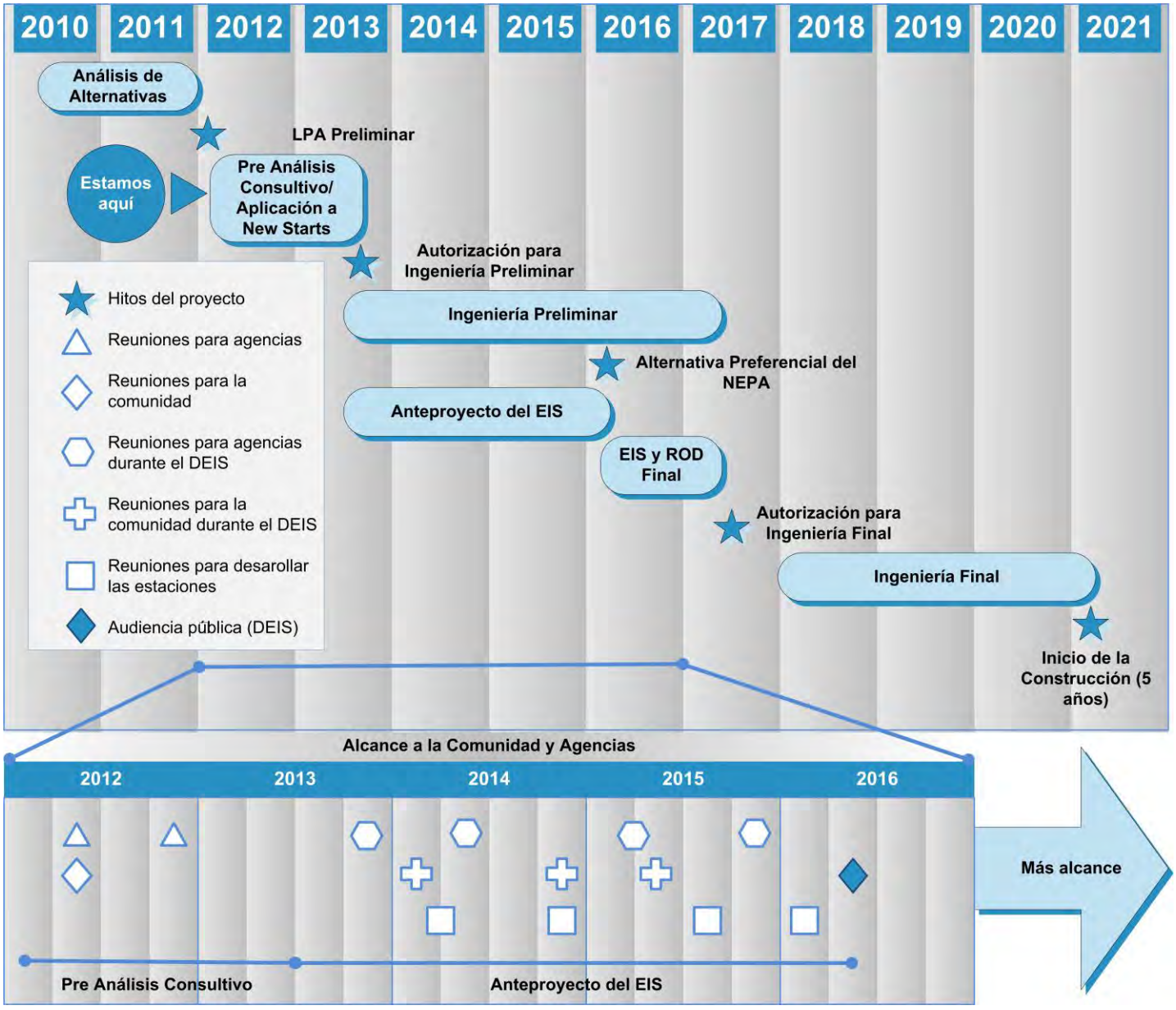
Planeación para la adaptación al cambio climático: El DEIS también atenderá los efectos del cambio climático así como la interrogante de cómo se protegerá la inversión de capital de la FTA en el sistema de transporte de alta capacidad contra eventos climáticos extremos como inundaciones y olas de calor que pueden afectar la infraestructura y comodidad de los pasajeros.

Anteproyecto del Plan de Coordinación del Proyecto

La sección 6002 de la Ley de Equidad para el Transporte Seguro, Confiable, Flexible y Eficiente: un legado para los usuarios (SAFETEA-LU), exige que la agencia dirigente establezca un plan para coordinar la participación del público y agencias en el proceso de evaluación ambiental. El Anteproyecto del Plan de Coordinación del Proyecto resumido aquí cumple dicha labor al identificar las agencias que pueden estar interesadas en el proyecto del LRT de D-O así como los pasos en el proceso de coordinación. El Plan de Coordinación del Proyecto también define un proceso y cronograma básicos para la coordinación entre la FTA, Tránsito del Triángulo, agencias interesadas y el público; sin embargo, aun no se ha establecido un cronograma específico y detallado para la realización del proceso de evaluación ambiental. Al completar el pre análisis consultivo el Anteproyecto del Plan de Coordinación del Proyecto será finalizado y subido al sitio web del proyecto.

La planeación, diseño y construcción de un proyecto es un proceso extenso. En la ***Gráfica 6*** se resumen los hitos y cronograma del proyecto previstos, los cuales pueden cambiar de acuerdo a los fondos y al avance en el proceso de planeación y desarrollo de proyectos de la FTA. En la G***ráfica 6*** también se puede identificar cuando se llevará a cabo las actividades de

Gráfica 6: Cronograma del proyecto previsto hasta el inicio de la construcción



participación y la coordinación entre agencias. El marco de tiempo para la coordinación está sujeto al desarrollo de un cronograma mas detallado del proyecto.

El proceso de AA inició en marzo de 2010 y se completó en febrero de 2012 con la selección de la LPA. Durante 2012 y 2013, se realizará el pre análisis consultivo y Tránsito del Triángulo entregará la aplicación de la FTA para New Starts (Nuevos Comienzos). También durante ese tiempo la FTA considerará avanzar el proyecto de LRT D-O a PE y al proceso NEPA (EIS). Se espera que la PE y la preparación para el EIS se realicen de manera simultánea y que la participación del público y coordinación de las agencias continúe durante este proceso. Se anticipa que el anteproyecto del EIS será publicado por la FTA en 2015. Después de completar el proceso oficial de participación del público, los comentarios y opiniones serán reunidos para formular la Alternativa Preferencial de NEPA que será evaluada durante el FEIS.

Cuando toda la documentación este completa, se prevé que la FTA publique el FEIS y subsecuentemente emita un Registro de Decisión o "ROD", concluyendo el proceso NEPA a inicios de 2017. Con los fondos necesarios y la autorización de la FTA para proceder, se iniciará el Diseño Final y la Ingeniería, lo cual puede tomar aproximadamente 3½ años. Se estima que la construcción y las pruebas tomen de 4 a 5 años permitiendo que el servicio de LRT para el corredor D-O este listo en 2025/2026.

A través del pre análisis consultivo y el subsecuente EIS, Tránsito del Triángulo y sus asociados continuarán con su política de incentivar activamente al público a participar en el proyecto a través del proceso del análisis pre consultivo, reuniones públicas y con grupos de vecindarios, organizaciones comunitarias y empleadores principales, así como a través del sitio web del proyecto. Además del público, otros participantes del proyecto incluyen a funcionarios electos y designados así como el personal del gobierno local, estatal y federal. Los siguientes grupos han sido identificados como participantes del proyecto y asociados:

- Público en general / representantes
- Organizaciones de planeación metropolitana
- Gobiernos locales
- Agencias estatales
- Proveedores de transporte
- Instituciones
- Entidades regionales
- Grupos de interés
- Agencias regulatorias y de revisión
- Equipo asesor

El rol y número de agencias mencionadas en esta sección puede cambiar a medida que el plan es refinado.

Dos agencias líderes para el proyecto propuesto de LRT D-O son la Administración Federal de Tránsito (FTA) y el Tránsito del Triángulo. Se describen sus responsabilidades a continuación.

FTA es la agencia federal líder y patrocinadora del proyecto para los documentos ambientales realizados en asociación con el proyecto LRT D-O. Como tal, la FTA es responsable de supervisar la realización del EIS. En general la FTA:

- Proporciona supervisión en la administración del proceso ambiental y resuelve inquietudes relacionadas.
- Facilita la entrega oportuna y adecuada del proceso de evaluación ambiental
- Es responsable por el contenido del EIS, proporcionar orientación, evaluar y aprobar documentos de manera independiente, y asegurar que Tránsito del Triángulo cumpla sus compromisos de mitigación.

Tránsito del Triángulo es la agencia local líder y patrocinadora del proyecto LRT D-O. Las principales responsabilidades del Tránsito del Triángulo involucran la realización del análisis ambiental y la preparación de los documentos ambientales que evalúan las alternativas del proyecto y simultáneamente llevar cabo actividades de participación del público y coordinación de las agencias que continuaran a lo largo del proceso.

Los contactos clave para este proyecto son:

Mr. Brian C. Smart, Especialista en protección ambiental, Federal Transit Administration 404-865-5607	Mr. Greg Northcutt Director de Desarrollo Capital Triangle Transit 919-485-7522

Agencias cooperantes son agencias federales con jurisdicción, por ley o pericia especial, sobre cualquier impacto ambiental involucrado en el proyecto propuesto. Las agencias cooperantes pueden tener también una acción federal o aprobación relativa a dicho proyecto. Una agencia estatal o local con las mismas características puede, bajo acuerdo con las agencias líderes, convertirse en agencia cooperante. Estas agencias tienen un leve grado mayor de autoridad, responsabilidad e involucramiento que las agencias participantes. Las agencias cooperantes y participantes serán identificadas a través del proceso de pre análisis consultivo.

A la fecha dos agencias, el Cuerpo de Ingenieros del Ejército de los EEUU y el Departamento de Transporte de Carolina del Norte (NCDOT), han sido identificadas por el Tránsito del Triángulo como posibles agencias cooperantes.

Las responsabilidades de las agencias cooperantes son las siguientes:

- Participar en el proceso de pre análisis consultivo.
- Participar en reuniones y revisiones de campo.
- Ofrecer personal de apoyo en solicitud de la agencia líder.
- Utilizar recursos y fondos de la agencia para cumplir sus responsabilidades.
- Si es solicitado por la agencia líder, asumir la responsabilidad de desarrollar información y realizar análisis ambientales, incluyendo secciones de la evaluación NEPA donde la agencia cooperadora posea pericia especial.
- Revisar anteproyectos preliminares de los documentos ambientales.
- Proporcionar comentarios por escrito a los diez (10) días laborales de recibir información y solicitud de comentarios para cada uno de los hitos de NEPA.
- Si la agencia no ha realizado ningún comentario en los diez (10) días laborales, significará que no tiene comentarios sobre la información recibida.
- Cumplir las responsabilidades de las agencias participantes.

Las Agencias Participantes pueden ser federales, estatales, tribales, regionales y del gobierno local que pueden tener interés en el proyecto. Las agencias cooperantes descritas anteriormente son, por definición, agencias participantes, pero no todas las agencias participantes son agencias cooperantes.

Agencias identificadas como posibles agencias participantes:

- Cuerpo de Ingenieros del Ejercito de EEUU
- Agencia de Protección Ambiental de los EEUU
- Departamento de Vivienda y Desarrollo Urbano de los EEUU
- Departamento del Interior de los EEUU
- Administración Federal de Carreteras
- NCDOT
- Oficina Estatal de Preservación Histórica de Carolina del Norte
- Departamento de Medio Ambiente y Recursos Naturales de Carolina del Norte
- MPO de DCHC
- Triangle J Council of Governments (Concejo de Gobierno de Triangle J)
- University of North Carolina – Chapel Hill
- Duke University
- North Carolina Central University
- Condado de Durham
- Condado de Orange
- Ciudad de Durham
- Ciudad de Chapel Hill
- Chapel Hill Transit
- Durham Area Transit Authority
- North Carolina Railroad

Las responsabilidades de las agencias participantes incluyen pero no se limitan a:

- Identificar, tan pronto como sea posible, cualquier aspecto preocupante relacionado con los posibles impactos humanos y ambientales del proyecto.
- Participar en el proceso de pre análisis consultivo.
- Proporcionar opiniones de manera significativa y oportuna para la definición del propósito y necesidad del proyecto, determinando el rango de las alternativas a ser consideradas así como la metodología y nivel de detalle requerido en el análisis de alternativas
- Participar en reuniones de coordinación y revisiones de campo conjuntas cuando sea apropiado.

- Participar en reuniones con el fin de resolver aspectos que podrían demorar la realización del proceso de evaluación ambiental o causar la negación de aprobación requerida para el proyecto bajo las leyes aplicables.
- Participar en el proceso de resolución de problemas, descrito en la sección 4 de este plan.

Aceptar la designación como agencia participante no indica apoyo al proyecto y no le proporciona a la agencia participante incremento en su supervisión o autoridad de aprobación mas allá de sus limites estatutarios, si se aplica.

Estructura de coordinación: las reuniones públicas y de inter agencias serán llevadas a cabo en ubicaciones clave a lo largo del proceso de EIS y seguirán dándose en el DEIS según se indica en la ***Gráfica 6***. Las oportunidades de involucramiento para las agencias participantes y el público a lo largo del proceso NEPA se describen a continuación:

Aviso de Intención: El 3 de abril de 2012, se publicó un Aviso de Intención (NOI) en el Registro federal indicando que la FTA y el Tránsito del Triángulo estarán preparando un EIS para el proyecto LRT D-O.

Reuniones de pre análisis consultivo: Durante la primera semana de mayo de 2012, se llevaran a cabo una reunión entre agencias, dos reuniones públicas y una de colaboradores y funcionarios electos todas sobre el pre análisis consultivo. El periodo de comentarios sobre el pre análisis consultivo finaliza el 18 de junio de 2012. El propósito de las reuniones públicas de pre análisis consultivo será presentar el alcance de la revisión NEPA y obtener comentarios sobre el borrador del Propósito y Necesidad, las alternativas a estudiar, los impactos a ser evaluados así como los métodos de evaluación a ser utilizados.

Planeación y desarrollo de las estaciones: Se coordinará con los representantes interesados en el proyecto incluyendo a agencias locales de planeación y ciudadanos sobre el desarrollo de los planos y ubicaciones de las estaciones. Las reuniones para la planeación y desarrollo de la estaciones serán llevadas a cabo simultáneamente con el proceso NEPA.

Anteproyecto del EIS: Un aviso de registro federal anunciará la disponibilidad para recibir comentarios en el DEIS y establecerá el periodo de revisión y

La opinión del público es fundamental para tomar decisiones sobre el proyecto y nuestra región. Este es el momento de involucrarse. Por favor envíenos sus comentarios antes del 18 de junio de 2012.

comentarios del público. Las audiencias públicas serán llevadas a cabo durante el periodo de revisión pública del DEIS. Las agencias cooperantes serán invitadas a revisar y presentar comentarios sobre el Anteproyecto Administrativo del Anteproyecto del EIS y a asistir a las audiencias públicas. Las agencias participantes serán invitadas a revisar y presentar comentarios sobre el DEIS y a asistir a las audiencias públicas.

Audiencias Públicas: Las audiencias públicas serán llevadas a cabo durante el proceso de revisión del público en el DEIS. Será publicado un anuncio sobre dichas audiencias en los periódicos locales de circulación general y en el sitio web del proyecto.

EIS Final: La coordinación del EIS Final será similar a la del DEIS. En el Registro Federal se publicará un anuncio de disponibilidad del FEIS para establecer además el periodo de revisión pública y de comentarios. Este anuncio también será publicado en diarios locales de circulación general. Se invitará a las agencias cooperantes a que revisen y presenten comentarios sobre el Anteproyecto Administrativo FEIS y las agencias participantes serán invitadas a revisar y presentar comentarios sobre el FEIS. Las agencias cooperantes y participantes recibirán notificación de la emisión del registro de decisión.

Coordinación subsecuente al registro de decisión: las agencias de autorización de permisos seguirán siendo consultadas durante el desarrollo del proceso de aplicación a permisos. La aplicación para los permisos serán entregadas y analizadas para apoyar las necesidades identificadas por las agencias de permisos.

Proceso de resolución de conflictos: El siguiente proceso deberá ser utilizado para identificar y resolver problemas que puedan surgir durante el proceso de evaluación ambiental de manera oportuna.

Las agencias líderes, cooperantes y participantes deben trabajar conjuntamente con el fin de identificar y resolver conflictos que puedan retardar la realización del proceso de evaluación ambiental o

que puedan causar la negación de cualquier aprobación necesaria bajo las leyes aplicables.

Las agencias líderes, cooperantes y participantes deben identificar tan pronto como sea posible, cualquier tema de preocupación sobre los posibles impactos humanos y/o ambientales. Temas de preocupación incluye cualquier aspecto que pueda retrasar o evitar que una agencia otorgue un permiso o aprobación necesaria para el proyecto.

¿Cómo puedo involucrarme?

La participación del público tiene dos importantes propósitos: (1) proporcionarle al público la información relacionada con las opciones y resultados identificados a través del proceso de planeación y análisis del proyecto, y (2) permitirle ayudar a establecer la dirección del proyecto.

En el transcurso de los últimos 24 meses, durante el proceso de AA, residentes, empleados, estudiantes, organizaciones, agencias gubernamentales y funcionarios electos de los condados de Durham y Orange examinaron las opciones y brindaron sus opiniones sobre la tecnología de los vehículos, rutas de rieles, y ubicación de las estaciones. Los comentarios fueron recibidos a través del sitio web del proyecto www.ourtransitfuture.com, vía correo y email, y se llevaron a cabo 19 talleres públicos y reuniones además de una audiencia pública del MPO de DCHC. Estos métodos de participación seguirán estando disponibles para el público.

El proceso de pre análisis consultivo conducirá el enfoque general del desarrollo del proyecto de tránsito de tren ligero D-O. Por lo tanto sus comentarios son importantes para asegurar que el alcance del proyecto refleje las necesidades, inquietudes y deseos de nuestra comunidad. La opinión del público es esencial para tomar decisiones prudentes para este proyecto y para el futuro de nuestra región. Esto es especialmente cierto durante el proceso de análisis pre consultivo.

Los comentarios deben enfocarse en identificar impactos específicos de índole social, económico y/o ambiental con el fin de ser evaluados y sugerir alternativas que puedan llevar a un menor impacto sin dejar de alcanzar los objetivos de transporte deseados. También deben enfocarse en los problemas y no indicar preferencia por una resolución en particular en este momento.

Gracias por su interés y participación continúa en el proyecto LRT D-O. Su involucramiento a lo largo del proceso de planeación y desarrollo de proyecto es fundamental para la implementación exitosa de un sistema de transporte de alta capacidad en el corredor D-O.

Permanezca en contacto a través de las redes sociales.

Facebook.com/OurTransitFuture

Twitter.com/TheTRTP



Reunión comunitaria pasado de el Futuro de Nuestro Tránsito

Coordinando el servicio de bus y tren






Los sistemas de calidad de bus y tren son dependientes entre sí. Servicio de autobús expandido, mejores horarios, servicios adicionales y horarios extendidos—será la primera fase a ser desarrollada en el Triángulo. El incremento en el servicio de autobús será implementado por el tránsito del triángulo y socios proveedores del servicio de transporte con el fin de asegurar que esta red también se conecte con las vías férreas.

Como la agencia de tránsito y transporte de pasajeros de la región, Tránsito del Triangulo trabaja de manera cercana con funcionarios electos y designados, así como con el personal de DATA, Chapel Hill Transit, Duke University Transit, la Ciudad de Durham, el condado de Durham, el condado de Orange, y las ciudades de Chapel Hill, Carrboro y Hillsborough, así como con el MPO de DCHC con el propósito de coordinar mejoras y adelantos en el servicio

PROGRAM PARTNERS

FTA
Federal Transit Administration

triangle transit

DCHC
Durham-Chapel Hill-Carrboro
METROPOLITAN
Planning Organization

North Carolina
Capital Area Metropolitan Planning Organization

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

DURHAM AREA TRANSIT AUTHORITY

Chapel Hill transit

cat

Orange County
North Carolina

DURHAM COUNTY
NORTH CAROLINA

WAKE COUNTY
NORTH CAROLINA

Tran
CARY TRANSIT

APPENDIX C: OFFICIALS BRIEFING PACKET BOOKLET

Our Transit Future
Triangle Regional Transit Program

Durham-Orange Light Rail Transit Project:

Officials Briefing



Below: Conceptual Transit-Oriented Development near Durham Station



www.ourtransitfuture.com



Ellen Reckhow
Chair, Board of Trustees
Triangle Transit

Our Transit Future

Triangle Regional Transit Program

Honorable Elected Federal, State and Local Officials,

I am contacting you to share information about the Triangle Regional Transit Program (TRTP) as we embark on a very important step – the scoping phase of the Durham-Orange Light Rail Transit (D-O LRT) Project. As you know, we have spent the last 18 months in an intensive study of the best way to connect Durham and Chapel Hill with a fixed guideway transit option. This project is being undertaken by the Federal Transit Administration (FTA), as the lead Federal agency, and Triangle Transit, the local sponsor, in partnership with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO).

During the scoping phase, we will actively consult with the public, elected officials and government agencies on the issues to be addressed in the federal environmental review process. The attached document describes the project and highlights opportunities for you and your constituents to participate in the scoping process.

You are invited to an Officials Briefing and listening session where the project team will present the corridor, technology, details, and timeline, and address your questions. You will have the opportunity to comment at this meeting and until June 18, 2012.

Date:	**May 3, 2012**
Time:	**10:00 A.M. – 12:00 Noon**
Location:	**The Durham Armory, 212 Foster Street, Durham, NC 27722**
Presenters:	**Triangle Transit and project team**
RSVP:	**online at www.ourtransitfuture.com**

The Triangle Regional Transit Program, led by Triangle Transit, will build the D-O LRT Project and work with area transit partners to expand bus service in Durham and Orange counties. This is an important investment that will provide high capacity transit service between the University of North Carolina Hospitals in Chapel Hill and Alston Avenue in east Durham, connecting the University of North Carolina at Chapel Hill, Duke University, regional medical centers, downtown Durham, North Carolina Central University, and other activity centers, as well as thousands of residents and workers along the corridor. It will likely become a magnet for growth as new buildings are developed near transit stations, putting people back to work in the real estate and construction trades and enabling companies to establish their business on the transit line. This is a sustainable way to grow our economy and will help us preserve open space.

We have experienced great public participation with this project, with more than 1,100 people attending public workshops and more than 74,000 unique visits to the project website. More importantly, Durham County residents voted in favor of a November 2011 referendum with 60 percent supporting a one-half cent sales tax for transit. A similar transit sales tax referendum is under consideration in Orange and Wake counties.

We offer this Briefing Packet for your review and consideration. I welcome the opportunity to meet with you to discuss these issues and others in our collective future. Please feel free to contact either General Manager David King or Director of Communications and Public Affairs Damien Graham at 919-485-7424 to ask questions or request additional information. I invite you to join me on May 3, 2012, from 10:00 A.M. -12:00 Noon for a very important briefing about this project.

Sincerely,



Ellen Reckhow
Chair, Board of Trustees
Triangle Transit

Table of Contents

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Technology	4
Proposed Funding Structure/Partnerships	5
The Scoping Process	6
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Updated material with links to more detailed information may be found at:
www.ourtransitfuture.com

How to Get Involved & Submit Comments

In Person:	Attend the Workshops
Online:	www.ourtransitfuture.com
By email:	info@ourtransitfuture.com
By mail:	TRTP P.O. Box 530 Morrisville, NC 27560
By phone:	1-800-816-7817

Deadline to Submit Comments : June 18, 2012

Lead Federal Agency
Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
Email: brian.smart@dot.gov

Local Project Sponsor
Damien Graham
Director of Communications & Public Affairs
Triangle Transit
Email: dgraham@triangletransit.org

Our Transit Future
Triangle Regional Transit Program

Introduction

Triangle Transit and area partners have been working together on expanded transit service. A component of this is called Our Transit Future, the Triangle Regional Transit Program (TRTP).

This briefing highlights the evolution of the TRTP from previous concepts and summarizes the current Durham–Orange Light Rail Transit (D-O LRT) Project, anticipated benefits and costs, and level of local and regional cooperation and support for the project.

Proposed transit expansion in Durham and Orange counties will include:

- Expanded bus coverage
- Increased bus frequency on high performance routes
- 17 miles of double track light rail service between Durham and UNC Chapel Hill

The Triangle Region is now home to 1.5 million residents with an additional million people expected by 2035. With the expected growth, we will experience high levels of traffic congestion. The D-O LRT Project was developed to help serve some of these growing mobility needs.

The Durham-Orange LRT Project will provide connections to North Carolina Central University, downtown Durham, Duke University, Duke University Medical Center, Durham Veterans Administration Medical Center, the Friday Center, UNC Hospitals and several park-and-ride lots. Convenient connections will be made to Amtrak, local, regional, and intercity buses in downtown Durham.

The trains will be electricified light rail, similar to the Lynx line connecting downtown Charlotte to points south along South Boulevard.

Travel time between the Alston Avenue/NCCU Station and UNC Hospitals will be approximately 35 minutes. The Project will generally follow the North Carolina Railroad Corridor, US 15-501, I-40, and NC 54.



Passengers board the Piedmont Amtrak service at the Durham Amtrak Station. Photo/Katy Warner, NCDOT

The total estimated costs for the Durham–Orange LRT Project is $1.4 billion in 2011 dollars, not including finance charges.

Significant private real estate investments are anticipated with LRT in the Durham–Orange Corridor, providing new opportunities for employment, retail, residential, and institutional development.



Visualization of light rail over NC 54 at the Friday Center in Chapel Hill

Project Background & Purpose

Planning for fixed-guideway transit in the Triangle Region began over 20 years ago, and a number of transit studies have been conducted to advance the program. Recently:

- Between 2007 and 2009, Triangle Region stakeholders collaborated to identify a transit vision through the leadership of a Special Transit Advisory Commission (STAC). The vision was adopted into the 2035 Joint Long-Range Transportation Plan, which included LRT in the D-O Corridor.
- In 2009, the NC General Assembly passed House Bill 148 to enable local funding with a one-half cent sales tax, subject to referenda. Durham, Orange and Wake counties are now able to fund transit investments through local sales tax initiatives.
- In 2010, all fixed-guideway transit corridors were analyzed and implementation priorities were determined, including the D-O Corridor.
- In 2011, Durham County passed a transit sales tax referendum with 60 percent of the popular vote.

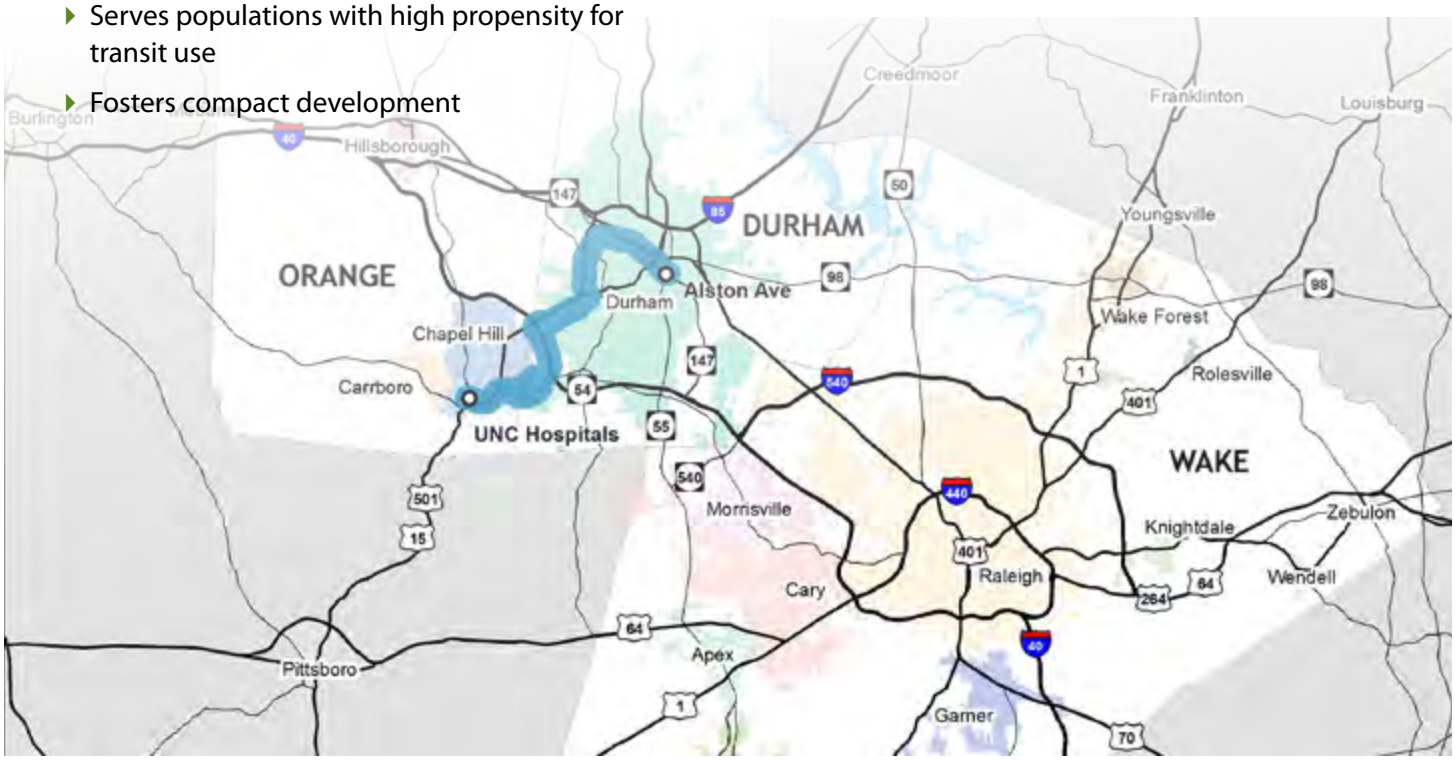
The Durham–Orange LRT Project will help provide a transit solution that:

- Enhances mobility
- Expands transit options
- Serves populations with high propensity for transit use
- Fosters compact development

Over the next 20 years, the area served by the Durham–Orange LRT Project will be home to an additional 56,000 residents and 81,000 new jobs. High levels of traffic congestion are now common and are anticipated to worsen. Daily person trips will increase 73 percent in the corridor. Additional tools are needed to address growing transportation challenges. The D-O Corridor needs a better multi-modal transportation system which offers travel choices – including improved bus and rail transit service.

Challenges to accommodating growth in the corridor include:

- Roads unable to accommodate increased travel demand
- Current limited capacity and availability of transit service
- Bus delays due to traffic congestion
- Limited transit service for university-related trips
- Limited service for transit-reliant people
- Existing transit infrastructure not supportive of adopted land use plans
- Existing transit infrastructure unable to serve economic development objectives

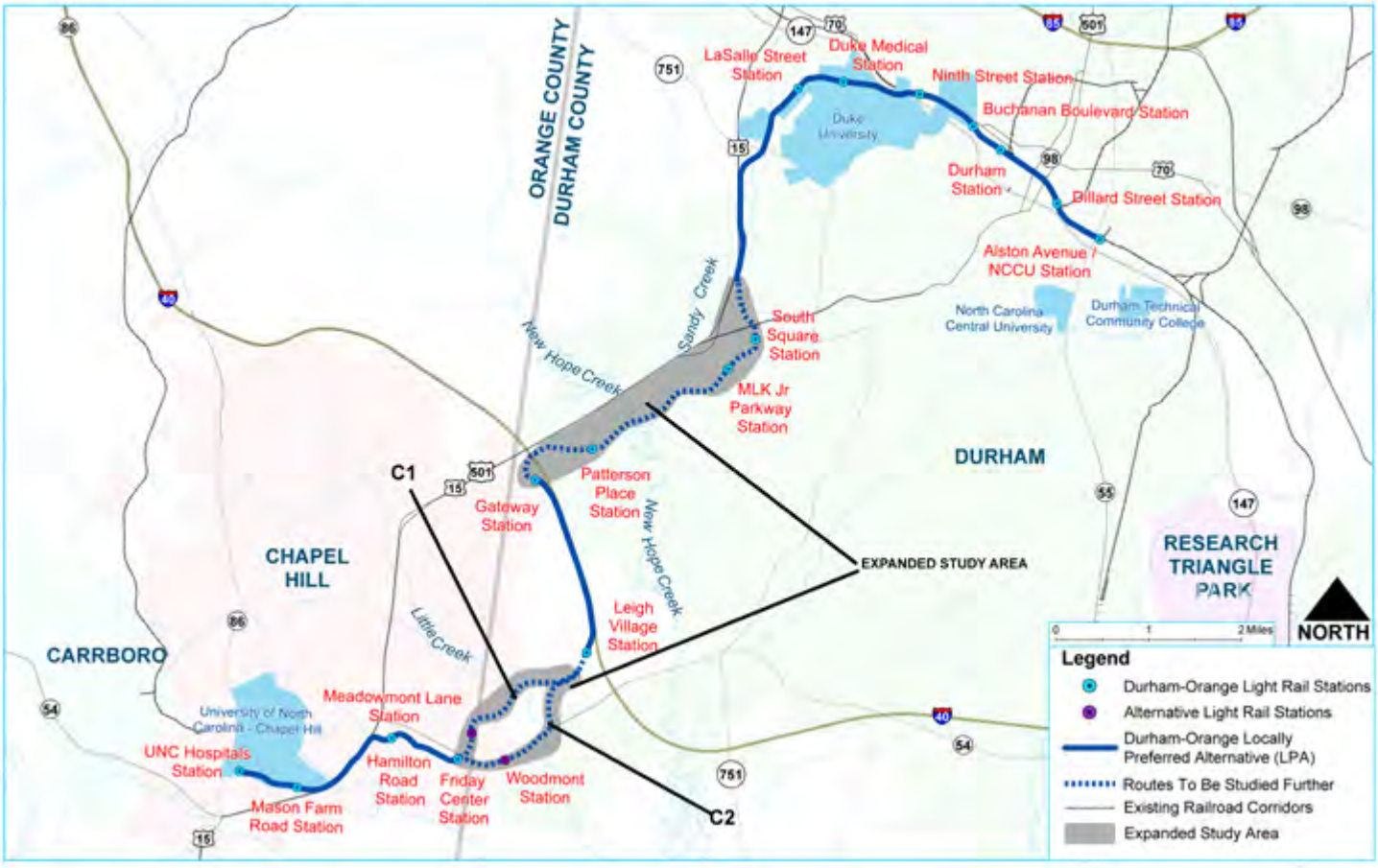


Alternatives Analysis

Through an Alternatives Analysis (AA), a range of alignments or routes were analyzed and the most promising transit alternatives were identified for further evaluation. The AA identified LRT as the transit technology that best satisfies the draft Purpose and Need for premium transit service in the Durham-Orange Corridor by enhancing mobility, expanding transit options between Durham and Chapel Hill, serving populations with a high propensity for transit use, and fostering compact development and economic growth.

While an exclusive-running Bus Rapid Transit (BRT) alternative has the potential to meet the project's draft Purpose and Need and is competitive in meeting most project goals, it does not perform as well as LRT in supporting compact development and economic growth, travel time savings, and the cost effectiveness of expanding long-term transit capacity. Local and regional stakeholders place a high level of importance on economic development potential and focusing growth within the proposed transit corridor through transit-oriented development. LRT has a high level of demonstrated public support and a proven record of producing local and regional economic development benefits by enhancing and focusing growth within corridors. On February 8, 2012, the Durham-Chapel Hill-Carrboro MPO Transportation Advisory Committee unanimously adopted the LRT Alternative as the Locally Preferred Alternative (LPA). The Alternatives Analysis findings are available on the project website at http://www.ourtransitfuture.com/index.php/projects/durham-orange/ .

Proposed Durham-Orange Light Rail Transit Project



Technology

Light Rail Transit (LRT) is the recommended technology for the Durham–Orange Corridor. LRT uses lighter-weight electrically-powered rail cars operating in a fixed guideway. It typically operates trains of up to three cars and is well suited for closely-spaced stations. LRT operates on its own exclusive track within a railroad corridor or in city streets next to travel lanes.

The Durham–Orange LRT route, which is 17 miles long, generally follows the North Carolina Railroad Corridor, US 15-501, I-40, and NC 54. These roads are congested during peak periods and have a high demand for transit service. The LRT route features three travel markets which include trips throughout the day:

- Work and student trips to Duke University, Duke University Medical Center, the Durham VA Medical Center, and downtown Durham from the west
- Work and student trips to UNC and UNC Hospitals from the east
- Work and shopping trips from East Durham to retail stores along US 15-501

The Durham-Orange Corridor features significant special event attractions such as Durham Performing Arts Center, the Durham Bulls Athletic Park, Brightleaf Square, Ninth Street District, the Friday Center and the Dean Smith Center at UNC. Some of the most densely populated areas in the Triangle, including UNC's main campus and Duke's east campus, are within a short walk of the proposed rail stations. This rail corridor is well-positioned to capture some of the approximately 6,000 current daily bus riders from points east traveling to UNC.



Light Rail Transit in Seattle. Photo/Peter Ehrlich

Coordinating Bus and Rail Service







Quality bus and rail systems depend on each other. Expanded bus service -- improved scheduling, additional service and longer hours -- will be the first phase to be rolled out in the Triangle. The increase in bus service will be implemented by Triangle Transit and transit service provider partners to ensure this network connects to the rail lines as well.

As the region's transit and ridesharing agency, Triangle Transit is working closely with elected and appointed officials, as well as staff from DATA, Chapel Hill Transit, Duke University Transit, the City of Durham, Durham County, Orange County and the towns of Chapel Hill, Carrboro, and Hillsborough, and the DCHC MPO to coordinate future service improvements and enhancements.

Proposed Funding Structure and Partnerships

Similar to other projects across the country, we will need a combination of funds to implement the Durham-Orange Light Rail Transit Project.

Federal Support

Federal support will be requested to supplement state and local funding. A New Starts application will be made to the Federal Transit Administration by Triangle Transit in August 2012. New Starts is a discretionary federal program that funds major transit projects. The federal funding share is anticipated to be 50 percent to match state and local shares.

State Support

State funding will be requested to supplement the federal and local shares. A future appropriation will be pursued to provide 25 percent of the project costs.

Local Support

When House Bill 148 was passed in 2009, it enabled Durham, Orange and Wake Counties to levy a one half-cent sales tax for public transportation, subject to referendum. In June 2011, the Durham County Board of Commissioners approved the Durham Bus and Rail Investment Plan and voted to put a one-half cent sales tax on the November 2011 ballot to fund public transportation improvements. On November 8, 2011 Durham County voters approved a one-half cent sales tax, with more than 60 percent of voters in support of the measure. On February 8, 2012, the Durham-Chapel Hill-Carrboro MPO approved the D-O LRT Project as the Locally Preferred Alternative to be advanced for further study.

The Durham transit tax would to generate approximately $19 million in 2013. If Orange County's transit tax is approved, it would generate approximately $5 million in 2013.*

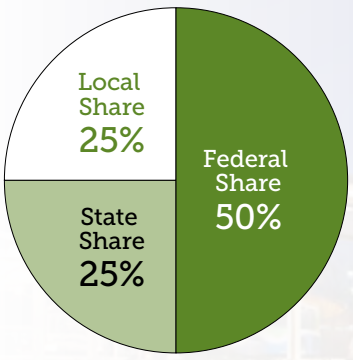
* Estimates from Durham and Orange County Finance Officers, Spring 2012

Regional Coordination

Transit planning is a collaborative process involving many regional partners in the Triangle. The results include:

- Regional Transit Vision, Special Transit Advisory Commission (2008)
- 2035 Joint Long-Range Transportation Plan (2009)
- Congestion Relief and Intermodal Transportation 21st Century Fund (HB 148) (2009)
- Triangle Regional Transit Program Transitional Analysis (2010)
- Durham County Bus and Rail Investment Plan (June 2011)
- Alternatives Analyses for Durham–Orange, Durham–Wake, and Wake corridors (2011)

Future Project Development Requests
$1.4 billion (2011 dollars)



The Scoping Process

Scoping is the juncture at which open coordination with Federal, state, and local agencies, elected officials, project partners, and the public is conducted to identify and define the issues to be studied in detail through the National Environmental Policy Act (NEPA) process.

Public input has been a key element in the development of the Durham–Orange LRT Project. A proactive, meaningful, and effective approach to soliciting public input has been used to reach a broad cross-section of the public, including local and regional agencies, transit operators, current transit users, minorities, and residents and employees in different localities.

Tools and Techniques

- Public Workshops and Open Houses
- Public Meetings and Traveling Exhibits
- Call-in line, postal mailing address, and email
- Public Presentations
- Opinion Surveys
- Project Website – www.ourtransitfuture.com
- Agency Coordination Meetings
- Steering Committee Meetings
- Email Updates
- Project Videos
- Social Media

Past Efforts

Nineteen public workshops have been held throughout the region. To date, more than 1,100 people have attended.

Next Step: Scoping

There are four scoping meetings. The Elected Officials Briefing and Listening Session will take place on May 3, 2012, from 10 A.M. to 12 Noon at the Durham Armory, which is located at 212 Foster Street in downtown Durham. The Scoping Information meeting for Regulatory Agencies will be held on May 2, from 1:00 to 3 P.M. at Extraordinary Ventures.

We hope you will encourage your constituents to participate in one of Public Workshops which are being held in Chapel Hill and Durham as listed below:

- **Public Workshop 1 – May 2 from 4:00 to 7:00 P.M. at Extraordinary Ventures in Chapel Hill**
- **Public Workshop 2 – May 3 from 4:00 to 7:00 P.M. at the Durham Armory**



Public Workshops will be held May 2 & 3, 2012.

May 2 Wednesday

Durham–Orange LRT Project Briefing for Regulatory Agencies
1:00 to 3:00 P.M.

Public Workshop
4:00 to 7:00 P.M.

Extraordinary Adventures
200 S. Elliott Rd., Chapel Hill

May 3 Thursday

Durham–Orange LRT Project Briefing for Federal, State and Local Officials
10:00 A.M. to 12:00 Noon

Public Workshop
4:00 to 7:00 P.M.

Durham Armory
212 Foster St., Durham

Project Schedule

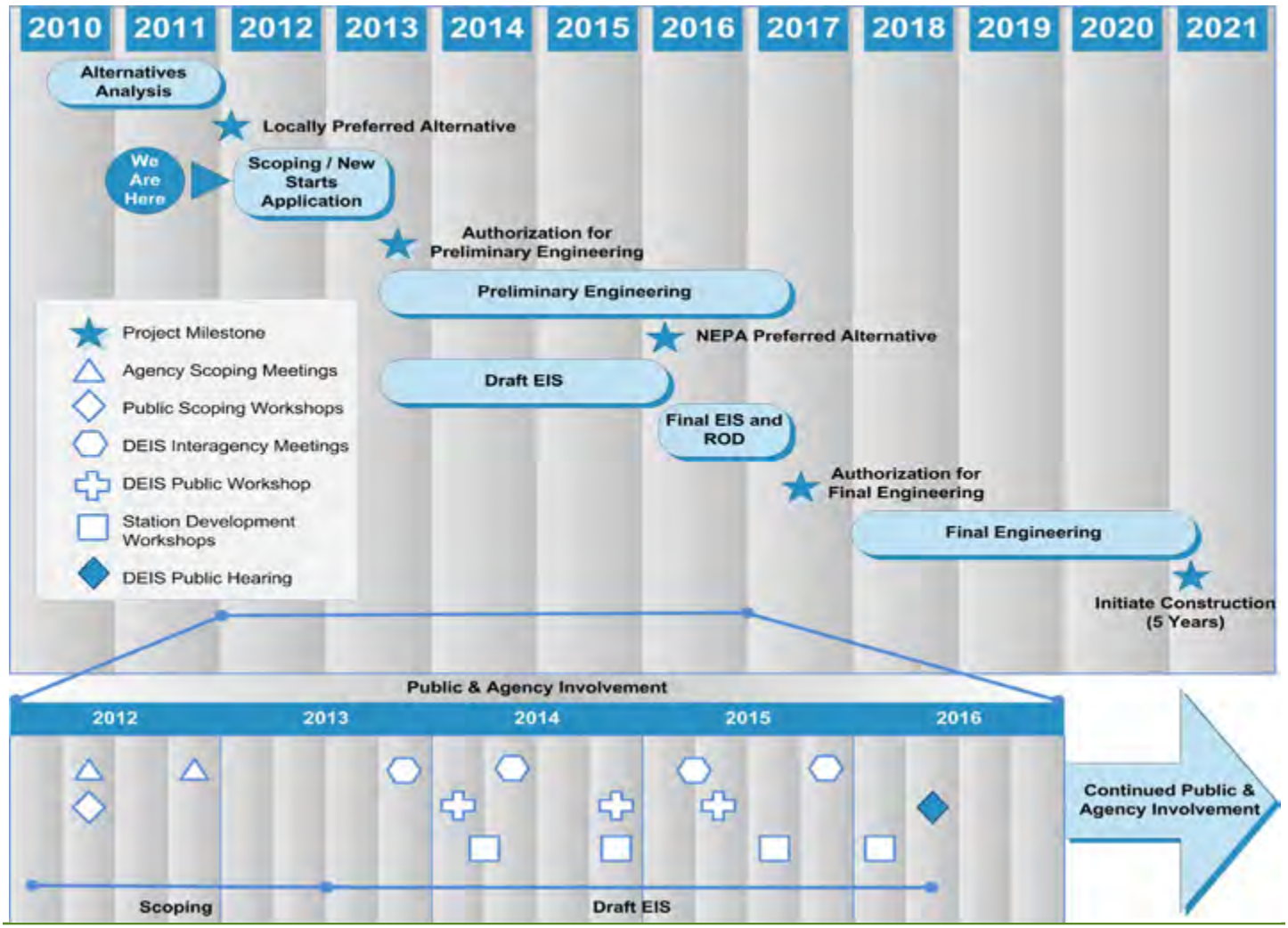
Following envrionmental scoping, an application will be made to the Federal Transit Administration for funding through the New Starts Program.

Transit projects that may be considered for Federal funding must follow the Federal Transit Administration (FTA) Planning and Project Development process and the National Environmental Policy Act (NEPA) process. Upon completion of the D-O LRT Project scoping process and related FTA and NEPA requirements, authorization to begin Preliminary Engineering (PE) and preparation of the Draft Environmental Impact Statement (DEIS) will be sought from FTA.

As projects are developed and advanced through preliminary engineering, more in-depth information is developed about the design, cost, benefits, and potential environmental impacts and mitigation measures. FTA authorization is required to proceed with each phase.

Alignment options and/or alternative(s) may be eliminated after environmental impacts are documented and examined. After completion of the DEIS, the NEPA Preferred Alternative will be selected based on the evaluation of environmental considerations, determinations by regulatory agencies and comments received from the public and project participants. The project will then move into the Final EIS (FEIS) phase. Once the FEIS is complete and all NEPA and FTA requirements have been satisfied, FTA will issue a Record of Decision (ROD), thereby establishing completion of the environmental review process. Advancement to subsequent phases will depend on implementation priorities and available federal, state and local funding.

Thank you for your interest and continued support of the D-O LRT Project. We look forward to working with you on each phase of this project to build Our Transit Future.



APPENDIX D: SCOPING MEETING MATERIALS

PART 1: AGENCY MEETING

SIGN-IN SHEETS
HANDOUTS
AGENCY PRESENTATION
AGENCY MEETING MINUTES

2-May-2012 (23)

(1)

Sign-in Sheet **Meeting Date:** Agency Meeting

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Travis Wilson	travis.wilson@ncwildlife.org	27522	a. private citizen b. official c. non-profit representative d. other NCWRC
Heather Hildebrandt	heather.hildebrandt@ncdenr.gov	27587 27699	a. private citizen (b. official) c. non-profit representative d. other
Charlie Benton	charles.benton@urs.com	27615	a. private citizen b. official c. non-profit representative (d. other) URS Corp.
DAVID BONK	dbonk@townofchapelhill.org	27514	a. private citizen (b. official) c. non-profit representative d. other
Michael Hosey	michael.l.hosey.ii@usace.army.mil	27559	a. private citizen ~~b. official~~ c. non-profit representative d. other
MIKE KNEIS	MKNEIS@NCDOT.GOV	27713 27704	a. private citizen (b. official) c. non-profit representative d. other
Sarah McRae	sarah_mcrae@fws.gov	27278 27636	a. private citizen b. official c. non-profit representative d. other USFWS
MICHELLE R. GRAY	~~farm~~farmergray@ncdot.gov	27704	a. private citizen (b. official) c. non-profit representative d. other
James Lastinger	james.c.lastinger@usace.army.mil	27587	a. private citizen (b. official) c. non-profit representative d. other USACE
Meg Scully	MScully@durhamcountync.gov	27514 27701	a. private citizen b. official c. non-profit representative (d. other) County staff
Rob Ridings	rob.ridings@ncdenr.gov	27699	DWQ

2-May-2012

Sign-in Sheet **Meeting Date:** Agency Meeting

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Jean Gibby	Jean.B.Gibby@usace.army.mil	27587 same	a. private citizen b. official c. non-profit representative (d. other) USACE
Helen Youngblood	Helen.Youngblood@DurhamNC.gov	27701	a. private citizen b. official c. non-profit representative d. other Durham City/Co. planning
Renee Gledhill-Earley	renee.gledhill-earley@ncdcr.gov	27605	a. private citizen (b. official) c. non-profit representative d. other
Francis Ferrell	Francis.E.Ferrell@usace.army.mil	27559 27707	a. private citizen (b. official) c. non-profit representative d. other
Allison Weakley	allison.weakley@ncdenr.gov	27312 27699	a. private citizen b. official c. non-profit representative (d. other) ~~NCDENR~~ ~~NHP~~
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other

Our Transit Future
Triangle Regional Transit Program

Durham-Orange Light Rail Transit Project

Scoping Information Booklet



Light Rail Transit in Charlotte

Public and Agency Scoping Begins on the Durham-Orange LRT Project

Travel between Chapel Hill and Durham is becoming increasing difficult as more and more people move to the Triangle Region. High growth rates in the Region are expected to continue over the next twenty years, adding to the existing strain on our transportation system. When traffic congestion increases, the reliability of the transportation system decreases. For some time, local leaders and transportation planners have recognized the need for predictable and dependable alternatives to driving in the congested corridor between Durham and Chapel Hill, two of the Triangle's most prominent municipalities. Therefore, the purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

- Need to enhance mobility
- Need to expand transit options between Durham and Chapel Hill
- Need to serve populations with high propensity for transit use
- Need to foster compact development

Additional detail summarizing these needs is provided on page 5.

Through an Alternative Analysis (AA) recently completed for the D-O Corridor, alternative transit technologies and alignments that met the identified transit needs of the corridor were evaluated. The AA concluded with project stakeholders selecting a Locally Preferred Alternative (LPA) which defined the locally preferred transit vehicle technology, the general route, and termini of the proposed transit project. Potential station locations were also identified during the AA process.

WHAT'S INSIDE

What is Scoping?	p. 3
How was the LPA determined?	p. 3
Project development process	p. 4
Project Purpose & Need	p. 5
Alternatives to be studied	p. 6
Environmental Impacts	p. 9
Draft Project Coordination Plan	p.11
How do I get involved?	p. 15

PUBLIC SCOPING WORKSHOP SCHEDULE

Two Public Workshops

Wed., May 2, 2012 ♦ 4:00 – 7:00 P.M.
Extraordinary Ventures
200 S. Elliott Rd., Chapel Hill

Thu., May 3, 2012 ♦ 4:00 – 7:00 P.M.
The Durham Armory
212 Foster St., Durham

HOW TO GET INVOLVED AND SUBMIT COMMENTS

In Person: Attend the Workshops

Online: www.ourtransitfuture.com
For materials and comments

By email: info@ourtransitfuture.com

By mail: TRTP
P.O. Box 530
Morrisville, NC 27560

By phone: 1-800-816-7817

Deadline for Comments
June 18, 2012

LEAD FEDERAL AGENCY

is the Federal Transit Administration (FTA), whose point of contact is:

Mr. Brian C. Smart
Environmental Protection Specialist, Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303
404-865-5607

Our Transit Future

Triangle Regional Transit Program

Durham-Orange Light Rail Transit Project Scoping Meeting

Resource Agencies

May 2, 2012

Slide presentation included the Overview of the Triangle Regional Transit Program video, click here to view.

Introduction

Our Transit Future
Triangle Regional Transit Program

Purpose of the Meeting

To provide information to project stakeholders and to receive input on the scope of the federal environmental review process in accordance with the National Environmental Policy Act (NEPA).

Meeting Agenda

Our Transit Future
Triangle Regional Transit Program

- Introductions
- What is your role?
- What is the process?
- What is the purpose and need for the project?
- What is the project?
- What will be studied?
- How will stakeholders be involved?
- What is the project schedule?
- Corridor Review Comments

Program Partners

























What is your role?

What is your role?

Our Transit Future
Triangle Regional Transit Program

Project Agency Coordination

- Lead Agencies
  - Federal Lead Agency: Federal Transit Administration (FTA)
    - Brian Smart – Environmental Protection Specialist
  - Local Lead Agency: Triangle Transit
    - Damien Graham – Dir. of Communications & Govt. Affairs
    - Greg Northcutt – Dir. of Capital Development
- Other Participating Agencies

What is your role?

Our Transit Future
Triangle Regional Transit Program

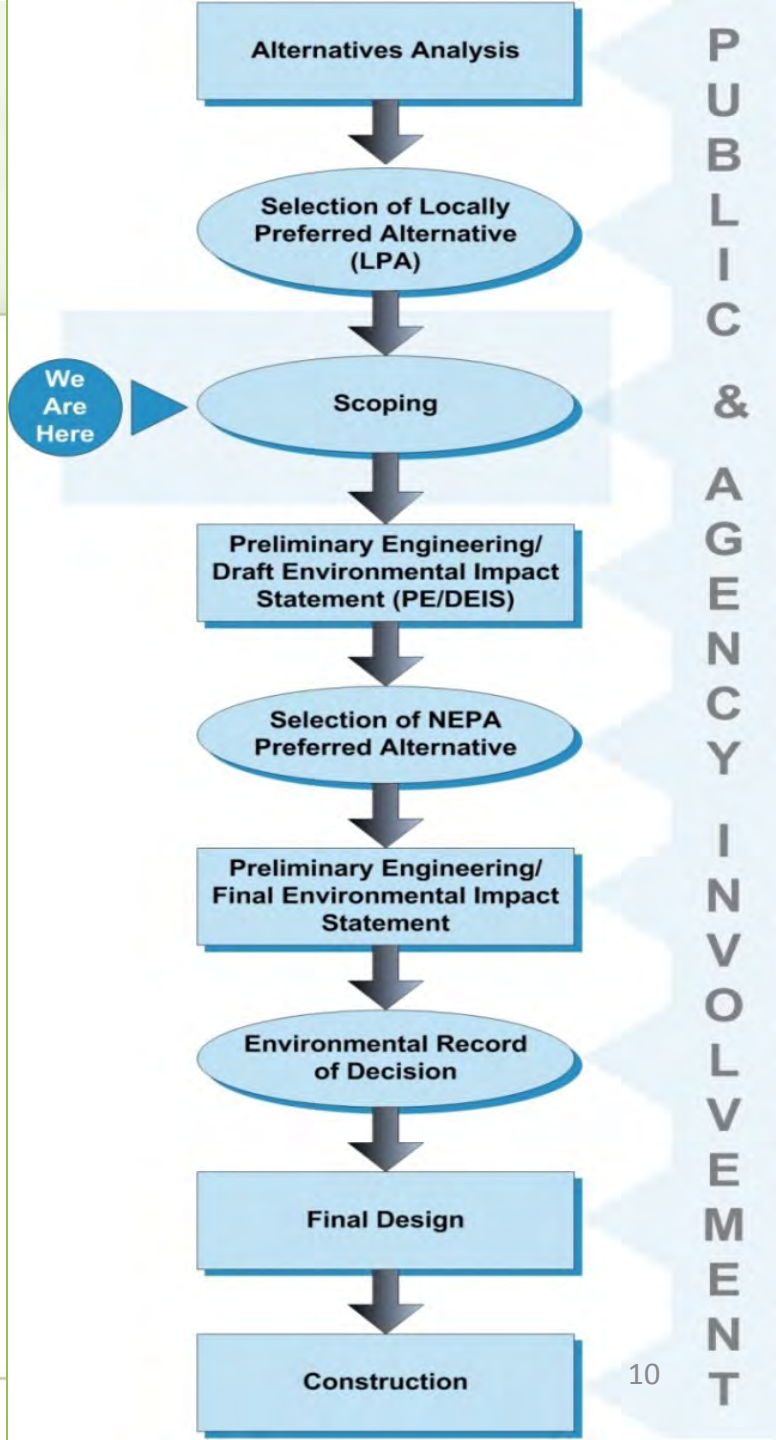
Responsibilities of participating agencies:

- Early identification of issues - human, natural, or built environmental impacts
- Meaningful and early input
- Participate in coordination meetings
- Participate in issue resolution process
- Provide point of contact information
- Provide point of contact information

What is the process?

What is the process?

FTA Project Planning and Development Process



What is the process?

Our Transit Future
Triangle Regional Transit Program

Environmental Scoping Purpose:

- Present information about the project
- Obtain input on Purpose and Need, alternatives under consideration, and impacts to be evaluated
- Inform the public and governmental review agencies that the FTA and Triangle Transit will be preparing an EIS for this project

What is the process?

Our Transit Future
Triangle Regional Transit Program

Environmental Scoping Process

- Public, elected officials, and interested government agencies assist in shaping the course and direction of the environmental review process and ultimately the project that will be implemented
- Juncture at which open coordination with Federal, state, and local agencies, elected officials, project partners, and the public is conducted to identify and define the issues to be studied in detail through the NEPA environment review process

What is the purpose and need for the project?

Draft Purpose & Need

Our Transit Future
Triangle Regional Transit Program

Purpose:

The purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

Need:

- Need to enhance mobility
  - Capacity of roadway system cannot accommodate increased travel demand.
  - Limited capacity and availability of transit service.
- Need to expand transit options between Durham and Chapel Hill
  - Existing buses operate in mixed traffic along increasingly congested roadways.
  - Bus travel time offers no savings over automobile.
  - Lack of premium service that can attract choice riders.

Draft Purpose & Need

Our Transit Future
Triangle Regional Transit Program

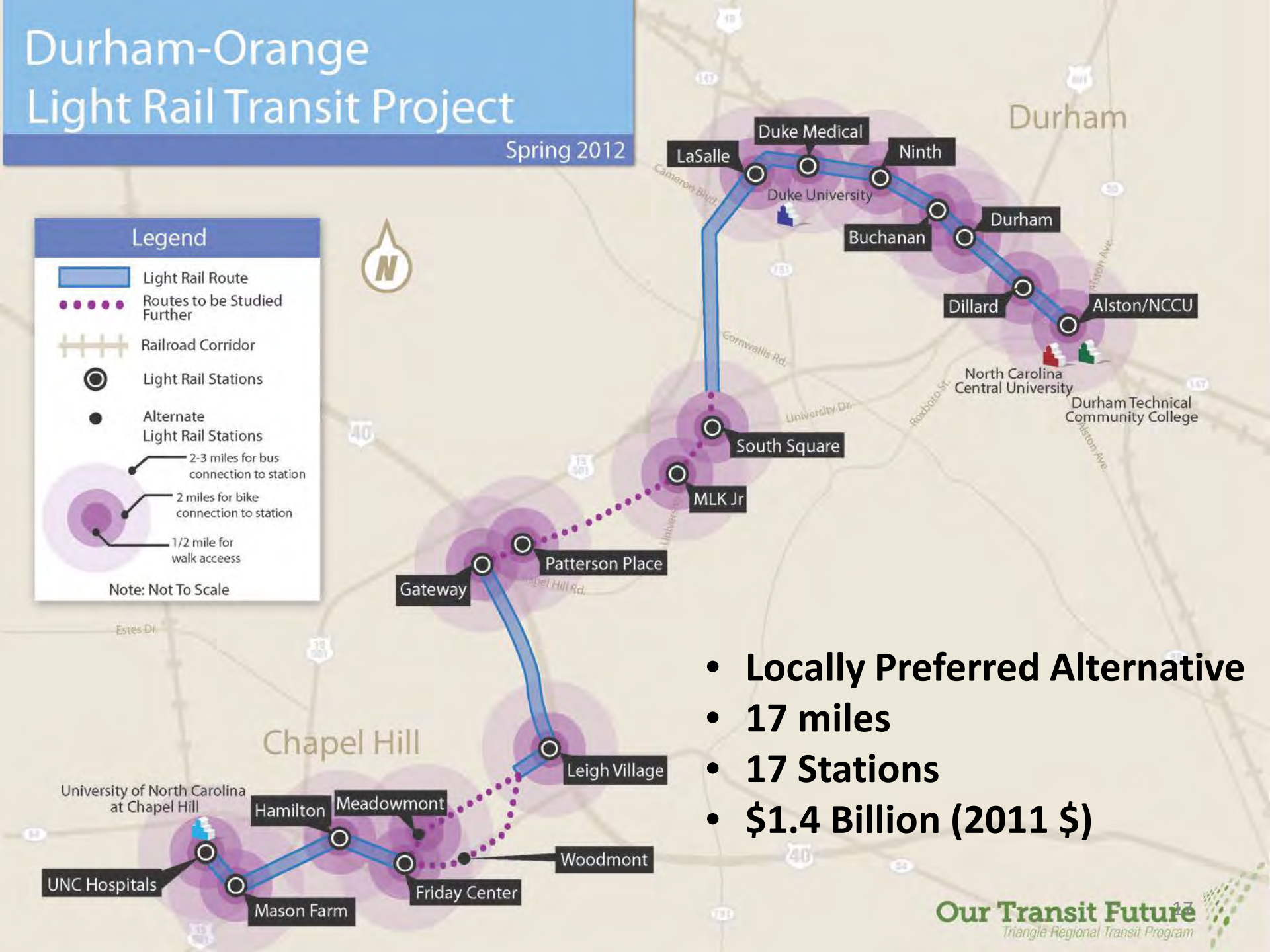
Need:

- Need to serve populations with high propensity for transit use
  - Limited transit service for university travel markets
  - Limited transit service for transit-dependent populations
- Need to foster compact development
  - Existing transit infrastructure is not supportive of land use plans
  - Existing transit infrastructure does not support long-term economic development

What is the project?

Durham-Orange Light Rail Transit Project

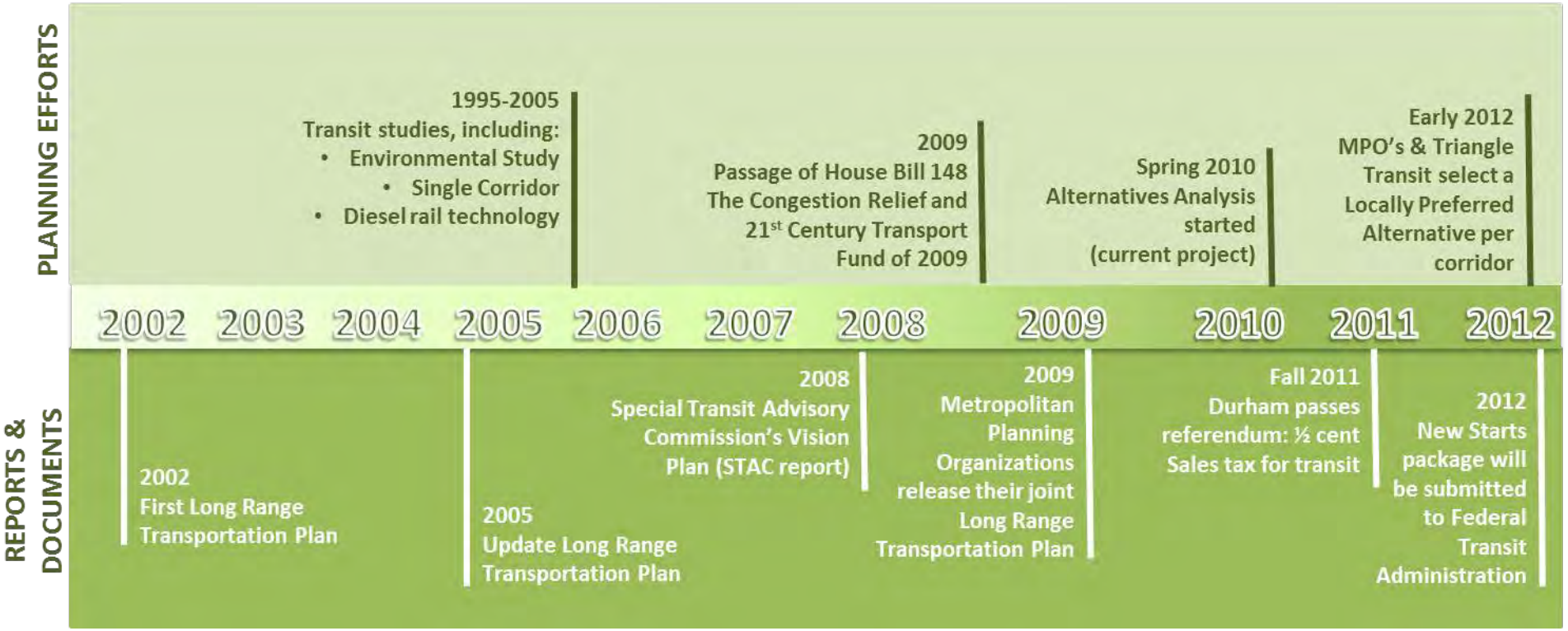
Spring 2012



- **Locally Preferred Alternative**
- **17 miles**
- **17 Stations**
- **$1.4 Billion (2011 $)**

Project Background

Our Transit Future
Triangle Regional Transit Program

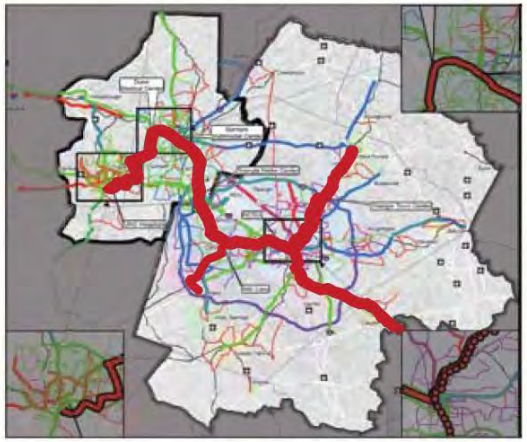


Project Background

Our Transit Future
Triangle Regional Transit Program

2035 Long Range Transportation Plan

Study areas are based on the CAMPO and DCHC MPO approved Long Range Transportation Plan of Spring 2009.



Starting Point for Analysis



Project Background

Our Transit Future
Triangle Regional Transit Program

Transitional Analysis defined Priority Study Corridors - May 2010 – Sept 2010

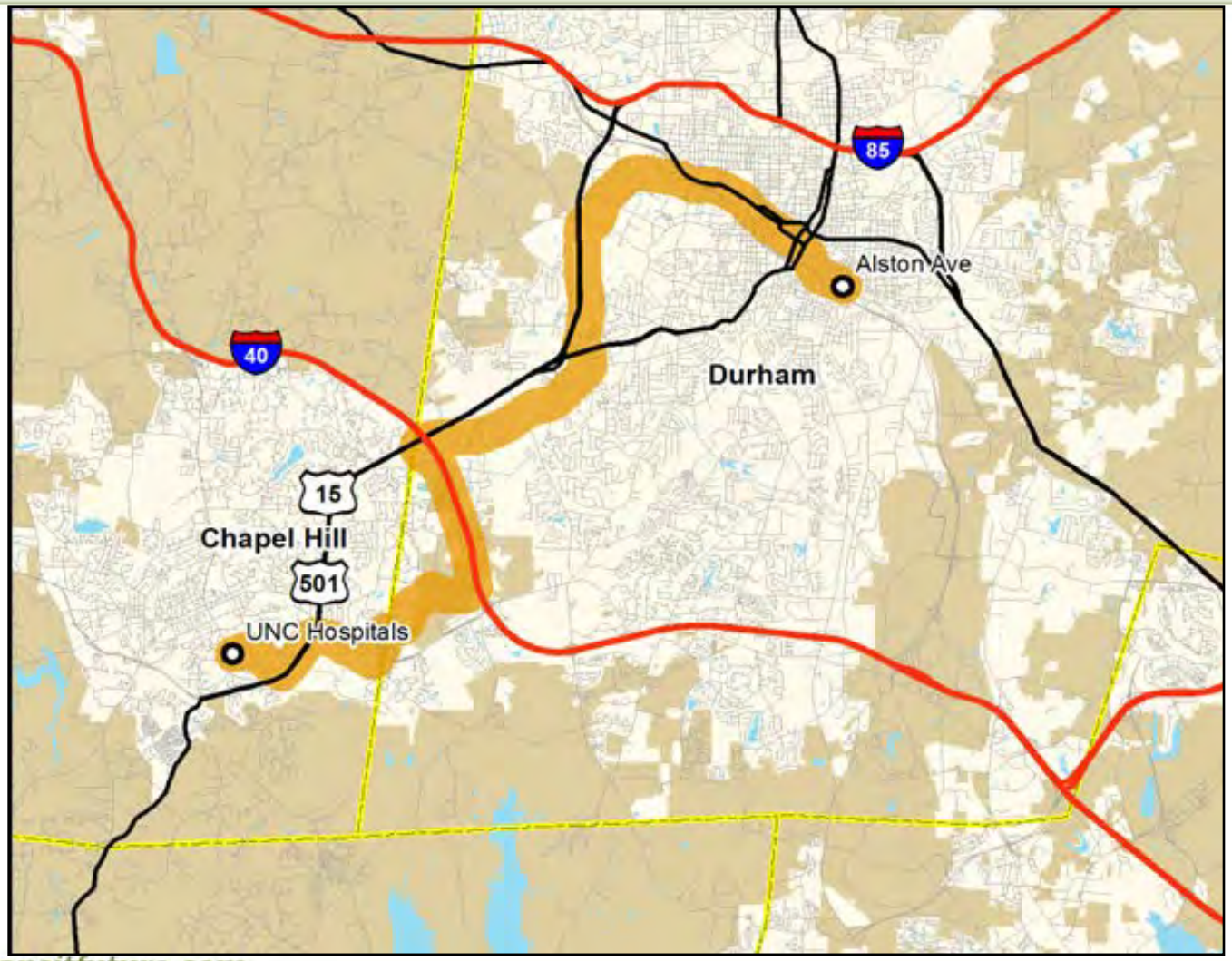
- Wake County Corridor
- Durham-Wake County Corridor
- Durham-Orange County Corridor

Criteria

- Mobility
- Financial
- Land Use
- Socioeconomic

Durham-Orange Corridor

Our Transit Future
Triangle Regional Transit Program



Alternatives Analysis

Our Transit Future
Triangle Regional Transit Program

Alternatives Analysis Process - Sept 2010 – July 2011

- Technical analysis determining the alignment, technology, and conceptual station locations that best meet the Purpose and Need and would be most competitive for state and federal funding
- Required first step if we seek federal funding

Project History

Our Transit Future
Triangle Regional Transit Program

AA Goals and Evaluation Criteria

Goals	Conceptual Screening Criteria	Detailed Evaluation Criteria
Goal 1: Improve mobility through and within the study corridor. Goal 2: Increase transit efficiency and quality of service. Goal 3: Improve transit connections.	▪ Potential transit ridership *(Population and Employment Concentrations/ Suitability of Transit Mode)*	▪ 2035 Ridership Forecasts ▪ Transportation Operations *(Traffic Impacts/Travel Times)* ▪ Expansion Potential
Goal 4: Support local and regional economic development and planned growth management initiatives.	▪ Consistency with existing plans and studies ▪ Community support	▪ Economic Development Potential ▪ Public and Agency Support
Goal 5: Foster environmental stewardship.	▪ Irresolvable environmental impacts	▪ Environmental Impacts *(Property, Visual, Wetland and Stream, Section 4(f) Resource, Air Quality, and Construction Impacts)*
Goal 6: Provide a cost-effective transit investment.	▪ Technical and financial feasibility	▪ Cost

Station Planning

Our Transit Future
Triangle Regional Transit Program

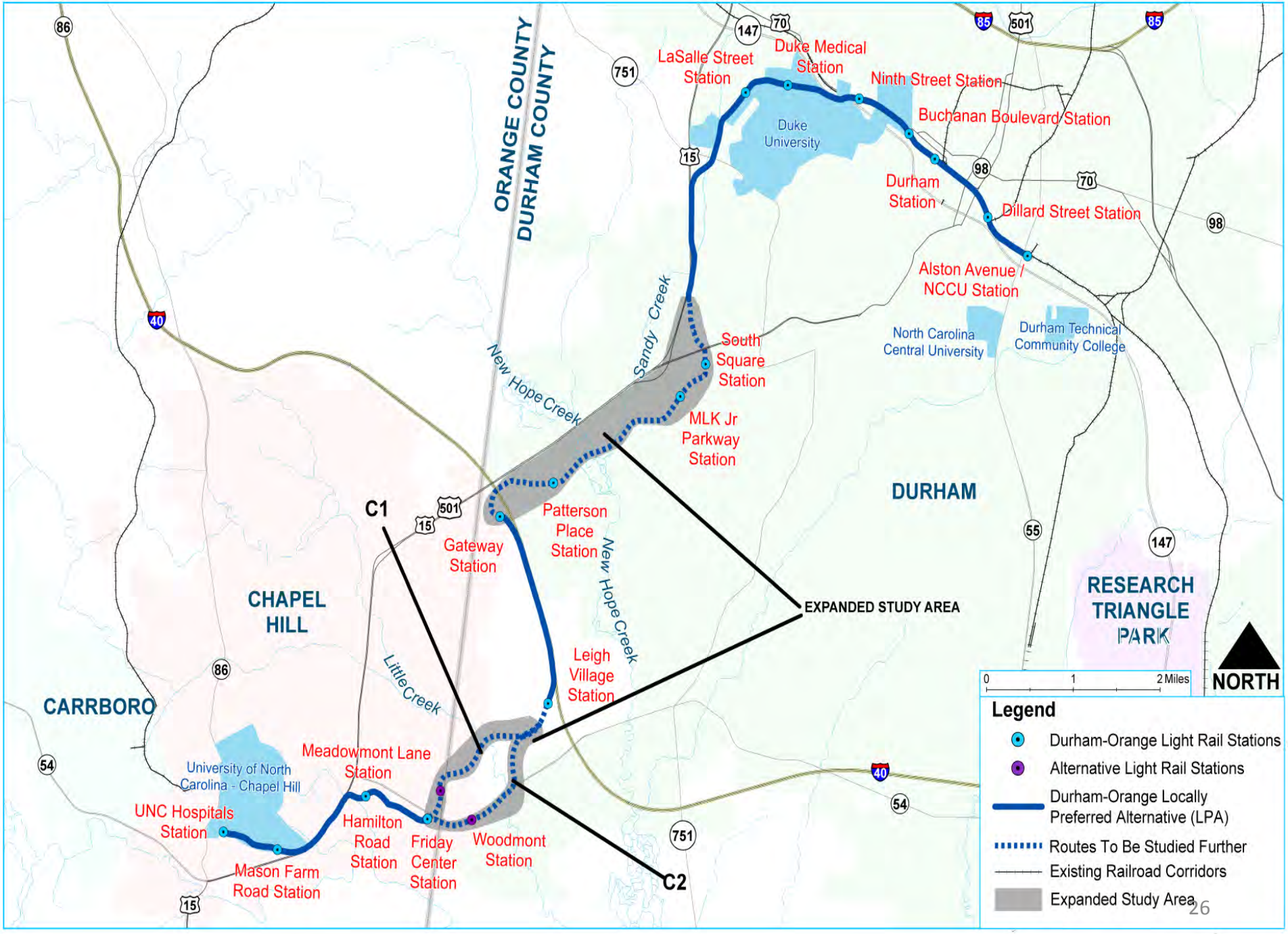


Project History

Our Transit Future
Triangle Regional Transit Program

Locally Preferred Alternative (LPA) Adoption:

- July 2011: Draft Alternatives Analysis Recommendation published for review and comment
- DCHC MPO holds public meetings and hearings
- February 2012: Durham-Chapel Hill-Carrboro MPO Adoption of LPA


ORANGE COUNTY
DURHAM COUNTY
LaSalle Street Station
Duke Medical Station
Ninth Street Station
Buchanan Boulevard Station
Duke University
Durham Station
Dillard Street Station
Alston Avenue / NCCU Station
North Carolina Central University
Durham Technical Community College
Sandy Creek
New Hope Creek
South Square Station
MLK Jr Parkway Station
DURHAM
C1
Patterson Place Station
Gateway Station
New Hope Creek
EXPANDED STUDY AREA
CHAPEL HILL
RESEARCH TRIANGLE PARK
Leigh Village Station
Little Creek
CARRBORO
Meadowmont Lane Station
University of North Carolina - Chapel Hill
UNC Hospitals Station
Hamilton Road Station
Friday Center Station
Woodmont Station
Mason Farm Road Station
C2
0 1 2 Miles
NORTH
Legend
Durham-Orange Light Rail Stations
Alternative Light Rail Stations
Durham-Orange Locally Preferred Alternative (LPA)
Routes To Be Studied Further
Existing Railroad Corridors
Expanded Study Area

Durham-Orange LPA

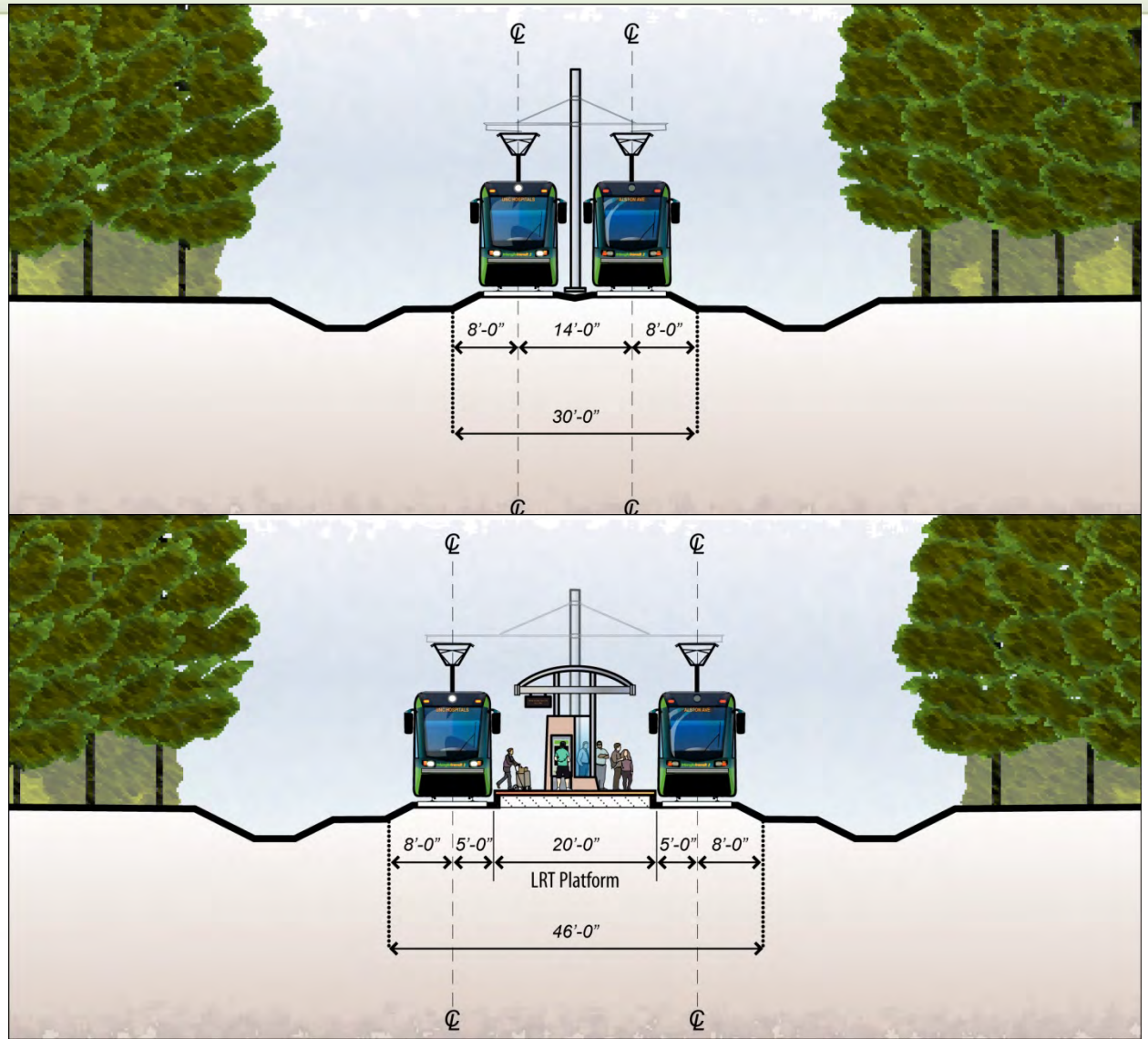
Our Transit Future
Triangle Regional Transit Program

Locally Preferred Alternative:

- 10-minute peak hours; 20-minute off-peak hours headway
- End to end travel time 35 minutes
- Double-tracked throughout
- Primarily at-grade in a dedicated and shared right-of-way
- Elevated sections
- 17 stations - location refinements, layouts and designs will determined during the PE/EIS phase

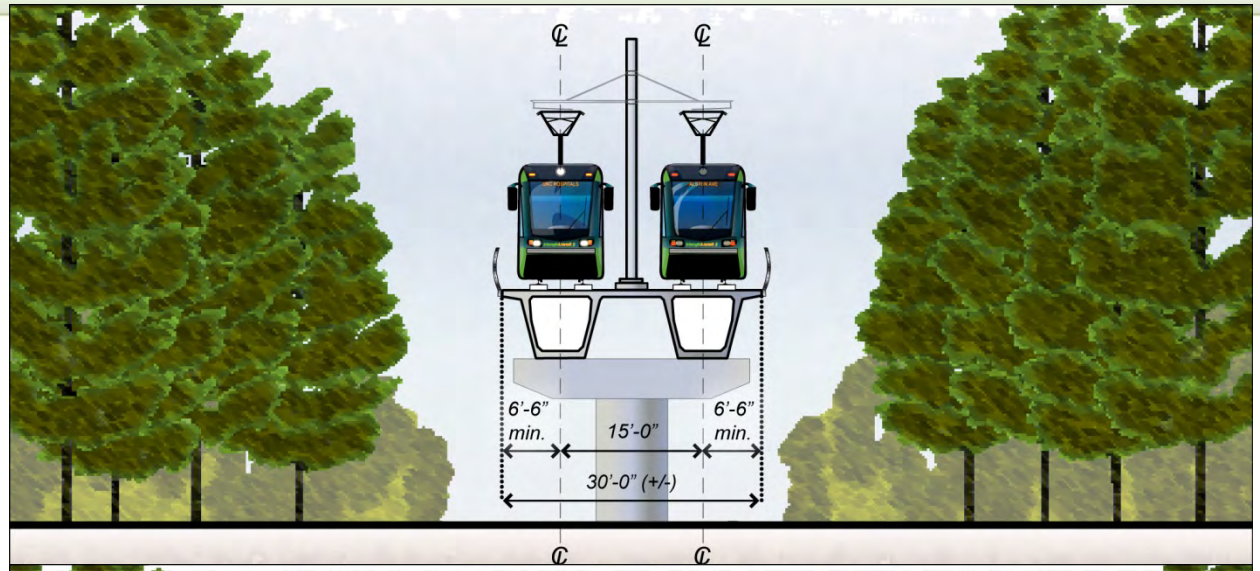
Project Footprint

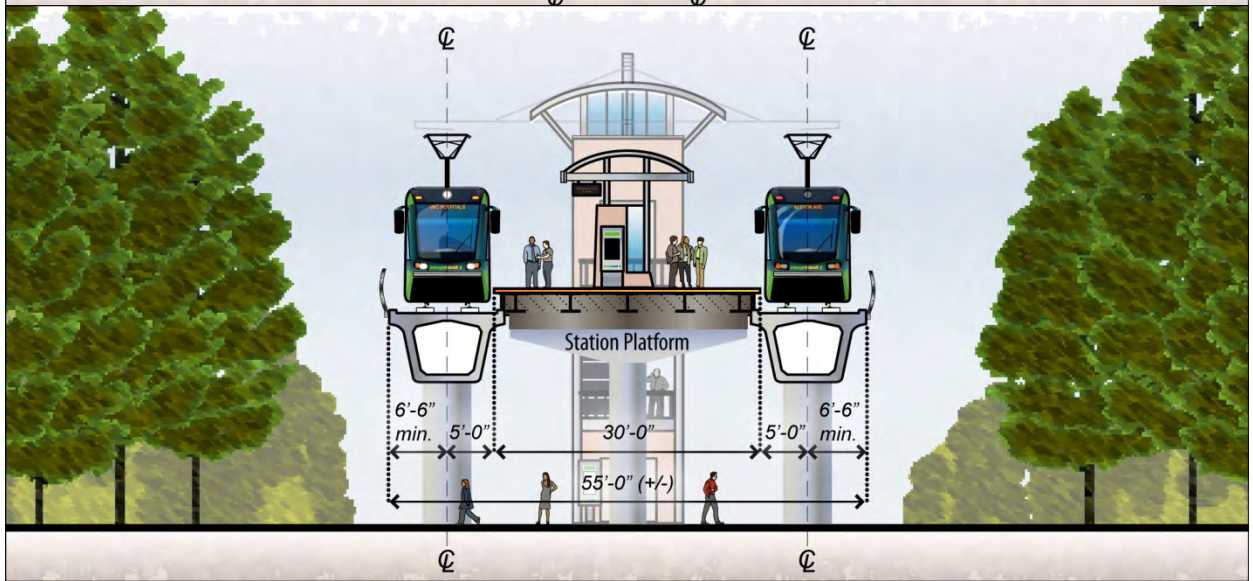
Our Transit Future
Triangle Regional Transit Program



Project Footprint

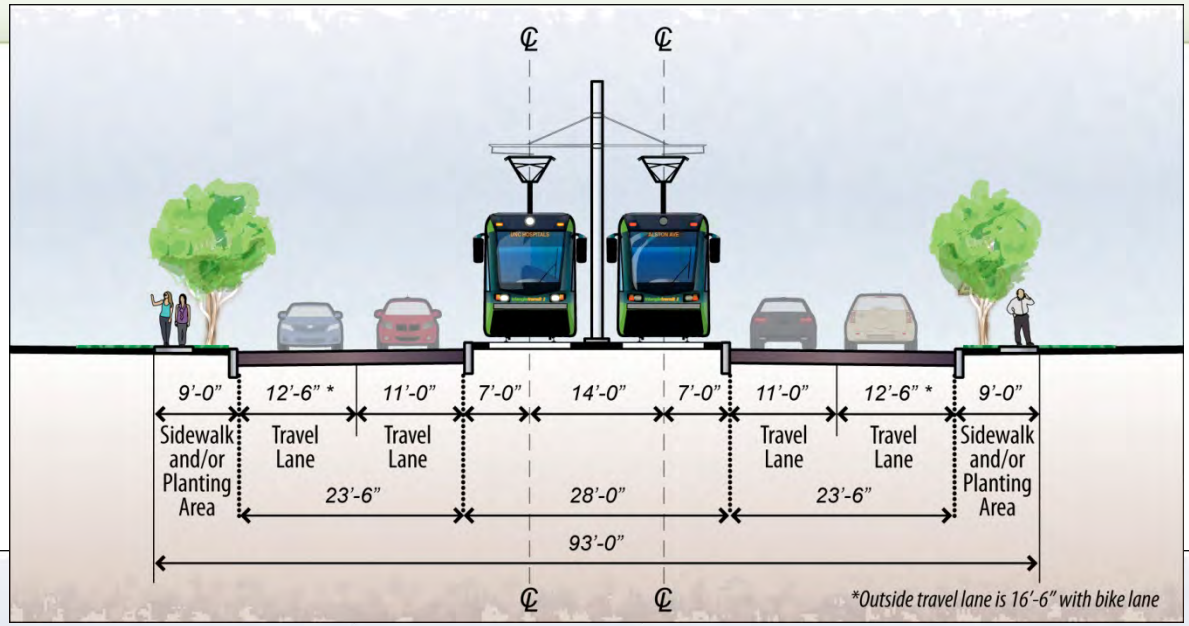
Our Transit Future
Triangle Regional Transit Program

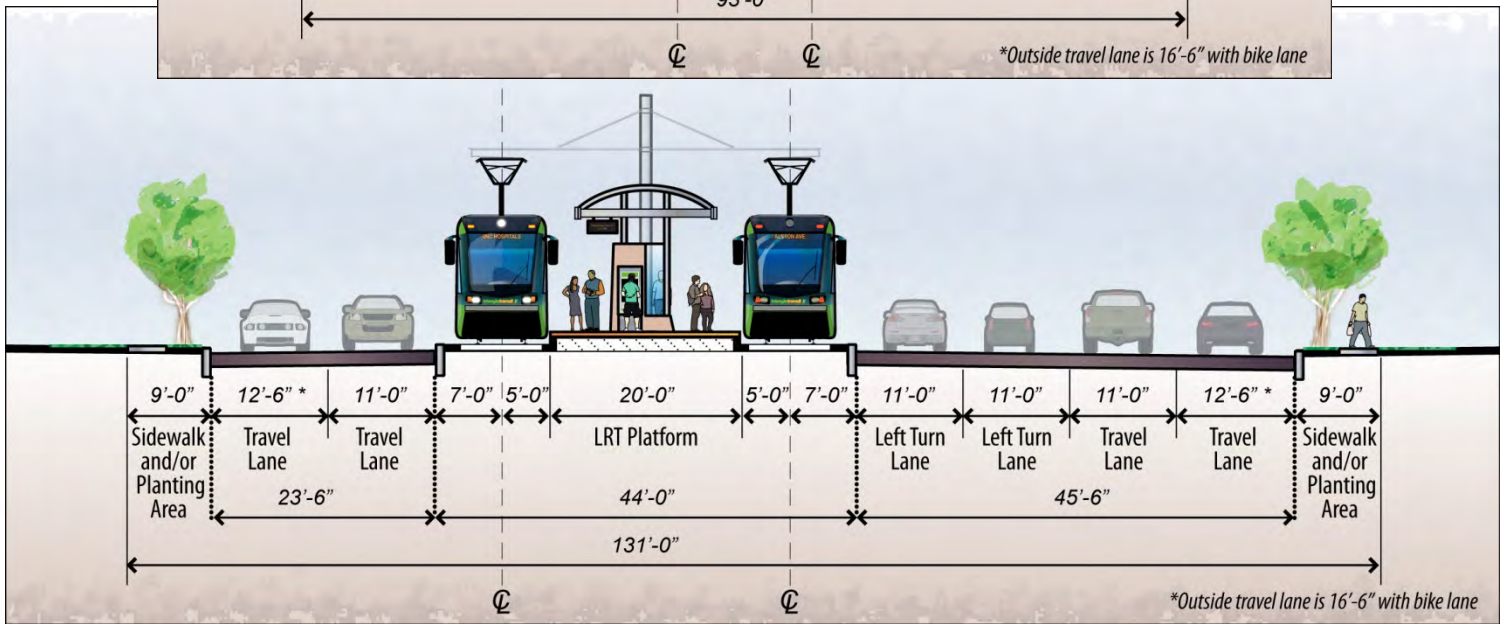




Project Footprint

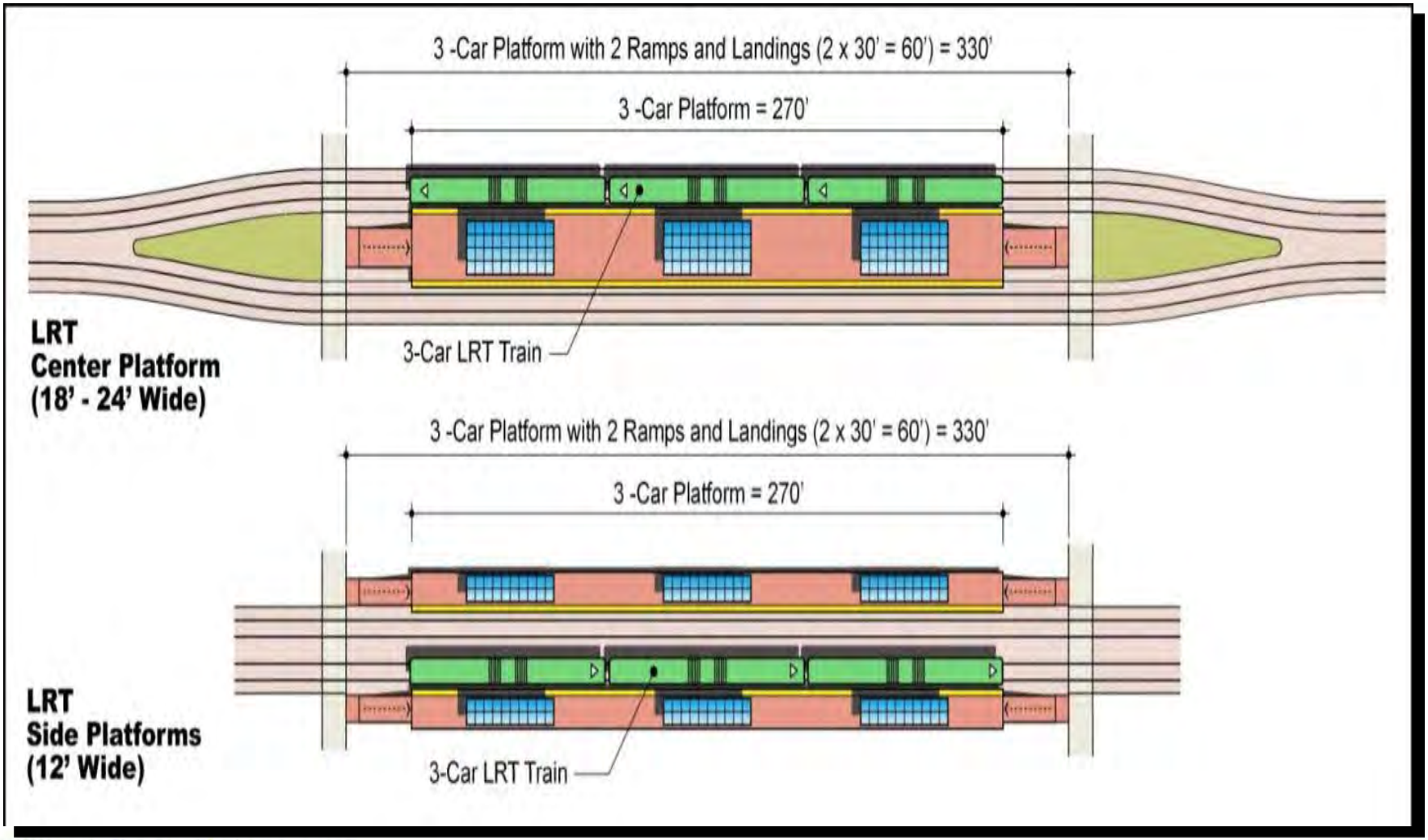
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Project Footprint

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Triangle Regional Transit Program



Project Footprint

Station Area Elements



What will be studied?

What will be Studied?

The following is a list of topics/resources to be studied in the EIS:

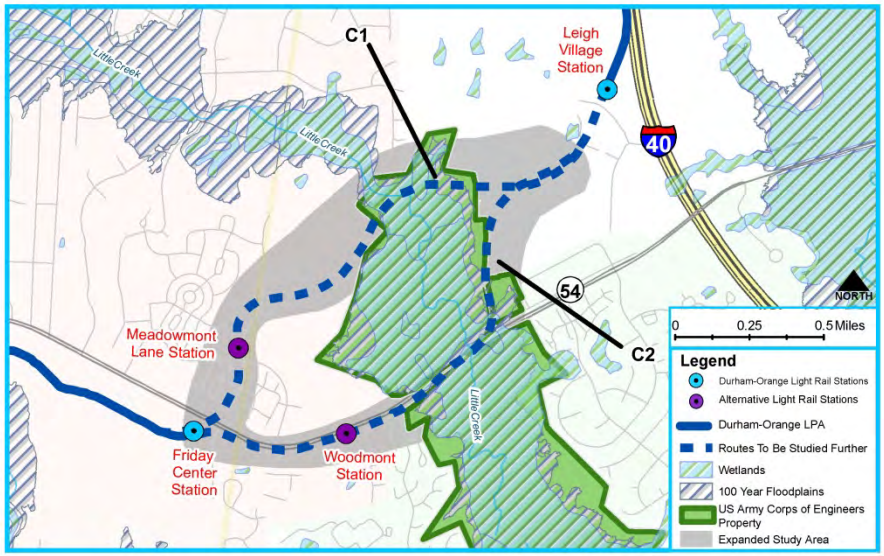
- Land Use Plans, Zoning and Economic Development
- Population and Employment
- Environmental Justice
- Transportation
- Neighborhoods and Communities
- Air Quality
- Visual and Aesthetic Impacts
- Noise and Vibration
- Wetlands
- Biological Resources and Endangered Species
- Water Resources
- Floodplains and Flooding
- Historic and Archaeological Resources and Parklands
- Parks and Recreational Sites
- Section 4(f) Resources
- Contamination / Hazardous Waste
- Energy
- Geology and Soils
- Construction Impacts
- Impacts of Railroad Operation
- Secondary and Cumulative Impacts
- Climate Change Adaptation Planning

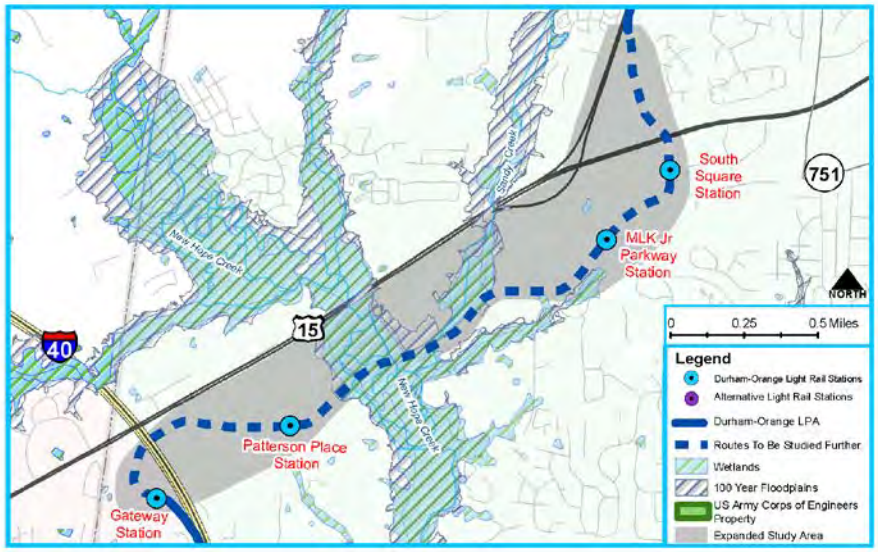
Identified Environmental Features

The D-O LRT LPA alignment is uncertain in two areas where alignment options will be further evaluated in the DEIS:

1. Crossing of Little Creek between the Friday Center/Meadowmont Village area and the proposed Leigh Village development

2. Crossing of New Hope Creek and Sandy Creek between Patterson Place and South Square





Identified Environmental Features

Identified resources associated with Little Creek, New Hope Creek, Sandy Creek and other parts of the corridor:

- Wetlands
- Floodplains
- Streams
- Federal Lands
- Water Quality
- Parks and Recreation (Gamelands, State and County Recreation Areas)
- Biological Resources (Significant Natural Heritage Areas, Conservation Lands)
- Neighborhoods/Community
- Noise
- Transportation
- Cultural and Historic
- Relocations

How will stakeholders be involved?

Public & Agency Participation

- NOI: Published April 3rd, 2012
- Agency Scoping Meeting: May 2nd, 2012
- Public Meeting #1: May 2nd, 2012
- Public Meeting #2: May 3rd, 2012
- Elected Officials Meeting: May 3rd, 2012
- Scoping Comments Due: June 18th, 2012
- Agency Follow-Up Meeting: Summer 2012

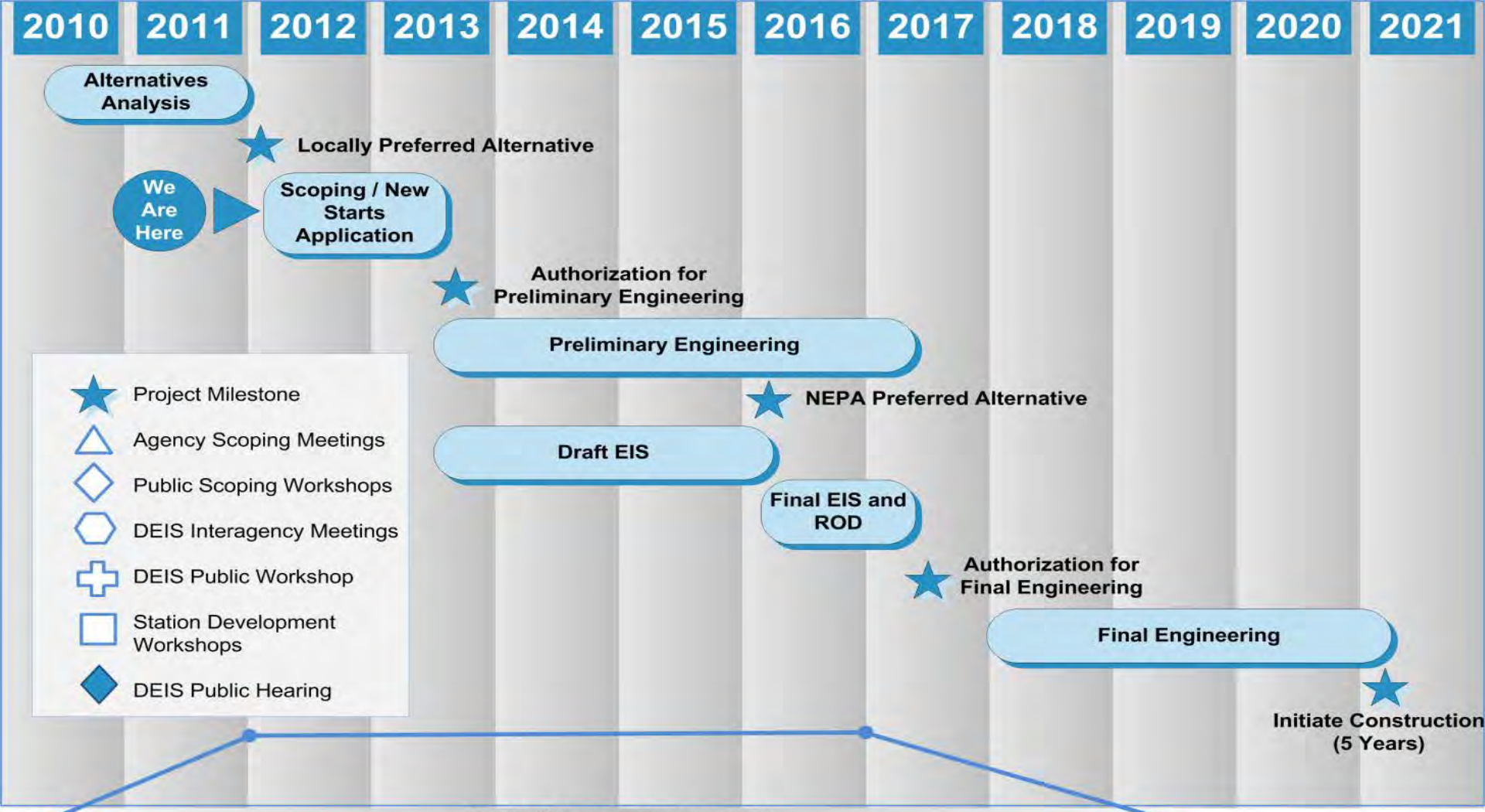
Public & Agency Participation

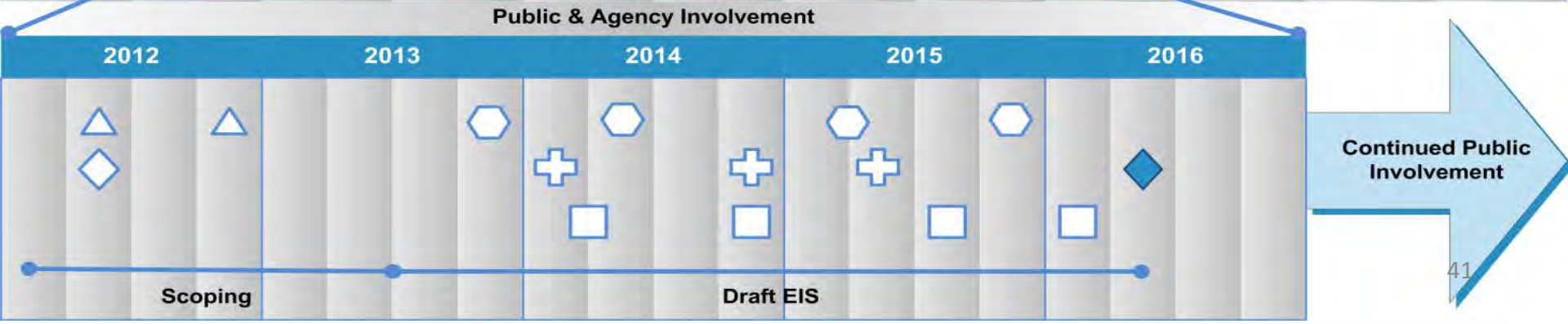
Tools and Techniques

- Public Workshops and Open Houses
- Public Meetings and Traveling Exhibits
- Call-in line, postal mailing address, and email
- Public Presentations
- Opinion Surveys
- Project Website – www.ourtransitfuture.com
- Agency Coordination Meetings
- Steering Committee Meetings
- Email Updates
- Project Videos
- Social Media

Many ways to be engaged and comment - Input will be recorded and managed in a database throughout the process.

What is the project schedule?


2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Alternatives Analysis
Locally Preferred Alternative
We Are Here
Scoping / New Starts Application
Authorization for Preliminary Engineering
Preliminary Engineering
NEPA Preferred Alternative
Draft EIS
Final EIS and ROD
Authorization for Final Engineering
Final Engineering
Initiate Construction (5 Years)
Project Milestone
Agency Scoping Meetings
Public Scoping Workshops
DEIS Interagency Meetings
DEIS Public Workshop
Station Development Workshops
DEIS Public Hearing


Public & Agency Involvement
2012
2013
2014
2015
2016
Scoping
Draft EIS
Continued Public Involvement

Next Steps

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Triangle Regional Transit Program

- 45-day Scoping Comment Period – June 18, 2012
- Prepare Scoping Document
- Agency Follow-up Scoping Meeting
- Submit New Starts Application
- Request FTA permission to begin Preliminary Engineering and NEPA process
- EIS Kickoff

Corridor Review Comments

How will the project be funded?

Local:

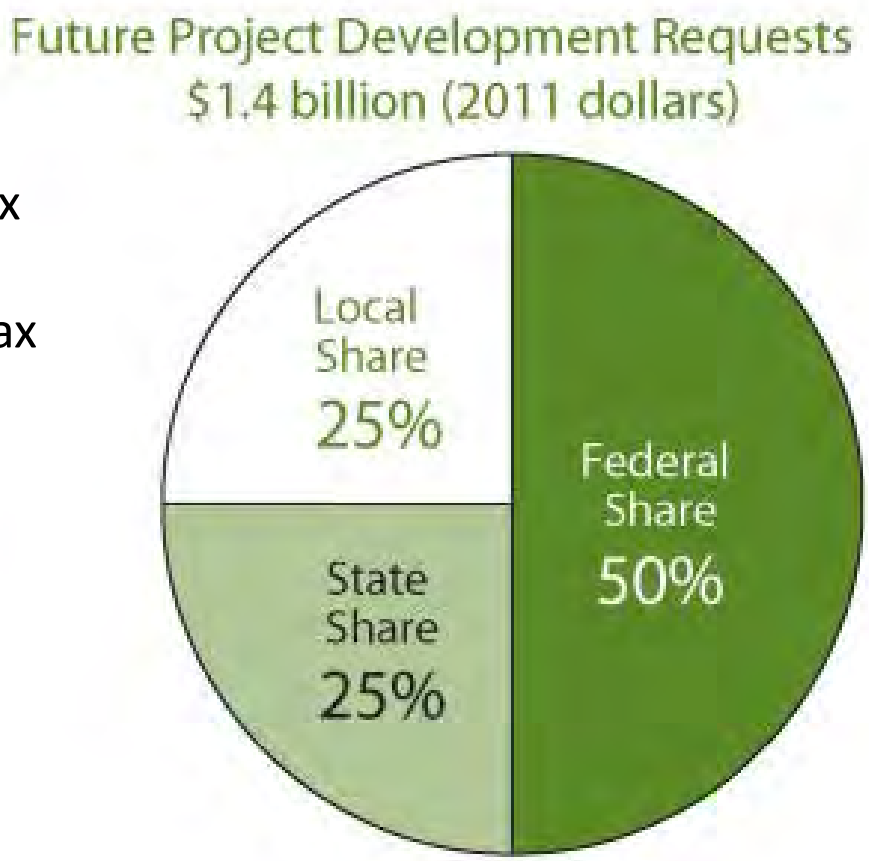
- Durham County approved ½ cent sales tax for transit approximately $19 M in 2013
- If Orange County approves ½ cent sales tax approximately $5 M in 2013

State:

- Future Appropriation

Federal:

- New Starts funding





Duke Medical Center Station Rendering

Conceptual Transit Oriented Development near Durham Station





Aerial Rendering Over NC54 Into Meadowmont Village

Rail and Bus Integration

Our Transit Future
Triangle Regional Transit Program

- Rail is a long term investment
- All successful rail systems have strong, complementary bus systems
- Current County Transit Plans include both bus and rail investments
- AA process focussed on feeder bus service
- Near term (5 years) bus system is primary mode
- Longer term (10+ years) bus system shaped to complete and complement rail system

Alternatives Analysis

Our Transit Future
Triangle Regional Transit Program

An Alternatives Analysis is:

- A focused look at alternatives at the "corridor" level
  - A "corridor" is the area that encompasses the origins, destinations, and primary paths of the majority of trips contributing to and/or affected by the identified transportation problem or need
- A means of reaching decisions on the investment strategy to pursue in a particular corridor
  - Public involvement
  - Federal, state and local agency coordination
- A requirement for federally funded transit corridor projects
- **The AA for the D-O LRT project lasted from Sep 2010 – July 2011. Documentation may be found on the D-O LRT project page at www.ourtransitfuture.com**

URS

URS DIN # 00618

MEETING MINUTES

Date Distributed: June 6, 2012

Prepared by: Luann Polissaint

Meeting Date/Time: May 2, 2012 / 1:00 – 3:00 PM

Place: Extraordinary Ventures
200 S Elliott Street
Chapel Hill, NC 27514

Attendees:
Travis Wilson – travis.wilson@ncwildlife.org
Heather Hildebrandt – heather.hildebrandt@ncdenr.gov
David Bonk – Dbonk@townofchapelhill.org
Michael Hosey – Michael.l.hosey.ii@usace.army.mil
Mike Kneis – mkneis@ncdot.gov
Sarah McRae – sarah.mcrae@fws.gov
Michelle R F Gray – farmergray@ncdot.gov
James Lastinger – james.lastinger@usace.army.mil
Meg Scully – mscully@durhamcountync.gov
Rob Ridings – rob.ridings@ncdenr.gov
Jean Gibby – jean.b.gibby@usace.army.mil
Helen Youngblood – Helen.youngblood@durhamnc.gov
Renee Gledhill–Earley – renee.gledhill-earley@ncdcr.gov
Francis Ferrell – Francis.e.ferrell@usace.army.mil
Allison Weakley – Allison.weakley@ncdenr.gov
Greg Northcutt – Gnorthcutt@triangletransit.org
Juanita Shearer-Swink – Jshearerswink@triangletransit.org
Jonathan Parker – Jparker@triangletransit.org
Patrick McDonough – Pmcdonough@triangletransit.org
Brad Schulz – Bschulz@triangletransit.org
Damien Graham – Dgraham@triangletransit.org
Brian Smart, FTA - brian.smart@dot.gov
Bill Houppermans – bill.houppermans@urs.com
Dan Meyers – dan.meyers@urs.com
Jeff Weisner – Jeff.weisner@urs.com
Gavin Poindexter – Gavin.poindexter@urs.com
Cyndy Yu Robinson – Cyndy.yu.robinson@urs.com
Paul Himberger – Paul Himberger@urs.com
Kurt Neufang – Kurt.neufang@urs.com
Charlie Benton – Charles.benton@urs.com
Marvin Brown – Marvin.brown@urs.com
Luann Polissaint – Luann.polissasint@urs.com
Roger Henderson – rhenderson@planningcommunities.com

Subject: Minutes of Agency Scoping Meeting for Durham-Orange LRT May 2, 2012

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

Minutes of Weekly Progress Meeting
May 2, 2012 / 1:00 pm

Purpose of Meeting: To provide information to project stakeholders and to receive input on the scope of the federal environmental review process in accordance with the National Environmental Policy Act (NEPA).

Agenda
Introductions
Opening Remarks – Damien Graham – Triangle Transit
PowerPoint Presentation – Jeff Weisner – URS
Questions / Comments – all participants

Introductions
Each attendee introduced themselves by name and organization.

Opening Remarks
Damien Graham of Triangle Transit welcomed all participants and made some general opening remarks and turned the meeting to Jeff Weisner of URS for the PowerPoint presentation.

PowerPoint Presentation
Jeff Weisner identified the agency roles and responsibilities, outlined the Scoping process, identified the Draft Purpose and Need, and presented a brief history of the Durham-Orange LRT Project to date. During the presentation he also described the Locally Preferred Alternative (LPA) identified through the Alternatives Analysis (AA) process and adopted by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), presented the current project schedule, and described the public and agency involvement and coordination process for the project. The presentation included a demonstration of the U-pointer device that would be used during the scoping meetings as an interactive digital tool to show information and project mapping and collect comments from stakeholders on the project.

After the presentation concluded, meeting attendees were provided the opportunity to ask questions and provide input on the environmental scope of the project.

Questions / Comments
The participants raised several questions and comments, which are summarized below.

Comment: Regarding the environmental footprint of the support structures over the wetlands and construction methods
Response: All options will be explored to avoid and minimize environmental impacts to the extent practicable. Top down construction methods could be used to minimize impacts in wetland areas; however, appropriate construction methods and procedures will be identified during the Preliminary Engineering and the National Environmental Policy Act (NEPA) environmental review phase of the project.

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Minutes of Weekly Progress Meeting
May 2, 2012 / 1:00 pm

Comment: Regarding the station planning and development process and potential indirect and cumulative effects
Response: Potential impacts of growth as indirect and cumulative effects of this project and other reasonably foreseeable projects will be considered in the EIS.

Comment: Regarding Little Creek area and expanded study area
Response: The alignment, stations, and study area are not yet set in stone, and with comments, the study areas could be expanded or adjusted to accommodate evaluation of reasonable alternative alignment options.

Comment: regarding alignment C3 "off the table"
Response: The C3 alignment (along NC 54 eastward to the I-40/NC 54 interchange then north along Farrington Road) was evaluated during the AA process and was not carried forward. The evaluation criteria and reasons for eliminating this alternative are provided in the AA documentation. All options, however, are on the table through the upcoming EIS (Environmental Impact Study) phase. The LPA (Locally Preferred Alternative) is a broad alignment. The EIS will narrow and define.

Comment: Where will mitigation occur for the proposed alignment to cross U.S. Army Corps of Engineers' property?
Response: Project impacts have not yet been fully quantified. Thus, no decisions regarding mitigation of potential project impacts have been made. Project impacts and mitigation measures will be identified through the EIS phase of the project. Federal property is considered top priority with respect to avoidance and minimization of impacts. Mitigation of impacts, if required, will be developed in consultation with the U.S Army Corps of Engineers.

Comment: Regarding storm water drainage of proposed park-and-ride lots which could incur permitting requirements
Response: Input regarding stormwater permitting is appreciated and will be noted in the DEIS.

Meeting Adjourned
The above Meeting Minutes are the author's synopsis of what was stated. The program will rely on these minutes as the record of all matters discussed and conclusions reached during this meeting unless written changes are sent to the author within seven calendar days of receipt of these Minutes.

JW/lp

cc: Attendees
PMC@TriangleTransit.org
URS File

Attachment: PowerPoint presentation

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

APPENDIX D: SCOPING MEETING MATERIALS

PART 2: ELECTED OFFICIALS AND PARTNERS MEETING

SIGN-IN SHEETS
HANDOUTS
ELECTED OFFICIALS AND PARTNERS PRESENTATION
ELECTED OFFICIALS AND PARTNERS MEETING MINUTES

3. May 2012 [27]

Sign-in Sheet **Meeting Date:** Elected Officials

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
John Edwards	John.edwards@NSCorp.com	23510	a. private citizen b. official c. non-profit representative d. other Norfolk Southern
PAM KARRIKER	plcarriker@durhamcountync.gov	27705	a. private citizen (b. official) c. non-profit representative d. other
Matt Gernand	Matthew.Gernand@nscorp.com	~~23508~~ 23510	a. private citizen b. official c. non-profit representative d. other Norfolk Southern
Bernadette Pelissier	bpelissier@co.orange.nc.us	27278	a. private citizen (b. official) c. non-profit representative d. other
Ed Harrison	ed.harrison@Midspring.com	27707	a. private citizen (b. official) c. non-profit representative d. other
Diane Catotti			a. private citizen b. official c. non-profit representative d. other
James Lin	linertp.org	27713/27709	a. private citizen b. official c. non-profit representative d. other
TIM McMAHON	tmcmahon@[illegible]		a. private citizen ~~b. official~~ c. non-profit representative d. other
Jeff Brubaker	jbrubaker@townofcarrboro.org	27510	a. private citizen b. official c. non-profit representative (d. other) staff
HannahJacobson	hannah.jacobson@durhamnc.gov	27713	a. private citizen b. official c. non-profit representative (d. other) staff

3-May 12

(2)

Sign-in Sheet **Meeting Date:** Elected Officials

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Brian Williams	bpw3@duke.edu	27510 27708	a. private citizen b. official c. non-profit representative d. other
Carl Elefant	cwe@aux-services.unc.edu	27312 27599	a. private citizen b. official c. non-profit representative d. other
Melanie Wilson	uncuva@gmail.com	27612	a. private citizen b. official c. non-profit representative d. other
Bill Holman	bill.holman@dot.nc.gov	27607	a. private citizen b. official c. non-profit representative d. other
Nick Tennyson	nick@hbadvc.com	27517 27705	a. private citizen b. official c. non-profit representative d. other
David Andrews	DAndrews@townofcary.org		a. private citizen b. official c. non-profit representative d. other
Matthew Payne	mpayne@louisberger.com	27605	a. private citizen b. official c. non-profit representative d. other NCRR
Tom Smith	tasmith@unch.unc.edu	27516	a. private citizen b. official c. non-profit representative d. other
Alice Gordon	Orange County and DCHC MPO TAC	27517	a. private citizen b. official c. non-profit representative d. other
Mike Applegate	mikeapplegate@mindspring.com	27707	a. private citizen b. official c. non-profit representative d. other

(3)

Sign-in Sheet **Meeting Date:** 3 - May Elected Officials

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Darcy Zorio	dzorio@co.orange.NC.US	27278(W) 27616(H)	a. private citizen b. official c. non-profit representative (d. other) county planning staff (orange
Meg Scully	mscully@durhamcountync.gov	27514(H) 27701 (W)	a. private citizen b. official c. non-profit representative d. other county staff
Bo Howes	RHOWES@TRIANGLELAND.OR	27517	a. private citizen b. official (c. non-profit representative) d. other
MIKE SHIFLETT	mwsh.flet@hotmail.com	27704	a. private citizen b. official c. non-profit representative d. other
Nick Pittman	npittman@tjcog.org	27545 27516	a. private citizen b. official c. non-profit representative d. other
BETH LITCHFIELD	litchfieldd@townofchapelhill.org	27510	a. private citizen b. official c. non-profit representative d. other
Penny Rich	pennyrich.ch@gmail.com	27516	a. private citizen (b. official) c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other

Our Transit Future
Triangle Regional Transit Program

Durham-Orange Light Rail Transit Project:

Officials Briefing



Below: Conceptual Transit-Oriented Development near Durham Station



www.ourtransitfuture.com

Our Transit Future

Triangle Regional Transit Program

Durham-Orange Light Rail Transit Project Scoping Meeting

Public Officials

May 3, 2012

Slide presentation included the Overview of the Triangle Regional Transit Program video, click here to view.

Introduction

Our Transit Future
Triangle Regional Transit Program

Purpose of the Meeting

To provide information to project stakeholders and to receive input on the scope of the federal environmental review process in accordance with the National Environmental Policy Act (NEPA).

Meeting Agenda

Our Transit Future
Triangle Regional Transit Program

- Introductions
- What is your role?
- What is the process?
- What is the purpose and need for the project?
- What is the project?
- What will be studied?
- How will stakeholders be involved?
- What is the project schedule?
- Corridor Review Comments

Program Partners

























What is your role?

What is your role?

Our Transit Future
Triangle Regional Transit Program

Project Agency Coordination

- Lead Agencies
  - Federal Lead Agency: Federal Transit Administration (FTA)
    - Brian Smart – Environmental Protection Specialist
  - Local Lead Agency: Triangle Transit
    - Damien Graham – Dir. of Communications & Govt. Affairs
    - Greg Northcutt – Dir. of Capital Development
- Other Participating Agencies

What is your role?

Our Transit Future
Triangle Regional Transit Program

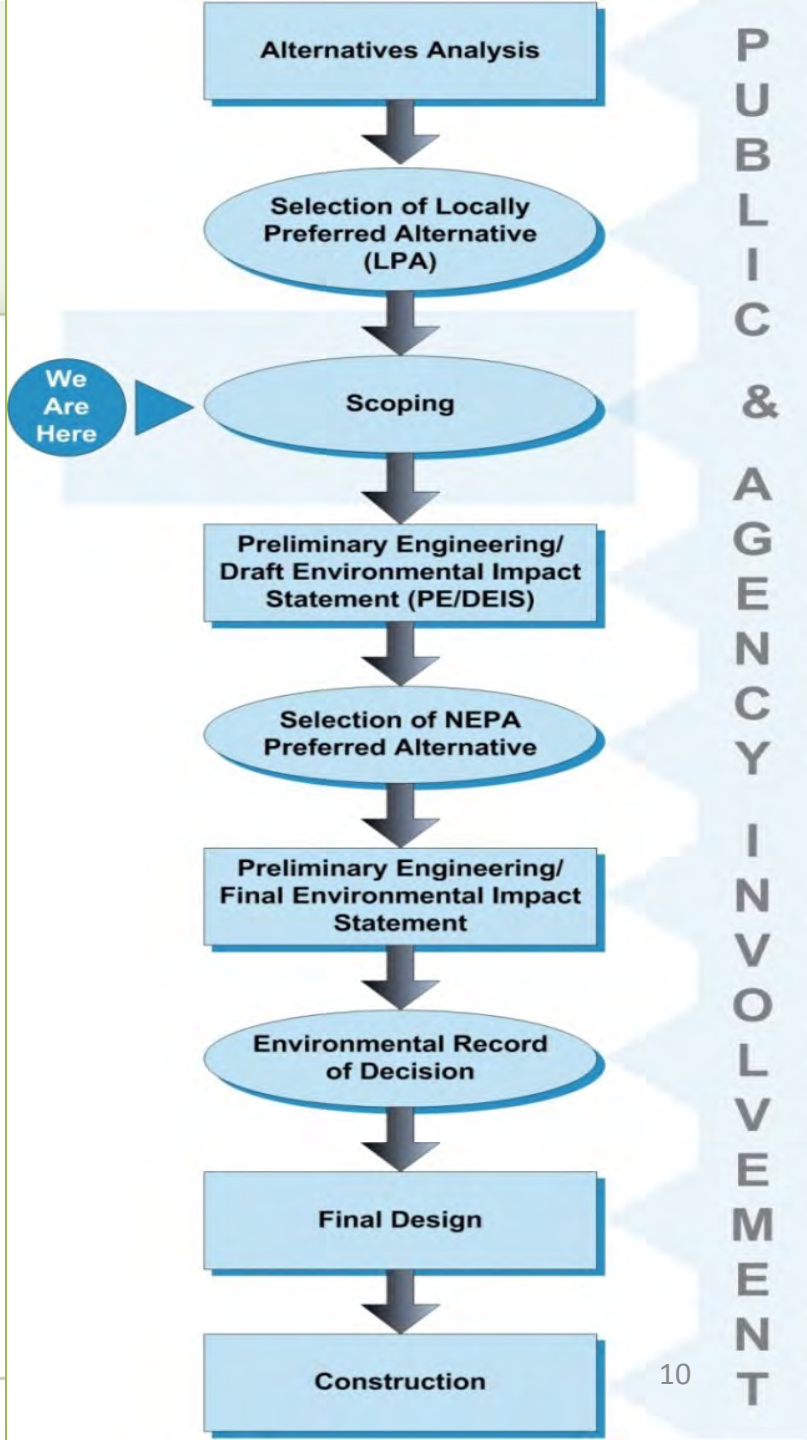
Responsibilities of officials and partners:

- Early identification of issues of concern
- Participate in the scoping process
- Participate in coordination meetings
- Keep up with project information and progress
- Relay information to others
- Provide point of contact information

What is the process?

What is the process?

FTA Project Planning and Development Process



What is the process?

Our Transit Future
Triangle Regional Transit Program

Environmental Scoping Purpose:

- Present information about the project
- Obtain input on Purpose and Need, alternatives under consideration, and impacts to be evaluated
- Inform the public and governmental review agencies that the FTA and Triangle Transit will be preparing an EIS for this project

What is the process?

Our Transit Future
Triangle Regional Transit Program

Environmental Scoping Process

- Public, elected officials, and interested government agencies assist in shaping the course and direction of the environmental review process and ultimately the project that will be implemented
- Juncture at which open coordination with Federal, state, and local agencies, elected officials, project partners, and the public is conducted to identify and define the issues to be studied in detail through the NEPA environment review process

What is the purpose and need for the project?

Draft Purpose & Need

Our Transit Future
Triangle Regional Transit Program

Purpose:

The purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

Need:

- Need to enhance mobility
  - Capacity of roadway system cannot accommodate increased travel demand.
  - Limited capacity and availability of transit service.
- Need to expand transit options between Durham and Chapel Hill
  - Existing buses operate in mixed traffic along increasingly congested roadways.
  - Bus travel time offers no savings over automobile.
  - Lack of premium service that can attract choice riders.

Draft Purpose & Need

Our Transit Future
Triangle Regional Transit Program

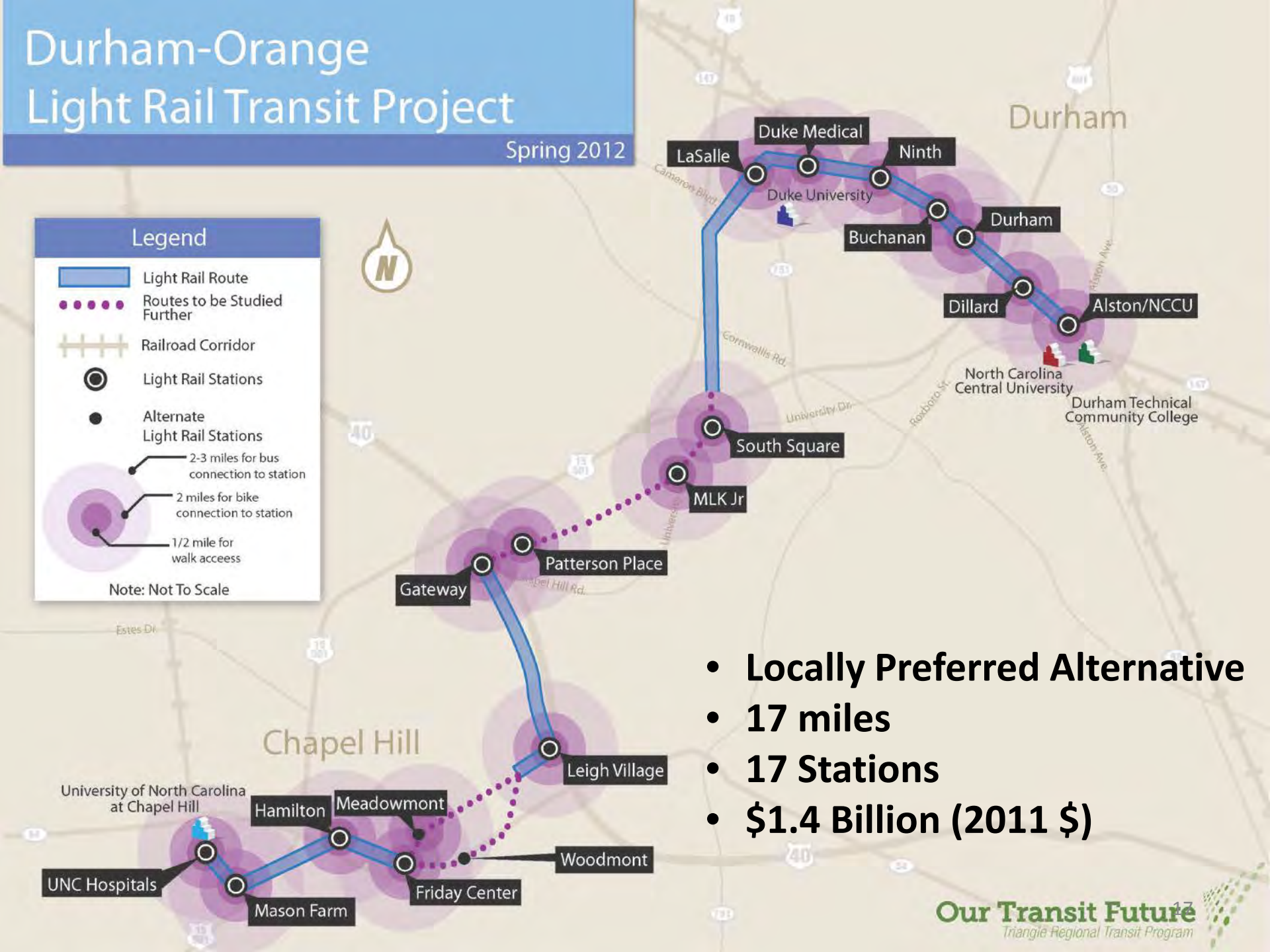
Need:

- Need to serve populations with high propensity for transit use
  - Limited transit service for university travel markets
  - Limited transit service for transit-dependent populations
- Need to foster compact development
  - Existing transit infrastructure is not supportive of land use plans
  - Existing transit infrastructure does not support long-term economic development

What is the project?

Durham-Orange Light Rail Transit Project

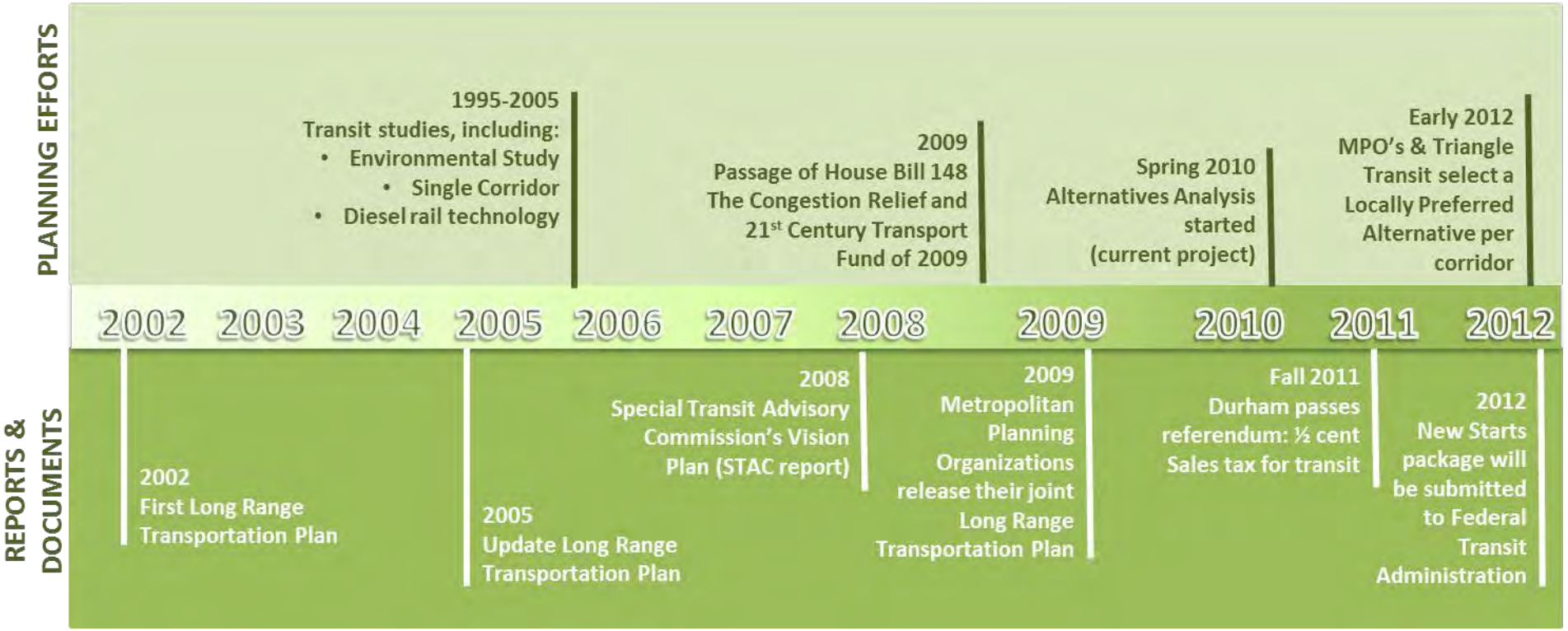
Spring 2012



- **Locally Preferred Alternative**
- **17 miles**
- **17 Stations**
- **$1.4 Billion (2011 $)**

Project Background

Our Transit Future
Triangle Regional Transit Program

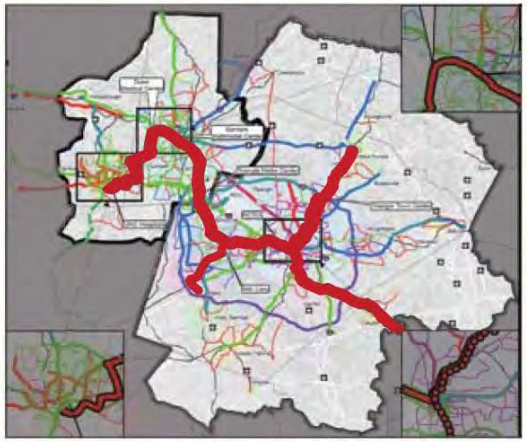


Project Background

Our Transit Future
Triangle Regional Transit Program

2035 Long Range Transportation Plan

Study areas are based on the CAMPO and DCHC MPO approved Long Range Transportation Plan of Spring 2009.



Starting Point for Analysis



Project Background

Our Transit Future
Triangle Regional Transit Program

Transitional Analysis defined Priority Study Corridors - May 2010 – Sept 2010

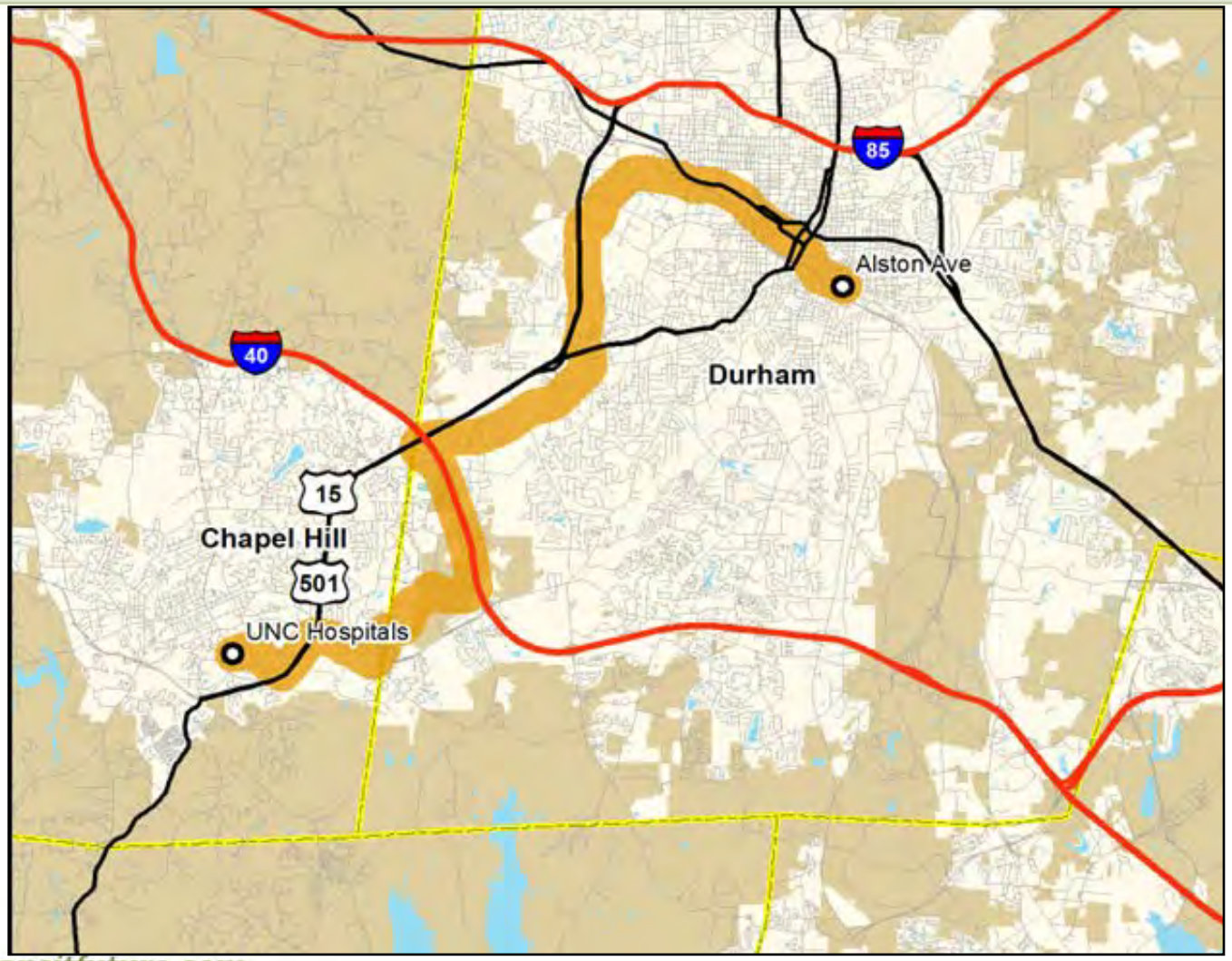
- Wake County Corridor
- Durham-Wake County Corridor
- Durham-Orange County Corridor

Criteria

- Mobility
- Financial
- Land Use
- Socioeconomic

Durham-Orange Corridor

Our Transit Future
Triangle Regional Transit Program



Alternatives Analysis

Our Transit Future
Triangle Regional Transit Program

Alternatives Analysis Process - Sept 2010 – July 2011

- Technical analysis determining the alignment, technology, and conceptual station locations that best meet the Purpose and Need and would be most competitive for state and federal funding
- Required first step if we seek federal funding

Project History

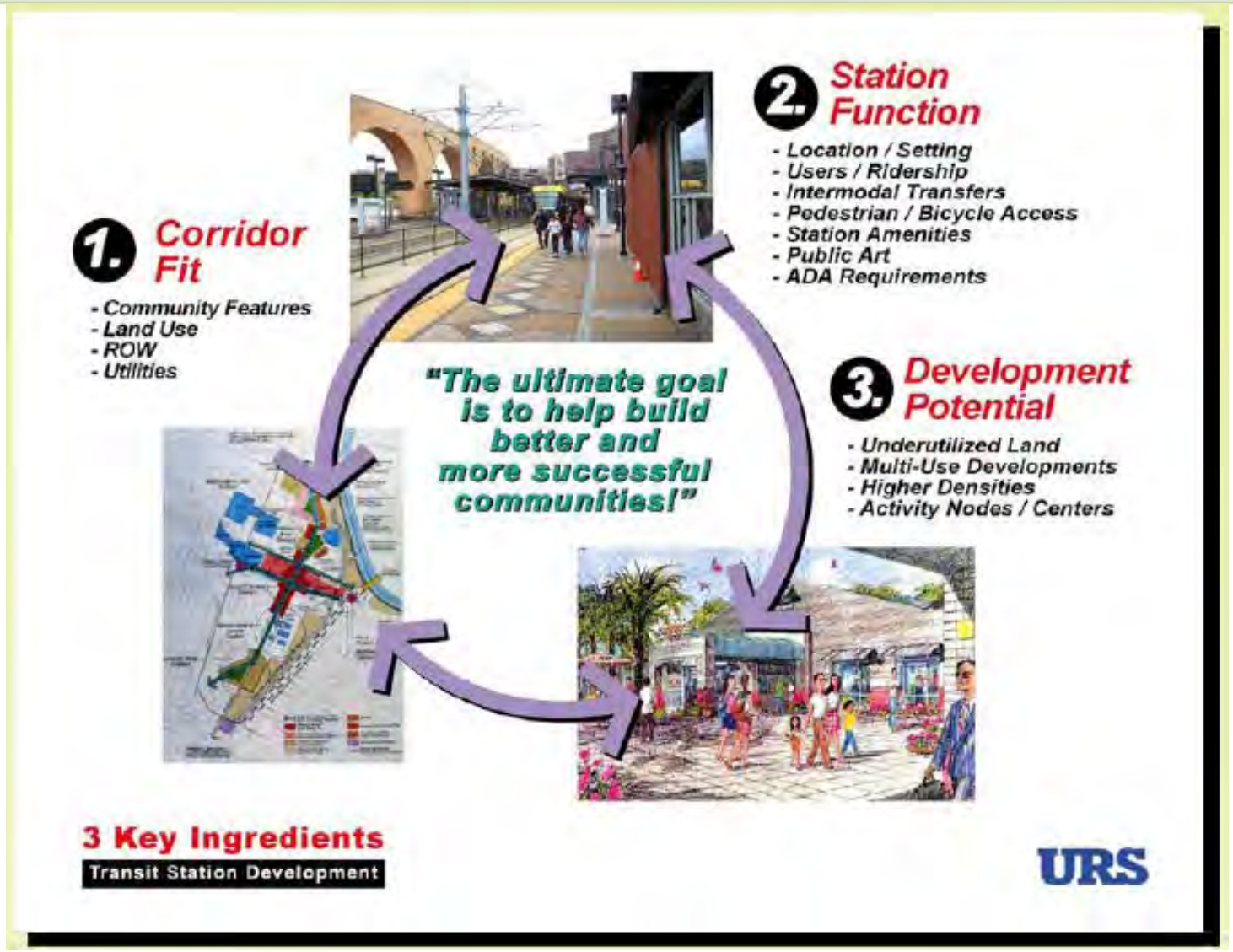
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Triangle Regional Transit Program

AA Goals and Evaluation Criteria

Goals	Conceptual Screening Criteria	Detailed Evaluation Criteria
Goal 1: Improve mobility through and within the study corridor. Goal 2: Increase transit efficiency and quality of service. Goal 3: Improve transit connections.	▪ Potential transit ridership *(Population and Employment Concentrations/ Suitability of Transit Mode)*	▪ 2035 Ridership Forecasts ▪ Transportation Operations *(Traffic Impacts/Travel Times)* ▪ Expansion Potential
Goal 4: Support local and regional economic development and planned growth management initiatives.	▪ Consistency with existing plans and studies ▪ Community support	▪ Economic Development Potential ▪ Public and Agency Support
Goal 5: Foster environmental stewardship.	▪ Irresolvable environmental impacts	▪ Environmental Impacts *(Property, Visual, Wetland and Stream, Section 4(f) Resource, Air Quality, and Construction Impacts)*
Goal 6: Provide a cost-effective transit investment.	▪ Technical and financial feasibility	▪ Cost

Station Planning

Our Transit Future
Triangle Regional Transit Program

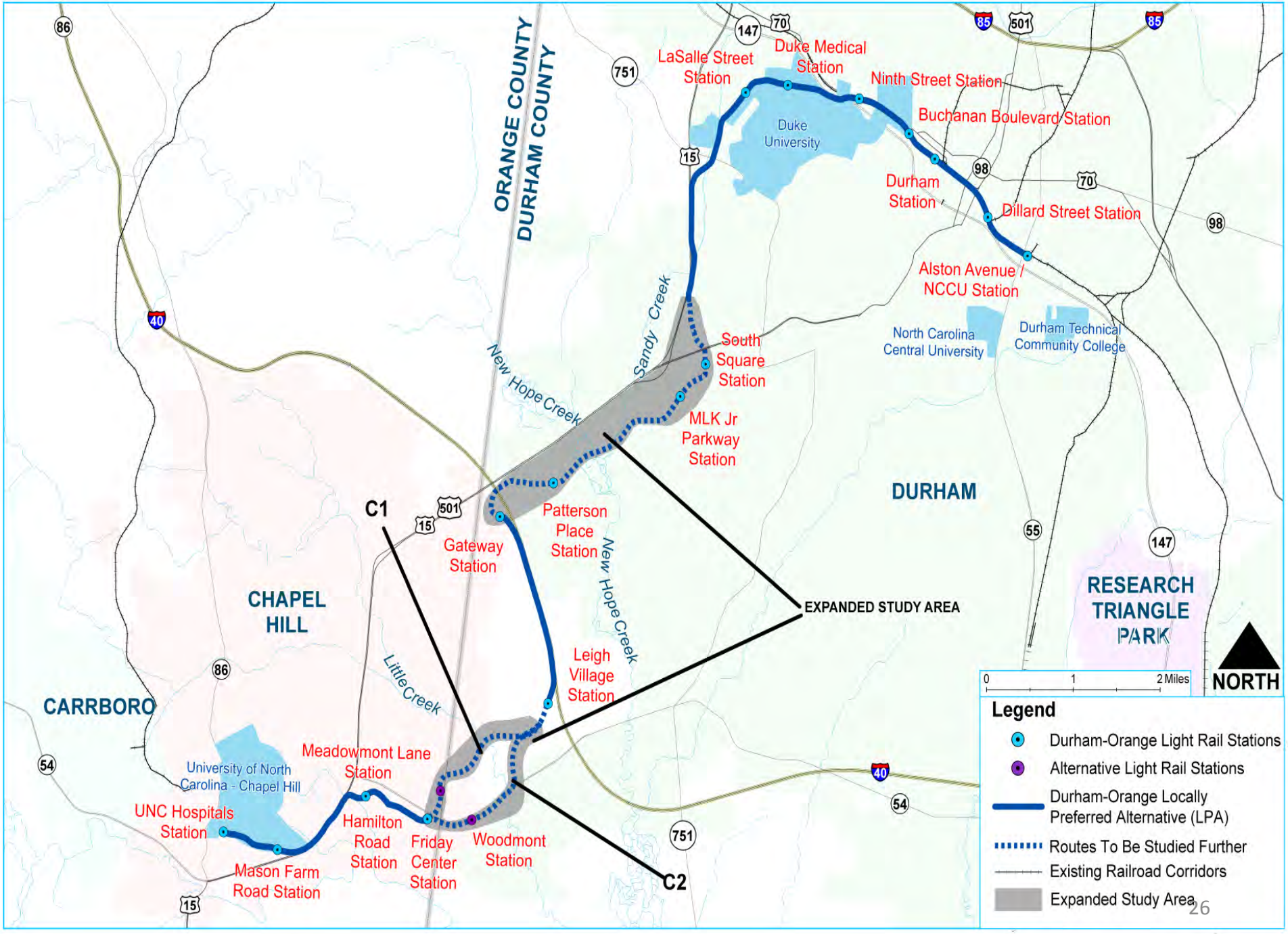


Project History

Our Transit Future
Triangle Regional Transit Program

Locally Preferred Alternative (LPA) Adoption:

- July 2011: Draft Alternatives Analysis Recommendation published for review and comment
- DCHC MPO holds public meetings and hearings
- February 2012: Durham-Chapel Hill-Carrboro MPO Adoption of LPA


ORANGE COUNTY
DURHAM COUNTY
LaSalle Street Station
Duke Medical Station
Ninth Street Station
Buchanan Boulevard Station
Duke University
Durham Station
Dillard Street Station
Alston Avenue / NCCU Station
North Carolina Central University
Durham Technical Community College
Sandy Creek
New Hope Creek
South Square Station
MLK Jr Parkway Station
DURHAM
C1
Patterson Place Station
Gateway Station
New Hope Creek
EXPANDED STUDY AREA
CHAPEL HILL
RESEARCH TRIANGLE PARK
Leigh Village Station
Little Creek
CARRBORO
Meadowmont Lane Station
University of North Carolina - Chapel Hill
UNC Hospitals Station
Hamilton Road Station
Friday Center Station
Woodmont Station
Mason Farm Road Station
C2
0 1 2 Miles
NORTH
Legend
Durham-Orange Light Rail Stations
Alternative Light Rail Stations
Durham-Orange Locally Preferred Alternative (LPA)
Routes To Be Studied Further
Existing Railroad Corridors
Expanded Study Area

Durham-Orange LPA

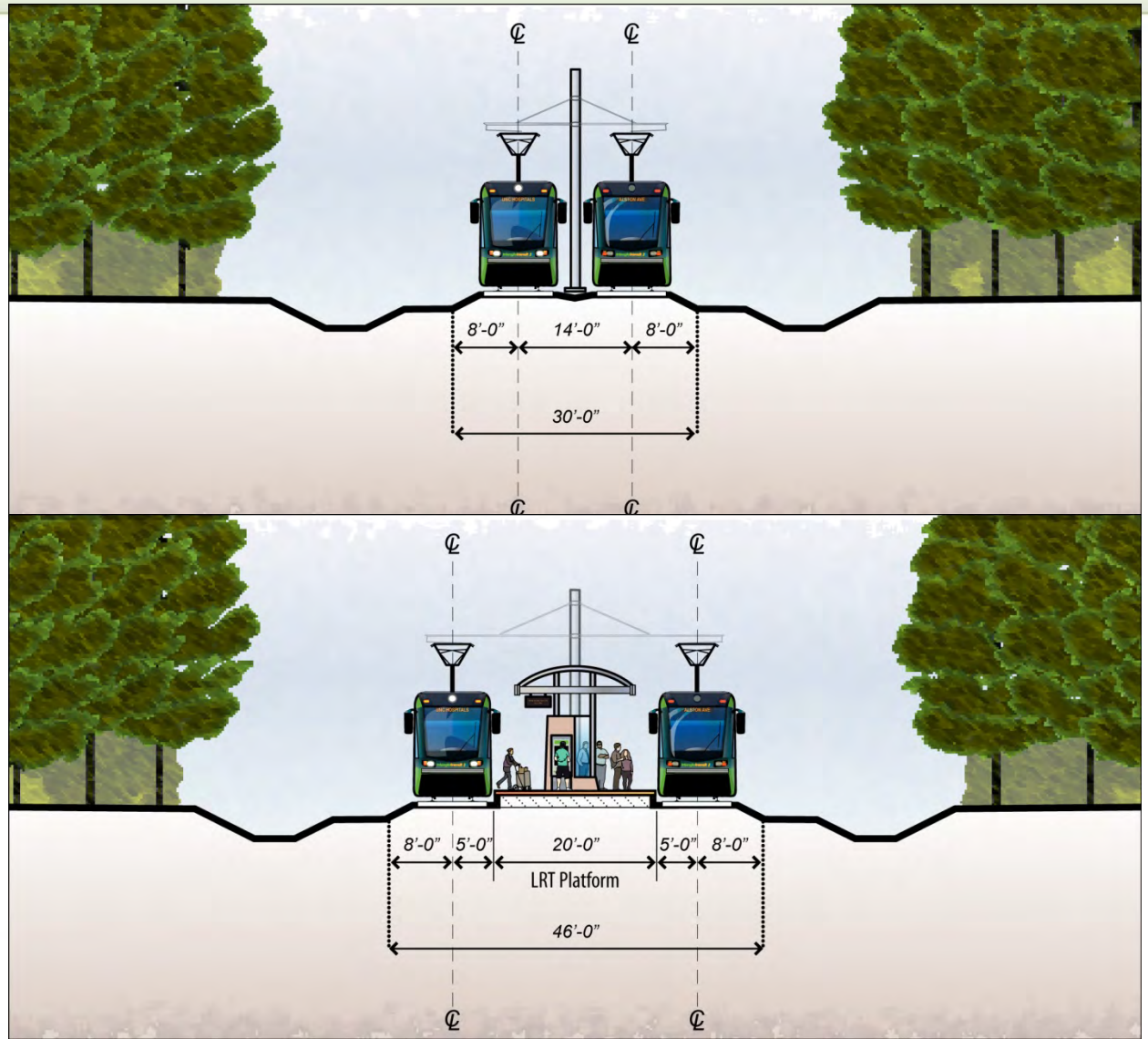
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Triangle Regional Transit Program

Locally Preferred Alternative:

- 10-minute peak hours; 20-minute off-peak hours headway
- End to end travel time 35 minutes
- Double-tracked throughout
- Primarily at-grade in a dedicated and shared right-of-way
- Elevated sections
- 17 stations - location refinements, layouts and designs will determined during the PE/EIS phase

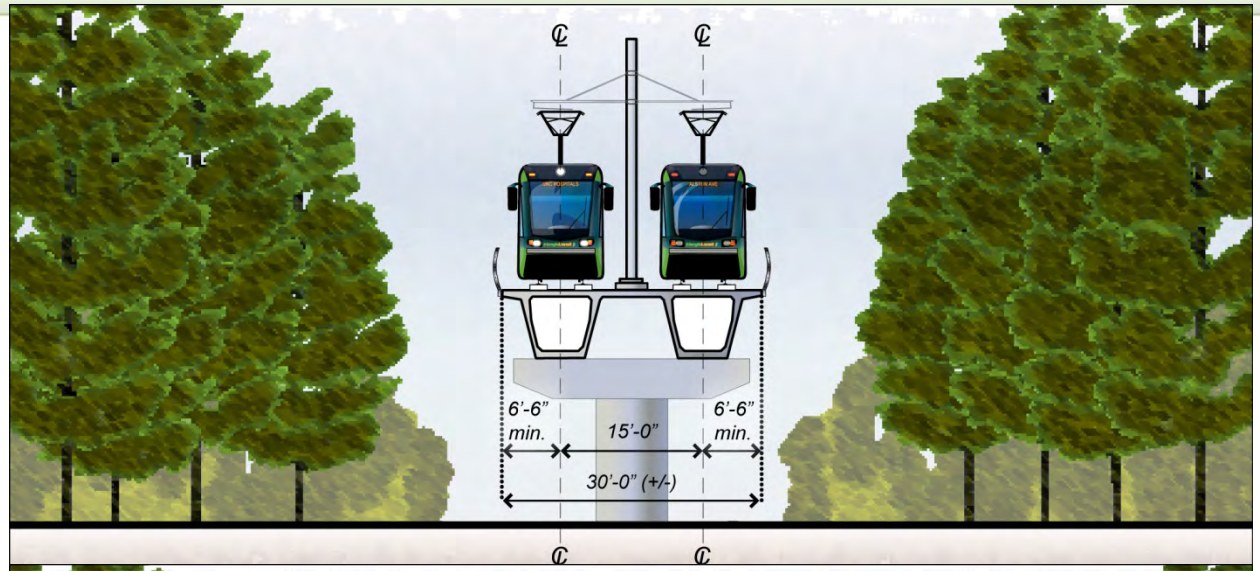
Project Footprint

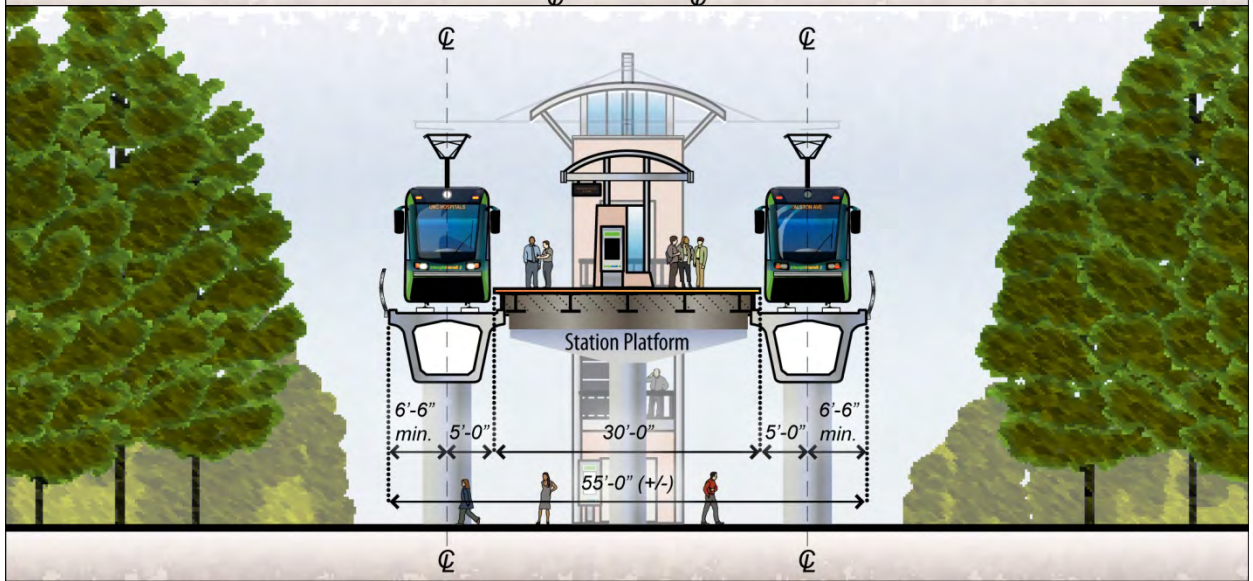
Our Transit Future
Triangle Regional Transit Program



Project Footprint

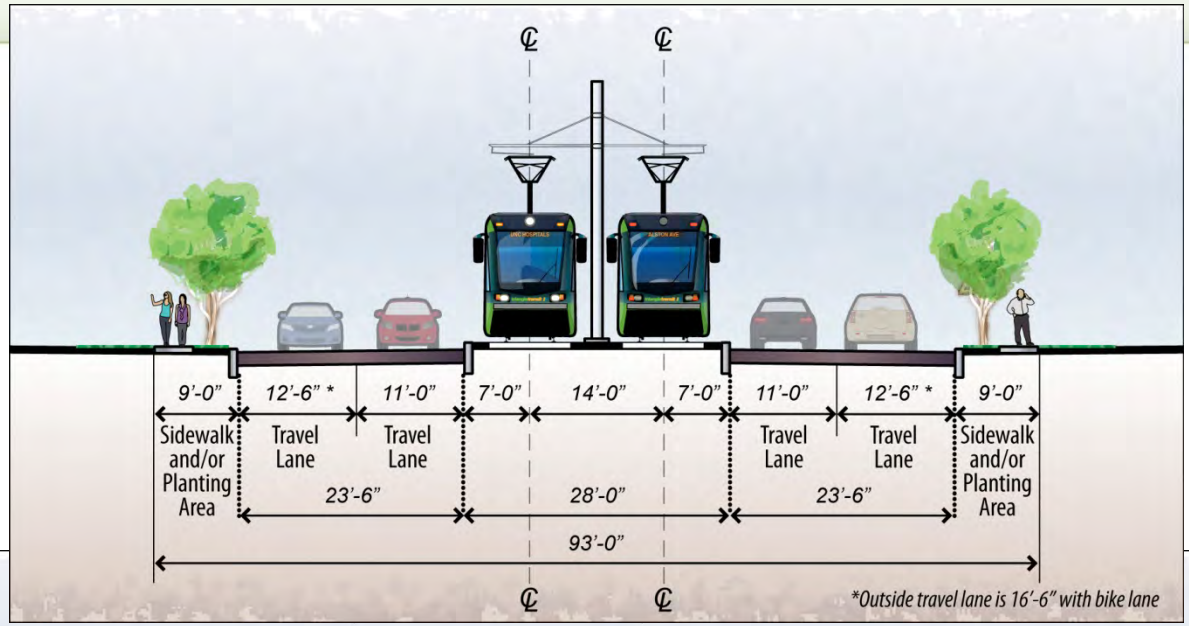
Our Transit Future
Triangle Regional Transit Program

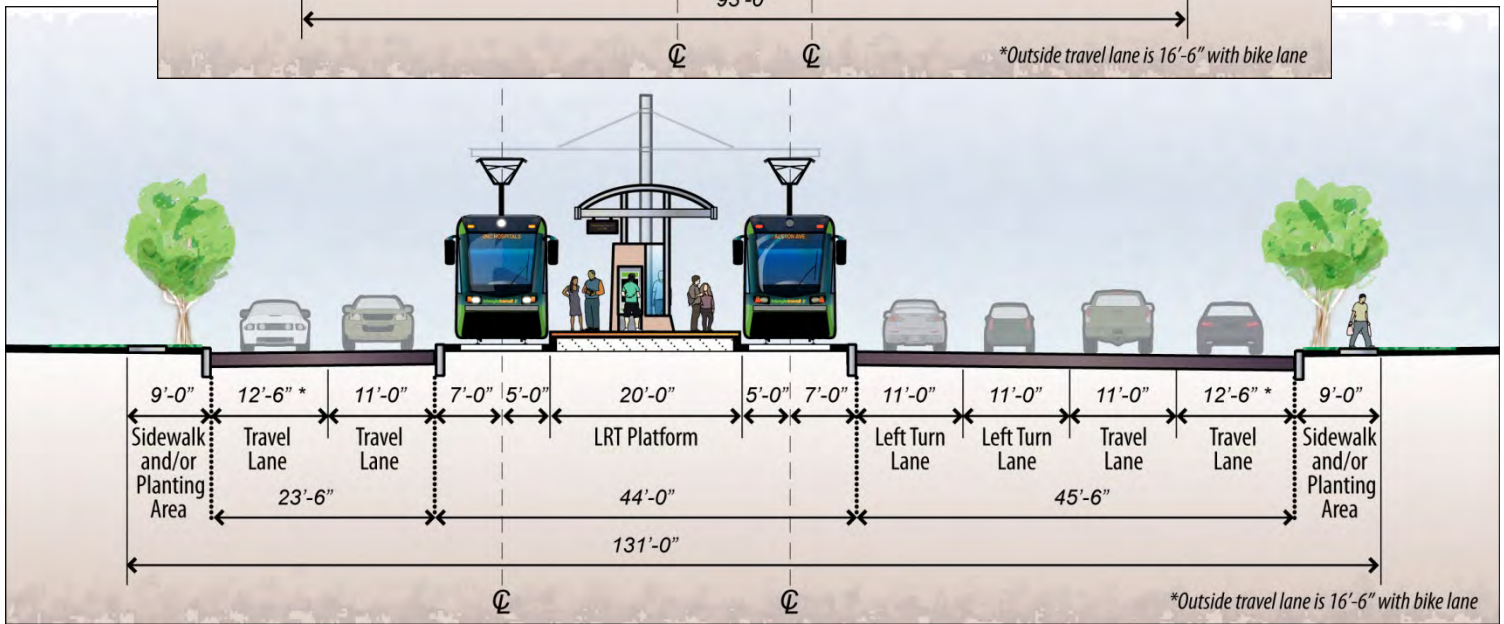




Project Footprint

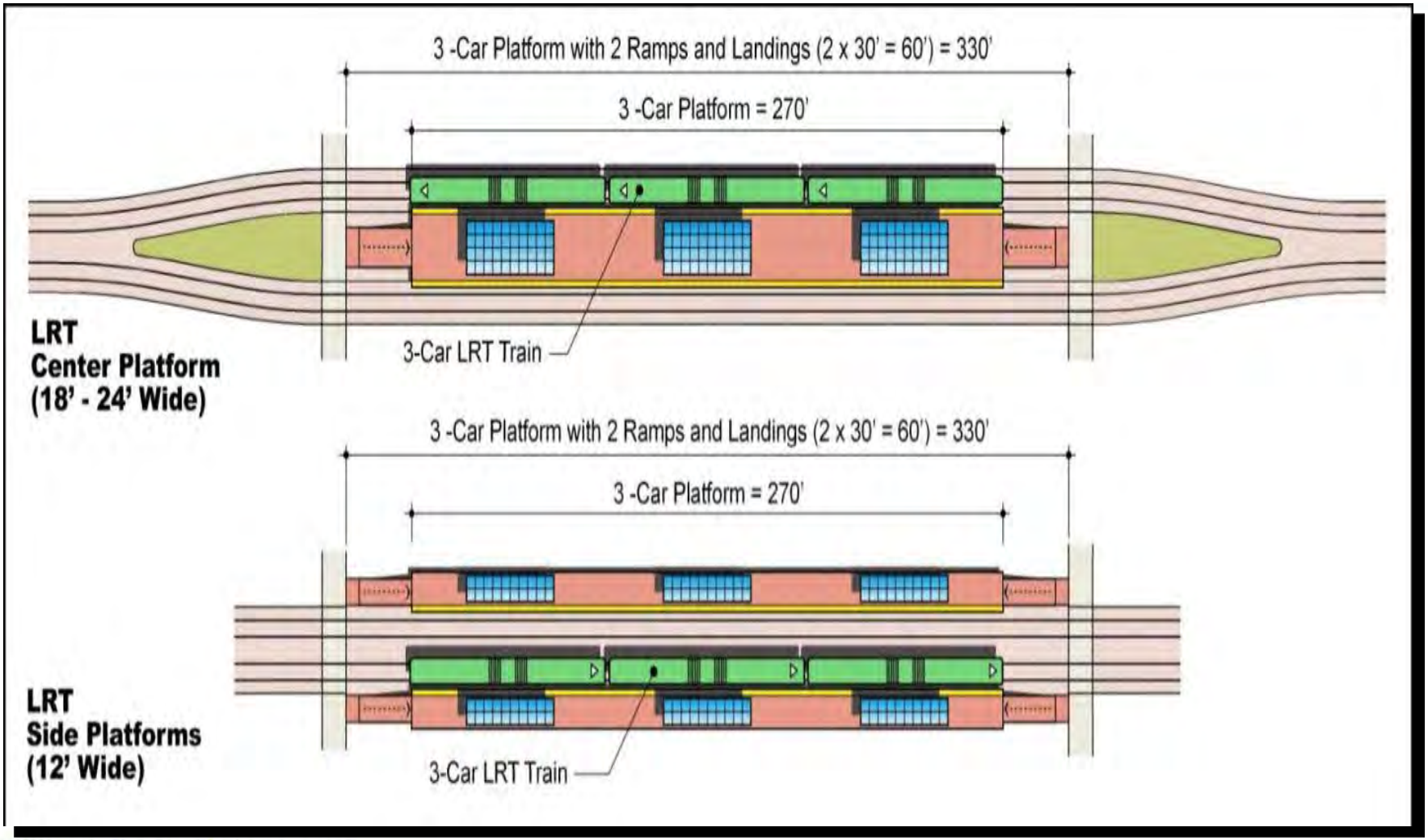
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Triangle Regional Transit Program





Project Footprint

Our Transit Future
Triangle Regional Transit Program



Project Footprint

Station Area Elements



What will be studied?

What will be Studied?

The following is a list of topics/resources to be studied in the EIS:

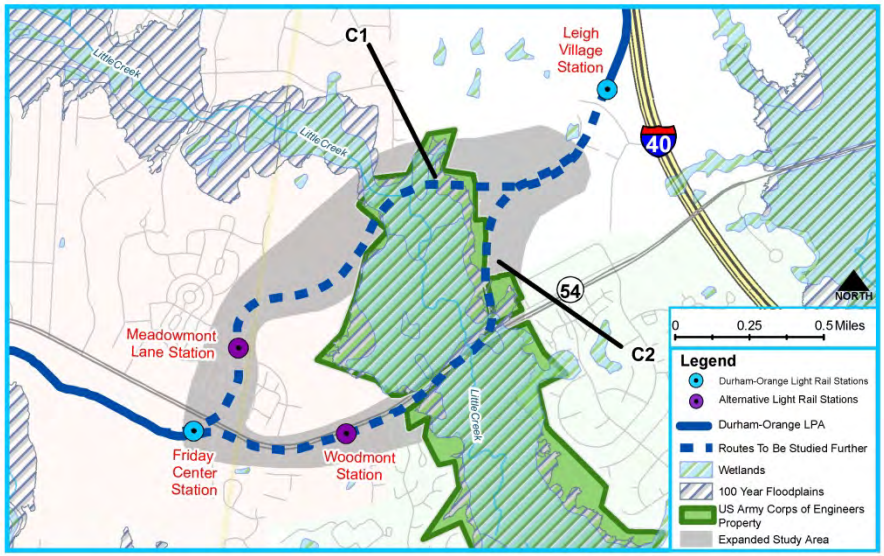
- Land Use Plans, Zoning and Economic Development
- Population and Employment
- Environmental Justice
- Transportation
- Neighborhoods and Communities
- Air Quality
- Visual and Aesthetic Impacts
- Noise and Vibration
- Wetlands
- Biological Resources and Endangered Species
- Water Resources
- Floodplains and Flooding
- Historic and Archaeological Resources and Parklands
- Parks and Recreational Sites
- Section 4(f) Resources
- Contamination / Hazardous Waste
- Energy
- Geology and Soils
- Construction Impacts
- Impacts of Railroad Operation
- Secondary and Cumulative Impacts
- Climate Change Adaptation Planning

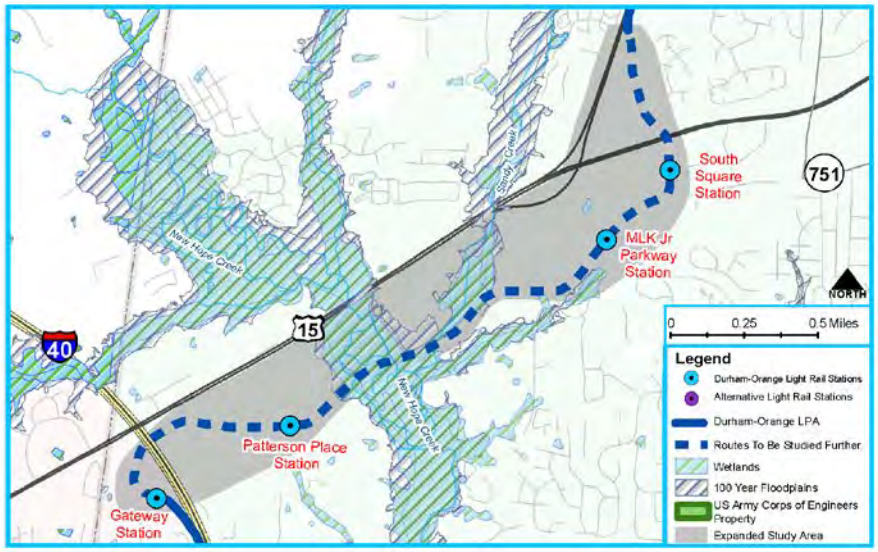
Identified Environmental Features

The D-O LRT LPA alignment is uncertain in two areas where alignment options will be further evaluated in the DEIS:

1. Crossing of Little Creek between the Friday Center/Meadowmont Village area and the proposed Leigh Village development

2. Crossing of New Hope Creek and Sandy Creek between Patterson Place and South Square





Identified Environmental Features

Identified resources associated with Little Creek, New Hope Creek, Sandy Creek and other parts of the corridor:

- Wetlands
- Floodplains
- Streams
- Federal Lands
- Water Quality
- Parks and Recreation (Gamelands, State and County Recreation Areas)
- Biological Resources (Significant Natural Heritage Areas, Conservation Lands)
- Neighborhoods/Community
- Noise
- Transportation
- Cultural and Historic
- Relocations

How will stakeholders be involved?

Public & Agency Participation

- NOI: Published April 3rd, 2012
- Agency Scoping Meeting: May 2nd, 2012
- Public Meeting #1: May 2nd, 2012
- Public Meeting #2: May 3rd, 2012
- Elected Officials Meeting: May 3rd, 2012
- Scoping Comments Due: June 18th, 2012
- Agency Follow-Up Meeting: Summer 2012

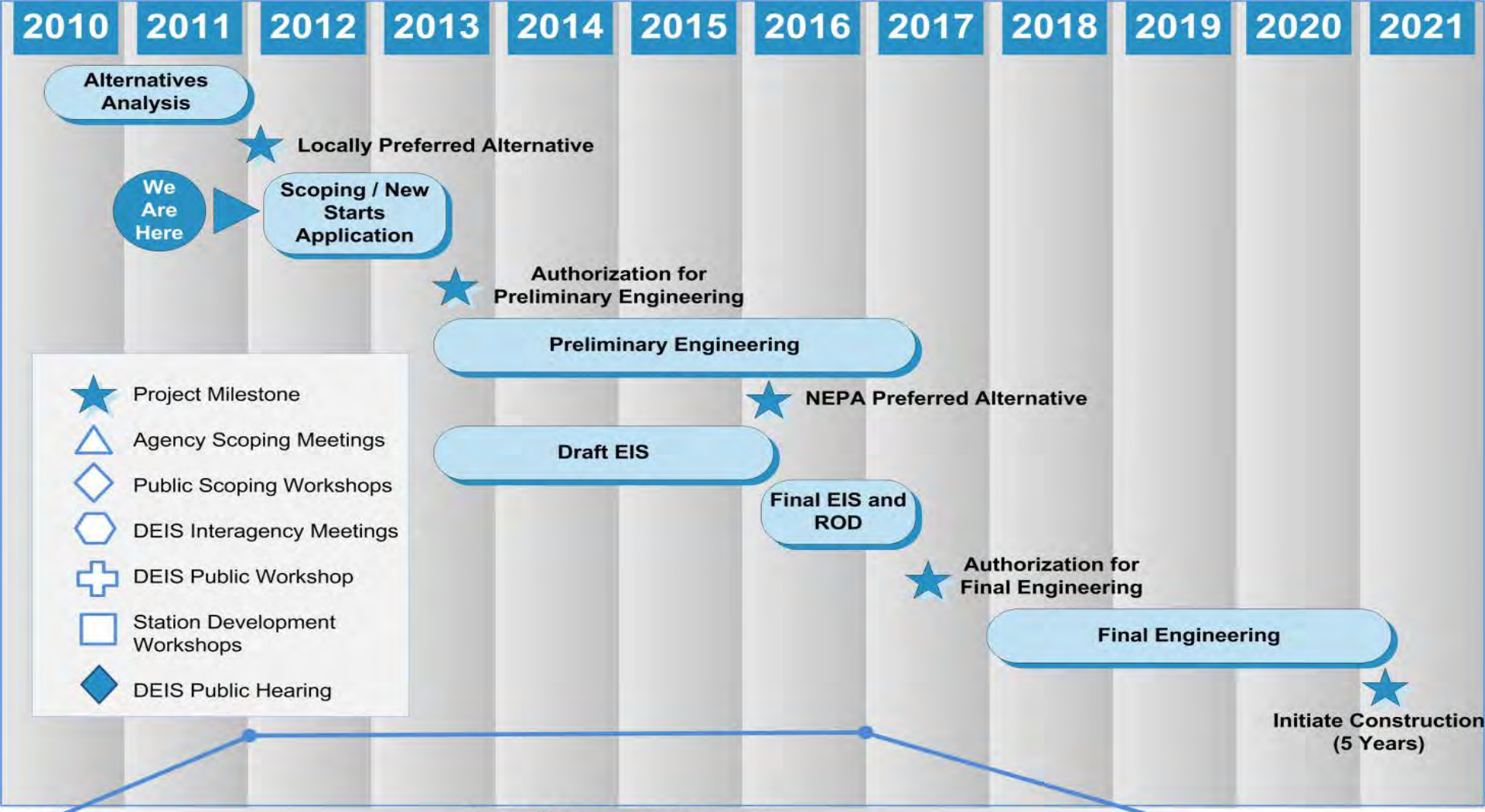
Public & Agency Participation

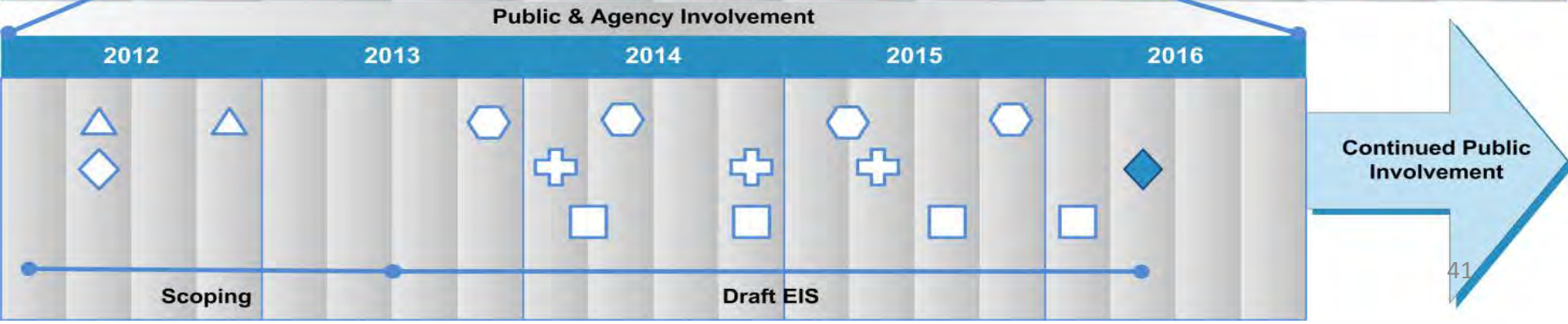
Tools and Techniques

- Public Workshops and Open Houses
- Public Meetings and Traveling Exhibits
- Call-in line, postal mailing address, and email
- Public Presentations
- Opinion Surveys
- Project Website – www.ourtransitfuture.com
- Agency Coordination Meetings
- Steering Committee Meetings
- Email Updates
- Project Videos
- Social Media

Many ways to be engaged and comment - Input will be recorded and managed in a database throughout the process.

What is the project schedule?


2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Alternatives Analysis
Locally Preferred Alternative
We Are Here
Scoping / New Starts Application
Authorization for Preliminary Engineering
Preliminary Engineering
NEPA Preferred Alternative
Draft EIS
Final EIS and ROD
Authorization for Final Engineering
Final Engineering
Initiate Construction (5 Years)
Project Milestone
Agency Scoping Meetings
Public Scoping Workshops
DEIS Interagency Meetings
DEIS Public Workshop
Station Development Workshops
DEIS Public Hearing


Public & Agency Involvement
2012
2013
2014
2015
2016
Scoping
Draft EIS
Continued Public Involvement

Next Steps

Our Transit Future
Triangle Regional Transit Program

- 45-day Scoping Comment Period – June 18, 2012
- Prepare Scoping Document
- Agency Follow-up Scoping Meeting
- Submit New Starts Application
- Request FTA permission to begin Preliminary Engineering and NEPA process
- EIS Kickoff

Corridor Review Comments

How will the project be funded?

Local:

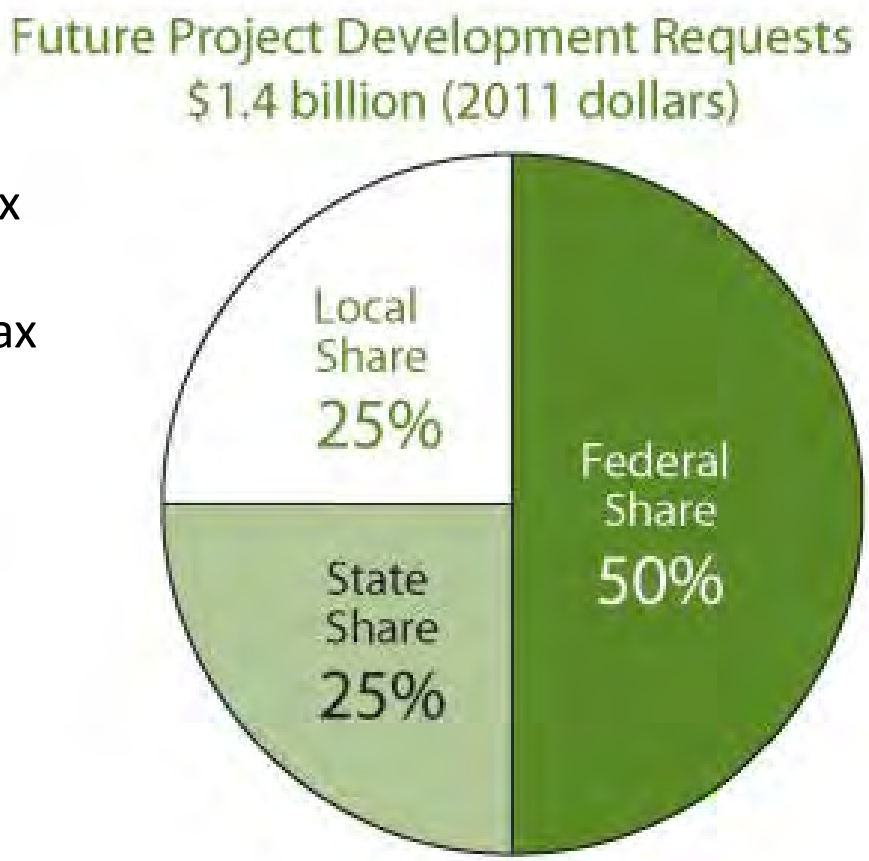
- Durham County approved ½ cent sales tax for transit approximately $19 M in 2013
- If Orange County approves ½ cent sales tax approximately $5 M in 2013

State:

- Future Appropriation

Federal:

- New Starts funding





Duke Medical Center Station Rendering

Conceptual Transit Oriented Development near Durham Station





Aerial Rendering Over NC54 Into Meadowmont Village

Rail and Bus Integration

Our Transit Future
Triangle Regional Transit Program

- Rail is a long term investment
- All successful rail systems have strong, complementary bus systems
- Current County Transit Plans include both bus and rail investments
- AA process focussed on feeder bus service
- Near term (5 years) bus system is primary mode
- Longer term (10+ years) bus system shaped to complete and complement rail system

Alternatives Analysis

Our Transit Future
Triangle Regional Transit Program

An Alternatives Analysis is:

- A focused look at alternatives at the "corridor" level
  - A "corridor" is the area that encompasses the origins, destinations, and primary paths of the majority of trips contributing to and/or affected by the identified transportation problem or need
- A means of reaching decisions on the investment strategy to pursue in a particular corridor
  - Public involvement
  - Federal, state and local agency coordination
- A requirement for federally funded transit corridor projects
- **The AA for the Durham-Orange Corridor was completed Sep 2010 – July 2011. Documentation is available under the D-O LRT project page on www.ourtransitfuture.com**

URS

URS DIN # 00620

MEETING MINUTES

Date Distributed: June 6, 2012

Prepared by: Luann Polissaint

Meeting Date/Time: May 3, 2012 / 10:00am – 12:00 noon

Place: Durham Armory
212 Foster Street
Durham, NC 27701

Attendees:
John Edwards – john.edwards@nscorp.com
Pam Karriker – pkarriker@durhamcountync.gov
Matt Gernand – Matthew.gernand@nscorp.com
Bernadette Pelissier – bpelissier@co.orange.nc.us
Ed Harrison – ed.harrison@mindspring.com
Diane Catotti
James Lim – Lim@rtp.org
Tim McMullen – tmcmullen@nccu.edu
Jeff Brubaker – jbrubaker@townofcarrboro.org
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Melanie Wilson – uncuva@gmail.com
Bill Holm – bill.holm@duke.edu
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Matthew Payne – mpayne@louisberger.com
Tom Smith – Tasmith@unch.unc.edu
Alice Gordon
Mike Arandroup – mikearand@mindspring.com
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Damien Graham – Dgraham@triangletransit.org
Bill Houppermans – bill.houppermans@urs.com
Jeff Weisner – Jeff.weisner@urs.com

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URS

URS DIN # 00620

Minutes of Elected Officials Scoping Meeting
May 3, 2012 / 10:00 am

Gavin Poindexter – Gavin.poindexter@urs.com
Cyndy Yu Robinson – Cyndy.yu.robinson@urs.com
Paul Himberger – Paul Himberger@urs.com
Kurt Neufang – Kurt.neufang@urs.com
Rhiannon Kincaid – Rhiannon.kincaid@urs.com
Luann Polissaint – Luann.polissasint@urs.com
Lindsay Maurer – lmaurer@planningcommunities.com

Subject: Minutes of Elected Officials Scoping Meeting for DO LRT May 3, 2012

Purpose of Meeting: To provide information to project stakeholders and to receive input on the scope of the federal environmental review process in accordance with the National Environmental Policy Act (NEPA).

Agenda
Introductions
Opening Remarks – Damien Graham – Triangle Transit
PowerPoint Presentation – Jeff Weisner – URS
Questions / Comments – all participants

Introductions
Each attendee introduced themselves by name and organization.

Opening Remarks
Damien Graham of Triangle Transit welcomed all participants and made some general opening remarks and turned the meeting to Jeff Weisner of URS for the PowerPoint presentation.

PowerPoint Presentation
Jeff Weisner identified the agency roles and responsibilities, outlined the Scoping process, identified the Draft Purpose and Need, and presented a brief history of the Durham-Orange LRT Project to date. During the presentation he also described the Locally Preferred Alternative (LPA) identified through the Alternatives Analysis (AA) process and adopted by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), presented the current project schedule, and described the public and agency involvement and coordination process for the project. The presentation included a demonstration of the U-pointer device that would be used during the scoping meetings as an interactive digital tool to show information and project mapping and collect comments from stakeholders on the project.

After the presentation concluded, meeting attendees were provided the opportunity to ask questions and provide input on the environmental scope of the project.

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Minutes of Elected Officials Scoping Meeting
May 3, 2012 / 10:00 am

Questions / Comments
The participants raised several questions and comments are summarized below.

Comment: Regarding federal funds availability
Response: FTA funding is anticipated during final design.

Comment: Regarding the extent of project impacts to wetland and other resources
Response: Preliminary engineering will determine the amount of right of way needed and the footprint of the project. Extensive data collection will also be conducted to determine the extent and location of environmental resources. From this information, impacts of the project can be determined.

Comment: Regarding follow-up meetings and keeping the public officials informed of progress
Response: A Scoping document will be prepared, which will include the information and materials presented at the scoping meeting as well as a record of the comments received during the scoping process. This document will be available on the project website or by specific request from Triangle Transit. Periodic meetings will be held and project updates will be distributed to public officials informing them of progress. The project website will also be updated regularly with the latest project information.

Comment: Regarding previous public comments and the project responses to them
Response: Comments received to date and applicable responses have been documented. Electronic and hardcopies of previous comments are available upon request and are part of the project record.

Comment: Regarding the MPO vote and the identification of the C2 alternative being preferred over C1
Response: On February 8, 2012 the DCHC MPO passed a resolution adopting the Locally Preferred Alternative. The resolution identied both C1 and C2 options to be advanced for further study in the environmental review phase of the project development. The resolution also indicated a preference for C2.

Comment: Regarding the timing of Orange County passing the tax referendum affecting the project
Response: Although a referendum has not been scheduled, it doesn't have to be in place prior to submitting the New Start application. If passed it will demonstrate the region's solidarity and will provide a better chance that the project will be approved by the FTA.

Comment: Regarding approval process of agreements with other parties/stakeholders.
Response: Agreements will have to be coordinated with other agencies such as NCDOT and North Carolina Railroad for right-of-way use. The process for the development of these types of agreements often takes considerable coordination over a long period of time. Therefore it is important that coordination begin early. Triangle Transit has engaged NCDOT and NCRR throughout the early planning phase and will continue to work toward developing agreements during Preliminary Engineering (PE) and environment review phases of project development.

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Minutes of Elected Officials Scoping Meeting
May 3, 2012 / 10:00 am

Each agency will require an additional level of project design during PE for agency review prior to executing final agreements.

Comment: Regarding the professional experience of the project, what are the greatest project-specific challenges for this project and are they in keeping with what is experienced on similar projects
Response: Balancing of project affects between human and natural environments; agreement and negotiations with other railroads; obtaining local consensus. All of these are on a similar level as other projects, and are not foreseen as insurmountable challenges.

Comment: regarding the process of recording public comments and responses to the elected officials
Response: A Scoping document will be prepared at the end of the comment period (June 18, 2012) which will summarize all comments received and associated responses. This document will be shared with the elected officials. Each comment received and the response will be tracked and recorded in a database as was the procedure for previous public comments for the Alternatives Analysis phase.

Comment: Regarding station location input opportunities
Response: Several station planning workshops will be held throughout the PE/EIS phase to receive input on station locations and design.

Comment: Regarding the possibility of relocating a proposed station location, and if the process would have to begin again
Response: There will be ongoing public workshops as the process develops. Input will be solicited. Currently identified station locations can move. Locations will be finalized through the PE/EIS process.

Comment: Regarding the location of maintenance facilities
Response: The same process will be followed as for the station locations. Input from the public will be solicited. All options remain open at this time, and the options will be evaluated during the PE phase.

Comment: Regarding concern over noise of the maintenance facilities
Response: Noise studies will be performed for the project including station and maintenance facilities.

Comment: Regarding side access platform vs. center access platform
Response: Station configuration is evaluated on a case by case basis in addition to concentrating on maximum pedestrian safety at track crossings.

Comment: Regarding the economic features of Alston Ave station location as a link to NCCU
Response: The development around stations will be focused to connect neighborhoods and integrated with the city planning departments. Station area development will consider connections to NCCU as well as demographic and economic characteristics of the surrounding community.

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Minutes of Elected Officials Scoping Meeting
May 3, 2012 / 10:00 am

Comment: Citizen comment regarding potential parking lot which would negatively impact small business
Response: No property decisions have been determined yet. Please submit a comment card for the record. The property acquisition process will not occur until after the EIS process is complete and will comply with Uniform Relocation Act.

Comment: Regarding the methodology of the comments
Response: Once gathered, they are tracked, recorded, and will include the following data: commentator (citizen, federal, state, or local agency), date, category (e.g. Purpose and Need, alternatives, environmental process, natural resources, community impacts, traffic, etc.) and will be cross referenced.

Comment: Regarding timing requirements to notify property owners of possible impact
Response: The properties will be identified early in the EIS, and the EIS will take approximately 3 to 4 years. The project cannot purchase any property before Final EIS, and all property owners will be formally notified during Final Engineering prior to construction.

Meeting Adjourned
The above Meeting Minutes are the author's synopsis of what was stated. The program will rely on these minutes as the record of all matters discussed and conclusions reached during this meeting unless written changes are sent to the author within seven calendar days of receipt of these Minutes.

JW/lp

cc: Attendees
PMC@TriangleTransit.org
URS File

Attachment: PowerPoint presentation
Sign In Sheet

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1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
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APPENDIX D: SCOPING MEETING MATERIALS

PART 3: PUBLIC WORKSHOPS

SIGN-IN SHEETS
HANDOUTS
EXHIBITS

2 - May . 2012

31

Sign-in Sheet **Meeting Date:** Public Workshop

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Matt Cecil	mcecil@townofchapelhill.org	27704 27516	a. private citizen b. official (c.) non-profit representative d. other
David Laudicina	Laud9876@bellsouth.net	27278	(a.) private citizen b. official c. non-profit representative d. other
Jennifer Rogers	jrogers@triangletransit.org	27514 27704	a. private citizen b. official (c.) non-profit representative d. other
Bill Ferrell	meadowmont@nc.rr.com	919 2404682	a. private citizen b. official c. non-profit representative d. other HOA MEADOWMONT MANAGER
Murtado Bustillo	Murtabm@hotmail.com	27707	a. private citizen b. official c. non-profit representative (d.) other
Will Raymond	campaign@willraymond.org		a. private citizen b. official c. non-profit representative d. other
Lindsay Maurer	lmaurer@planningcommunities.com		a. private citizen b. official c. non-profit representative (d.) other
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Curtis Booker	bookermize@aol.com	27517	(a.) private citizen b. official c. non-profit representative d. other
Ed Morrissett	comm@cochill.net	27517	Private Citizen

(2)

Sign-in Sheet **Meeting Date:** 2-May-2012 Public Workshop

Our Transit Future
Triangle Regional Transit Program

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Karen Berman	kaberman@nc.rr.com	27707	(a.) private citizen b. official c. non-profit representative d. other
Bryna Rapp	bryna@furniturelab.com	27516	a. private citizen b. official (c.) non-profit representative d. other Partnership for a Jewish Center
Claude McFarlane	cmcfarlane@gmail.com	27514	(a.) private citizen b. official c. non-profit representative d. other
Michael Waldrop	mikewald@mindspring.com	27707	(a.) private citizen b. official c. non-profit representative d. other
MARJORIE WHITE	marj2wh1@aol.com	27517	(a.) private citizen b. official c. non-profit representative d. other
Mark Ahrendsen	mark.ahrendsen@durhamnc.gov	27701	a. private citizen (b.) official c. non-profit representative d. other
Steven Schauder	sschauder@shalomdch.org	27705	a. private citizen b. official (c.) non-profit representative d. other
Julie Harris	Julieshg2@yahoo.com	27516 work 27705	a. private citizen b. official c. non-profit representative d. other
Mark Kleinschmidt	~~mk~~ mkleinschmidt@unc.edu	27514	a. private citizen (b.) official c. non-profit representative d. other

2 May 2012

Sign-in Sheet **Meeting Date:** Public Workshop

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
John Wilson	JohnWilsonProductions@gmail.com	27517	a. private citizen b. official c. non-profit representative d. other
Weezie Oldenburg	weezie@oldenburgaia.com	27517	a. private citizen b. official c. non-profit representative d. other
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BUZ LLOYD	buzlloyd@ipass.net	27516	a. private citizen b. official c. non-profit representative d. other
SUSAN SONBERG	sonkoffe@aol.com	27517	a. private citizen b. official c. non-profit representative d. other
GUSTAVO MONTANA	gustavo.montana@duke.edu	27514	a. private citizen b. official c. non-profit representative d. other
JERRY & JANET SCHOENDORF	JERRY@SCHOE.COM	27517	a. private citizen b. official c. non-profit representative d. other
Chris Selby	selby@ad.unc.edu	27517/27599	a. private citizen b. official c. non-profit representative d. other
TOM FARRER	~~211 N ELLIOT~~ RADFARRER-RETAIL@YAHOO.COM	27514/27705	a. private citizen b. official c. non-profit representative d. other
Kristen Smith	ksmith@carolinachamber.org		a. private citizen b. official c. non-profit representative d. other business community rep

(4)

2 May 2012

Sign-in Sheet **Meeting Date:** Public Workshop

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Triangle Regional Transit Program

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Rainer Dammers	rainer.dammers@yahoo.com	27516 27703	a. private citizen b. official c. non-profit representative d. other
Geoffrey Daniel Geist	gdgeist2000@yahoo.com	—	a. private citizen b. official c. non-profit representative d. other
Allan Fishkin	akfishkin@yahoo.com	—	a. private citizen b. official c. non-profit representative d. other
Starr Harris	—		a. private citizen b. official c. non-profit representative d. other
Andy Levin	ahl@rti.org	27514 27709	a. private citizen b. official c. non-profit representative d. other
William M. Murchison	WMURCH@Earthlink.net	27609 27609	a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other

(2)

3. May 2012

Sign-in Sheet **Meeting Date:** Public Workshop

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Home Zipcode & Work Zipcode	Affiliation (please circle one)
Chassem Anderson	canderson@triangletransit.org	27713	a. private citizen b. official c. non-profit representative (d. other)
Jon Bellman	jbellman@me.com	27705	(a. private citizen) b. official c. non-profit representative d. other
Mi			a. private citizen b. official c. non-profit representative d. other
John Friedman	rabbijf@judeareform.org	27705	(a. private citizen) b. official c. non-profit representative d. other
Hannah Williams	hannah@lernerschool.org	27705	(a. private citizen) (c. non-profit representative) d. other
Justin Jorgensen	justindjorgensen@gmail.com	27581	(a. private citizen) b. official c. non-profit representative d. other
Jere Korest	jkorest@durhamcountync.gov	27712 27701	a. private citizen (b. official) c. non-profit representative d. other
Larry Rocamora	lrocamora@macroclaw.com	27707	(a. private citizen) b. official (c. non-profit representative) d. other
Jonathan Lovins	JONLOVINS@HOTMAIL.com	27713	(a. private citizen) b. official (c. non-profit representative) d. other
Anthony Joines	antjoines01@yahoo.com	27713	(a. private citizen) b. official c. non-profit representative d. other

Sign-in Sheet **Meeting Date:** 3 May 2012 Public Workshop

Our Transit Future
Triangle Regional Transit Program

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Patrick Byker	patrick.byker@bilgates.com	27707 27713	a. private citizen b. official c. non-profit representative d. other ____
Greg Garneau	greg.garneau@gmail.com	27705	a. private citizen b. official c. non-profit representative d. other Durham CPAC
Karen Berman	kaberman@nc.rr.com	27707	a. private citizen b. official c. non-profit representative d. other ____
Dan Jewell	djewell@cjtpa.com	27701	a. private citizen b. official c. non-profit representative d. other ____
Rosemarie Kitchin	rkitchin@aol.com	27517	a. private citizen b. official c. non-profit representative d. other ____
			a. private citizen b. official c. non-profit representative d. other ____
			a. private citizen b. official c. non-profit representative d. other ____
			a. private citizen b. official c. non-profit representative d. other ____

3 · May · 2012

(3)

Sign-in Sheet **Meeting Date:** Public Workshop

Our Transit Future
Triangle Regional Transit Program

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Gabriel Lowe	gjlowe@gmail.com	27713 / 27709	(a) private citizen b. official c. non-profit representative d. other
Sam Poley	SamPoley@gmail.com	27707	(a) private citizen b. official c. ~~non-profit representative~~ d. other
Will Wilson	wgw@duke.edu	27712	a. private citizen b. official c. non-profit representative d. ~~other~~ DOST Chair
Reynolds Smith	reynoldssmith@mindspring.com	27572	(a) private citizen b. official c. non-profit representative d. other DOST Rep
Scott Harmon	Scott@RENAMPDURHAM.com	27701	(a) private citizen b. official c. non-profit representative d. other
Ken Davis	Ksdavis@gmail.com	27701	(a) private citizen b. official c. non-profit representative d. other
GREGORY LOUIE	gregory.louie@gmail.com	27705	(a) private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other

Durham-Orange Light Rail Transit Project
Public Scoping Workshop ***COMMENT FORM***

Our Transit Future
Triangle Regional Transit Program

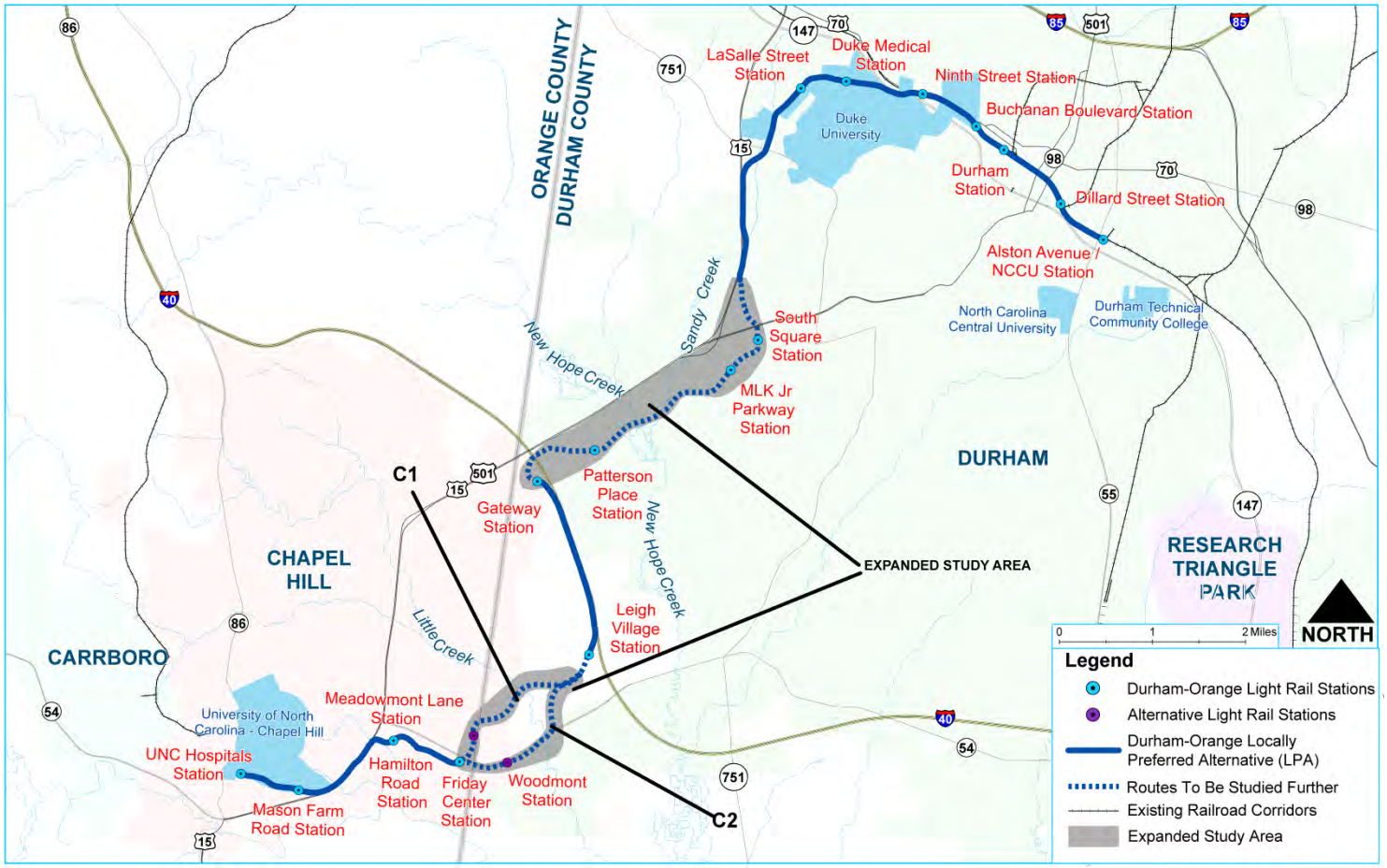
Contact Information

Name: _____ Organization: _____

Street Address: _____ City & State: _____

Email Address: _____ Best way to keep you informed: Email Mail None

of years living in the Triangle _____ Zip code for where you work_____ Zip Code for where you live _____



Doyou have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

_____

_____

_____

_____

_____

_____

What environmental and other issues we should consider when evaluating the project alternatives?

_____

_____

_____

_____

_____

_____

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

The Durham-Orange Light Rail Transit Locally Preferred Alternative (LPA) includes a route, vehicle type and station locations. Please share your thoughts on the LPA.

_____

_____

_____

Please share any comments you have regarding regional transit.

_____

_____

_____

_____

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

fold

Let's stay in touch about transit plans.

How did you hear about today's workshop? ❑ Email ❑ Posted flyer ❑ Website: (which one) _____

❑ Word of mouth ❑Newspaper ❑ Radio ❑ TV ❑ Facebook ❑ Other: _____

How was the meeting time?	❑ Excellent	❑ Very Good	❑ Satisfactory	❑ Needs Improvement	❑ Unacceptable
Workshop location?	❑ Excellent	❑ Very Good	❑ Satisfactory	❑ Needs Improvement	❑ Unacceptable
Workshop organization?	❑ Excellent	❑ Very Good	❑ Satisfactory	❑ Needs Improvement	❑ Unacceptable
What was most helpful?	❑ Video	❑ Maps	❑ Boards	❑ Staff to talk to	❑ Handout/papers ❑Other attendees

fold

Our Transit Future
Triangle Regional Transit Program
P.O. Box 530, Morrisville, NC 27560

U.S. Postage Required

Triangle Regional Transit Program
Durham-Orange LRT Scoping Comments
P.O. Box 530
Morrisville, NC 27560









What is Scoping?

- Environmental scoping is a process through which the public, our elected officials, and interested government agencies will be:
  - provided with information about this project;
  - able to assist in shaping the course and direction of the Environmental Impact Statement (EIS); and
  - able to comment on the nature of the project.

- Scoping formally initiates open coordination with Federal, state, and local agencies, elected officials, project partners, and the public through which the issues to be studied in detail through the National Environmental Policy Act (NEPA) process will be identified and defined.

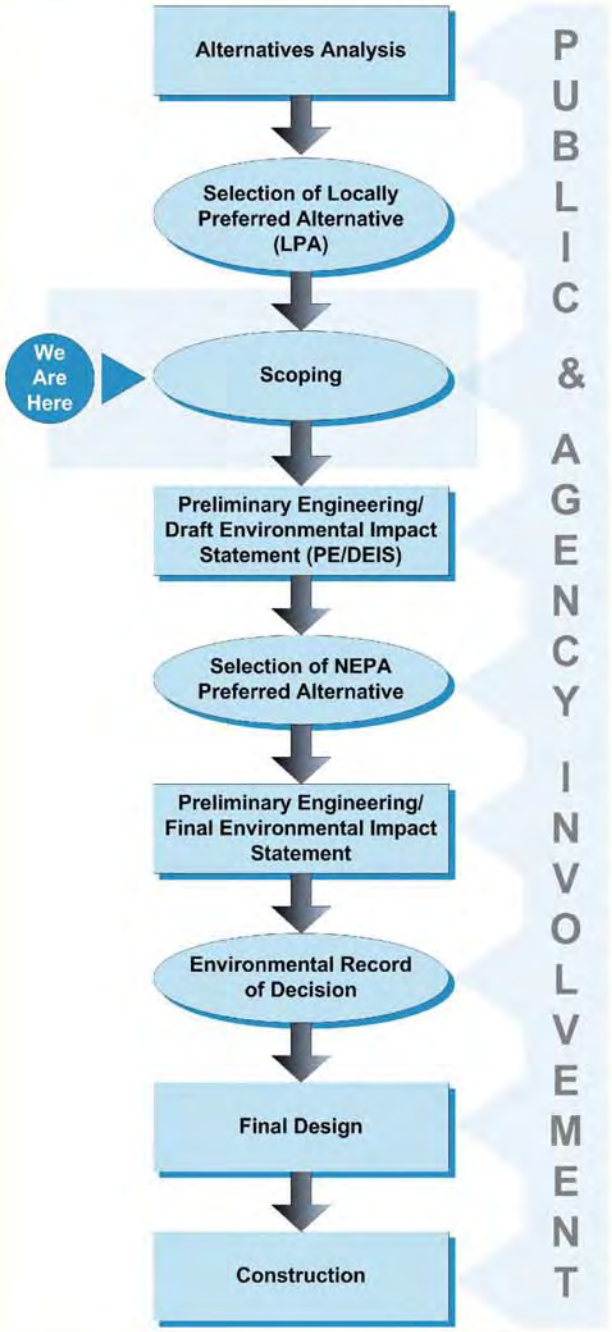


FTA Process Flow Chart





















What is an EIS?

- An EIS, or Environmental Impact Statement, is a requirement of the National Environmental Policy Act (NEPA) for projects seeking Federal Funding that may "significantly affect the quality of the Human Environment".
- Topics typically covered in an EIS include:
  - Land Use Plans, Zoning and Economic Development
  - Transportation
  - Neighborhoods and Communities
  - Air Quality
  - Visual and Aesthetic Impacts
  - Noise and Vibration
  - Wetlands
  - Biological Resources and Endangered Species
  - Floodplains and Flooding
  - Historic and Archaeological Resources and Parklands
  - Parks and Recreational Sites
  - Contamination / Hazardous Waste
  - Energy
  - Soils
  - Construction Impacts
  - Impacts on Railroad Operations
  - Secondary and Cumulative Impacts
  - Climate Change Adaptation Planning
- An EIS is a tool for decision-making.





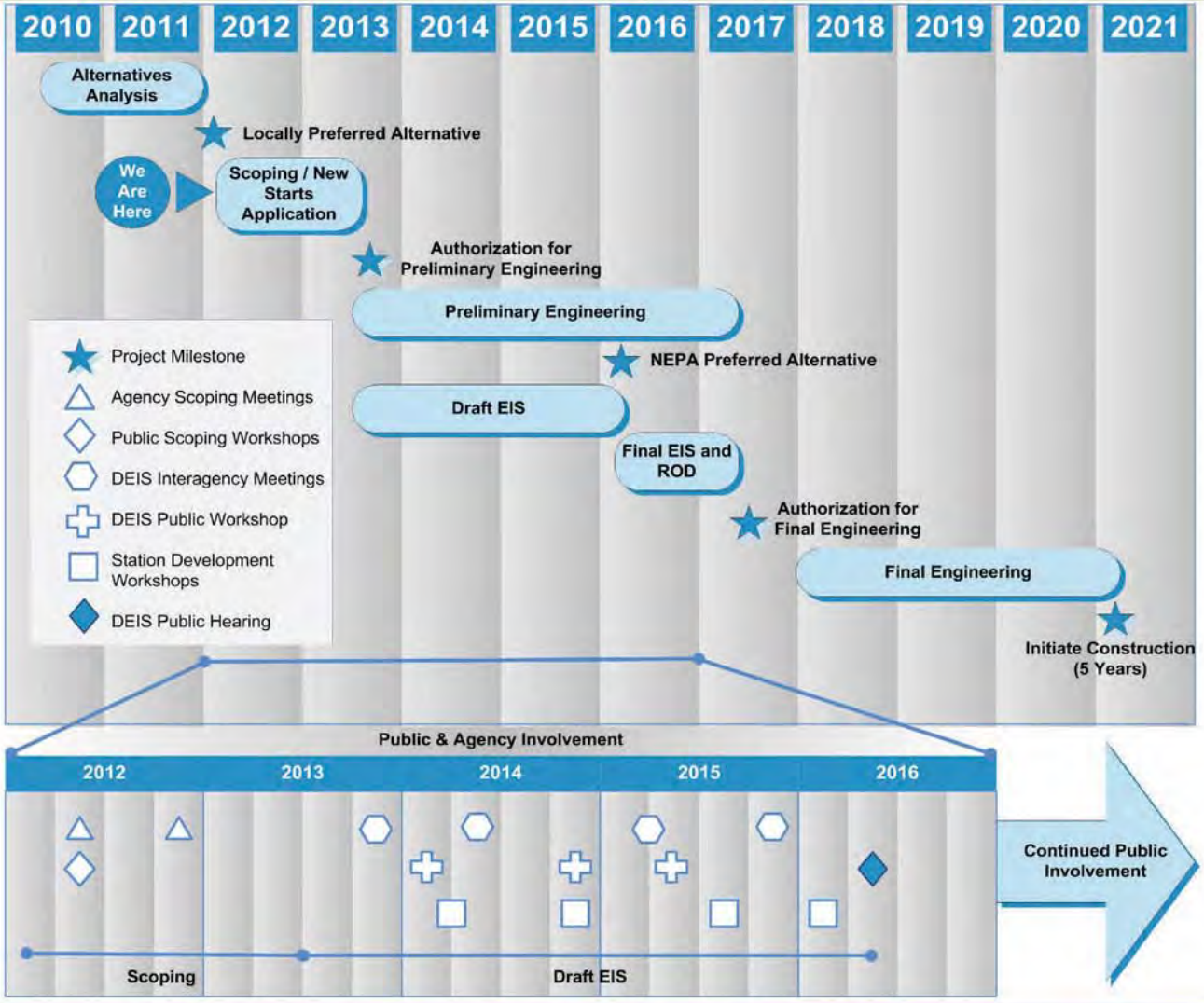








Anticipated Project Timeline



Durham-Orange Corridor

(Durham to Chapel Hill)



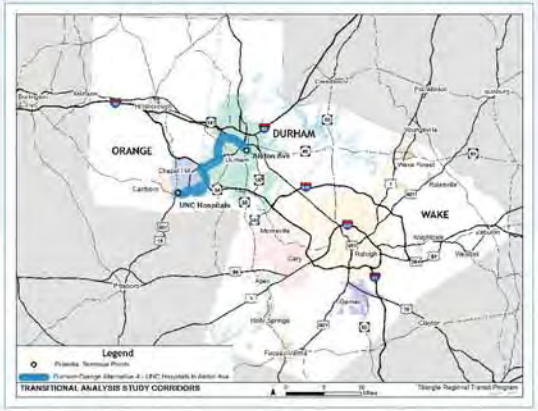




PURPOSE & NEED

The purpose of a proposed high-capacity transit investment in the Durham-Orange Corridor is to provide a transit solution that addresses the following needs:

1. Need to enhance mobility
2. Need to expand transit options between Durham and Chapel Hill
3. Need to serve populations with high propensity for transit use
4. Need to foster compact development



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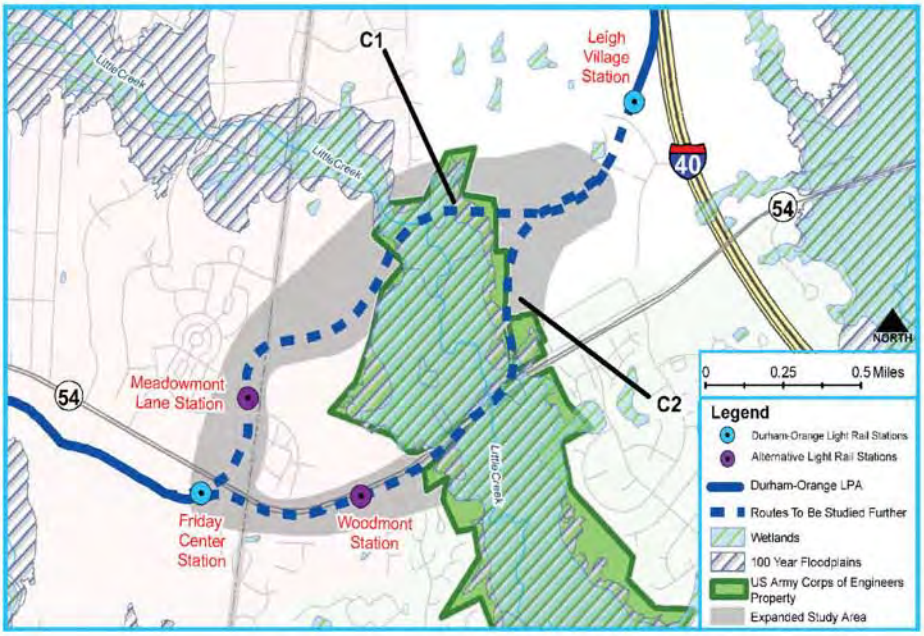
Triangle Regional Transit Program
ourtransitfuture.com

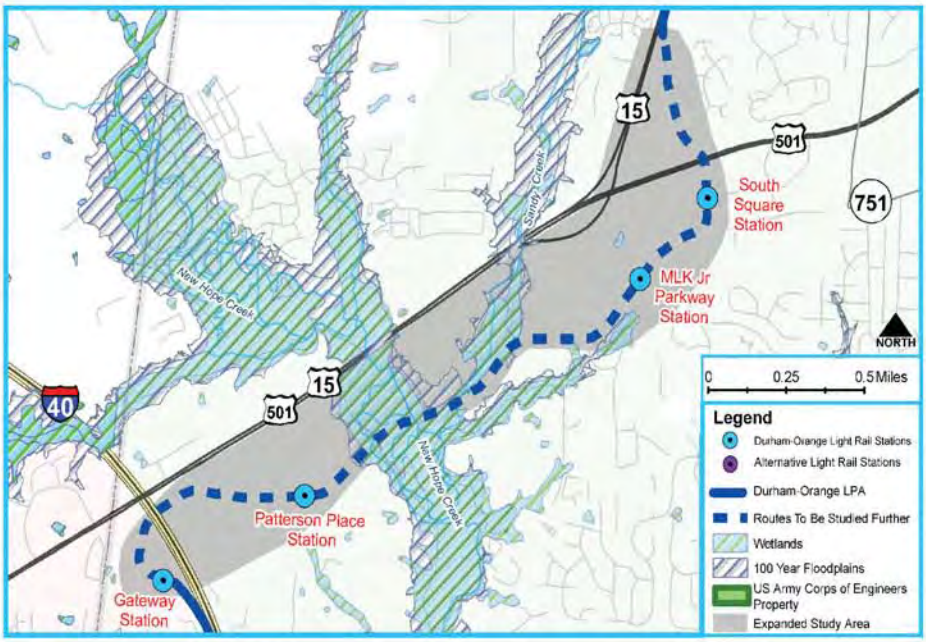
GOALS & OBJECTIVES

GOALS	OBJECTIVES
GOAL 1 Improve mobility through and within the study corridor.	+ Minimize growth of future vehicular congestion. + Provide a competitive and reliable option to auto use. + Serve regional trips as well as trips between and within major activity centers.
GOAL 2 Increase transit efficiency and quality of service.	+ Maintain or improve travel times between existing and planned activity centers. + Provide convenient and accessible transit services for employment and nonemployment trips. + Improve and expand transit access for transit-dependent persons.
GOAL 3 Improve transit connections.	+ Complement existing and planned transportation systems, plans, and infrastructure. + Develop a seamless interface with other local and regional transit systems.
GOAL 4 Support local and regional economic development and planned growth management initiatives.	+ Develop transit investments that help focus development near activity centers. + Maximize the potential for economic development consistent with regional and local plans and policies.
GOAL 5 Foster environmental stewardship.	+ Minimize adverse impacts to the natural and built environment. + Utilize and enhance existing and underutilized transportation rights-of-way. + Maintain or improve regional and corridor air quality.
GOAL 6 Provide a cost-effective transit investment.	+ Maximize capital and operating cost-effectiveness and efficiency. + Meet FTA cost-effectiveness standards.



Expanded Study Area

















Triangle Regional Transit Program

Transit Technologies Considered











Typical Characteristics	CONVENTIONAL BUS	BUS RAPID TRANSIT	STREETCAR	LIGHT RAIL TRANSIT	COMMUTER RAIL TRANSIT
Service type	Regional, urban	Regional, urban	Urban, circulator	Regional, urban	Regional, interurban
Stop/Station spacing	1/10 to 1/4 mile	¼ to 2 miles	¼ mile	¼ to 2 miles	2 to 10 miles
Vehicles per Set	1	1	1-2	1-4	3-12
Seated Capacity per Vehicle	40, (65 if articulated* = 2-segment bus)	40, (65 if articulated* = 2-segment bus)	30-44	32-90	Standard 56-88, Bi-level train: 124-136
Guideway	Mixed traffic	Exclusive right-of-way, dedicated travel lane in-street	Usually mixed traffic; rarely in dedicated lane	Fixed-guideway or dedicated travel lane in-street	Fixed guideway, completely separate from auto traffic
Power Supply	Diesel or Alternative Fuel	Diesel or Alternative Fuel	Electric with overhead catenary wire	Electric with overhead catenary wire	Electric, diesel-electric, or dual-mode
Suspension	Rubber tire on pavement	Rubber tire on pavement	Steel wheel on steel rail	Steel wheel on steel rail	Steel wheel on steel rail
Operating Speed	14-45 mph	20-65 mph	8-35 mph	22-55 mph	30-79 mph
Route Length & Maximum Grade	Varies, 10-13%	2-40 miles, 10-13%	2-10 miles	5-20 miles, 7%	20-80 miles, 3% to 4%
Capital Cost per Mile	< $1 million	$16-60 million	$12-25 million	$80 million +/-	$8-50 million (dependent on whether or not extra track is needed)



What was studied?



A No-Build Alternative (Status Quo)

- Assumes no changes from the current system
- Adheres to Federal requirements
- Used to compare against other alternatives



A "Non-Guideway" Alternative or Transportation System Management (TSM) Alternative

- The best that can be done without building new transit infrastructure
- Can include High Occupancy Vehicle (HOV) lanes, ramp metering, improved bus service, express toll lanes



Fixed Guideway Alternatives

- Transit that is on a "fixed" route that will not change (as opposed to conventional bus routes)
  - Light Rail Transit (LRT)
  - Commuter Rail Transit (CRT)
    * Durham-Wake and Wake Corridors Only
  - Bus Rapid Transit (BRT)











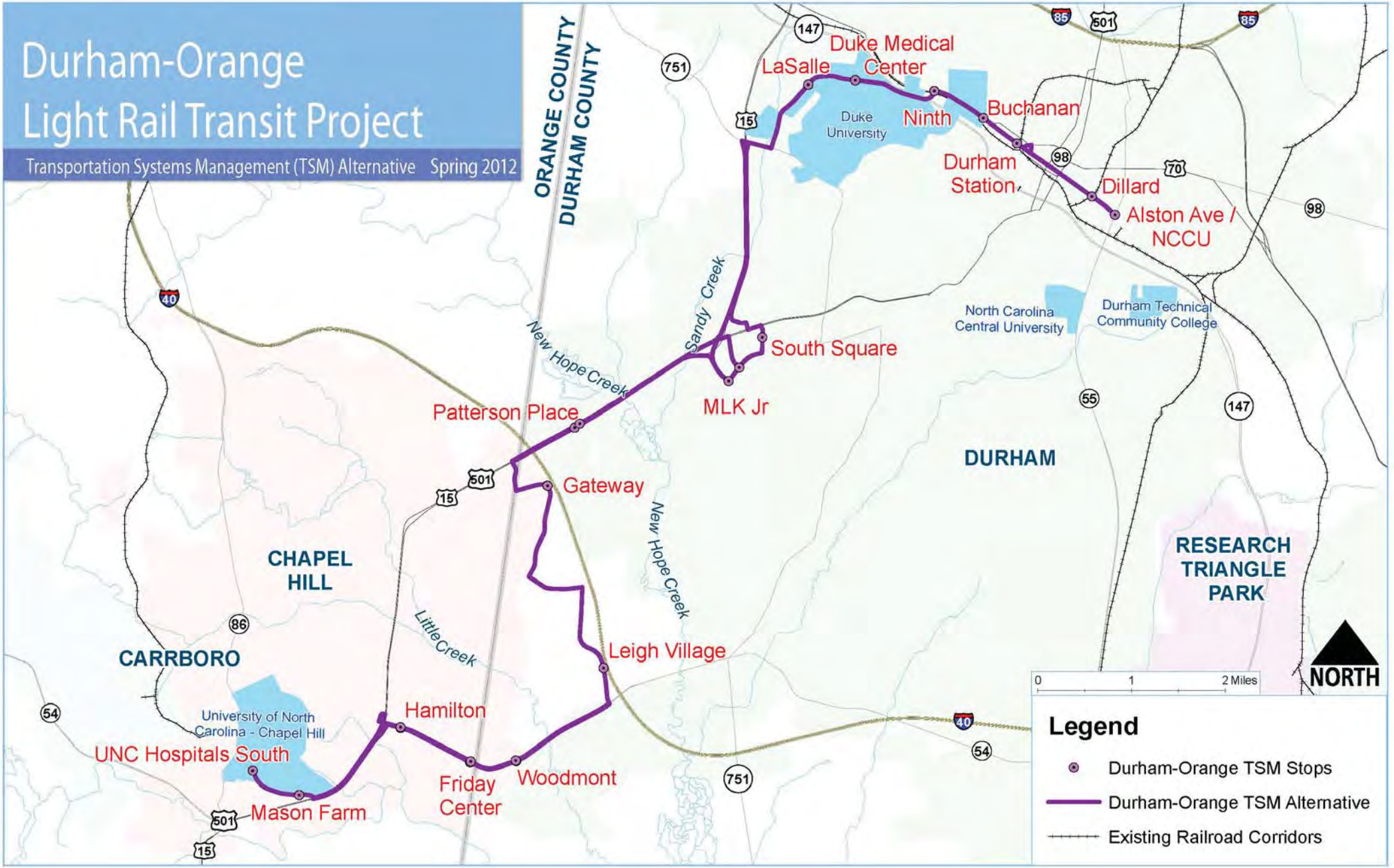


Typical Station Legend



Typical Station Features

- Alignment of LRT Tracks (Elevated)
- Proposed New Roadway or Roadway Extension
- Alignment of LRT Tracks (At-Grade)
- Doubled-Sided LRT Platform
- Proposed Intersection Modification
- Example of approximate area required for LRT station Park & Ride. This does not represent the actual location or site on which the facilities would be constructed.


Durham-Orange
Light Rail Transit Project
Transportation Systems Management (TSM) Alternative Spring 2012
ORANGE COUNTY
DURHAM COUNTY
Duke Medical Center
LaSalle
Duke University
Ninth
Buchanan
Durham Station
Dillard
Alston Ave / NCCU
North Carolina Central University
Durham Technical Community College
Sandy Creek
New Hope Creek
South Square
MLK Jr
Patterson Place
Gateway
DURHAM
RESEARCH TRIANGLE PARK
CHAPEL HILL
CARRBORO
Little Creek
Leigh Village
University of North Carolina - Chapel Hill
UNC Hospitals South
Hamilton
Friday Center
Woodmont
Mason Farm
0 1 2 Miles
NORTH
Legend
Durham-Orange TSM Stops
Durham-Orange TSM Alternative
Existing Railroad Corridors

Example Light Rail Transit (LRT) Stations



Side-Running LRT Station



Elevated LRT - Access & Vertical Circulation



Pedestrian Overpass



Select Station Features (from left, clockwise): Ticketing, Security Camera, Station Furniture, Lighting



Park-and-Ride Station Rendering





Triangle Regional Transit Program

Transit Oriented Development

• LIGHT RAIL T.O.D. IN NORTH CAROLINA •



The Charlotte Experience with LRT

North Carolina's first Light Rail Transit Service has been a catalyst for almost $1.5 Billion of new or planned development along Charlotte's South Corridor, a formerly underutilized rail corridor. Within less than three years of operation, daily transit ridership exceeded their 2020 forecast levels and now averages 15,000 trips per day.

EAST/WEST BOULEVARD STATION

THEN...



...TODAY

The Ashton *(in Background)*

Approx. 360 Apartments



NEW BERN STATION

THEN...



...TODAY

3030 South

96 Residential Rental Units

13,000 Sq. Ft. of Retail/Office



CARSON STREET STATION

THEN...



...TODAY

Summit Grandview *(in Background)*

266 Residential Rental Units

70,000 Sq. Ft. of Retail/Office



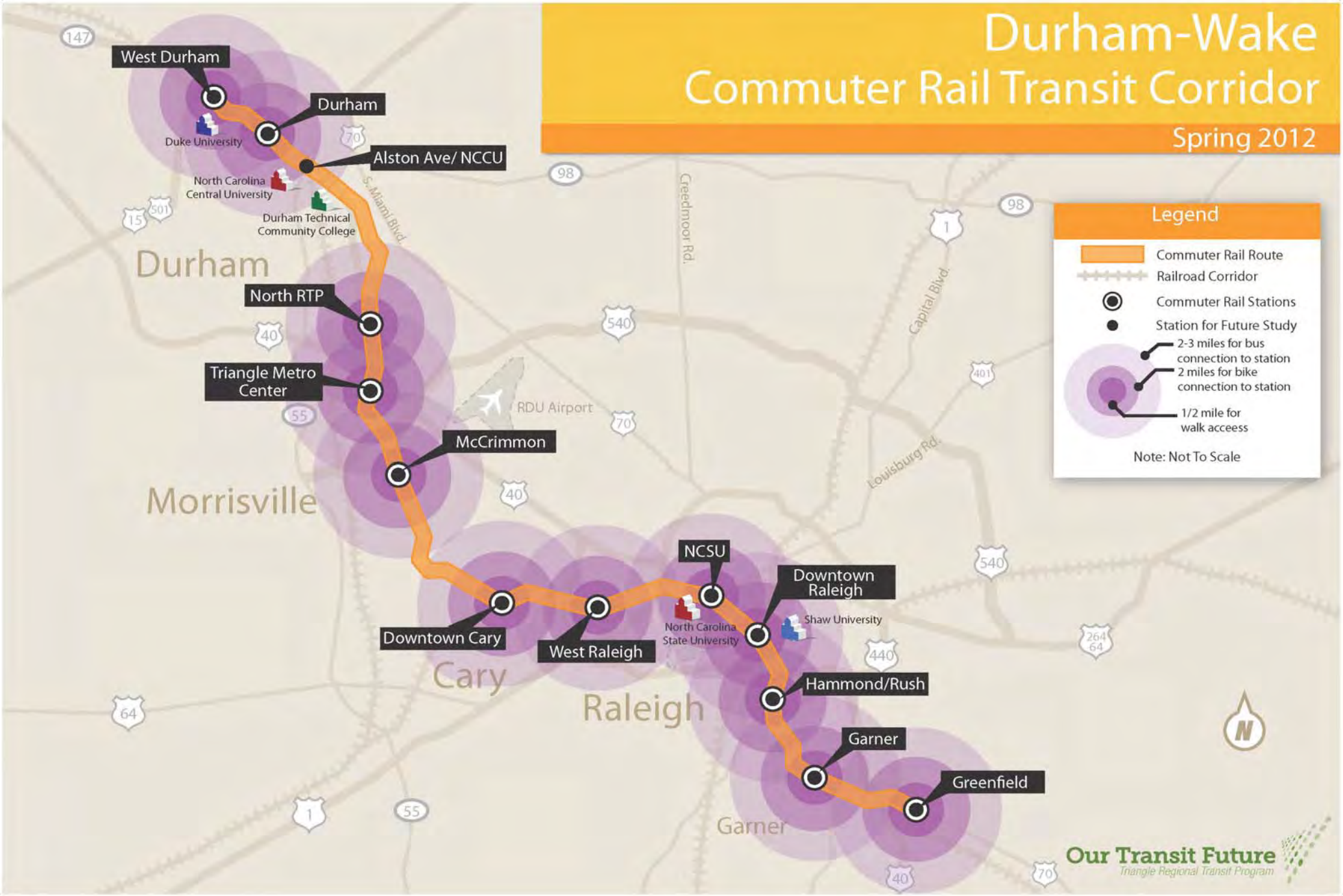
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Our Transit Future

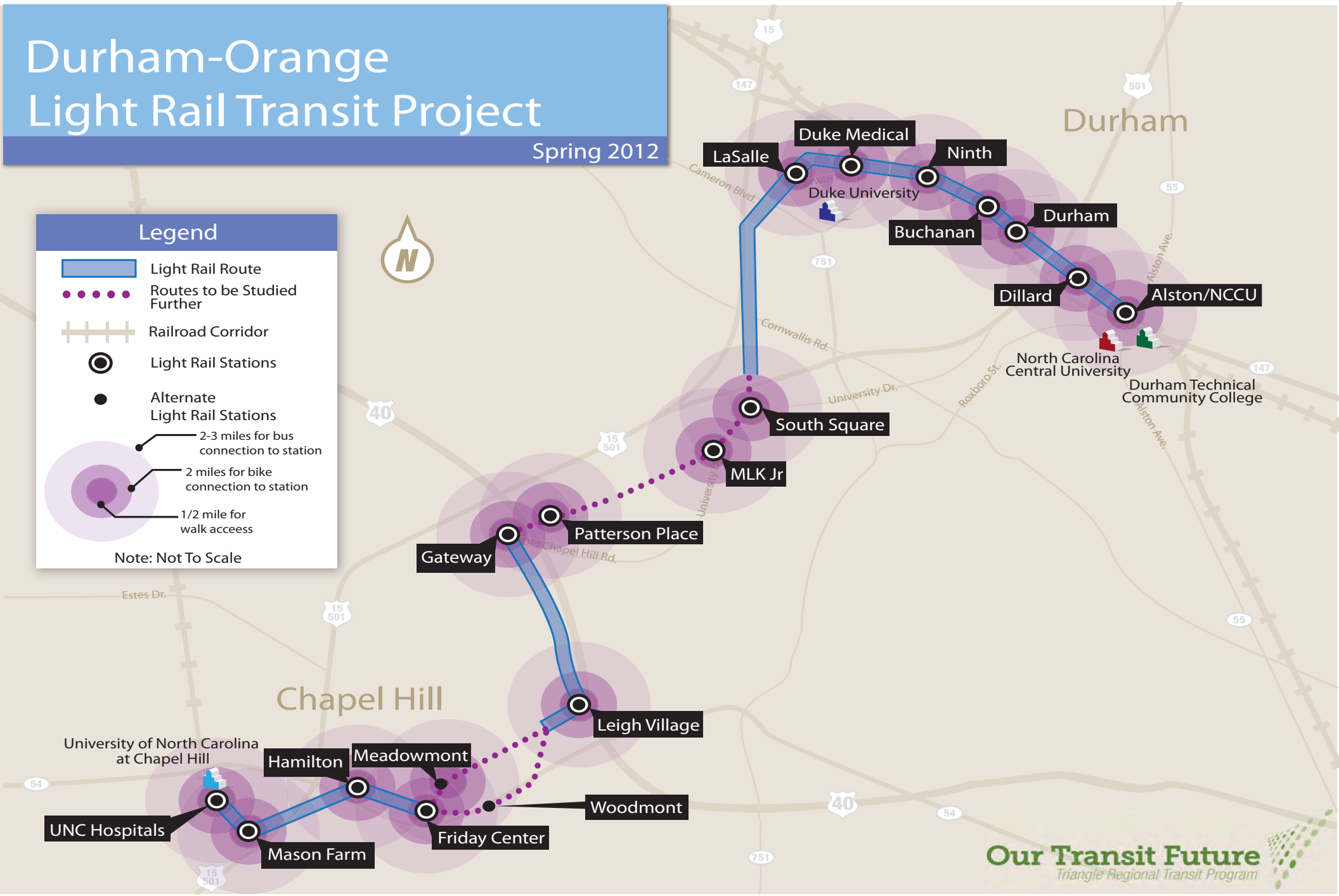
Triangle Regional Transit Program

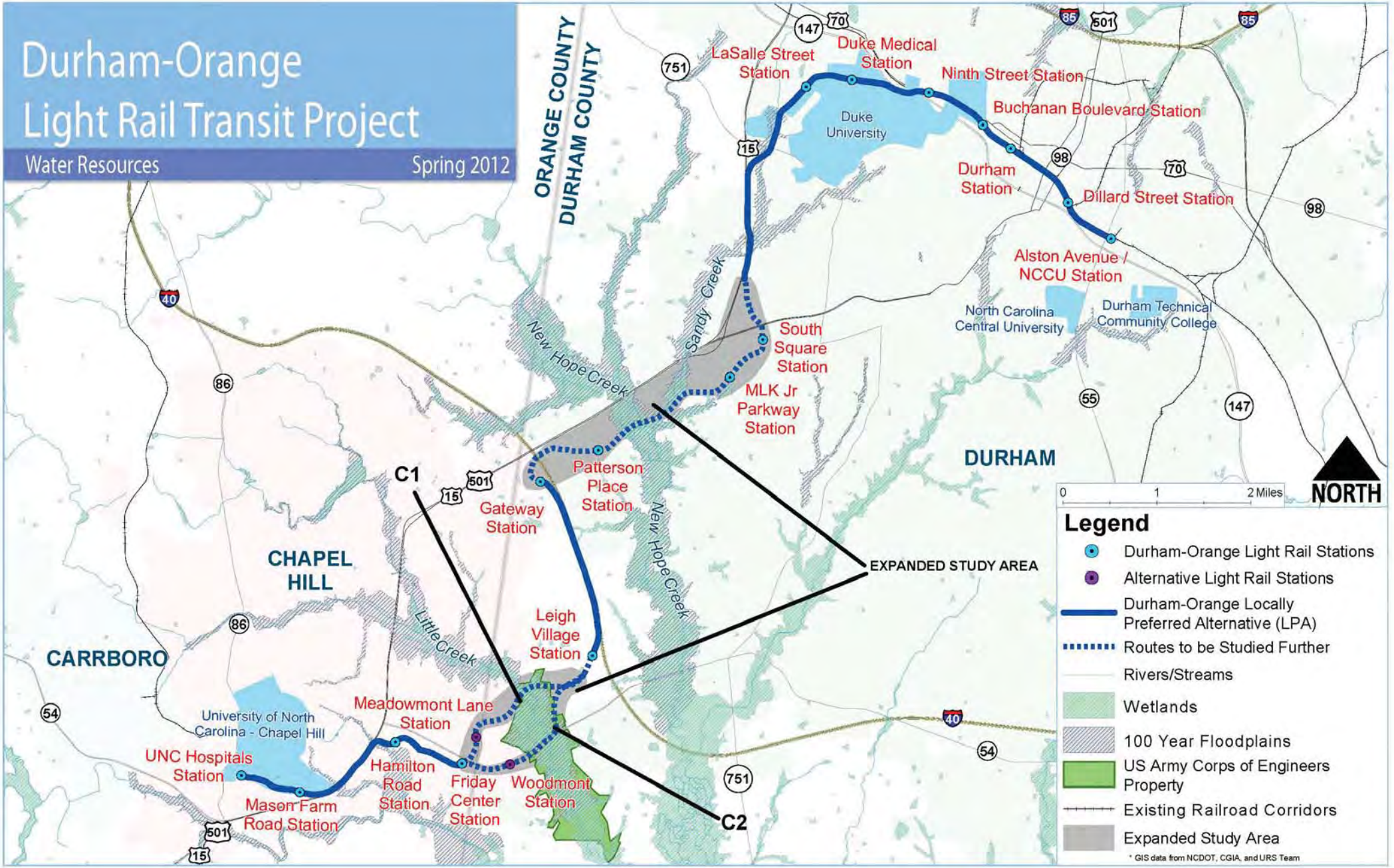
Preferred Alternative

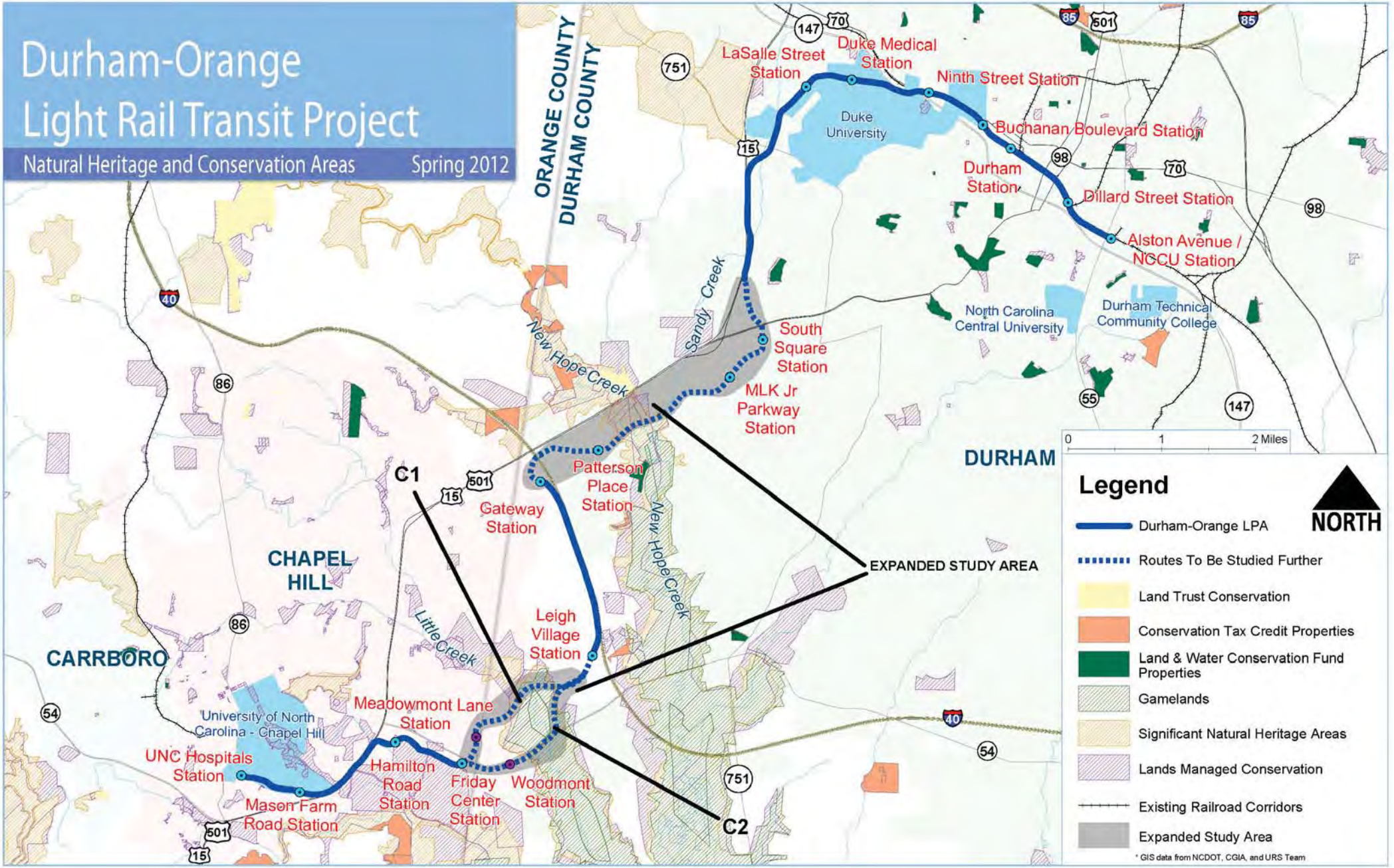

Durham-Wake
Commuter Rail Transit Corridor
Spring 2012
West Durham
Durham
Duke University
Alston Ave/ NCCU
North Carolina Central University
Durham Technical Community College
S. Miami Blvd.
Creedmoor Rd.
Capital Blvd.
Louisburg Rd.
RDU Airport
Durham
North RTP
Triangle Metro Center
McCrimmon
Morrisville
NCSU
Downtown Raleigh
North Carolina State University
Shaw University
Downtown Cary
West Raleigh
Cary
Raleigh
Hammond/Rush
Garner
Greenfield
Garner
Legend
Commuter Rail Route
Railroad Corridor
Commuter Rail Stations
Station for Future Study
2-3 miles for bus connection to station
2 miles for bike connection to station
1/2 mile for walk acceess
Note: Not To Scale
N
Our Transit Future
Triangle Regional Transit Program

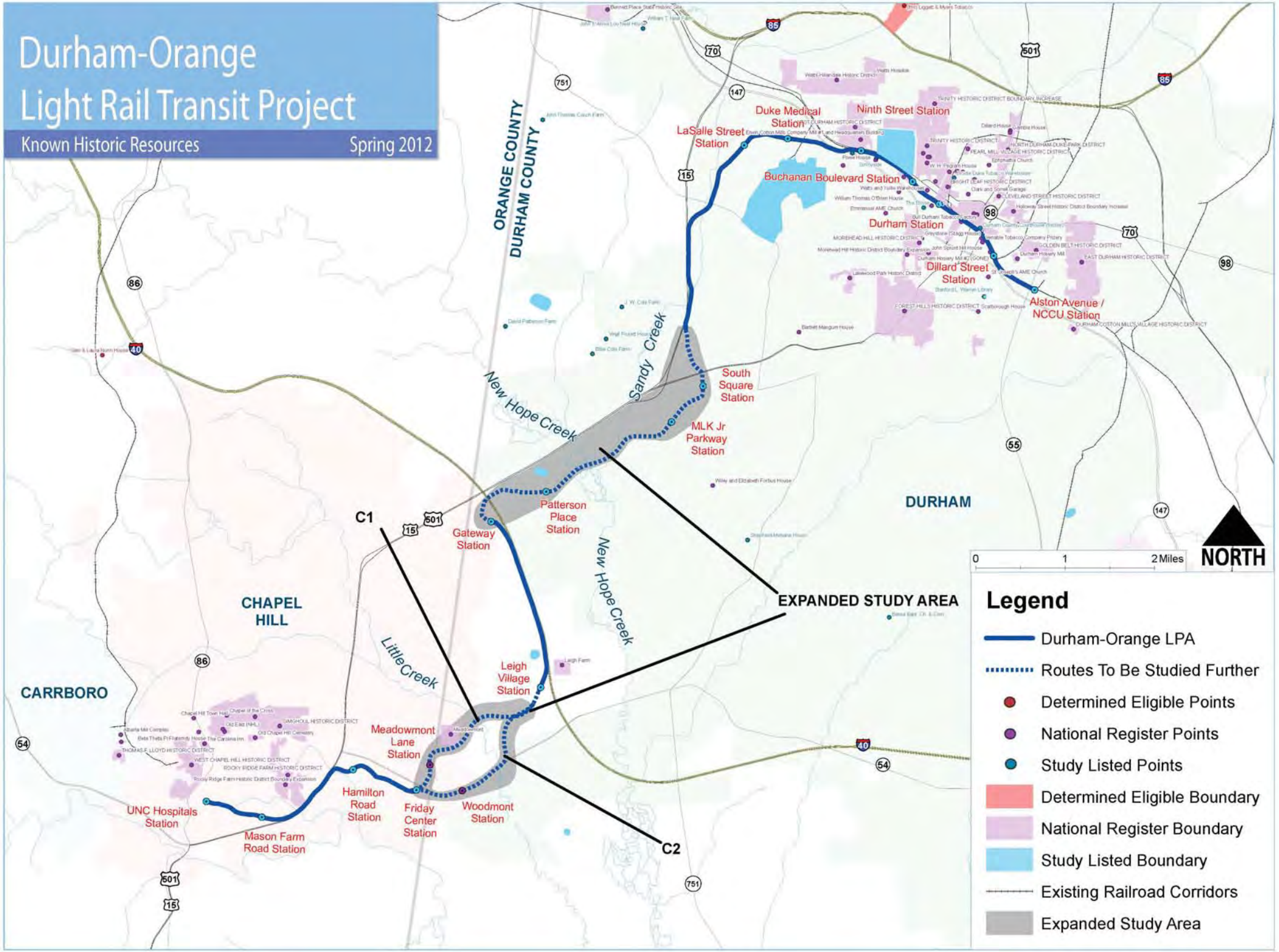
Durham-Orange Light Rail Transit Project

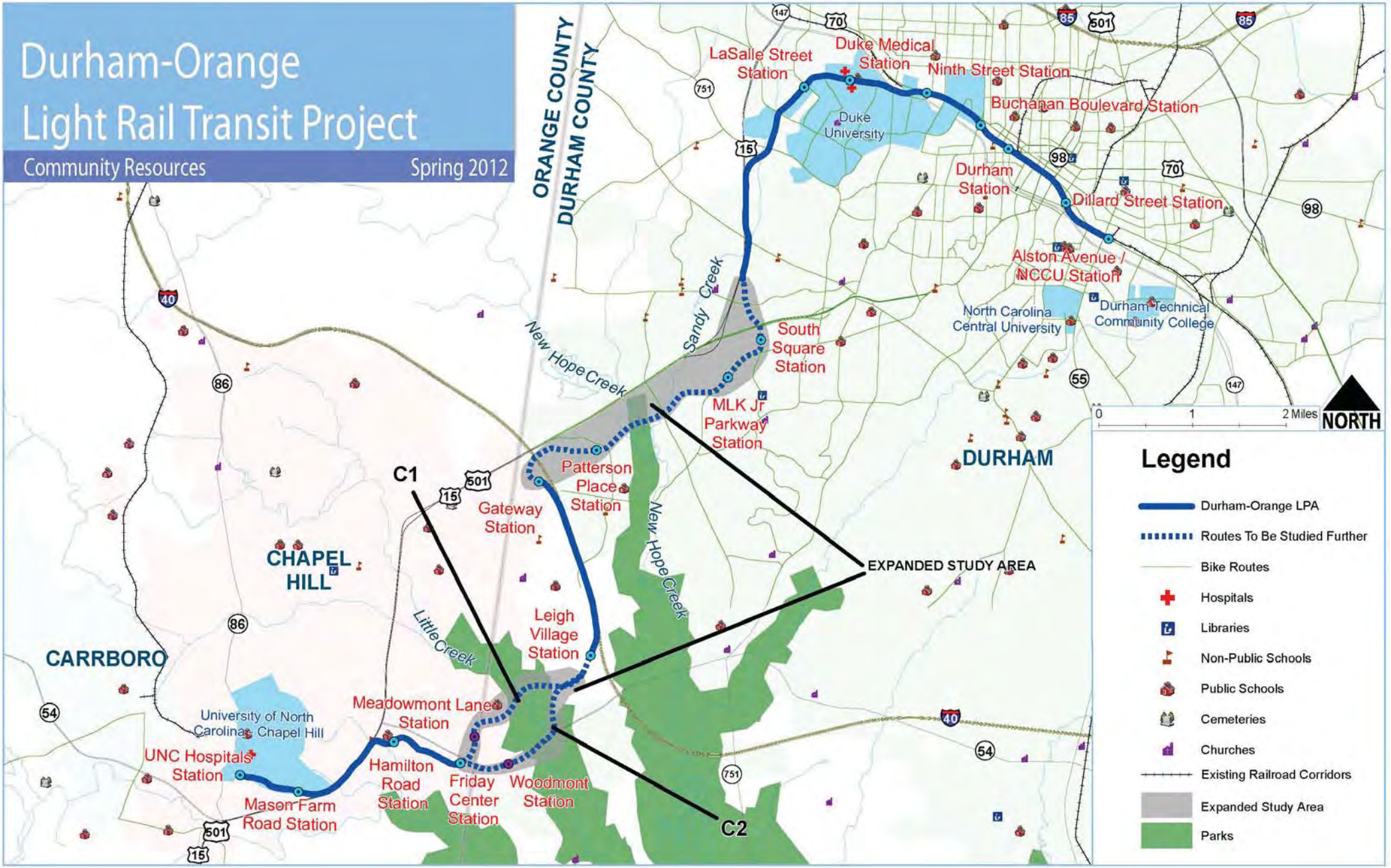
Spring 2012




Durham-Orange
Light Rail Transit Project
Water Resources
Spring 2012
ORANGE COUNTY
DURHAM COUNTY
LaSalle Street Station
Duke Medical Station
Ninth Street Station
Buchanan Boulevard Station
Duke University
Durham Station
Dillard Street Station
Alston Avenue / NCCU Station
North Carolina Central University
Durham Technical Community College
South Square Station
MLK Jr Parkway Station
Patterson Place Station
Gateway Station
C1
C2
DURHAM
CHAPEL HILL
CARRBORO
EXPANDED STUDY AREA
Leigh Village Station
Meadowmont Lane Station
University of North Carolina - Chapel Hill
UNC Hospitals Station
Hamilton Road Station
Friday Center Station
Woodmont Station
Mason Farm Road Station
New Hope Creek
Sandy Creek
Little Creek
0 1 2 Miles
NORTH
Legend
Durham-Orange Light Rail Stations
Alternative Light Rail Stations
Durham-Orange Locally Preferred Alternative (LPA)
Routes to be Studied Further
Rivers/Streams
Wetlands
100 Year Floodplains
US Army Corps of Engineers Property
Existing Railroad Corridors
Expanded Study Area
* GIS data from NCDOT, CGIA, and URS Team


Durham-Orange
Light Rail Transit Project
Natural Heritage and Conservation Areas
Spring 2012
ORANGE COUNTY
DURHAM COUNTY
LaSalle Street Station
Duke Medical Station
Ninth Street Station
Duke University
Buchanan Boulevard Station
Durham Station
Dillard Street Station
Alston Avenue / NCCU Station
North Carolina Central University
Durham Technical Community College
Sandy Creek
New Hope Creek
South Square Station
MLK Jr Parkway Station
Patterson Place Station
Gateway Station
C1
DURHAM
CHAPEL HILL
CARRBORO
EXPANDED STUDY AREA
Leigh Village Station
Little Creek
New Hope Creek
University of North Carolina - Chapel Hill
UNC Hospitals Station
Meadowmont Lane Station
Hamilton Road Station
Friday Center Station
Woodmont Station
Mason Farm Road Station
C2
0 1 2 Miles
NORTH
Legend
Durham-Orange LPA
Routes To Be Studied Further
Land Trust Conservation
Conservation Tax Credit Properties
Land & Water Conservation Fund Properties
Gamelands
Significant Natural Heritage Areas
Lands Managed Conservation
Existing Railroad Corridors
Expanded Study Area
* GIS data from NCDOT, CGIA, and URS Team


Durham-Orange
Light Rail Transit Project
Known Historic Resources
Spring 2012
ORANGE COUNTY
DURHAM COUNTY
Duke Medical Station
Ninth Street Station
LaSalle Street Station
Buchanan Boulevard Station
Durham Station
Dillard Street Station
Alston Avenue / NCCU Station
South Square Station
MLK Jr Parkway Station
Patterson Place Station
Gateway Station
Leigh Village Station
Meadowmont Lane Station
Hamilton Road Station
Friday Center Station
Woodmont Station
UNC Hospitals Station
Mason Farm Road Station
Sandy Creek
New Hope Creek
Little Creek
DURHAM
CHAPEL HILL
CARRBORO
C1
C2
EXPANDED STUDY AREA
0
1
2 Miles
NORTH
Legend
Durham-Orange LPA
Routes To Be Studied Further
Determined Eligible Points
National Register Points
Study Listed Points
Determined Eligible Boundary
National Register Boundary
Study Listed Boundary
Existing Railroad Corridors
Expanded Study Area


Durham-Orange
Light Rail Transit Project
Community Resources
Spring 2012
ORANGE COUNTY
DURHAM COUNTY
LaSalle Street Station
Duke Medical Station
Ninth Street Station
Buchanan Boulevard Station
Duke University
Durham Station
Dillard Street Station
Alston Avenue / NCCU Station
North Carolina Central University
Durham Technical Community College
Sandy Creek
New Hope Creek
South Square Station
MLK Jr Parkway Station
Patterson Place Station
Gateway Station
C1
DURHAM
CHAPEL HILL
CARRBORO
EXPANDED STUDY AREA
Little Creek
Leigh Village Station
Meadowmont Lane Station
University of North Carolina Chapel Hill
UNC Hospitals Station
Hamilton Road Station
Friday Center Station
Woodmont Station
Mason Farm Road Station
C2
0
1
2 Miles
NORTH
Legend
Durham-Orange LPA
Routes To Be Studied Further
Bike Routes
Hospitals
Libraries
Non-Public Schools
Public Schools
Cemeteries
Churches
Existing Railroad Corridors
Expanded Study Area
Parks

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Environmental Features













Typical Station Legend



Typical Station Features

- Representive Activity Center in the Corridor
- Proposed New Roadway or Roadway Extension
- LRT Alignment elevated
- LRT Alignment at grade
- LRT Station
- Proposed Intersection Modification
- Representative Space Needed for Park & Ride

Example of approximate area required for the LRT station site with approximately 500 park-and-ride spaces and 7 feeder bus bays = 345,000 sf or 7.9 acres.

(Note: The example does not represent a specific site location recommendation)





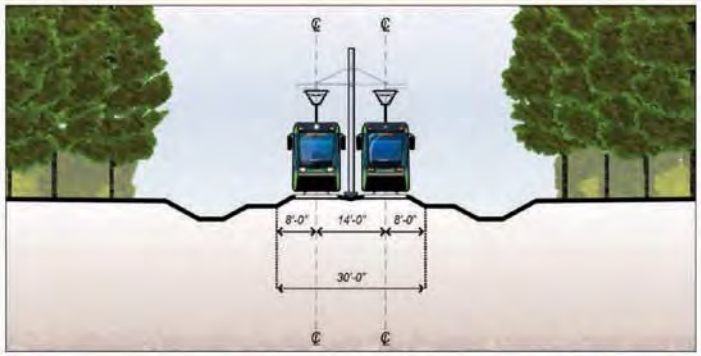


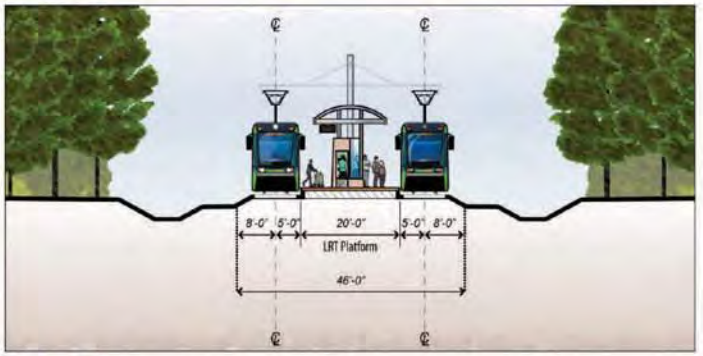


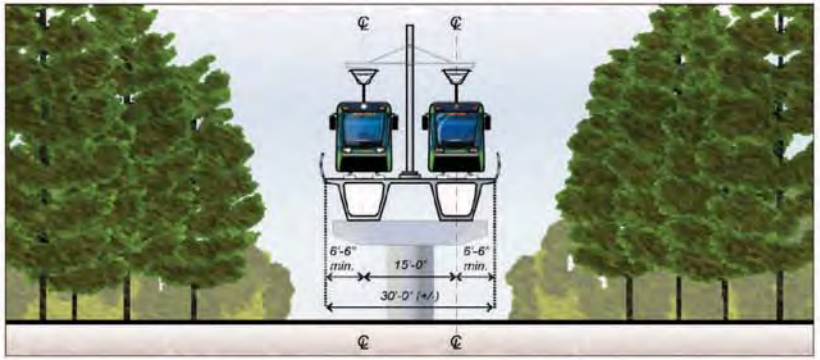


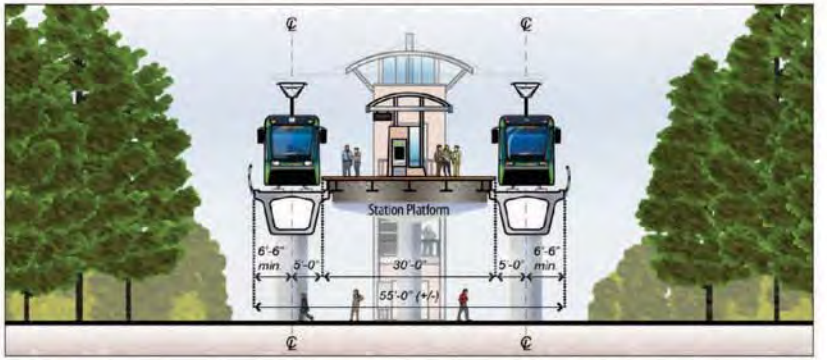


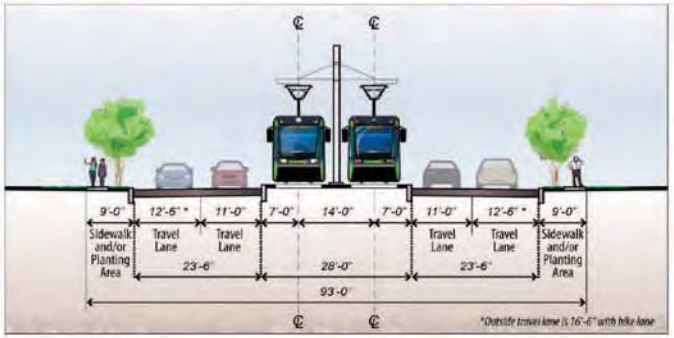
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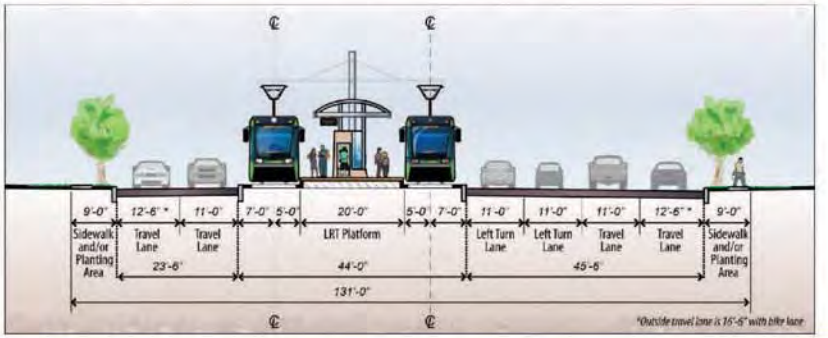




















How To Stay Involved

Facebook.com/OurTransitFuture

Twitter.com/TheTRTP

Ourtransitfuture.com

1-800-816-7817

info@ourtransitfuture.com

A brief video was shown before the presentations at the Scoping Meetings. This video introduced the Triangle Region as a growing, urban area ready to develop transit solutions to accommodate the influx of people over the next 30 years. The video further touched on the growing traffic in the region, reduced air quality, and affording new opportunities for people moving to the area. A viewing of the video can be found at the link below.



http://youtu.be/Oyf6kVg8_38



An interactive annotation system, called U-Pointer, was used at the meetings to solicit input from and inform members of the public and other project stakeholders. The software combined the use of applications such as PDF Plan and Profile Drawings as well as Geographic Information Systems data overlaid on a Google Earth background.

Comments were captured and recorded and are included as part of the public record.

Comment 2/12:

Bill Ferrell indicated that a Masters Project at UNC was conducted on the Rizzo Property which contains a number of marked and unmarked cemeteries, in addition to the historic Meadowmont Farm House. He suggested this be something that is paid attention to as the DEIS is developed.

Comment 3/12:

Mike Waldrop suggested a new alignment alternative that follows south of the existing alignment between the New Hope Creek area and the Martin Luther King Jr Parkway station. He further proposed moving the station further southwest along University Drive to capture the office development on the east side of University Drive. This new alignment would also minimize impact to the housing developments to the west of University Drive.

Comment 4/12:

Curtis Booker indicated that the current alignment is cutting through the proposed park that has been planned as part of the Leigh Village development. He indicated that an alignment slightly to the north would circumvent this proposed park. He also expressed concern of traffic impacts of the current, proposed at-grade crossing at Farrington Road. He suggested a bridge across the road to alleviate any concern or danger of an at-grade crossing. Curtis finally indicated that a bridge should be put across I-40 to access a proposed mixed-use development located on Leigh Farm Road.

Comment 5/12:

Adam Goldstein indicated concern over the proposed Cornwallis Road Maintenance Facility. He explained that the facility would be located next to an already constructed Jewish Community Development area that includes two schools, Synagogue, open space, swimming pool and outdoor classrooms. He further explained that the current owner of the old Pepsi plant had deeded several acres for a proposed expansion of the community center, with further plans of potentially developing the entire old Pepsi site.

Comment 6/12:

Will Raymond indicated his concern for the increased development pressures along Farrington Road with regard to the number of natural areas (wetlands, floodplains) along the corridor. His concern stemmed from the Jordan Lake watershed restrictions and the increase in impervious coverage that new station locations and development would bring to the area. He further expressed concern over the traffic increase that will occur along Farrington Road as a result of these new development pressures.

Comment 7/12:

Julie Harris clarified Adam Goldstein's comment regarding the Jewish Community area development and provided specific locations for facilities such as a running track, swimming pool, and outdoor classrooms which have all been completely, or currently under construction. She further expressed concern with regard to having a maintenance site situated so close to children.

Comment 8/12:

Jeffery indicated that he had a preference for the C2 alignment because of topography issues associated with the C1 alignment. He thought that more bridging would need to be constructed to cross the wetland areas, which would drive up the cost of the project.

Comment 9/12:

Comment 9 was utilized to inform members of the public on how to use the U-Pointer software. It does not become part of the public record.

Comment 10/12:

Comment 11/12:

Mark Ahrendsen had questions regarding the possible location merge of the two rail maintenance facilities along Farrington Road. A representative sample of the area required was diagramed on the screen.

Comment 12/12:

Comment 12 was used for informational purposes to educate several members of the public on the issues through the Meadowmont Community.

Comment 2/9:

John S indicated that an alternative alignment that travels north of the existing alignment through Meadowmont be explored, as this will minimize impacts to the wetlands and cross at the narrowest point.

Comment 3/9:

Nan Friedman expressed concern over the location of the proposed Park and Ride lot located at the Woodmont Station. She indicated that she and her husband own two businesses located immediately to the west of the proposed station location. These are businesses that she has invested a large amount of time and money into, and would like to see undisturbed from the project. The businesses are named Photo Specialties and PS Studio.

Comment 4/9:

Comment 4 was used for display purposes to inform the public with the use of the U-Pointer. It does not have be to part of the public record.

Comment 5/9:

Hannah Williams and Sam Poley indicated that they do not support a rail maintenance facility at the Cornwallis Road site. They further asked that the open-space area indicated south of the alignment in the vicinity of Patterson Place be evaluated as a potential rail maintenance facility.

Comment 6/9:

Jon Bellman wanted to further indicate his opposition to the Cornwallis Road maintenance facility and wanted to point out the development that has already occurred with regard to the Jewish Community Center and associated schools and facilities. He wanted to further reiterate the area of expansion promised by the owners of the old Pepsi plant.

Comment 7/9:

Dan Jewell indicated that he prefers the current alignment as it travels through the Patterson Place development. He indicated that this area has be potential for high residential development that will come with the proposed station.

Comment 8/9:

Patrick Byker indicated that the best area for development along the entire corridor was around the Leigh Village proposed station location. He expressed the ambition that 100 density units/acre could be achievable as he has seen other Transit Oriented Developments meet this standard.

Comment 9/9:

Reynolds Smith indicated that he would like the project team to evaluate 2 additional alignment options in addition to the LPA. He suggested some alternative that travels along US 15-501, as well as one that possibly travels along University Drive.

APPENDIX E SCOPING COMMENTS

PART 1: SUMMARY OF COMMENTS

Our Transit Future
Triangle Regional Transit Program

Triangle Regional Transit Program
Scoping Phase Comment Period – May 2 through June 18, 2012
Public Comment Summary

DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT

Introduction

This report summarizes public comments on the Durham-Orange Light Rail Transit (D-O LRT) Project received as part of the Triangle Regional Transit Program (TRTP) Scoping Phase outreach effort. Conducted between May 2, 2012 and June 18, 2012, this effort included two public workshops as well as multiple print and online announcements indicating that comments would be accepted via email, phone, postal mail, and the project website. This summary includes the following elements:

- Overview of major trends in feedback on key project topic areas
- Detailed feedback on the most commonly cited topic areas (Rail Operations and Maintenance Facility (ROMF), Corridor Location, Stations, Land Use, and Service)
- Summarized feedback on the remaining topic areas

Methodology

Comments were received through a variety of methods during the Scoping Phase and entered into a database that captured general information about the commenter, method of comment receipt, and content of the comment. Comments were categorized by defined topic areas as a part of the database entry process and for purposes of summarizing key issues identified by Scoping Phase comments. When a single correspondence addressed more than one topic area, each topic area was noted; for this reason, the sum of comments for individual topic areas exceeds the total number of correspondences.

During the two public workshops, participants were encouraged to provide their input via written comment forms, the U-Pointer mapping software, and a court reporter transcribing verbal comments. Two-thirds of attendees at the two workshops (36 of 54 participants) submitted comments through one or more of these methods. In addition to the public workshops, comments were accepted throughout the comment period via email, telephone, postal mail, and an online form. Table 1 shows the number of comments received by method of receipt.

Table 1: Number of Comments Received by Comment Method

Comment Method	Number of Comments
Public workshop (including comment forms, transcribed comments, and U-Pointer comments)	50
Email	144
Postal mail	45
Website/online form	23
Project hotline	11
Fax	1

A total of 274 comments were received during the Scoping Phase. All comments were entered into the TRTP Comment Database, an online resource developed specifically to record correspondences for this project. Each comment was entered as a separate database record with general information (e.g. date, method of

delivery), contact information, a summary of comment content, categorization into one or more of 15 topic areas, and workshop feedback (if applicable). A PDF of the original comment in its entirety was uploaded with each record.

If multiple, identical comments were sent by the same person on the same date via different methods, these comments were counted only once. However, non-identical comments submitted by the same person—often on different dates and via different methods—were recorded as separate correspondences. This approach avoids double counting while still reflecting active and persistent public involvement. A description of the comment entry methodology is included in the last section of this report.

Within this report, all comments are presented in summary rather than as verbatim excerpts of the comments as they appeared on the original comment forms/transcripts. A compilation of all comments received in their original form is included in Appendix E.5.

As stated previously, a total of 274 comments were received from the public. Although the majority of commenters were individuals, representatives of several organizations provided comments on behalf of their group and thus represented the views of a larger constituency. Specific groups include:

- Cedars of Chapel Hill Retirement Community
- Downing Creek Community Association
- Durham Bicycle and Pedestrian Advisory Committee
- Durham Chapel Hill Jewish Federation
- Durham Inter-Neighborhood Council
- Durham Open Space and Trails Commission
- Durham-Orange Friends of Transit (DO Transit)
- Friends of the Little Creek Bottomlands
- Judea Reform Synagogue
- Lerner Jewish Day School
- Levin Jewish Community Center
- Meadowmont Community Association
- New Hope Creek Corridor Advisory Committee

The views of these listed organizations will be highlighted as appropriate throughout this report.

Trends by Topic Area

Public comments on the D-O LRT Project were categorized into one or more of the following topic areas, which reflect various components of the environmental review phase of the project development process:

- Corridor Location
- Cultural Resources
- Funding
- Growth Management
- Land Use
- Economy
- Natural Resources
- Noise and Air Quality
- Other
- Purpose and Need
- Rail Operations and Maintenance Facility
- Service
- Social Aspects (e.g. community cohesion, equity, public participation, basic services, etc.)
- Stations
- Visual Resources/Aesthetics

The distribution of comments by topic area is shown in Figure 1. Additionally, for each comment it was noted when a commenter expressed explicit support or opposition for the D-O LRT Project as a whole.

Figure 1 - Comments Received by Topic Area

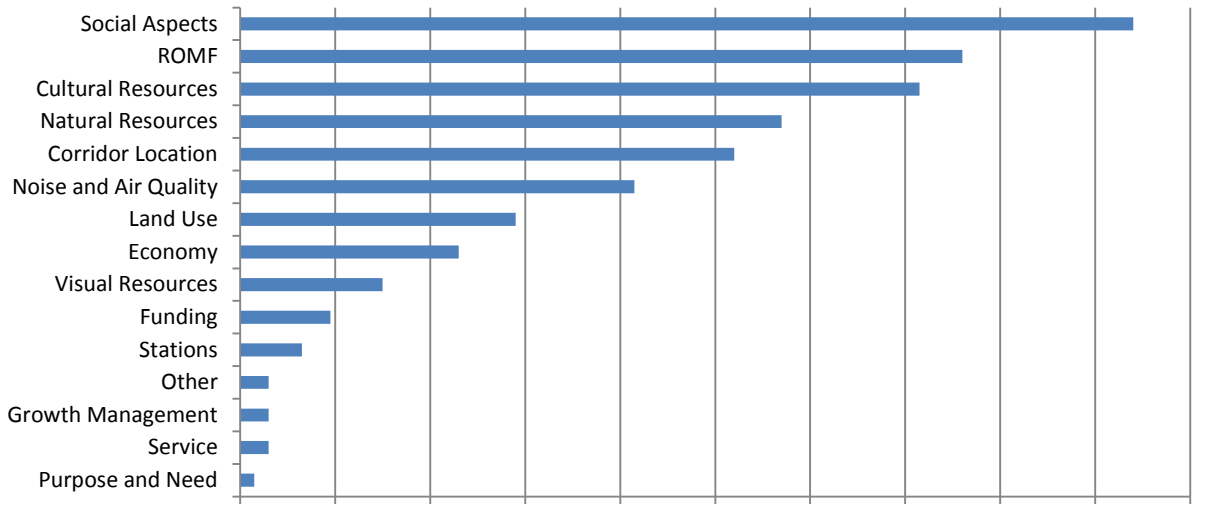


Figure 1 demonstrates that comments most frequently addressed Social Aspects (188 comments), the ROMF (153), Cultural Resources (143), Natural Resources (114), and Corridor Location (104). However, it is important to note that 99 percent of the comments addressing Social Aspects were primarily related to either the ROMF (144 comments) or Corridor Location (42 comments), or both topics, with concerns including safety, community cohesion, gathering places, and access to basic services. Similarly, 97 percent of comments attributed to Cultural Resources were primarily related to the ROMF (138 comments); these comments focused on the presence of religious institutions, particularly the Levin Jewish Community Center and Judea Reform Synagogue near the proposed ROMF site on Cornwallis Road. Table 2 demonstrates that for most topic areas, relatively few comments were received that did not address Corridor Location (most commonly C1 vs. C2) or the proposed ROMF location. When considered separately from Corridor Location and the ROMF, Stations, Land Use, and Service are the most common additional topic areas.

Table 2: Comments Related to Corridor Location, ROMF, and Other Issues by Topic Area

Topic Area	Total Comments	Comments Related to Corridor Location	Comments Related to ROMF	Other Comments
Social Aspects	188	42	144	2
Cultural Resources	143	4	138	1
Natural Resources	114	60	49	5
Noise and Air Quality	83	7	76	0
Land Use	58	35	17	6
Economy	46	17	24	5
Visual Resources	30	3	27	0
Funding	19	15	1	3
Stations	13	6	0	7
Other	6	0	0	6
Service	6	0	0	6
Growth Management	6	5	0	1
Purpose and Need	3	0	0	3

While the majority of comments focused on the individual components and/or effects of the project, some commenters expressed their support for or opposition to the DO-LRT Project as a whole. Forty-five comments (16 percent) stated support for the project. Only three comments (1 percent) noted opposition to the project, with stated reasons including environmental impacts and the costs relative to improving bus service.

Across all topic areas, the most commonly stated positions are as follows:

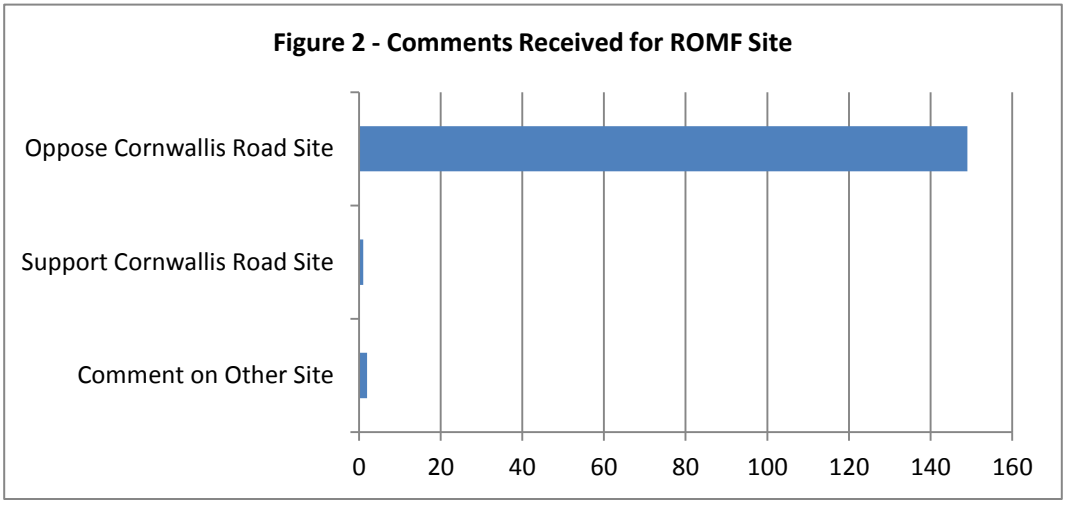
- Opposition to the proposed location for the ROMF on Cornwallis Road due to the site's proximity to the Levin Jewish Community Center (JCC) campus
- Opposition to the C1 alignment alternative due to cost; safety concerns; and perceived negative impacts on economic development, environmental conservation, and community livability

Additional details on comments received regarding the ROMF and Corridor Location are presented in the following sections.

Rail Operations and Maintenance Facility (ROMF)

With a total of 153 public comments, the most cited topic area was the proposed location of the ROMF. Nearly all of these commenters opposed the Cornwallis Road site in Durham for the ROMF, with only one commenter expressing support for this location. However, even commenters opposed to specific potential ROMF sites, including those opposed to the Cornwallis Road ROMF site, expressed support for the D-O LRT Project in general, with 26 explicitly stating their support for the project as a whole and only one noting opposition. Figure 2 shows the distribution of comments related to the proposed ROMF site.

Figure 2 - Comments Received for ROMF Site



Opponents of the proposed ROMF site expressed concern with its proximity to the Levin Jewish Community Center (JCC), the Lerner Jewish Day School, the Maureen Joy Charter School, and the Judah Reform Synagogue. The JCC is a new facility that also houses Jewish Family Services, together serving many members of the Durham community. Additionally, the Lerner Jewish Day School serves approximately 150 students. Commenters had the following specific concerns about the proposed ROMF:

- Noise impacts affecting school instruction, religious worship, and community-building activities
- Air, light, and ground pollution
- Visual and aesthetic impacts
- Potential safety hazards for children

- Negative impacts to land use and the local economy
- Limitations to expansion plans that are in place for the JCC and the Lerner School

Organizations writing in opposition to the Cornwallis Road ROMF site included the Levin Jewish Community Center, the Lerner Jewish Day School, the Judea Reform Synagogue, and the Durham Chapel Hill Jewish Federation.

Two comments, including one submitted by a representative of the New Hope Creek Corridor Advisory Committee, opposed the potential ROMF site near New Hope Creek due to runoff and pollution. One of these comments instead recommended locating the ROMF on the west side of Witherspoon Boulevard.

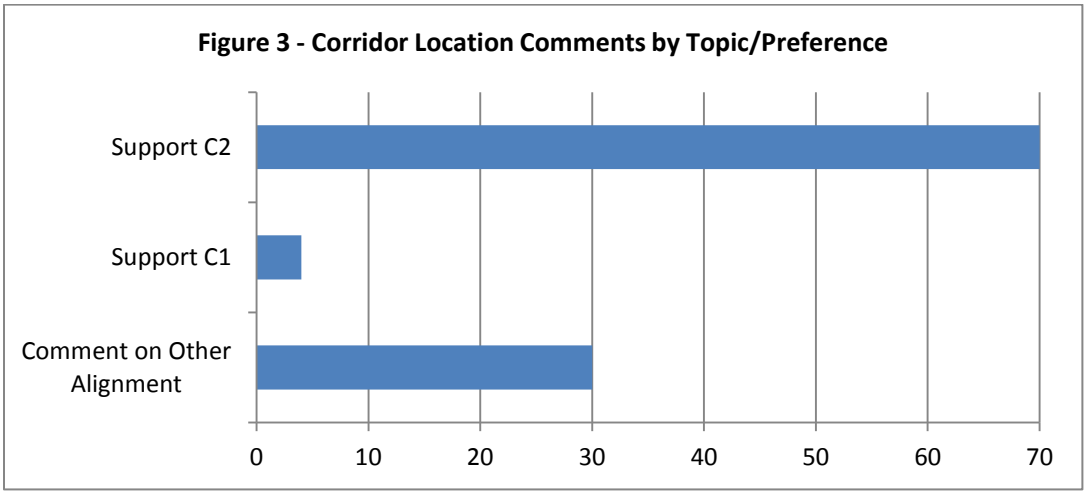
Corridor Location

104 public comments addressed the proposed location and alignment of the D-O LRT Project. The D-O LRT Corridor contains two areas where specific alignment options will be further evaluated in the Draft Environmental Impact Statement (DEIS):

- Crossing of Little Creek between the Friday Center/Meadowmont Village area and the proposed Leigh Village development (C1 vs. C2 alignments)
- Crossing of New Hope Creek and Sandy Creek between Patterson Place and South Square (D alignments)

The majority of the Corridor Location comments (74) were related to the choice between the C1 alignment and the C2 alignment; of these, 70 were in support of C2 and four were in favor of C1. Figure 3 shows the distribution of Corridor Location comments by alignment option/preference.

Figure 3 - Corridor Location Comments by Topic/Preference



A variety of reasons were cited for opposing C1 and supporting C2. The most common reasons include:

- C1 would have greater impacts on the natural environment and surrounding community
- C1 would create a barrier separating the residents of The Cedars, a continuing care retirement community with 400 senior residents, from a medical facility and other amenities/services
- C1 would pose a potential safety issue, particularly for the aging population at The Cedars
- C1 costs more and has lower ridership potential
- C1 would negatively impact property values for the established Meadowmont community

Supporters of C1 stated that Meadowmont is a "great destination"; that the Meadowmont station would promote walkability and mixed-use development in line with the community's "core ethic"; that the C2 alignment would have congestion and traffic flow impacts at the Barbee Chapel Road intersection and the Downing Creek neighborhood access/egress point; and that pedestrian and bicycle safety risks would increase due to the need to cross Highway 54.

Four organizations submitted comments related to the C1 and C2 alignments. Representatives of the Cedars of Chapel Hill Retirement Community and the Friends of the Little Creek Bottomlands expressed opposition to the C1 alignment due to environmental impacts, while the retirement community members further cited decreased access to healthcare facilities. The Meadowmont Community Association also expressed support for the C2 alignment due to fewer community and environmental impacts, greater perceived prospects for future growth, and higher ridership potential. However, the Downing Creek Community Association noted opposition to the C2 alignment due to congestion and traffic flow issues, pedestrian and bicycle safety concerns, and the perception that C1 better supports the core values of the Meadowmont community.

Other Corridor Location comments that did not address the C1 and C2 alignments included:

- Opposition to a corridor through the New Hope Creek wetlands and Sandy Creek, and preference instead for an alignment along 15-501
- Support for the DCHC MPO locally preferred alternative (LPA) from South Square to Gateway Stations
- Opposition to D3 due to potential property impacts (e.g. noise, privacy) on surrounding homes, implementation time and costs, and limited evidence that D3 will result in higher ridership
- Concern for increased development pressures and traffic impacts along Farrington Road as a result of the proposed alignment

Two organizations submitted comments related to the New Hope Creek crossing. Representatives of the Durham Open Space and Trails Commission expressed opposition to the crossing through the New Hope Creek and Sandy Creek Corridors, both critical protected wildlife areas. The New Hope Creek Corridor Advisory Committee noted opposition to the alternative that would cross New Hope Creek due to barriers to wildlife movement, pollution and runoff impacts, noise and vibration, and potential development pressures on sensitive lands. Instead, this group recommended an alignment within the 15-501 right of way (south side).

Stations

Following comments related to the ROMF and Corridor Location, comments addressing Stations were the next most common. Seven comments were received about planned stations for the D-O LRT Project, including general considerations and amenities as well as recommendations related to specific station locations. Comments and recommendations are summarized as follows:

- Expand the station study area to 0.8 or 1.0 mile for bicycle and trail improvements (suggested by representative of the Durham Inter-Neighborhood Council and DO Transit)
- Avoid the need to expand stations later by sizing for the correct number of trains now
- Locate stations in populated areas so more people can access them
- Ensure adequate parking at stations, particularly for commuters at the Gateway and Patterson Place Stations
- Provide secure bicycle storage at stations
- Option A at the Medical Centers supports Veterans Administration Hospital access
- Consider stops at Southpoint and RTP

- Consider an alternative location for the parking lot at the Woodmont Station due to the presence of two small businesses on the proposed site
- Consider both stations (A and B) at Duke University
- Site the Patterson Place Station close to businesses
- Consider adding a station at Garrett Road due to the presence of multi- and single-family housing
- Provide service to the Alston Avenue/NCCU Station during the earliest phase of the project to serve low-income populations in this area

Land Use

While the majority of Land Use comments were related to Corridor Location or the proposed ROMF site, six comments were received independent of these issues. These comments most commonly addressed current and future land development patterns and expressed support for transit-oriented development. However, concerns such as development pressures, increased impervious surface, and loss of greenspace were also cited. Specific comments and recommendations are summarized as follows:

- Support for transit-oriented development (TOD), including coordinated TOD efforts and specific development near the Leigh Village station
- Concern that much of the proposed alignment involves the loss of greenspace rather than redevelopment at a higher density (Durham Open Space and Trails Commission)
- Concern that routing the rail line through undeveloped areas for environmental reasons could sacrifice trip capture from developed areas
- Concern for potential increased development pressures along Farrington Road, including an increase in impervious coverage
- Recommendation to protect natural heritage areas and areas of positive community character
- Recommendation to add a station at Garrett Road due to the presence of high-density housing and single-family homes
- Concern that the proposed alignment cuts through the proposed park in the Leigh Village development

Service

Six comments were received related to the service provided by the light rail system. Service comments addressed routes, hours, and other issues, as summarized below:

- Offer after-hours service coordinated with events (e.g. Durham Performing Arts Center, theatre)
- Ensure timely connections
- Provide express routes serving shopping destinations and promotional events
- Invest in bus system improvements rather than light rail
- Consider alternative alignments such as service to Hillsborough, RDU, Pittsboro, the areas north of Duke University/Hospitals, and less populated areas of Orange County where transit-dependent populations live; and service along Highway 54 (with stops at Southpoint and RTP), 15-501, and University Drive
- Serve additional destinations in the Triangle and beyond (e.g. Raleigh, Cary, Whispering Pines, Sanford, Apex, Burlington, Garner, Clayton, Selma, Goldsboro)

Other Topic Areas

In addition to the topic areas described above, individuals and organizations submitted comments addressing natural resources, economic development, social considerations, funding strategies, the project Purpose and Need, cultural resources, growth management, and other coordination and outreach issues. These comments are summarized below. Visual Resources and Noise/Air Quality do not appear in this section because no comments were received for these topic areas independent of Corridor Location and ROMF, as demonstrated previously in Table 2.

Natural Resources – support for light rail in general, stated belief that environmental impacts are outweighed by environmental benefits, recommendation to move forward as quickly as possible from an environmental conservation and climate change mitigation perspective, preference to align the corridor through developed areas in order to preserve habitats and protected wildlife areas, concerns related to increased impervious surface and Jordan Lake watershed restrictions, and concern for loss of greenspace

Economy – consider economic development benefits when evaluating and weighing against environmental impacts; the project will result in economic development (at Patterson Place apartments and other developments) and cost savings for transit users

Social Aspects – increase participation of Latino and immigrant populations (suggested by representative of the Durham Inter-Neighborhood Council and DO Transit), focus on safety, provide service to Alston Avenue/NCCU Station from the outset to serve low-income populations, and move forward with light rail transit quickly to improve quality of life

Funding – consider tax increment financing and business improvement districts (suggested by representative of the Durham Inter-Neighborhood Council and DO Transit), extend commuter rail to Hillsborough to increase support for the Orange County referendum, and use funding to invest in bus system improvements rather than light rail

Purpose and Need – general agreement with the stated Purpose and Need, particularly related to traffic congestion relief

Cultural Resources – pay close attention to the Rizzo Property, which contains a number of cemeteries and the historic Meadowmont Farm House

Growth Management – incorporate light rail into future land use plans; conduct an updated brownfields assessment of 15-501 vs. Highway 54

Other – coordinate with developers regarding Leigh Village and the 54 Study, examine transportation technologies to mitigate environmental impacts, demonstrate to the public the consequences of a no-build scenario, and include a multi-use trail between the former South Square area in Durham and the Meadowmont Area in Chapel Hill

Comment Entry and Database Maintenance Methdology

Public comments for the Triangle Regional Transit Program (TRTP) were received through a variety of methods, including the following:

- Written comments submitted via email, postal mail, fax, or the project website
- Voice messages submitted through the project hotline
- Comments received during the public working series on May 2 and 3 in multiple formats:
    - Written comment forms
    - Verbal comments transcribed by a court reporter
    - Visual comments captured using U-Pointer software

All comments were submitted directly to URS, where they were transferred into electronic format (scanned copies of handwritten or typed comments) and saved as PDFs. The file naming convention was as follows: YYYY-MM-DD_FirstInitial_LastName. URS then sent the PDF comments to Planning Communities, where the electronic copies were categorized and saved in separate folders based on comment submittal method. Select team members at Planning Communities were responsible for entering the comments into the TRTP Comment Database, an online resource for recording correspondences. These team members participated in several initial and ongoing discussions to ensure consistency and to address questions as they arose. A step-by-step description of the comment entry process is provided below.

First, team members signed into the TRTP Comment Database with their specific username and password. *General information* was then entered for each correspondence, including the following:

- Date comment was received
- Project team member entering the comment
- Method by which the comment was received (website, postal mail, phone, email, CAG meeting, small group meeting, public meeting, or other with a general comment box to explain comment type)

Contact and demographic information was entered next. This included the following:

- Commenter's first and last name
- Organization (if applicable)
- Mailing address
- Email address
- Best future contact method
- Number of years in the Triangle
- Work zip code

This information was included on the written comment forms available at public meetings. However, as other methods of collecting comments did not prompt these questions, this information was not available for all respondents. For example, messages received via email, phone, or fax rarely had contact information beyond first and last name and email address (for electronic messages). Team members entered as much information as was available into this portion of the database entry form.

Next, a *comments box* was provided for a summary of written comments. The method of entry into this box varied according to the method by which the comment was received, as follows:

- Written comment forms were recorded verbatim. Each comment form question was recorded in the comment field followed by the corresponding verbatim response (all three questions recorded in the same field). Three asterisks (***) were used in place of illegible words.

- For visual comments recorded via the U-Pointer software, summary paragraphs were provided by URS and entered into the comment field.
- For emailed comments, the subject line was written verbatim and content was briefly summarized in the comment field.
- Comments received via phone, website, court reporter (verbal transcripts), and postal mail were briefly summarized in the comment field.

For summarized correspondences, team members wrote two- to three-sentence descriptions that captured main areas of concern and relevant points supporting the concern. In all cases, the electronic file showing the full original correspondence was uploaded to accompany the online form.

Comments were then *categorized* into one or more of the following topic areas:

- Corridor location
- Cultural resources
- Funding
- Growth management
- Land use
- Local economy
- Natural resources
- Noise/air quality
- Purpose and need
- Regional operations and maintenance facility
- Schedule
- Service
- Social aspects
- Stations
- Visual resources/aesthetics
- Other comment category
- Noted support
- Noted opposition

More than one category could be selected based on the correspondence. When a single correspondence addressed more than one topic area, each topic area was noted; for this reason, the sum of comments for individual topic areas exceeds the total number of correspondences.

As previously mentioned, Planning Communities team members met in advance to discuss what each category would cover and also met periodically to discuss questions as they arose.

The next step was to indicate whether the respondent requested a *response or action* by the project team. If a response was directly requested, the “yes” box was checked. This section of the online database form provided fields for team members to describe the action taken and the date the response was sent after follow-up was completed. If no response was directly requested by the commenter, the “no” box was checked.

Additionally, the written comment form asked participants to rate various aspects of *meeting logistics and format* including meeting time, location, and organization. Team members recorded these responses via drop-down menus for each question, with response categories of very good, satisfactory, needs improvement, and unacceptable. Comments related to how individuals were informed of the meeting and which meeting aspects were most useful were entered in open text fields. For all comment types other than the written comment form, this entire section was left blank during comment entry.

Finally and as previously stated, the scanned original PDF files were uploaded to accompany the online comment form.

APPENDIX E SCOPING COMMENTS

PART 2: COMMENT DATABASE REPORT (EXTRACTED FROM APPENDIX E PART 5)

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
1	581	Gabriel	Lowe		gjlowe@gmail.com	5/3/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: My concern is with the proposed maintenance facility location of the old Pepsi plant off of Cornwallis Rd by 15-501. This abuts 2 school campuses as well as the Jewish Community Center and Judea Reform Congregation. This will adversely affect these places and the children and families that spend much time there. Please consider alternative locations for this facility.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting,
2	583	Geoffrey	Geist	Private Citizen	gdgeist2000@yahoo.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I support the LRT but want to meet community needs like cost, ridership, convenience and respect for the environment. And after careful analysis, C2 meets these broad community needs. 2. What environmental and other issues we should consider when evaluating the project alternative?: Doing the least amount of damage to the natural heritage areas; areas of positive character; areas of steep slopes, etc. C2 does for less environmental damage than C1 and should be implemented over a route that has higher costs, lower ridership and far more community impact, negative that is (C1).	-1	-1	0	-1	0	0	0	0	0	-1	-1	0	-1	0	0	-1	0	Public Meeting,
3	584	Buz	Lloyd		buzlloyd@ipass.net	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I have a personal and vested interest in the development of the light rail corridor between Durham and Chapel Hill with a particular interest in the development of Leigh Village.	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,
4	586	Tom	Farmer		thomas.farmer@va.gov	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I commute from Chapel Hill to DVAMC on TTA and look forward to riding light rail. I far prefer the Option A stop at the medical centers *** *** *** then Stop 1. The *** *** stop would significantly limit VA access. Many VA employees (***, too!) commute to work and the stop at Fulton is far more convenient. 2. What environmental and other issues we should consider when evaluating the project alternative?: Nothing is more environmentally friendly or more fuel efficient than steel wheels on steel rails. The best thing we can do for the environment is develop a comprehensive and efficient public transit system. 3. Please share any comments you have regarding regional transit.: I love my 405 TTA Commute. THANKS!	0	0	0	0	0	-1	0	0	0	-1	0	0	-1	0	0	0	0	Public Meeting,

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
5	587	Michael	Shiflett	Inter-Neighborhood Council Durham - Do Transit	mwshiflett@hotmail.com	5/4/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Not sure if this is PC or not but... I seem to see little, if infrequent at all, participation/involvement with the emerging Latino and immigrant populations which appear to many to be a large percentage of eventual ridership. How can this be improved? Without it, is there a mechanism included to anticipate their impact/participation. Has tax increment financing been included in the list of potential funding sources for various districts that might agree to a BID or improvement district? 2. What environmental and other issues we should consider when evaluating the project alternatives?: When proposing a specific "route" thru environmental sensitive areas, it should be noted what projected impact would doing nothing and/or depending on expanding road and bridge infrastructures caused by even more vehicles coming to the Triangle with a 75 percent increase in population, air pollution, house, tire dust, disruptive construction, increase number of accidents 3. Please share any comments you have regarding regional transit: Number one focus should remain safety. Integrating freight rail (very instrumental to NC states economy). Pedestrian safety/*** Signage/ engineering best practices. Would like to see half mile transit station study area be expanded to .08 or a mile for bike/trail improvements. I understand that Charlotte wished that they had designed some of their stations only to accommodate two transit cars, now having to expand them to 3 car stations. Very expensive. Let us not make the same mistake.	0	-1	0	0	0	-1	0	0	0	0	0	0	-1	0	-1	0	0	Public Meeting,
6	588	Janet	Schoendorf		janet@schoe.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: Light rail is definitely needed to relieve traffic congestion. I think stations should primarily be in populated areas, so more people can easily access them. Parking in these areas is also critical so people who do not live within walking distance will be able to use the service easily. 2. What environmental and other issues we should consider when evaluating the project alternative?: Thought needs to be given to preserving natural areas, so there remains in perpetuity habitat for nature animal species and plants. I would prefer to see the rail go through populated and built spaces because that would be where the greatest need and use will take place. 3. Please share any comments you have regarding regional transit.: I am delighted that this is happening. I think it is a good start. I would not like to see the Triangle turn into an LA or an Atlanta. Eventually, I would like to see light rail expanded to the airport and South Point.	-1	0	0	0	0	-1	0	-1	0	-1	0	0	0	0	0	-1	0	Public Meeting,
7	589	Nan	Friedman	Photo Specialties	nan@psstudiophoto.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Electronic Comments number 3: Our business is at 130 Stancell Dr Chapel Hill near the planned Woodmont Station. There is a map showing a parking lot on top of our property. We want to say we do not want to relocate our business and do not want a parking lot at 130 Stancell Dr. Thank you.	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
8	590	Jerry	Schoendorf			5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I prefer the C-2 option. Thanks for the opportunity to understand and comment on the plans and current options. 2. What environmental and other issues we should consider when evaluating the project alternative?: Please try to not exacerbate the congestion in the area between the Gateway and Patterson Place Stations, where sufficient parking for commuters (to either Duke or UNC) is essential. 3. Please share any comments you have regarding regional transit.: I'm happy to have regional transit but satellite parking options are very limited.	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,
9	591	Geoffrey	Green		geoff-public@stuchegreen.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I am in general agreement with the *** underlying the project and provided comments in prior meetings. 2. What environmental and other issues we should consider when evaluating the project alternative?: A critical environmental consideration is not merely the impact that a given route will have on land but the broader effect that the light rail system will have on transportation choices in the region. Pushing out a rail line to undeveloped areas because of trumpeted environmental concerns would case significant environmental harm due to the lost opportunity to capture trips to and from developed areas and the need to build brand new TOD at an undeveloped site.	0	0	0	-1	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	Public Meeting,
10	592	Patrick	Byker	K and L Gates	patrick.byker@klgates.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: I strongly support preferred alignment from Gateway South Square. This needs to move forward as quickly as possible. 2. What environmental and other issues we should consider when evaluating the project alternatives?: The benefits of transit and TOD far outweigh environmental issues. This is a quality of life issue where the good of the vast majority should not be overshadowed by narrow special interests. 3. Please share any comments you have regarding regional transit: We, as a region, need to move forward as quickly as possible to implement TOD projects along the preferred alignment and advocate for light rail construction to start as soon as possible.	-1	0	0	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	Public Meeting,
11	593	Rainer	Dammers		rainer.dammers@yahoo.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I applaud the project and hope it can get accelerated. To ensure success and high number ridership, I believe it is critical to: 1. after operational hours with typical work scheduled but also other events e.g. DPAC; Theater ..., 2.Focus on safe and pleasant access - lite underpasses, off road multiuse paths (specifically Meadowmont), bike stations to provide secure storage for bikes, timely connections, 3. With lots of traffic on 15-501 and 54 being through traffic from Chatham to Durham, Southpoint and RTP, an extension toward Pittsboro and along 54 with stops at Southpoint and RTP should be considered. Especially with the now fully *** out Tobacco Trail connecting Southpoint to downtown Durham and many neighborhoods all the way to Wake County which will provide connectivity via bike to a station there.	-1	0	0	-1	0	-1	-1	0	0	0	0	0	0	0	0	-1	0	Public Meeting,

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
12	594	Dan	Jewell		djewell@cjtpa.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Full speed ahead. Please follow preferred alignment from South Square to Gateway Stations. 2. What environmental and other issues we should consider when evaluating the project alternatives?: Local site specific issues should be weighed in the context of what are the lesser environmental impacts on the entire region. i.e.: fewer car trips, less road widening, air quality, and more transit development opportunities. 3. Please share any comments you have regarding regional transit: Light rail, with coordinated bus transit is necessary to accommodate and guide our future growth, and should follow a coordinated effort to plan for transit oriented neighborhoods.	-1	0	-1	-1	-1	0	0	0	0	-1	0	0	0	0	0	-1	0	Public Meeting,
13	595	Chris	Selby	Durham Resident		5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I agree with the Draft Purpose and Need. 2. What environmental and other issues we should consider when evaluating the project alternative?: I prefer C1 route through Meadowmont, a great destination. It is ironic that most of the objection to C1 in the Alternatives Analysis came from folks who will not be alive with the rail line is eventually constructed. Please consider both stations (A and B) at Duke University. It seems like the Patterson Place Station should be close to the businesses, actually in Patterson Place, not next to it. 3. Please share any comments you have regarding regional transit.: I commute to work daily via the TTA bus system. It works pretty well. I think I would use the light rail system occasionally. Besides Meadowmont, Durham Station looks like a great destination.	-1	0	0	0	-1	-1	0	-1	0	0	0	0	0	0	0	0	0	Public Meeting,
14	596	Will	Wilson	Durham Open Space and Trails DOST	wgw@duke.edu	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: DOST strongly opposes a new corridor through New Hope Creek and Sandy Creek, preferring alignment along 15/501, see lines 1 and 2. I personally oppose C1, but DOST has not yet taken a position. 2. What environmental and other issues we should consider when evaluating the project alternatives?: I am disturbed that much of the proposed development involves the loss of green space rather than redevelopment at a higher density. 3. Please share any comments you have regarding regional transit: We need regional transit, but we need to make it happen in a way that does not sacrifice the two remaining sites in the region that are listed in the Durham Inventory.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting,

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
15	597	Greg	Garneau	Durham Bicycle and Pedestrian Advisory Commission	email	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Please build this system as soon as possible. I grew up in L.A. and saw the Pacific Electric Railroad dismantled and the region commit itself to the automobile. Think that the ROW will be tweaked a little but you have the flexibility to do this (now) without Robert Moses style urban removal. Like the placement of stations, might add one at Garrett Road (high density housing plus single family homes in development nearby). Think you have done a wonderful job. 2. What environmental and other issues we should consider when evaluating the project alternatives?: Emphasize the impact of not building this system. Currently this area has the highest carbon loading per person compared to the rest of the US due to the length of commutes on average and size of vehicles. The economic development of the region will be vastly enhanced too. The savings per family for transit users vs. families using autos is considerable. 3. Please share any comments you have regarding regional transit: Most people I know favor the construction, but are skeptical as to the timeline (too long). I keep saying that: this is real and it is going to happen. Then they want to know where the stations will be so they can ride on the system at some point in the future, foreseeable, that is.	0	0	0	-1	-1	-1	0	0	0	-1	0	0	0	0	-1	-1	0	Public Meeting,
16	598	Karen	Berman	Judea Reform, Lerner School, Jewish Community Center	kaberman@nc.rr.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: My primary concern is the location of the light rail maintenance facility. I am apposed to the proposed Cornwallis, Pepsi, Site. Adjacent to that property is the Lerner School which has approximately 150 students, the new Jewish Community which also houses Jewish Family Services, the JCC and JFS serve hundreds of Jewish and non-Jewish members of the Durham community. Both JCC and Lerner make extensive use of their outdoor spaces and a maintenance facility would impact that usage negatively. Both institutions have plans for potential expansion that would become impossible if the maintenance facility is located on the Pepsi site. I am a long time member of Judea Reform Congregation. All three institutions serve families and children and the attractive nuisance, light and noise associated with a rail maintenance facility will have detrimental effects on all institutions located on the Jewish Community Campus on Cornwallis Rd.	0	0	0	-1	0	0	0	0	-1	0	0	0	-1	-1	0	0	0	Public Meeting,
17	599	Rosemarie	Kitchin	Falconbridge	rkitchin@aol.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Encourage developers to coordinate with project team. Especially near Leigh Village Coordination 54 study.	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	Public Meeting,
18	600	Bill	Ferrell	Meadowmont Community Association	meadowmont@nc.rr.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: Town councils/MPO/commissioners all have voted to move C1 [and] C2 forward - and each have stated that C2 is the preferred plan. However at todays mt. no one would say this complete statement. C2 preferred must/should be added to all comments as it is part of the various agencies statements/vote. 2. What environmental and other issues should we consider when evaluating the project alternatives?: C1 at Rizzo CT *** does not reflect that property has *** cemetery *** it. 3. Please share any comments you have regarding regional transit: Yes, needed.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	Public Meeting,

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19	601	Steven	Schauder	Jewish Federation of Durham Chapel Hill	sschauder@shalomdch.org	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I am concerned about the proposed building of a light rail maintenance station on Cornwallis Road at the site of the former Pepsi plant. The site currently houses a Jewish Community campus that serves thousands of local community residents. The campus was only in construction with the site was proposed so the plans were drawn without understanding the potential impact of the maintenance facility. 2. What environmental and other issues we should consider when evaluating the project alternative?: The issue of light rail noise, pollution of the maintenance facility proposed or Cornwallis Road adjacent to a synagogue, a school and a community center. This will impact thousands of people.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Public Meeting,
20	604	Curtis	Booke			5/2/2012	Map comments: C2 tunnel under 54, tunnel under Leigh Village connector streets. Leigh Village: alignment north of *** Pond, Planned Central Park.	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,
21	605	Buz	Lloyd	*** R.E. Broker	buzlloyd@ipass.net	5/2/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Please feel free to refer Leigh Village Developer inquiries to Buz Lloyd, Real Estate Broker, 919 414 0714, buzlloyd@ipass.net, particularly for office campus development. 2. What environmental and other issues we should consider when evaluating the project alternatives?: Getting automobiles off the road. Minimizing reasons for the opposition, Meadowmont. 3. Please share any comments you have regarding regional transit: All for public transit, especially light rail.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	Public Meeting,
22	606	David	Laudicina	Citizen of Orange County	laud9876@bellsouth.net	5/2/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: I think the DO-LRT is a good plan. I have major concern that the referendum in Orange County will pass with so little *** (both services and dollars) to rural orange county residents. Adding the Hillsborough train station is a wonderful addition but the real benefit will be extending the commuter rail to Hillsborough. I believe limited commuter rail service could be established on the single track from W Durham cheaply and easily. I understand this is not a priority and will happen someday in the future but it would be an added benefit to build support to pass the half cent Orange County sales tax referendum in rural Orange County. 3. Please share any comments you have regarding regional transit: The sooner you can connect the Durham Orange Light Rail segment with the N. Raleigh segment the better off the Triangle will be. The current plan appears rather disjointed but I know that will happen quickly once people realize the benefits of the whole system.	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	-1	0	Public Meeting,
23	608	Gili	Bethlehem			5/1/2012	Subject: Concern with the use of the Pepsi Plant as the site for the future Operation Maintenance Facility Summary: Commenter is concerned with the location of the regional operational and maintenance facility due to the negative impact on the Jewish Community Center. Commenter is also concerned with the potential pollution and noise implications.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,

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24	609	Eric	Teagarden			5/2/2012	Subject: Comments on the scoping LRT AA meeting on may 2 for PE/DEIS input Summary: Commenter is concerned with the location of option C1 due to the negative impact protected wetland area, Meadowmont is already almost built out, C2 is less expensive, and C1 will have a greater impact on youth and elderly populations. Commenter is also concerned with how C1 will impact active transportation in Meadowmont and the physical environment of Little Creek.	-1	-1	0	-1	0	0	0	0	-1	-1	0	-1	-1	0	0	0	0	Email,
25	610	Kevin and Michelle	Khan		thekhans@nc.rr.com	5/3/2012	Subject: Durham-Orange Light Rail Transit Project Comment Summary: Commenter is concerned with the location of the operations and maintenance facility due to the negative impact on the Jewish Community Center. Commenter is also concerned with the potential for pollution and noise.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,
26	611	Michele	Grant		michelegrant1@gmail.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham Orange Light Rail Transit project?: Could not tell, but it does not seem that any of these plans provide a link to RDU, seems that an airport link is critical for getting access in and out of the airport. 3. Please share any comments you have regarding regional transit: See comments above about a link to RDU.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Website,
27	612	Orit	Ramler		oritramler@gmail.com	5/4/2012	Subject: light rail plant in Durham Summary: Commenter is concerned with the location of the operations and maintenance facility due to the negative impact on the Jewish Community Center. Commenter is supportive of the project but mostly concerned with the impact on the youth.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Email,
28	613	Ram	Miller		ramron67@gmail.com	5/3/2012	2. What environmental and other issues should we consider when evaluating the project alternatives? I am particularly concerned regarding the planned location of the Operations Maintenance Facility, at the old Pepsi plant. This proposed site will significantly impact on the Jewish community campus that consists of a school, the Jewish community center and a synagogue (Judea Reform). The noise and pollution from a maintenance facility located so close to an elementary school poses an unacceptable risk to the children involved. In addition, the proximity of this site to the Jewish community campus will adversely affect the ability of the this campus to expand in the future, despite the fact that expansion plans have been made and agreed upon by the current owners of the land which the Pepsi plant currently resides. I urge you to find an alternative site for the maintenance facility that will not adversely affect such a vulnerable community.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Website,
29	614	Daniel	Daum		ddaum1500@bellsouth.net	5/4/2012	Subject: Durham-Orange Light Rail Transit Project Summary: Commenter is concerned with the C1 option due to the negative effects on the wetlands and introducing a train to a residential neighborhood with an Elementary school. Commenter is also concerned with the lack of parking available but is supportive of option C2.	-1	0	0	-1	0	-1	0	0	0	-1	0	0	-1	0	0	0	0	Email,
30	615	Hayden	Bosworth	Durham Veterans Affairs Medical Center	hayden.bosworth@duke.edu	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility. Summary: Commenter is concerned with the proposed Cornwallis site due to the number of children in the community and the potential negative impact on the environment.	0	0	0	0	0	0	0	0	0	-1	0	0	-1	-1	0	0	0	Website,
31	616	Kevin	Campbell			5/4/2012	Summary: Commenter is concerned with the Cornwallis site due the safety risk it poses for the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	Website,

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32	617	Lauren	Froimson		blossomlsf@gmail.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility. Summary: Commenter is concerned with the location of the Cornwallis site due to the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	Email,
33	618	Debra	Simon		publisher@carolinawoman.com	5/4/2012	Subject: say no to Cornwallis site Summary: Commenter is concerned with the location of the operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community Center and the high number of children.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
34	619	Joseph	Elinoff		joelinoff	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned about the location of the operational and maintenance facility due to the proximity to the Jewish Community Center.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
35	620	Janice	Woychik		woychik@roadrunner.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility. Summary: Commenter is concerned about the location of the operations and maintenance facility due to the close proximity to a high number of youth as well as the Jewish Community Center.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Email,
36	621	Leonard	Kreisman		prof3025@nc.rr.com	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth.	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	Email,
37	622	Martin	Feinstein		feinstei@email.unc.edu	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and water run-off.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
38	623	Rabbi Morton	Green		mortongreen@bellsouth.net	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
39	624	Renee	Rendahl		rendahl.renee@gmail.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
40	625	Raquel	Strauss		rtql8@aol.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and increased traffic.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
41	626	Sue	Egnoto		segnoto@nc.rr.com	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,

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42	627	Thomas	Wolf		thomasmarkwolf@gmail.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
43	628	Beth	Goldstein		bethgoldstein104@gmail.com	5/6/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
44	629	Charlotte	Margolis		charlotte@charlottemargolis.com	5/6/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
45	630	Carol	Goldsmith		lag1959@gmail.com	5/7/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and the number of elderly drivers. Commenter is also concerned with the noise and environmental impact and increased traffic.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
46	631	Diana	Celenza		dcbkqyrm@gmail.com	5/7/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
47	632	Ron	Shiffman		ronald30@me.com	5/7/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due the high cost.	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	-1	Email,
48	633	Carol	Wilson		carolgrantnc01@gmail.com	5/8/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and the noise.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
49	634	Richard	Kohn	UNC Chapel Hill	rhkohn@unc.edu	5/8/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is supportive of the project but also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,
50	635	Jane	Carnathan			5/3/2012	Subject: Public Scoping Comment Summary: Commenter is concerned with the location of the operations and maintenance facility due to he noise and environmental impact.	0	0	0	0	0	0	0	0	-1	-1	0	0	0	-1	0	0	0	Phone,
51	636	Rabbi	Solomon		rabbi@bethmeyer.org	5/7/2012	Subject: Hotline message Summary: Caller was supportive of project but is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Phone,
52	637	George	Baroff		gbaroff@bellsouth.net	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Caller had a question regarding the aesthetics on the project.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	0	0	0	Email,

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53	638	Ryke	Longest	Duke University		5/3/2012	Subject: Comments on the Scoping for Durham Orange LRT Project: NEPA requires that locating the tracks within the Right of Way of 15-501 be evaluated Summary: Commenter is concerned about the environmental impact on New Hope Creek and the 15-501 Bottomlands.	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	other, Fax
54	639	Bryna	Rapp		bryna@furniturelab.com	5/9/2012	1. Do you have any comments on the Draft Proposal and Need for the Durham Orange Light Rail Transit project? : I want to express my concern about the possibility of the light rail maintenance facility being located on Cornwallis Rd. The immediate adjacency to 2 schools, a synagogue and now a brand new community center is less than desirable. The Jewish community is 15 years into the development of this campus and there are plans to use 3 acres of the maintenance site to complete the vision. The campus is a community asset that serves thousands of people through these institutions and attracts families to Durham who value these amenities. We have invested over $10 million of private donor funds into these facilities so a lot of local people are personally invested in the success of this endeavor. Please consider a site that has less civic impact. Thank you. 2. What environmental issues we should consider when evaluating the project alternative?: Please consider civic impact as well as environmental impact. The latter may be easier to mitigate.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Postal Mail,
55	640	R. Edward	Morrissett			5/9/2012	Commenter is concerned that Option C1 will split Meadowmont and have negative environmental impacts on wetlands	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
56	641	Stacy	Lubov			5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter was concerned with the location of the operations and maintenance facility due to the location near the Jewish Community Center and the noise and light pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
57	643	Scott	Albert		salbert@aurorafunds.com	5/10/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned about the location of the new maintenance facility due to the close proximity to several schools and religious sites.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
58	652	John	S			5/3/2012	John S indicated that an alternative alignment that travels north of the existing alignment through Meadowmont be explored, as this will minimize impacts to the wetlands and cross at the narrowest point.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting
59	653	Nan	Friedman			5/3/2012	Nan Friedman expressed concern over the location of the proposed Park and Ride lot located at the Woodmont Station. She indicated that she and her husband own two businesses located immediately to the west of the proposed station location. These are businesses that she has invested a large amount of time and money into, and would like to see undisturbed from the project. The businesses are named Photo Specialties and PS Studio.	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	Public Meeting
60	654	Hannah	Williams			5/3/2012	Hannah Williams and Sam Poley indicated that they do not support a rail maintenance facility at the Cornwallis Road site. They further asked that the open-space area indicated south of the alignment in the vicinity of Patterson Place be evaluated as a potential rail maintenance facility.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	Public Meeting

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61	655	Jon	Bellman			5/3/2012	Jon Bellman wanted to further indicate his opposition to the Cornwallis Road maintenance facility and wanted to point out the development that has already occurred with regard to the Jewish Community Center and associated schools and facilities. He wanted to further reiterate the area of expansion promised by the owners of the old Pepsi plant.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting
62	656	Dan	Jewell			5/3/2012	Dan Jewell indicated that he prefers the current alignment as it travels through the Patterson Place development. He indicated that this area has be potential for high residential development that will come with the proposed station.	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting
63	657	Patrick	Byker			5/3/2012	Patrick Byker indicated that the best area for development along the entire corridor was around the Leigh Village proposed station location. He expressed the ambition that 100 density units/acre could be achievable as he has seen other Transit Oriented Developments meet this standard.	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	Public Meeting
64	658	Reynolds	Smith			5/3/2012	Reynolds Smith indicated that he would like the project team to evaluate 2 additional alignment options in addition to the LPA. He suggested some alternative that travels along US 15-501, as well as one that possibly travels along University Drive.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting
65	664	Eric	Teagarden			5/11/2012	Commenter prefers the C2 alignment because is does not disturb the Little Creek Wetlands, does not disturb the already built out area of Meadowmont, would have higher ridership, and would create less noise.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
66	665	Philip	Purcell	The Members Association of the Cedars of Chapel Hill		5/12/2012	Commenter was writing on behalf of the nearly 400 residents of The Cedars, a continuing care retirement community of Meadowmont. Commenter expressed concern that the C1 alignment would separate the residents from a medical facility, would propose a safety concern for the aging population, and would have greater impact on the environment that C2.	-1	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	0	Email,
67	668	Donald	Fang*	Cedards of Chapel Hill Retirement Community		5/21/2012	Commenter is concerned that C1 would pass very close to a retirement community and the greater Meadowmont community and prefers C2. Commenter also mentioned concern for the environment and the cost of C2.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
68	670	Muriel	Roll		azalea1@cochill.net	5/20/2012	Commenter is prefers the C2 alignment option as C1 would potentially harm property values and C2 would have higher ridership.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
69	671	Libby	Lefkowitz			5/21/2012	Commenter is concerned that the C1 alignment option would harm sensitive environmental areas.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
70	672	Ivy	Hoffman			5/21/2012	Commenter expressed concern over the location of the Maintenance Facility at Cornwallis. "Don't use Cornwallis" due to proximity to Jewish Community Center Campus - safety for the children and noise disruption of occasional weekday services at the synagogue.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Phone,
71	673	Nina	Cannon		ninacannon77@gmail.com	5/20/2012	Subject: Do NOT put the TTA Light Rail Maintenance Facility at the current Pepsi property ("Cornwallis" site) Summary: Commenter was concerned with the proximity of the regional operations and maintenance facility to the Jewish Community Center due to the high number of children.	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	Email,
72	674	Morris	Wallack		morriswallack@nc.rr.com	5/20/2012	Subject: Public Comment: TTA site choices for light rail maintenance Summary: Commenter was concerned with the location of the regional operations and maintenance facility due to the proximity to the Jewish Community Center and the environmental impacts.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	Email,

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73	675	Etan	Gumerman		mudhere@gmail.com	5/19/2012	Subject: maintenance facility location in Durham... Summary: Commenter is opposed to the siting of the regional operations and maintenance facility at Cornwallis as it is a nuisance to the community.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
74	676	Prue	Mulrine		pkrine@gmail.com	5/19/2012	Subject: Light Rail Transit Summary: Commenter is opposed to the C1 alignment due to the significant environmental impacts on the environment.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Email,
75	677	John	Neter		johnneter@gmail.com	5/19/2012	Subject: Light rail transit study Summary: Commenter is in support of the C2 alignment because of the negative impact C1 will have on the retirement community and the environment. Commenter also noted that C2 will cost less and have higher ridership.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
76	678	Jim	Smith		jamesas1023@mac.com	5/19/2012	Subject: Environmental Scoping Process of light rail C1 vs. C2 Summary: Commenter supports the C2 alignment as C1 would separate the community and hurt the environment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
77	680	Ruth	Pershing	Durham Public Schools, Chapel Hill Kehillah Synagogue		5/19/2012	Subject: concern about light rail facility Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to a school, the potential pollution and negative impact on the environment.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
78	681	Walter	Aiello		waiello@nc.rr.com	5/18/2012	Subject: Cornwallis Maintenance Facility Site Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to a school, the potential negative impact on the environment, and negative impact on the local economy.	0	0	0	-1	-1	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
79	682	Ellen	Singer		ebsinger@mindspring.com	5/18/2012	Subject: TTA Maintenance Facility Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to children, concerns about pollution, and the impact on the local growth.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
80	683	Beverly	Rutstein		bbrustein@aol.com	5/18/2012	Subject: Light Rail Transit Summary: Commenter is prefers the C2 alignment option, as C1 would cut through a neighborhood and environmentally protected land.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
81	684	Renata	Schloss		renata.schloss@gmail.com	5/18/2012	Subject: Placement of Light Rail Maintenance and Storage Facility Summary: Commenter is opposed to placement of the regional operations and maintenance facility due to the close proximity to youth, negative impact on the environment, and negative impact on the land use.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,
82	685	Steve	Schauder	Executive Director, Jewish Federation of Durham-Chapel Hill	sschauder@shalomdch.org	5/18/2012	Subject: RE: Concerns regarding proposed TTA maintenance station on Cornwallis Road Summary: Commenter is concerned with the location of the proposed regional operations and maintenance facility due to the close proximity to children, the negative impacts on the environment, and use of the land.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
83	686	Colin	Thomas	UNC Department of Surgery	colin_thomas@med.unc.edu	5/16/2012	Subject: Light Rail Transit Summary: Commenter supports the C2 alignment because it is the most compatible with living conditions, cultural activities, health facilities and economic stability.	-1	0	0	0	-1	0	0	0	0	0	-1	0	-1	0	0	0	0	Email,

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84	687	Andrea	Shapiro		ajs@andjoys.net	5/16/2012	Subject: proposed ROMF at the "Cornwallis" site (Pepsi property off 15/501) is a poor choice Summary: Commenter is opposed to the location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the potential negative impact on the environment and the negative impact on land-use.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,
85	688	Geoffery	Geist			5/16/2012	Commenter favors the C2 alignment due to potential harm C1 would cause to the environment and the fact that C1 would divide a community, cause more traffic, and cost more money.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
86	690	Joan	Bingham		joan@mailfork.com	5/16/2012	Subject: Light Rail Summary: Commenter prefers the C1 alignment due to the negative impact of the C2 alignment on the retirement community.	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,
87	692	Reynolds	Smith	Durham Open Space and Trails Commission		5/17/2012	Subject: PROPOSED LRT TRANSIT ROUTE Summary: Commenter is concerned with the location of the route through the New Hope Creek Corridor (south of 15-501 and north of Old Chapel Hill Road, running east-west between the vicinity of Garrett Road and Southwest Durham Drive). This route crosses an area identified as a protected wildlife area in the North Carolina Natural Heritage Program's "Durham County Inventory of Important Natural Areas, Plants, and Wildlife." It is noted as a "highly strategic location within the New Hope Wildlife Corridor" which forms "a critical link" between important wildlife areas in this region.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Email,
88	693	Donald	Rorke		drorke@cochill.net	5/16/2012	Subject: Light Rail Transit Summary: Commenter supports the C2 alignment due to the obvious savings in planning time and money.	-1	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
89	694	Libby	Lefkowitz			5/17/2012	Commenter prefers the C2 alignment option as the C1 alignment would hurt The Cedars development.	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
90	695	Gladys	Siegel		gladys5@earthlink.net	5/14/2012	Subject: my concerns Summary: Commenter is concerned with the regional operations and maintenance facility due to impacts on the aesthetics, community center, and land use.	0	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	Email,
91	697	Bill	Ferrell			5/2/2012	Bill Ferrell indicated that a Masters Project at UNC was conducted on the Rizzo Property which contains a number of marked and unmarked cemeteries, in addition to the historic Meadowmont Farm House, which is also co-located. He suggested this be something that is paid attention to as the DEIS is developed.	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	Public Meeting,
92	698	Mike	Waldrop			5/2/2012	Mike Waldrop suggested a new alignment alternative that follows south of the existing alignment between the New Hope Creek area and the Martin Luther King Jr Parkway station. He further proposed moving the station further southwest along University Drive to capture the office development on the east side of University Drive. This new alignment would also minimize impact to the housing developments to the west of University Drive.	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
93	699	Curtis	Booker			5/2/2012	Curtis Booker indicated that the current alignment is cutting through the proposed park that has been planned as part of the Leigh Village development. He indicated that an alignment slightly to the north would circumvent this proposed park. He also expressed concern of traffic impacts of the current, proposed at-grade crossing at Farrington Road. He suggested a bridge across the road to alleviate any concern or danger of an at-grade crossing. Curtis finally indicated that a bridge should be put across I-40 to access a proposed mixed-use development located on Leigh Farm Road.	-1	0	0	-1	0	0	0	0	0	0	-1	0	0	0	0	0	0	Public Meeting,

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94	700	Adam	Goldstein			5/2/2012	Adam Goldstein indicated concern over the proposed Cornwallis Road Maintenance Facility. He explained that the facility would be located next to an already constructed Jewish Community Development area that includes two schools, Synagogue, open space, swimming pool and outdoor classrooms. He further explained that the current owner of the old Pepsi plant had deeded several acres for a proposed expansion of the community center, with further plans of potentially developing the entire old Pepsi site.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting,
95	701	Will	Raymond			5/2/2012	Will Raymond indicated his concern for the increased development pressures along Farrington Road with regard to the number of natural areas (wetlands, floodplains) along the corridor. His concern stemmed from the Jordan Lake watershed restrictions and the increase in impervious coverage that new station locations and development would bring to the area. He further expressed concern over the traffic increase that will occur along Farrington Road as a result of these new development pressures.	-1	0	-1	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting,
96	702	Julie	Harris			5/2/2012	Julie Harris clarified Adam Goldstein's comment regarding the Jewish Community area development and provided specific locations for facilities such as a running track, swimming pool, and outdoor classrooms which have all been completely, or currently under construction. She further expressed concern with regard to having a maintenance site situated so close to children.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting,
97	703	Geoffery	Geist			5/2/2012	Geoffrey Geist indicated that he had a preference for the C2 alignment because of topography issues associated with the C1 alignment. He thought that more bridging would need to be constructed to cross the wetland areas, which would drive up the cost of the project.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting,
98	704	General	Public			5/2/2012	A general member of the public commented that there is substantial noise and vibration concern with relation to the proposed Cornwallis Road Maintenance Site. Due to the proximity of schools, community centers and general recreation areas, the impacts would be negative from the proposed site.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Public Meeting,
99	705	Mark	Ahrendsen			5/2/2012	Mark Ahrendsen had questions regarding the possible location merge of the two rail maintenance facilities along Farrington Road. A representative sample of the area required was diagramed on the screen.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	Public Meeting,
100	706	Ethan	Hertz		ehertz@hotmail.com	5/22/2012	Subject: Concern About Proposed Cornwallis Site Summary: Commenter is strongly opposed to the proposed regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the large number of children, and the noise/vibration pollution to the area.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	Email,
101	707	Donald	Rorke		drorke@cochill.net	5/23/2012	Commenter recommends the C2 alignment as the C1 would have potential negative impacts on a community and the environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
102	708	Philip	Zaleon	Past President, Durham-Chapel Hill Jewish Federation	phil@zpd.net	5/23/2012	Subject: Objection: Light Rail Maintenance and Storage Facility Summary: Commenter is opposed to the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the high numbers of children in the area, and the negative impact on the economic development in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
103	709	Muriel	Roll			5/24/2012	Commenter is opposed to the light rail alignment as it will split the retirement community from a health center.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Postal Mail,

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104	710	Rose	Mills	Jewish Federation of Durham-Chapel Hill Board Member (Executive Secretary) and Founding Member of the Lerner Jewish Community Center	rmills1@bellsouth.net	5/24/2012	Subject: Location of a Light Rail Maintenance and Storage Facility Summary: Commenter is opposed to the proposed location of the regional operations and maintenance facility due to the close proximity to children and the aesthetic damage to the community.	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	Email,
105	712	Darren	Whol		wholmd@hotmail.com	5/23/2012	Subject: (no subject) Summary: Commenter is opposed to the proposed location of the regional operations and maintenance facility due to the close proximity to children, pollution, and aesthetic impact on the community as well as future development concerns.	0	0	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	0	0	0	Email,
106	713	Frank	Dworksy		oxfordhawk@aol.com	5/22/2012	Subject: TTA PROPOSAL Summary: Commenter has concerns over the proposed location of the regional operations and maintenance facility due to the close proximity to children, pollution, damage to the community aesthetics and concerns over future development.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
107	715	Robert	Gutman		ragutman@thegutmans.com	5/23/2012	Subject: PLANNING REGARDING THE POTENTIAL FOR VERY DISRUPTIVE NOISE AT THE JEWISH CAMPUS ON CORNWALLIS Summary: Commenter is concerned with the location of the proposed regional operations and maintenance facility due to the close proximity to the Jewish Community Center.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
108	716	Donald	Rorke		drorke@cochill.net	5/23/2012	Subject: (no subject) Summary: Commenter suggests looking at other developments in transportation technologies to mitigate environmental damage.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	Email,
109	719	Will	Raymond			5/2/2012	Commenter shared concerns about economic development and environmental concerns. Commenter would like to see a brownfield comparison between 15-501 and Highway 54 in terms of what is present now, not when the plans were developed years ago. In addition, commenter is concerned with the environmental impact from the Highway 54 to 15-501 development on New Hope Creek watershed.	-1	0	-1	0	-1	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting,
110	720	Claude	McFarlane			5/2/2012	Commenter would like to see new alignment proposals to expand and include other areas north of Duke University/Hospital area.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	Public Meeting,
111	721	Julie	Harris			5/2/2012	Commenter is opposed with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
112	722	Adam	Goldstein			5/2/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,

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113	723	Steven	Schauder			5/2/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
114	724	Gustavo	Montana			5/2/2012	Commenter would like to see that the stations are easily accessible on bicycle and see that the Greenwood neighborhood is connected to Meadowmont and the Oaks via an overpass over 15-501.	0	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	-1	0	Public Meeting,
115	725	Geoffery	Geist			5/2/2012	Commenter supports the C2 alignment as it is far less expensive, will create less damage to the environment, and avoid dividing the Cedars retirement community.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	-1	0	Public Meeting,
116	726	John	Friedman			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Public Meeting,
117	728	Jonathan	Lovins			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
118	729	Larry	Rocamora			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
119	730	Jon	Bellman			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
120	731	Sam	Poley			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
121	732	Gabriel	Lowe			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Public Meeting,
122	734	Janet	McPherson			5/29/2012	Commenter endorses the C2 alignment due to lesser impact on the environment in comparison to C1.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
123	735	Mary Ann	Van Kampen			6/29/2012	Commenter prefers the C2 alignment as it avoids separating the Retirement Center from the Health Center and mitigates the negative impact on the environment.	-1	0	0	0	0	0	0	0	-1	0	0	0	-1	0	0	0	0	Postal Mail,
124	736	Scott	Randell		scott_randell@med.unc.edu	6/28/2012	Subject: Maintenance Facility at the current Pepsi property Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high number of children in the area, the negative aesthetic and visual impact, and the future development on Cornwallis.	0	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	0	-1	0	Email,
125	737	Arthur	Werner	AMEC Environment and Infrastructure	arthur.werner@amec.com	6/29/2012	Subject: Potential LRT Maintenance Sites Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high number of children in the area, the negative aesthetic and visual impact, and the future development on Cornwallis.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,

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126	739	Hank	Rodenburg	Meadowmont Community Association		5/29/2012	Commenter wrote on behalf of the Meadowmont Community Association Board to support the C2 alignment due to the limited environmental impacts, possibility for future growth, the possibility for higher ridership, and less impact on the community.	-1	0	-1	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
127	740	Bill	Ferrell	Meadowmont Community Association	meadowmont@nc.rr.com	5/29/2012	Commenter wrote on behalf of the Board of Directors of the Meadowmont Community Association, who voted in favor of the C2 alignment.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
128	741	Camilla	Rushbrooke*			5/29/2012	Commenter opposes the C1 alignment as it would cut off access to the health center and other local amenities while also posing a safety issue.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Postal Mail,
129	742	Robert	Eby		camden@mindspring.com	5/29/2012	Commenter is writing to support the C2 alignment as the C1 alignment would cut off access to a health center and harm the environment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
130	743	James	White	Meadowmont Community Association		5/29/2012	Commenter is writing on behalf of the Meadowmont Community Association as it minimizes the environmental and social impact on the surrounding area.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
131	744	Jane	McPherson			5/29/2012	Commenter is writing to voice support of the C2 alignment as it mitigates the environmental impact.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
132	745	John	Neter			5/24/2012	Commenter wrote in support of the C2 alignment. C1 would have negative impacts on the Retirement Community and cut access to the health center, the route costs more, and may have negative impacts on the surrounding wetlands.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
133	746	Faye	Kalman*			5/24/2012	Commenter is in support of the C2 alignment as it would have the least negative impact on the area, support growth, and protect the environment.	-1	0	-1	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
134	747	Muriel	Roll			5/24/2012	Commenter wrote in support of the C2 alignment as it is thought to have higher ridership and lower impact on the environment.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	-1	0	Postal Mail,
135	748	William	Putis		william_putis@unc.edu	5/24/2012	Commenter wrote in support of the C2 alignment because it better addresses safety and environmental concerns.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
136	749	Nina	Mitchell			5/31/2012	Commenter is opposed to the C1 alignment as it will divide a community and decrease access to the health center.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Postal Mail,
137	750	Marjorie	Combs		mscombs47@gmail.com	5/29/2012	Subject: Light Rail Transit Summary: Commenter is concerned that the C1 alignment will create a safety hazard for the aging population, decrease access to the health center, and damage the surrounding environment and therefore supports the C2 alignment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
138	751	Arthur	Rolander		rolander99@aol.com	5/29/2012	Subject: Light Rail Transit Summary: Commenter is in support of the C2 alignment as it is less costly, would do less damage to the environment, and would not hurt the retirement community.	-1	0	0	0	0	0	0	0	0	-1	-1	0	-1	0	0	0	0	Email,
139	752	Rod	James	President of Condominium Board, the Cedars of Chapel Hill	rodjames112@cochill.net	5/28/2012	Subject: Planning for Light Rail in The Triangle area Summary: Commenter wrote on behalf of the Condominium Board of the Cedars of Chapel Hill. They support the C2 alignment as it has less effect on the environment the people living in Meadowmont.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,

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140	753	Lynda	Nolta		lwnolta@cochill.net	5/28/2012	Subject: Chapel Hill C2 Preference Summary: Commenter is in favor of the C2 alignment as it has less negative impact on the environment and the people living in the Retirement Community.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	-1	0	Email,
141	754	Neal	Wolgin		neal@ti-law.com	6/4/2012	Subject: Transit railyard - former Pepsi site Summary: Commenter is concerned over the proposed location of the regional operations and maintenance facility due to the close proximity to children, the negative impact aesthetic impact on the environment and impact on the local growth.	0	0	0	-1	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
142	755	Gerda	Hurrow	541 Cedar Club Circle		6/4/2012	Commenter is concerned with the C1 alignment dividing a community with aging population, damage the surrounding environment, and create safety concerns, therefore supports the C2 alignment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
143	756	Esther	Lederman		elederman1@aol.com	6/4/2012	Subject: Light Rail Transit Summary: Commenter is concerned that the C1 alignment will create a safety hazard for the aging population and decrease access to a health center.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,
144	758	Steven	Prince	Duke University	sprince@duke.edu	6/1/2012	Subject: maintenance facility at Cornwallis site Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the high number of children in the area, and the potential negative impacts on the environment and community growth.	0	0	0	-1	0	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Email,
145	759	Susan	Montani	Judea Reform Member	sym@nc.rr.com	6/1/2012	Subject: Opposed to site! Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center and the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
146	760	Paul	Green		pegreen@earthlink.net	6/1/2012	Subject: C1 vs. C2 options at Chapel Hill Summary: Commenter is concerned that the C1 alignment would harm the environment and hurt the Cedars retirement community.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
147	761	Lissa	Mohr			6/1/2012	Subject: light rail Cornwallis site Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the high number of children in the area, and the potential negative impacts on the environment and community growth.	0	0	0	-1	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
148	763	Rodney	James	The Cedars of Chapel Hill Condominium Board, President		6/4/2012	Commenter opposed C1 alignment due to potential negative environmental impacts on wetlands. Commenter was in favor of C2 alignment because of lesser cost and its potential to create greater ridership.	-1	-1	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
149	764	Shirley	Little	The Cedars of Chapel Hill Condominiums		5/18/2012	Commenter does not support light rail going through The Cedars community where she lives due to quality of life concerns, environmental impact concerns, and concerns regarding access to the DuBose Health Center.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,

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150	765	Beverly	Rutstein	The Cedars of Chapel Hill Condominiums		5/22/2012	Commenter supports C2 alignment and does not want C1 alignment because of concerns regarding isolation of the condominiums, decreasing property values, and negative environmental impacts.	-1	0	0	-1	-1	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
151	766	Libby	Lefkowitz	The Cedars of Chapel Hill Condominiums		5/22/2012	Commenter is concerned about the C2 alignment because she thinks it will lead to decreased property values and reduce the value and reputation of the overall area.	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
152	767	Margaret	Rook	The Cedars of Chapel Hill Condominiums		6/8/2012	Commenter is concerned about the C1 alignment because of the potential negative environmental impacts.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
153	768	Simi	Singh		SimiRSingh@gmail.com	6/10/2012	Commenter is opposed to the ROMF site because of concern over air and noise pollution and harm coming to local children.	0	0	0	0	0	0	0	0	-1	0	0	0	-1	-1	0	0	0	Website,
154	769	Inessa	Fannin		inessafannin@googlemail.com	6/10/2012	Subject: Light rail maintenance station behind JCC Commenter objects to the light rail maintenance station that is being proposed near the JCC, Lerner School and Judea Reform Congregation for reasons related to quality of life, noise and air pollution, and property values.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
155	770	Raj	Singh		RajSingh@POBox.com	6/10/2012	Commenter would like a new, less populated spot to be chosen for the train maintenance center and does not like the current location choice because of its proximity to children, a school, and a community center. Commenter believes it will be unhealthy.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Website,
156	771	Eleanor and Hal	Lamb*	The Cedars of Chapel Hill Condominiums		5/22/2012	Commenter is concerned about C1 alignment because of its perceived negative social, environmental, safety impacts. Commenter prefers C2 alignment due to their belief that it will have less of a negative impact on the environment and on property values, and because of its perceived lower cost and higher potential for ridership generation.	-1	-1	0	0	-1	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
157	772	Elizabeth	Ruben		elizabeth.ruben@gmail.com	6/10/2012	Commenter is opposed to a light rail maintenance facility by the school and community center due to the large number of children and the potential noise and air pollution exposure. She states that law suits will be a likely result.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Website,
158	773	Jeff	Gordon		koufax1969@yahoo.com	6/10/2012	Commenter is opposed to the light rail maintenance station location proposal because of his concerns over the pollution increase and the reduction of enjoyment that would be experienced by those who use the JCC campus and the Lerner School. His child attends Lerner.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Website,
159	774	Sonya	Fischer		sonyafischer@gmail.com	6/10/2012	Commenter is supportive of light rail maintenance station in the Triangle but not of a station located behind the Lerner School, JCC, Judea Reform, and surrounding neighborhoods. She is concerned about the impact on the community of noise, air, and light pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	Website,
160	775	John	Trimpi		johntrimpi@gmail.com	6/9/2012	Commenter objects to the light rail maintenance facility being located at the JCC, Lerner, and Judea site on the basis of noise, smells, and sights.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,

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161	776	Jonathan	Fischer		fischerj@piedmonthealth.org	6/8/2012	Commenter objects to the light rail maintenance facility near the Lerner School and the JCC. He is concerned due to pollution, safety hazards for children, the nuisance of it during outdoor instruction, religious worship and community-building, and its preventing the future development of the JCC campus.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,
162	777	Eli	Fischer		jfischer@n3cn.org	6/8/2012	Commenter objects to light rail maintenance facility near the Lerner School and the JCC. His concerns are that there will be safety hazards for the students, air, noise, and light pollution, that it will be a nuisance during classes, religious services, and community-building activities and that it will prevent the JCC from expanding.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,
163	778	Barbara	Jacobson		bbj121@nc.rr.com	6/8/2012	Commenter is concerned about the placement of the maintenance facility near the Judea synagogue, the Lerner School and the new JCC community facility. She thinks that it will result in noise, vibrations, pollution and a negative aesthetic on the campus and the community.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,
164	779	April	Springer		burst@emailmeform.com	6/10/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I am a 5th grade student at the Lerner School and my education is very important to me and many others. I figure it would be quite a bit hard for me to hear my teacher, (or learn) if there is a loud Light Rail Maintenance Station next-door. Please think about this and the other reasons why we should not have a Light Rail Maintenance Station in this location. What environmental and other issues should we consider when evaluating the project alternatives?: When fixing trains, you may need to use different gasses. These gasses will mix with pure oxygen and pollute the earth. You should be thankful to the Earth, because it gives you air, a home, and food. Without Earth, you would not be alive.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Website,
165	780	Joshua	Klein		j.klein006@gmail.com	6/10/2012	Subject: Light Rail Station Next to the JCC Commenter is concerned with the impact of the maintenance facility location on the JCC. He thinks that it will negatively impact the users ability to enjoy the facilities including the pool and the gym as well as the safety of the users and the cleanliness of the facilities too.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
166	781	David	Klein		go.bluedevils00@gmail.com	6/10/2012	Subject: Don't Built It Near The JCC Summary: Commenter goes to the JCC and is concerned with the impact the maintenance facility will have on the JCC users' ability to enjoy the pool and the surroundings. He is worried about air and noise pollution in particular.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
167	782	Dawn	Paffenroth	Legal Shield, Small Business & Group Benefits Specialist, Independent Associate	paffenroth@att.net	6/10/2012	Subject: Comment on Durham-Orange Light Rail Transit Project Summary: Commenter is concerned with the Alston Avenue/NCCU Station timing and thinks that the station should be built in the first phase of the Light Rail Transit instead of waiting for the D-O Corridor. They think this area needs access now in particular because it is low income.	-1	0	0	0	0	-1	0	0	0	0	0	0	-1	0	0	0	0	Email,

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168	783	Lauri	Klein	Bachman & Swanson, PLLC	lklein004@gmail.com	6/10/2012	Subject: rail Summary: Commenter is concerned about the maintenance station near JCC, Judea, and the Lerner School because she thinks that it would disrupt the quiet environment and make people not want to go there for social, education, and religious activities.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
169	784	Susan	Kudler		skudler@nc.rr.com	6/11/2012	Subject: Light Rail Maintenance and Storage Facility Summary: Commenter supports the Cornwallis site for the maintenance facility very strongly and even in light of others' critiques of it, she thinks that Light Rail will have an important environmental benefit and should happen soon.	0	0	0	0	0	0	0	0	0	-1	0	0	0	-1	0	-1	0	Email,
170	785	Kelly	Robinson		awineman@shalomdch.org	6/10/2012	Subject: NO to the light rail facility Summary: Commenter is against the maintenance facility near JCC on Cornwallis due to noise pollution and the risk to future economic development of the JCC site.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
171	786	Paul	Feldblum	Clinical Sciences, FHI 360, Senior Epidemiologist	pfeldblum@fhi360.org	6/11/2012	Subject: TTA maintenance facility in Durham Summary: Commenter urges the choosing of an alternate location for the maintenance facility away from the JCC site, because he is concerned that the planned siting will negatively impact the attractiveness of the campus and the recreation and education activities.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
172	787	Amy	Hurwitz		jonahhelix@yahoo.com	6/11/2012	Subject: AGAINST proposed maintenance facility at Pepsi property Summary: Commenter is against the maintenance facility location proposal because of light/noise/air pollution and because it would prevent the expansion of the JCC, which she thinks would be a better benefit for the community (especially the planned senior housing).	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
173	788	Matt	Springer	Durham Chapel Hill Jewish Federation, Past President	suspring@aol.com	6/10/2012	Subject: Cornwallis/Western Bypass Maintenance Depot Summary: Commenter is concerned with the maintenance facility near JCC, the Lerner School, Judea Reform synagogue. He is concerned with the negative impact it will have on the youth, senior, community programs in terms of noise, pollution, and overall nuisance.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
174	789	John	Wilson	Friends of the Little Creek Bottomlands and Slopes SNHA	JohnWilsonProductions@gmail.com	6/11/2012	Commenter opposes the C1 alignment due to concerns regarding the negative impact on natural resources and wildlife. He states that the C2 alignment would not have as negative an impact on natural resources and wildlife. He also opposes C1 and supports C2 because of concerns regarding the higher cost of C1, the lower ridership predictions, the lack of sufficient parking it will provide and the fact that it will result in closure to feeder streets into Meadowmont causing safety and traffic issues.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
175	790	Staci	Spransy		awineman@shalomdch.org	6/11/2012	Subject: opposition to the light rail maintenance ctr Summary: Commenter opposes the light rail maintenance station near the JCC/Judea Reform because she believes there are other places it can be built.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
176	792	Bonnie	Simms		jbsimms@cochill.net	6/15/2012	Commenter prefers the C2 alignment as it would have higher ridership, costs less money, and have less of an impact on the environment and the Meadowmont Community.	-1	-1	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
177	793	Elyza	Halev		elyzahalev@mac.com	6/11/2012	Subject: Light Rail- Right Idea, WRONG location Summary: Commenter objects to the maintenance station near the JCC campus and thinks it would have negative impacts on the community and the students esp. from noise/air/light pollution.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,

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178	794	Martha	Oxenfeldt			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
179	795		Stevenson			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
180	796	John	Rutledge	Colony Park resident	johnrutledge.john@gmail.com	6/13/2012	Subject: proposed use of Pepsi facility Summary: Commenter opposes the transit maintenance facility due to concerns regarding it being a nuisance to children, the air and noise pollution, the negative visual aesthetic, and the better use of the land from a financial perspective for the community.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
181	797	L	Rosbenburg			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
182	798	John	Bauman			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
183	799	Gayla	Halbrect			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
184	800	Marla	Saarenaraa			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
185	801	Pete			magoopete86@gmail.com	5/11/2012	Commenter recommended five alternatives that are outside of the scope and alignment of the D-O Corridor; see diagrams of proposed routes attached.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
186	802	Mary	Patton			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Website,
187	803	Alexander	Nagls			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
188	804	Marie	Hall			6/15/2012	Commenter is concerned that the C1 alignment would not contribute to the economy and local growth and therefore supports the C2 alignment.	-1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
189	805	Connie	Margolin		cmargolin@nc.rr.com	6/13/2012	Subject: the Cornwallis site Summary: Commenter is concerned about the maintenance facility near the JCC because of its negative impact on social cohesion and on the ability of students and users to learn and achieve physical and emotional health, and because it will prevent the JCC from expanding and developing senior housing for low-income seniors. Instead, she recommends putting a light rail stop there with trees, mixed-use development, a park and more.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
190	806	G	Taylor			6/15/2012	Commenter is concerned that the C1 alignment would have negative impact on the environment and the Meadowmont Community, as the original alignment was developed with the area was just farmland.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,

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191	807	Dorothy	Lavine			6/15/2012	Commenter is concerned about the C1 alignment as it may have negative impacts on the environment and Meadowmont Community since the plans were developed when the land was still farmland.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
192	808	Pete			magoopete86@gmail.com	6/14/2012	Subject: Lightrail and Commuter Rail Ideas Summary: Commenter wants a light rail route that goes to RDU. He provides an idea for the Lightrail route that goes to RDU, another light rail route, six Mall Hop Express Routes, and three Black Friday routes. He refers to the following route ideas he has provided: a NC/I-540 Park and Ride Express route, NC 147 Park and Ride route, and a NC 55 Park and Ride route. Finally, he refers to a three R Line routes for Downtown Raleigh.	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	Email,
193	809	Raina	Elsner		rainaelsner@gmail.com	6/15/2012	Subject: Opposed to the ROMF at the Cornwallis Site Summary: Commenter objects to the placement of the maintenance facility near the JCC campus for fear that it will negatively impact the users' health, well-being, and quality of life due to noise/air pollution and more.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
194	811	Allison	Eisner	Parent, former board member, The Lerner School, Member, Jewish Community Center	allison.eisner67@gmail.com	6/15/2012	Subject: Proposed new light rail maintenance facility at Pepsi plant in Durham Summary: Commenter opposes the locating of the maintenance facility near the JCC campus because of concerns over disruptions, air pollution, environmental damage, and the difficult financial situation it will put JCC in by preventing their extension.	0	0	0	0	-1	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
195	812	Lou	Kolman		loukolman@gmail.com	6/15/2012	Subject: light rail maintenance facility along Western Bypass Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	-1	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
196	813	Michael	Kornbluth	Taibi Kornbluth Law Group	mkornbluth@taibikorbluth.com	6/15/2012	Subject: New Light Rail Maintenance Facility Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center and the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Email,
197	814	Jeff	Spinner-Halev		jhalev@gmail.com	6/15/2012	Subject: Light rail Summary: Commenter is opposed to light rail maintenance center right next to the JCC and the many children who use it.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
198	815	Jeffrey	Peppercorn	Duke University Medical Center	jpeppercorn@gmail.com	6/15/2012	Subject: light rail Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	-1	-1	0	0	0	0	0	0	0	-1	-1	0	0	0	Email,
199	816	Kelly	Asher		asherkelly@gmail.com	6/15/2012	Subject: Light rail maintenance facility opposition Summary: Commenter is opposed to the regional operations and maintenance facility due to the close proximity to the Jewish Community Center and the negative impacts on the learning environment.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
200	817	Lewis	Margolis		golew2000@yahoo.com	6/15/2012	Subject: Cornwallis site Summary: Commenter opposes the TTA maintenance facility site at the JCC because it would negatively impact the children and families that use it as well as the JCC's economic development plans.	0	0	0	0	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,

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201	818	Dirk	Wilcox		dirk.wilcox@kenexa.com	6/15/2012	Subject: Light Rail Maintenance Facility Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	-1	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
202	819	Jeffrey	Fischer		jeff@jmfischerphd.com	6/15/2012	Subject: Light rail near JCC Summary: Commenter is opposed to the regional operations and maintenance facility due to the close proximity to the Jewish Community Center.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
203	820	Noah	Pickus		pickus@duke.edu	6/15/2012	Subject: Opposed to ROMF Siting near Jewish Campus Summary: Commenter opposes the ROMF near the JCC because he fears it will have a negative impact on the community.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
204	821	Jesse	Kalisher		jesse@kalisher.com	6/15/2012	Subject: please consider another spot for your light rail maintenance facility Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	0	-1	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Email,
205	822	Elaine	Marcus		efmarcus@nc.rr.com	6/15/2012	Subject: opposed to vote Summary: Commenter opposes the old Pepsi building being used as a rail maintenance shed. She states that it is too close to schools, a playground, and a community center and that it will create noise and air pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
206	823	Julie	Shermak		julieshermak@yahoo.com	6/15/2012	Subject: Location of light rail maintenance facility al ... Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center and the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
207	824	Chuck	Solomon		crsolomon@sprintmail.com	6/15/2012	Subject: Opposed to "Cornwallis" site proposed Maintenance Facility Summary: Commenter is opposed the proposed maintenance facility at the current Pepsi site because it would be a nuisance to the schools, community center and house of worship and suggests that a more suitable site be found at an already established industrial site.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,

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208	825	Gregory	Louie		gregory.louie@gmail.com	6/15/2012	Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project? I fully agree with the draft purpose and need. Prior to that I lived in NYC and Westchester, NY and used either the subway and/or the light rail (Metro North) daily. I would love to see light rail flourish in the Triangle. Although, it wasn't specifically stated in the scoping information booklet. I and other citizens are deeply concerned about climate change for our children and our children's children. We understand that the impacts we have on earth have lasting effects and wish to support mass transit as one of many necessary means for reducing our burgeoning human population's impact on the earth. Regarding the D-O LRT project environmental & community resources map (Spring 2012): Please include the following community resources, which are missing on your map, all of these are next to the private school (Lerner Jewish Day School) on Cornwallis Road: 1. As of Spring 2012, the public school: Maureen Joy Charter School still occupies that campus. 2. Levin Jewish Community Center 3. Judah Reform Synagogue Regarding the proposed Light Rail Maintenance Facility at the old Pepsi Plant: The proposed Light Rail Maintenance Facility abuts the Levin Jewish Community Center. Construction and daily operations will result in increased noise, light, air and ground pollution. I imagine alternative sites of the light rail maintenance facility exists. For example, Durham GIS reveals a 12 acre property at 1102 Moreene Road owned by the City of Durham and designated as "vacant community service." I have attached a .pdf file describing the property. Please consider this alternative as you work on the final environmental impact statement.	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	-1	0	-1	0	Email,
209	826	Sally	Brown	The Lerner Day School, Teacher, Levinn JCC, Member	sallybrown721@gmail.com	6/15/2012	Subject: against light rail maintenance facility Summary: Commenter is opposed to the light rail maintenance facility near the JCC because of concerns regarding increased traffic and noise.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
210	835	Jessica	Finelt Leff		jessiepaige127@gmail.com	6/16/2012	Subject: NO LIGHT TRANSIT Summary: Commenter says placing the ROMF next to the JCC is not conducive to a well-functioning JCC and opposes the siting.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
211	836	Jacquelyn	Floreen	The Cedars of Chapel Hill Condominiums, Resident	jacklymph1@aol.com	6/16/2012	Subject: light rail transit project C1 and C2 comments from a citizen at The Cedars Retirement Village, Chapel Hill NC Summary: Commenter opposes the C1 light rail option that goes through the retirement village separating them from the DuBose Health Center for fear that it will have a negative impact on residents' and patients' health. She also thinks that it will have a negative impact on the bird sanctuary across from the residential community. She supports the C2 alignment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,

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212	837	Jennifer	Shweky	ERG, Environmental Specialist, JCC, Member, The Lerner School, Parent	Jennifer.Shweky@erg.com	6/16/2012	Subject: Light Rail Maintenance Facility Summary: Commenter opposes the light rail maintenance facility at the former Pepsi site as her children attend The Lerner School and go to the JCC and she believes it would reduce their enjoyment due to noise and air pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
213	838	Kim	Weaver	Lerner Jewish Community Day School, Parent	kimweaver_2@yahoo.com	6/16/2012	Subject: Against Placing Maintenance Facility at Cornwallis Site Summary: Commenter opposes the placement of the ROMF near the JCC and Day School and Synagogue due to concerns over noise and disruption.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
214	839	Lynne	Hurwitz		lynne.koweek@duke.edu	6/16/2012	Subject: light rail maintenance in Durham Summary: Commenter opposes the ROMF near the two elementary schools and the place of worship at the JCC because it will impact the quiet and the atmosphere of learning.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
215	840	Madison	Springer		madrock9@gmail.com	6/16/2012	Subject: PLEASE DON'T BUILD A RAIL MAINTENANCE STATION NEXT DOOR TO OUR COMMUNITY!!! Summary: Commenter opposes the ROMF near the JCC, Lerner School, and Maureen Joy School, where it would be loud and a distraction.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
216	841	Robert	Healy	Duke University, Professor Emeritus of Environmental Policy and Public Policy Studies	healy@duke.edu	6/17/2012	Subject: Comments on TTA Scoping Process Summary: Commenter opposes light rail overall and thinks that improved bus service is the better option because it goes many more places. He thinks that the bus stop for the Robertson Scholars Bus at Duke, which is a very popular bus, is the best spot in terms of being close to where the users are, whereas the proposed light rail stop at Duke is a 15-minute walk from the bus stop. Further, he objects to the high cost of light rail, how long it takes to implement (rendering its technology obsolete), its limited impact on reducing carbon emissions and reducing VMT, the lack of certainty that it will result in economic development and job-creation, the encouragement of urban sprawl that its park-and-ride lots will result in, the negative impact it would have on New Hope Creek, and the fact that Durham has a lot of areas that need this funding. He requests a response indicating receipt of his comment submission.	0	-1	0	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	-1	Email,

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217	842	Avery	Goldstein	Judea Reform Congregation, Member	jagoldy@earthlink.net	6/17/2012	Subject: Feedback via the Durham-Orange Light Rail Transit Project Do you have any comments on the Draft Purpose & Need for the Durham- Orange Light Rail Transit project?: Yes - what is the timeline for this project? I am also concerned about the fact that I am a member of Judea Reform Congregation, and heard through word of mouth that a maintenance facility is being planned literally in our backyard. Surely this violates an ethical principle concerning the right we have to worship in peace. The site could be used for the benefit of Durham - perhaps people would like to live near the JCC campus as opposed to ruining the area with industrial traffic and noise. The whole project seems to have no respect for anyone - except the rich people who live in Meadowmont who don't want it. have some respect, Durham. Look out for the people who want to live, worship, and send their kids to YOUR public schools. Send the rail up 15-501 which is already a business area - NOT in the backyards of the people who are trying to make Durham a good place to live. What environmental and other issues should we consider when evaluating the project alternatives?: Your website is unclear and difficult to glean information from. What is the best way to voice concerns about the proposed path of the light rail system? I live near Creekside Elementary school and it is unclear where the rail will be in relation to the school. Whom do I contact regarding the safety of children attending this school? How did you hear about today's workshop?: Other Commenter requests feedback on the following: What is the best way to voice concerns about the proposed path of the light rail system? Whom do I contact regarding the safety of children attending this school?	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Website,
218	843	Carol	Krucoff	healingmoves.com	ckrucoff@gmail.com	6/17/2012	Subject: NO to light rail maintenance at Pepsi Summary: Commenter objects to ROMF next to The Lerner School, JCC, and the Judea Reform Congregation due to concerns about safety hazards for the children, noise, air, and vibration and light pollution, and disruption to education and worship activities.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
219	844	Dorothy	Gianturco	Colony Park resident	dorothygianturco@gmail.com	6/17/2012	Subject: Proposed Rail Maintenance Facility Summary: Commenter opposes the ROMF at the old Pepsi site off of Cornwallis Rd. because it will disturb the residents, school users, and be a danger to the school students and the residents. She does not provide more detailed reasons for opposition.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
220	845	Kim	Sampson		kssampson@gmail.com	6/17/2012	Subject: No TTA light rain station on Pepsi property Summary: Commenter opposes the ROMF next to the Judea Reform Congregation, the JCC, and The Lerner School. She is concerned about the diminishing of quality of life on the property via noise, pollution, traffic, and 24 hour light.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,

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221	846	KC	Cloud		cloudkc@gmail.com	6/17/2012	Subject: Fwd: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform Properties Summary: Commenter forwards an email from Laurie Scott and above it comments: "Please consider an alternate site to the one suggested adjacent to the Jewish community center." The forwarded email is the following: From: "Laurie Scott" <laurie.scott.mail@gmail.com> Date: Jun 17, 2012 8:25 PM Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties To: <info@ourtransitfuture.com> Cc: "KC Cloud-Borgstedt" <cloudkc@gmail.com>, <diggie.the.mango@gmail.com> Dear Triangle Transit Authority, I would like to add my voice to the public comment period currently open regarding the proposed Light Rail Maintenance station at the current Pepsi facility. I am a member of the Levin Jewish Community Center, which is part of an active campus on Cornwallis Road. I oppose placing the LR Maintenance Station near this vibrant property because it will add air, noise, vibration and light pollution to a campus dedicated to education, religious worship and community-building activities. I hope that you will consider other locations which will not interfere with this important community location. Laurie Scott JCC member	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
222	847	Laurie	Scott	JCC, member	laurie.scott.mail@gmail.com	6/17/2012	Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties Summary: Commenter opposes the ROMF being sited near the JCC because of the added air, noise, vibration and light pollution that would disrupt education, religious worship, and community-building activities.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
223	848	Susan	Sonberg	Downing Creek, Resident	Sonkoff@aol.com	6/17/2012	Subject: Durham-Orange Light Rail Transit Summary: Commenter concerned about the C2 alignment's negative impact in terms of congestion on the Barbee Chapel Road intersection and at the entrance and egress from the Downing Creek neighborhood. She is also concerned about ped and bike safety at the already congested intersection and along Stancell Drive, an area which is widely used by pedestrians to access the Meadowmont Trail System, and reduced access to the station from both sides of Highway 54. She suggests running the rail line in the center of Hwy 54 between the east and westbound lanes of Hwy 54 instead of running it a bit east of their entrance at ground level. She also suggests a ped bridge over the highway.	-1	0	0	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,
224	849	Caryn	Rossi Louie	The Lerner Day School, Parent, NC School for Science and Mathematics, Instructor of Chinese	carynrossi@gmail.com	6/18/2012	Subject: Please DO NOT build the Maintenance Facility at the current Pepsi property! Summary: Commenter objects to the ROMF near the Lerner/JCC property due to air and noise pollution, negative aesthetic and visual impact, and the prevention of future development of the JCC (mixed use, senior housing) that could have economic benefits.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
225	850	Catherine and Nikhil	Dhongade	Pickett Park, Resident	catherin_dhongade@hotmail.com	6/18/2012	Subject: Durham-Orange County Corridor for the Light Rail Summary: Commenters prefer Alternative 1 route for the South Square Station and oppose Alternative 3, which comes close to their properties and would negatively impact their living environment.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,

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226	851	Carrie	Muh	Duke University Medical Center, Assistant Professor of Surgery and Pediatrics	carrie.muh@duke.edu	6/18/2012	Subject: Proposed Maintenance Facility at Pepsi property next to Lerner School on Cornwallis Summary: Commenter opposes the siting of the ROMF near the JCC, The Lerner School, and the Judea Reform Synagogue. The opposition is due to concerns regarding noise pollution, and disruption of the classroom, religious, and community activities that take place there. There is further concern over the siting preventing the JCC from using that land to develop as they intend to do (building mixed-use, senior housing or a new school etc.) in a way that would benefit the community socially and economically.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
227	852	Deepak	Voora	Pickett Park, Resident	dvoora@hotmail.com	6/18/2012	Subject: Light rail route Summary: Commenter prefers Alternative 1 route for the South Square Station and opposes Alternative 3 as it comes close to her property.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
228	853	Matthew	McConnel		matthewmcconnel@hotmail.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : I grew up in Portland, Oregon, and loved the light rail there. I have no doubt that my wife and I would use a Triangle light rail, not only for work but also for day-trips as well. Please share any comments you have regarding regional transit.: I reiterate, please. I want to take the train to work and to show the country how forward we are. How did you hear about today's workshop?: Radio	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	Website,
229	854	Marjorie	Soforenko		soforenko@gmail.com	6/18/2012	Subject: light rail maintenance station Summary: Commenter asks that the light rail maintenance station not be put near the JCC, Lerner School, or Judea Reform Synagogue. She does not elaborate.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
230	855	Lanier	DeGrella	Pickett Park, Resident, Childcare Services Association, Statewide Infant/Toddler Project, Manager	lanierd@childcareservices.org	6/18/2012	Subject: South Square light rail route Summary: Commenter objects to South Square light rail route alignment 3 because it would come close to their property and result in noise pollution and lower home values. They support light rail but not with alignment 3.	-1	0	0	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	Email,

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231	856	James	Doughty	Downing Creek, Resident	jdoughty6@nc.rr.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : Hello, I am a resident of the Downing Creek neighborhood writing in support of the original C1 route for future light rail development, and in opposition to the alternate C2 route. What environmental and other issues should we consider when evaluating the project alternatives?: In my view, advocates of the faulty C2 route, in particular, the residents and managers of Meadowmont believe that volume and repetition are substitutes for logic in this planning process. I am confident your body will see the issue more clearly. I'd like to elaborate on three elements of this decision. 1. "Walkability" or hypocrisy? C1 brings direct light rail access to Meadowmont, a community whose marketing is based largely on "walkability" and pedestrian amenities. The community's own website goes out of its way to evoke "the old town square" dotted with shops, cafes and offices --a place with a friendly atmosphere where you didn't need a car to get from one place to another. Bringing a passenger rail station into the heart of such a community makes sense. C2 brings a passenger rail station to a site (Woodmont) that is peripheral to residential areas that do not tout "walkability" as their core ethic. Neither Downing Creek nor Falconbridge even have sidewalks away from their main arteries. There are no shops on this side of the highway--no mixed-use pedestrian environment. Bringing a passenger rail station to the periphery of such communities makes no sense. 2. A 19th-century crossing for a 21st-century system? Seriously? C1 carries the light rail line over N.C. Route 54 via a grade separated crossing, which preserves both safety and vehicular traffic flow. What environmental and other issues should we consider when evaluating the project alternatives?: Railroad grade crossings are recognized as outdated and dangerous, and there is a nationwide movement to eliminate them wherever possible. The Federal Railroad Administration reports that collisions between trains and highway vehicles are historically the greatest source of injuries and fatalities in the railroad industry. So: A brand-new, 21st-century transit system in one of the nations most forward-thinking regions is going to go out of its way include a new grade crossing? Will the trains have cow catchers and steam whistles too? 3. It's all in the timing C1 places the rail corridor and passenger	-1	0	0	-1	0	0	0	0	-1	0	0	0	0	0	0	-1	0	Website,
232	857	Laurie	Edwards	Pickett Park, Resident	laurieedwards@yahoo.com	6/18/2012	Subject: Light Rail system concerns Summary: Commenter objects to South Square light rail alignment 3 and supports alignment 1 because the former would come close to their property and result in noise pollution and privacy.	-1	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Email,
233	858	Joshua	Brandstadter	Pickett Park, Resident	joshua.brandstadter@gmail.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : I am a resident of Pickett Park at 2822 Pickett Rd in Durham. I have reviewed your plans for the light rail in the Durham-Orange County Corridor and would like to inform you that: I strongly prefer Alternative 1 for the South Square station. The other proposed route, Alternative 3, would come just behind my small backyard and there would be no way to prevent the route from irreparably ruining the enjoyment and privacy of my own home. I strongly urge you to use Alternative 1, which would be at a more respectable distance. Commenter requests response: "I appreciate any response you can provide and would be happy to have a conversation with you by email or phone (516-286-1380)." How did you hear about today's workshop?: Word of Mouth How was the meeting time? : Unacceptable Workshop location? : Unacceptable Workshop organization?: Unacceptable What was most helpful?: Video, Maps	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Website,

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234	859	Roger	Henderson	citizen	completestreetsroger@gmail.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : No What environmental and other issues should we consider when evaluating the project alternatives?: Consider the economic effect on the region if we do NOT implement LRT and Commuter Rail as proposed. I believe the region will not succeed as we all hope and expect unless there is Please share any comments you have regarding regional transit.: I've lived in the DC area, in Chicago, in Oakland and San Francisco and regularly used rail and bus in all of those regions. My wife and I will be downsizing now that our youngest child will be attending college in Chapel Hill. We can easily see ourselves moving near a rail station and using rail and bus regularly. Please build it.	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	-1	0	Email,
235	860		Durham Bicycle and Pedestrian Adviso	environmental/business organizational interest		6/18/2012	Commenter requests incorporation in the upcoming Preliminary Engineering and Draft EIS, a multi-use trail, especially between the former South Square area in Durham and the Meadowmont Area in Chapel Hill. This trail is recommended along the transit corridor in both the Durham Bicycle Transportation Plan and the adopted NC 54-Interstate 40 Corridor Study.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	Postal Mail,
236	861		Triangle Land Conservancy	environmental/business organizational interest		6/18/2012	Commenter requests evaluating light rail track location alternatives that are located within the Right of Way of 15-501 as is required by NEPA process. Commenter notes that in the light rail project Scoping Booklet, the maps shows the 15-501 bottomlands route is the only route to be studied further, whereas the text states that alternative routing within the ROW of 15-501 will be evaluated. Commenter requests that this confusion be cleared up. Commenter prefers that alternatives be evaluated to preserve the health of the New Hope Creek Bottomland Forest.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
237	862	Martha	Tyson			6/18/2012	Commenter objects to the C2 route because of the impact on sensitive environmental areas C1 would pass through, especially wetlands and wooded areas.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
238	863	Ruel	Tyson	The Cedars of Chapel Hill Condominiums, Resident		6/18/2012	Commenter opposes C1 alignment because he agrees with The Meadowmont Community Association Board of Directors that C1 would not increase business in Meadowmont Village and along with the board, he supports the C2 alignment, even though he doesn't believe the C1 alignment would do much damage to the Cedars.	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
239	864	Eric	Solomon	Beth Meyer Synagogue, Rabbi, The Lerner Jewish Community Day School, Parent	rabbi@bethmeyer.org	5/1/2012	Commenter supports the light rail project he is concerned about the ROMF near the JCC, The Lerner School, and the Judea Reform Synagogue. The opposition is due to concerns regarding noise pollution, and disruption of the classroom, religious, and community activities that take place there.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	Phone,
240	865	Ivy	Hoffman			5/21/2012	Commenter expressed concern over the location of the Maintenance Facility at Cornwallis. The opposed it due to proximity to Jewish Community Center Campus because of concerns over safety for the children and noise disruption of occasional weekday services at the synagogue	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Phone,

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241	866		No Name "voter in Durham area"			6/12/2012	Commenter expressed opposition to the Light Rail Station next to the Community Center Campus because it would interfere wit the progress of the site, cause noise pollution and hamper future development.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Phone,
242	867	Mary	Alexrod			6/12/2012	Commenter opposes the ROMF near the JCC and the Lerner School. No additional information provided.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Phone,
243	868	Pearl	Lavine			6/15/2012	Commenter spoke face to face with staff to express her concern over the proposed ROMP location on Cornwallis. She has been a resident since 1960 and although in favor of the project, does not want the ROMF near the JCC and school. No additional information.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Phone,
244	869	Judith	Segal			6/16/2012	Commenter called to object to the inappropriate placement of the ROMF due to proximity to the school for the children and community center for the elderly. Also, not a good use of the land. No additional information.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Phone,
245	870	Edith	Cannon			6/17/2012	Commenter is a taxpayer and opposes the ROMF near the JCC and school. She is concerned about the pollution in the form of oil, noise, air, vibration, light and visually. Feels the site could have a better economic use and future development.	0	0	0	0	-1	0	0	0	-1	-1	-1	-1	-1	-1	0	0	0	Phone,
246	871	Kim	Weaver			6/18/2012	Commenter is concerned about proposed location of the ROMF. She has a 3 year old at the school and location would be undesirable. Also because the area is rather spiritual with the JCC, synagogue and school and the ROMF would be disruptive. In favor of the project, but not location of the ROMF. No additional information.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Phone,

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247	872	John	Smith			6/19/2012	Rail Transit project? : I have several comments on the over all project. Not just the Durham-Orange county project. What environmental and other issues should we consider when evaluating the project alternatives?: I think that the environmental issue evaluating the project are pretty well already dictated by the EPA, state, county, and local municipalities I am former military and have traveled a lot and seen a lot of effective public transportation in U.S. Cities, Europe, and Asia. I have lived in the south now 12 years and have resided in North Carolina for seven years now. I also have not been able to drive due to some developments from my last deployment to Iraq. I have had a growing awareness of issues with the system now and with the future projects. I would like to first start by saying that I'm in full support of public transportation. I have seen a lot of concerns from my fellow tax payers that don't understand and are concerned about cost. I think one thing that has lacked in this initiative has been an explanation of basic projected cost. Which can be explained without a comprehensive plan. Such as subsidize and how they work. I hear a lot from fellow conservatives about how subsidized public transportation is. I think the word needs to get out about how subsidized road projects are as well. They seem to believe that gas tax covers building bigger roads that can't keep up with growth. Also, I hear a lot about how transit doesn't improve business growth prospects. I think that the tax payers need to hear how the system would improve growth of business, not only that but improve choice of college for students. I think a lot of people are unaware that most university now do not allow cars for certain year students and how that may impact choice of college due to the lack of transportation. Another thing I hear a lot is how no one uses the in place bus system now. I have tried to explain and think it needs to be voiced by this organization that the system is not in well working order because of separation of municipalities, bus flow, running time, and stops. It is my understanding this new project would work in conjunction with Orange, Durham, and Wake county which would improve use. Things I have noticed since I haven't been able to drive. That the public may not be aware of that they need to know and also what needs to be thought about in planning.	0	-1	0	0	-1	-1	-1	0	0	0	0	0	0	0	0	-1	0	Website,
248	873	Sally	Curtis		curtisse@gmail.com	6/18/2012	Subject: Comments re proposed Lightrail System and Maintenance Facility Summary: Commenter supports light rail overall but objects to the siting of the ROMF near the JCC due to concerns about noise, air, light, and vibration pollution and overall diminishing of the attractiveness of the area.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	-1	0	Email,
249	874	Tal	Wittle		talw@wittle.net	6/18/2012	Subject: Concern about Rail Maintenance Facility at Cornwallis Site Summary: Commenter opposes the siting of the ROMF near the JCC, The Lerner School, and the Judea Reform Synagogue. The opposition is due to concerns regarding noise and air pollution, the impact on the attractive aesthetic, and disruption of the classroom, religious, and community activities that take place there. There is further concern over the siting preventing the JCC from using that land to develop as they had intended to do (building mixed-use, senior housing or a new school etc.) in a way that would benefit the community socially and economically.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,

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250	875	Akio	Sone		m440221@gmail.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : I support the D1 (Westgate Drive) of South Square Alignment Options instead of the D3 (Shannon Road) because the D1 is cheaper and easier/faster to be built besides it does not run immediately behind my housing unit. The Alternative Analysis, volume 1 (July 2011), p. 3-43 recommended the D3 over the D1 based on its higher ridership estimate, not its costs nor its property-impacts. I think this recommendation overestimated the uncertain effects of the planned University Marketplace. Even if this project is finished within next few years, it is highly doubtful its tenant shops would be attractive/distinct enough to constantly contribute to higher ridership because of the oversupply of retail space in this area (see vacant retail spaces in near-by Patterson Place) and completions with other near-by malls. Also, unless its proposed housing units in the University Marketplace are mainly marketed to low-income households, the estimated "up to 650 additional boardings" would be unlikely based on my daily TTA-bus commuting experience (routes400/405). If the D1 is chosen, parking spots in front of Target or Burger King could be officially used for car-pooling (currently there are TTA-bus-riders who park their car in front of the SuperTarget in South Square Mall). I think it is a bad idea to promote a stalled development project by twisting the rail route, which costs more and impacts properties more for taxpayers in Durham in return for its uncertain future benefits. What environmental and other issues should we consider when evaluating the project alternatives?: Generally speaking, the past rail transit projects in the US have underestimated its final costs due to its delays and unexpected events and overly optimistic ridership estimation. Therefore, it is very important for this light rail project not to underestimate its costs and not to overestimate its ridership and side-effect benefits.	-1	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	Website,
251	876	Kenny	Levine	Counseling for Adults, Adolescents and Couples, LCSW	therapy@kennylevine.com	6/18/2012	Subject: TTA Maintenance Facility site Summary: Commenter opposes ROMF siting near JCC, The Lerner School and Judea Reform Congregation due to concerns over the negative impact it will have on children, families, adults, and seniors. He does support light rail in general.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Email,
252	877	Karen	Berman	Durham Chapel Hill Jewish Federation	kaberman@nc.rr.com	6/18/2012	Subject: Jewish Federation Future Plans for Pepsi Property Summary: Commenter opposes the ROMF at the JCC campus. She attached a plan developed by the Jewish Federation for the development of the 2.5 acre Pepsi property. The plan includes additional parking, three tennis courts, outdoor gathering space with shelter, a softball field and a 50 ft. buffer between the JCC and the remainder of the property. She also noted that they plan to develop multifamily or senior housing, which would benefit the community.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
253	878	Brian	Lowinger		brianlowinger@yahoo.com	6/18/2012	Subject: JCC Summary: Commenter requests that light rail not be put next to the JCC and states that there are other sites suited to the facility. Does not expand further.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,

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254	879	Mark "Bryce"	Reynolds		brycereynolds@hotmail.com	6/18/2012	Subject: comments on the light rail maintenance station proposal at the Pepsi property Summary: Commenter opposes the ROMF at the JCC campus and believes there are better sites where the noise, pollution, and visual impact would not be so disturbing to children and the community.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
255	880	Cecilia	Payne	The Lerner Day School, Teacher	cecilia@lernerschool.org	6/18/2012	Subject: Light rail Machinery Site Summary: Commenter supports the light rail project, but she objects to the ROMF siting near JCC because it will mean that the teachers cannot access certain geological formations they have been using on the site for instruction, because there is a safety risk for students, and because of noise, air, and chemical pollution.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,
256	881	Kaitlin	Rawluk	Pickett Park, Resident	krawluk@gmail.com	6/18/2012	Subject: Proposed light rail near Pickett rd and Pickett park Summary: Commenter opposes alternative 3 route for south square station and prefers route 1 because the former comes close to her home and will create noise pollution, light pollution, a lack of privacy, and it will be an eye sore. She also states that the preferred route may be more accessible given that it is already the site of a bus stop. Finally, she states that several stores on the west drive side are not thriving and would either be able to be removed or renewed with a train stop there.	-1	0	0	0	-1	0	0	0	-1	0	0	-1	0	0	0	0	0	Email,
257	882	Mabel	McElhaney	retiree	treely@nc.rr.com	6/18/2012	Please share any comments you have regarding regional transit.: I am a staunch supporter of public transportation, especially rail. However, while this proposal is worthwhile, the only portion of Orange County served is a minimal corner limited to the UNC Hospitals. Bus connections also serve the towns of Chapel Hill and Carrboro, but no one else in Orange County benefits in the least. We will have only vestigial service to Durham and Chapel Hill, and those north of Hillsborough will have none. Therefore, no one outside Chapel Hill/Carrboro should pay for any of this proposal. The unserved majority of Orange represent the least able to pay for this project and cannot be expected to invest in a plan that may not benefit them in their lifetime. When the plan is extended to connect residences countywide, then we should share the cost. Good public transportation needs to come within two blocks of every residence and involve no more than twenty-minute waits 24/7. I know such a thing is a long way off, but planners must not lose sight of it as the Golden Snitch (the goal). How did you hear about today's workshop?: Newspaper	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	Website,
258	883	Muriel	Roll	The Cedars of Chapel Hill Condominiums, Resident	azalea1@cochill.net	6/18/2012	Subject: Light Rail Transit Summary: Commenter supports light rail as way to ease congestion, and she opposes the C1 route and prefers the C2 route because the latter would have minimal impact due to it using the median now on Route 54 and because the latter would have higher ridership. She is also concerned that The Cedars residents property values would drop with C1 and that C1 would do more damage to wooded and wetland areas as well as the bird sanctuary.	-1	0	0	0	-1	0	0	0	0	-1	0	0	0	0	0	-1	0	Email,
259	884	Michele	Dubow	JCC, member	mdubow@earthlink.net	6/18/2012	Subject: Comments rejecting Maintenance Facility at Pepsi property, Durham Summary: Commenter opposes ROMF by JCC along 15-501 because of noise, pollution, commotion, visual interference, and because it will be disruptive to religious worship, enjoyment of the pool and exercise facilities and to children at camp and at school.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,

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260	885	Richard	Lucas		sillyl@mindspring.com	6/18/2012	Subject: Re the Light Rail Maintenance Station Summary: Commenter opposes the ROMF near the JCC and The Lerner School and Judea Reform Synagogue because it will negatively impact the learning environment and because the area is already congested enough traffic-wise. He recommends allowing the JCC to move forward with its plans for senior housing and other mixed use developments that would be attractive and that would increase the economic vitality of the area. He is also concerned about the noise/air pollution from more traffic.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
261	886	Rachel	Raney	JCC, member	teamraney@gmail.com	6/18/2012	Subject: proposed maintenance facility near Levin JCC Summary: Commenter opposes ROMF near JCC, school, and synagogue because of pollution and the limitations it places on JCC's future growth. She does not expand further. Her son attends camp there and they use the facilities year round.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
262	887	Stan	Paskoff	Judea Reform Congregation Board of Trustees, President	paskoff@duke.edu	6/18/2012	Subject: light rail maintenance station Summary: Commenter opposes ROMF near JCC and Judea Reform Congregation due to concerns over noise, vibration, after-hours illumination, and danger to children. he is also concerned that the facility would cause larger water issues than the water run-off issues they already have and have taken a great deal of effort to control. He also thinks it will be a potential danger to the students who would be attracted to it and perhaps be harmed by it. He states the JRC is fully in support of light rail and would not mind a station at this location.	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	0	-1	0	Email,
263	888	Sissi	Schulmeister-Antona		sissi@audiomedialab.com	6/18/2012	Subject: No to a light rail maintenance station at the current Pepsi property Summary: Commenter objects to the ROMF at the JCC site because it is not conducive to a campus where children are and because it would lead to pollution, noise, and vibration. She does not elaborate.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
264	889	Trudi	Abel	The Lerner Day School, Parent	tabel@duke.edu	6/18/2012	Subject: Concerns re: Location of Light Rail Maintenance Facility on Western Bypass Summary: Commenter supports light rail but opposes ROMF at JCC site due to concerns about noise, vibrations, light pollution and the overall reduction in tranquility. She does not expand further.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	-1	0	Email,
265	890	Rebecca	Board	Downing Creek Community Association	rebecca@downingcreek.org	6/18/2012	Subject: Light Rail Transit Project Comments from the Downing Creek Community Association Summary: Commenters oppose C2 light rail alignment. Their concerns are: it shows a ground level rail crossing over Barbie Chapel Road (BCR) and the Downing Creek subdivision's entrance, which will restrict traffic flow; it runs contrary to overpass plan for BCR NC 54 interchange, so if the tracks are laid at grade level the interchange could need to be reconfigured; its placement would not sufficiently serve the higher concentration res/comm/gov services nearby including in Meadowmont, which will undermine the NC 54 Corridor Master Plan; it will result in increased ped traffic across NC 54 leading to increased ped safety risk; it is contrary to the NC 54 Corridor Master Plan again, which has as its goal to reduce traffic congestion caused by increased use of NC 54. Commenter asks that receipt of this comment be confirmed.	-1	-1	0	-1	-1	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
266	891	Robert	Healy	New Hope Creek Corridor Advisory Committee	healy@duke.edu	6/18/2012	Subject: Comments of New Hope Creek Corridor Advisory Committee on Portions of the Transit Corridor within the New Hope Creek planning area Summary: Commenters are supportive of light rail but oppose the "locally preferred alternative" that would run a rail corridor across the heart of the New Hope Creek Bottomland Forest wetland area. They oppose it because the new structures, equipment and temporary roads would be destructive, it would present a barrier to wildlife movement because it will be built at "mid-block" and away from the planned 15-501 (which has a high enough and wide enough opening underneath to allow passage), it would produce noise, vibration, visual distraction and interference with the educational value of programs that happen in the forest, its construction and structures would damage Sandy Creek, the maintenance station nearby would lead to pollution and runoff, and it would encourage new development on sensitive lands. The committee proposes alternate option that would minimize the above problems: alignment south of 15-501, with the New Hope Creek transit crossing at the new highway bridge or a crossing parallel to Old Chapel Hill Road. Commenter requests acknowledgement of receipt and notification that the attachments have opened correctly	-1	0	0	-1	-1	0	0	0	-1	-1	-1	-1	-1	-1	0	0	-1	Email,
267	892	John	Kent	New Hope Creek Corridor Advisory Committee		6/18/2012	Commenter presents the New Hope Corridor Advisory Committee's Response to Proposed Locally Preferred Alternative for a TTA Transit Corridor between South Square and SW Durham Drive: for across New Hope Creek corridor, they recommend an alignment within the 15-501 south side ROW (close to the New Hope Creek bridge pair); for across Sandy Creek corridor they recommend within the south side ROW of eastbound off ramp from 15-501 to MLK Jr. Parkway, north of Larchmont; they also recommend revisiting the 15-501 MIS Phase I study "Rail Corridor B" Sandy Creek crossing (Garrett Rd east)in the EIS effort because it is much like their Sandy Creek proposal; and they recommend locating the Patterson place maintenance facility, which is too close to New Hope Creek Corridor, on the west side of Witherspoon Blvd. They make these recommendations for the purpose of reducing the project's impact on the natural environment and sensitive lands in the area.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	-1	0	0	0	Postal Mail,
268	893	Michael	Waldroup		mikewald@mindspring.com	6/18/2012	Subject: Comments regarding Durham-Orange Transit Alignment scoping process (1/x) Summary: Commenter opposes the locating of the station at MLK backing it into the corner at the intersection of MLK and University Drive. He suggests locating the station down University Drive to the west of MLK within the already good station area that at present puts 1,850 apartment units (residential communities of Chapel Hill Road, particularly if ped paths to station are created) and 600,000 square feet of office space within walking distance. He states that this new station location he proposes is in a corridor that has been embedded in the Master Plan for Patterson Place, provides direct access to desirable destinations, will become the heart of TOD, will create a corridor that allows ped/bike access to this main transit spine, and could accommodate a bus connection at the eastern end of the station close to SW Durham Drive, allowing for a quick drop-off and turn around providing high quality service through other quadrants.	-1	0	0	-1	-1	0	0	0	0	0	0	0	-1	0	0	0	0	Email,

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
269	829	Sylvia and Bernie	Leibel		sylvialeibel@gmail.com	6/15/2012	Subject: NO to a light rail maintenance station Summary: Commenters object to the maintenance facility at the current Pepsi site behind a school and House of Worship because it is not good for students and learning, creates pollution, threatens the future development of the JCC, which could result in economic benefits for Durham.	0	0	0	0	-1	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
270	830	Adi	Livnat		adi@vt.edu	6/17/2012	Subject: Location of transit maintenance facility Summary: Commenter objects to the maintenance facility being located near the JCC, the school and the community center, due to concerns about noise, fumes, 24 hour activity, and the resulting loss of community wealth as families move elsewhere.	0	0	0	0	-1	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
271	831	Arie and Anita	Lewin	JCC, Founding Members	ahl@rti.org	6/16/2012	Subject: Light Rail Summary: Commenters object to ROMF at Cornwallis site and recommend locating it at the Patterson Place site where there is already noise and lights and lots of traffic all night. There concerns regarding the Cornwallis site are the negative impacts it would have on learning at the school and on worship at the synagogue and enjoyment at the JCC, the fact that it would prevent the campus from being developed more by as the community had intended.	0	0	0	0	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
272	832	Celeste	King	Pickett Park, Resident	celhking@earthlink.net	6/16/2012	Subject: Light rail Summary: Commenter supports "Alternative 1" for the light rail because the other comes too close to Pickett Park apartment complex.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,
273	833	Eric	Wittle	The Lerner Day School, Parent, Levin Jewish Community Center, Member	ericw@wittle.net	6/16/2012	Subject: Proposed light rail ROMF Summary: Commenter opposes the ROMF near the Jewish Community Day School and the JCC because he thinks it will be disruptive to learning and enjoyment of the campus.	0	0	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	Email,
274	828	Aaron	Leff		apleff@gmail.com	6/16/2012	Subject: no light rail Summary: Commenter does not want the light rail maintenance station at the Cornwallis location.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	Email,
				274 comments from May 1 - June 18, 2012			absolute #	104	19	6	58	46	13	6	3	83	114	143	30	188	153	6	45	3	
							percent of 274 correspondences	38%	7%	2%	21%	17%	5%	2%	1%	30%	42%	52%	11%	69%	56%	2%	16%	1%	

APPENDIX E SCOPING COMMENTS

PART 3: AGENCY COMMENTS RECEIVED

FEDERAL

STATE

LOCAL

U.S. Department
of Transportation

**Federal Aviation
Administration**

Atlanta Airports District Office
1701 Columbia Ave., Campus Bldg.
Atlanta, GA 30337-2747
P: (404) 305-7150 F: (404) 305-7155

May 30, 2012

Mr. Brian C. Smart
Federal Transit Administration
Environmental Protection Specialist
230 Peachtree Street, NW
Suite 800
Atlanta, GA 30303

Dear Mr. Smart:

RE: Federal Aviation Administration, Atlanta Airports District Office (FAA ATL-ADO) Scoping Comments on the Durham-Orange Light Rail Transit (D-O LRT) Project

The Federal Aviation Administration (FAA) could not participate in the scoping meetings held earlier this month for the subject project. However, we have reviewed the background information and materials posted on the D-O LRT Project website: http://www.ourtransitfuture.com/index.php/projects/durham-orange presented at the scoping meetings.

We appreciate the Federal Transit Administration's and Triangle Transit's outreach to the FAA requesting our assistance in identifying and defining the issues that should be studied in detail through the National Environmental Policy Act (NEPA) analysis process for the D-O LRT Project. Areas of particular and unique concern to the FAA that should be considered and included in your proposed action's design, construction and NEPA analysis process follow:

1) While the project map did not identify the proximity of the proposed action to airports, it appears the proposed project or portions thereof would occur within a 5-mile radius of at least one airport, Horace Williams Airport (IGX), Chapel Hill, NC.

   Hazardous wildlife attractants on and near airports are of great concern to the FAA. FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, provides our guidance on this subject.
   - We note the project will likely require storm water management facilities/structures and may require substantial stream bank and/or wetland mitigation in association with permitting actions necessary to support the proposed project.
   - To ensure no hazards to aviation are created by the proposed project, your

NEPA analysis should ensure that all elements of the project design and construction, including any proposed mitigation measures, consider and incorporate the guidance found in FAA Advisory Circular 150/5200-33B.

2) If your organization is planning to sponsor any construction or alterations which may affect navigable airspace, you must file a *Notice of Proposed Construction or Alteration* (Form 7460-1) with the FAA (See https://oeaaa.faa.gov/oeaaa/external/portal.jsp). The requirements for filing with the FAA for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference 14 CFR Part 77.9.

3) The Horace Williams Airport is a general aviation airport. Currently, the FAA Airport Improvement Program is administered by the NCDOT Division of Aviation on behalf of the FAA for all general aviation airports located in North Carolina. Therefore, please include the NCDOT Division of Aviation (address located in the closed copy distribution list below) in future correspondence on this matter. This will ensure they are informed as the project progresses and allow them to provide additional comments and input related to aviation safety concerns as the proposed action and alternatives are refined during the NEPA, design, and construction process.

Thank you for the opportunity to participate in your scoping process. Please contact me at dana.perkins@faa.gov or (404) 305-7152 if our comments require discussion or if I may be of further assistance

Sincerely,

Dana L. Perkins
Environmental Program Manager

cc: Rick Barkes/Jennifer Fuller/Chastity Clark, NCDOT Division of Aviation, 1560 Mail Service Center, Raleigh, NC 27699-1560
Jon Heisterberg, U.S. Department of Agriculture, Animal and Plant Health Inspection Service – Wildlife Services, 6213-E Angus Drive, Raleigh, NC 27617
Juanita Shearer – Swink, FASLA, Triangle Transit, P.O. Box 530, Morrisville, NC 27560
Jeff Weisner, URS - Planning Department, 1600 Perimeter Park drive Suite 400, Morrisville, NC 27560

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
69 DARLINGTON AVENUE
WILMINGTON, NORTH CAROLINA 28403-1343

REPLY TO
ATTENTION OF:

June 19, 2012

Regulatory Division

Action ID No. SAW 2012 00957

Mr. Brian Smart
Federal Transit Administration
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

Dear Mr. Smart:

Reference is made to the e-mail from Ms. Juanita Shearer-Swink with the Triangle Transit received on May 24, 2012, requesting scoping comments on the proposed Durham-Orange Light Rail Transit Project located on new linear alignment from UNC Hospitals in Chapel Hill, Orange County, North Carolina, to Austin Avenue in Durham, Durham County, North Carolina. This correspondence addresses concerns from both the Operations and Regulatory Divisions with the U.S. Army Corps of Engineers, Wilmington District. Comments from Operations address their concerns pertaining to the project's proposed impacts to Corps owned property within the Jordan lake watershed and Regulatory's comments specifically address the project's impacts to waters of the United States, including adjacent wetlands, subject to our regulatory authority pursuant to Section 404 of the Clean Water Act.

First of all, with regards to our concerns pertaining to Operations, please reference the proposed alternatives shown crossing government property along Little Creek at B. Everett Jordan Lake. This property is under the stewardship of US Army Corps of Engineers (USACE), Wilmington District, Operations Division. A route crossing this property would require an easement from the federal government. Requests for use of government property administered by USACE are reviewed in compliance with USACE policies for out granting of government property and the National Environmental Policy Act (NEPA). The decision to approve or deny a requested use would be made after the review process has been completed and the requirements of NEPA have been satisfied. If a route crossing government property is proposed, the EIS being prepared for the Federal Transit Authority (FTA) may satisfy the NEPA requirements for our land use request review process. However, in order to meet our NEPA requirements the discussion of alternatives must include routes that do not impact public lands. The EIS scoping document does not include discussion or depiction of alternatives off of government property. Alternative routes should be added and/or the study area should be increased to include alternatives to the north and east of those currently depicted crossing public lands along Little Creek. The discussion of impacts due to routes crossing public lands should include impacts due to relocation of existing roads, utilities, etc. Routes crossing public land must be avoided, if possible, and impacts minimized, if public lands cannot be avoided. Mitigation would be required for any unavoidable adverse impacts on public lands.

The congressionally authorized purposes of the Jordan Lake project are flood control, water supply, water quality, recreation, and fish and wildlife conservation. In addition to these authorized purposes, the permanent wildlife lands in the area which include the Little Creek Waterfowl Impoundment, serve as mitigation for adverse impacts from the construction of Jordan Lake. The area is leased to the State of North Carolina and managed by the North Carolina Wildlife Resources Commission (NCWRC) as part of their game lands program. Portions of a Significant Natural Heritage Area as designated by the NC Natural Heritage Program (NCNHP) are located in the proposed alignments. The proposed alignments are within the lake's flood storage pool, which is subject to inundation to elevation 245 feet mean sea level. If you require any additional information regarding use of public lands at Jordan Lake, please contact Mr. Michael Hosey, Operations Division at 919-542-4501, extension 26.

In regards to our Regulatory concerns, our review is based on the information provided at the Scoping meeting for regulatory agencies held on May 2, 2012, and the referenced e-mail. It appears that the proposed light

rail project may impact jurisdictional waters of Little Creek and New Hope Creek of the Cape Fear watershed (HUC 03030002). Department of the Army (DA) permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for the discharge of excavated or fill material into waters of the United States or any adjacent wetlands in conjunction with this project, including disposal of construction debris. Specific permit requirements will depend on design of the project, extent of fill work within the waters of the United States, construction methods, and other factors including temporary construction, support facilities (i.e. rail stations, maintenance shop facilities), facility maintenance access, mechanized land clearing and dewatering activities.

Please be aware that the Department of the Army and the U.S. Environmental Protection Agency signed a memorandum of agreement (MOA) on November 15, 1989, establishing procedures for DA permit authorization in compliance with Clean Water Act Section 404(b)(1) Guidelines. First of all DA permits are available only for work dependent upon being located within a jurisdictional waters of the United States that are the least environmentally damaging practical alternative. Once that alternative is determined, then the DA permit authorization requires that the project design avoids and minimize impacts to jurisdictional waters. Finally for those impacts that cannot be avoided and minimized appropriate and practical mitigation will be required.

With reference to the provided Scoping Information Booklet (SIB), we offer the following comments:

a. Widening of an existing transportation corridor through a jurisdictional waters systems (i.e. wetlands) most often is preferred over a new alignment or realignment of the existing linear transportation corridor. The existing linear transportation corridor has already impacted the jurisdictional water systems. The SIB includes such an alternative for the crossing of the Little Creek system along the NC 54 corridor. However, the SIB crossing of the New Hope Creek system does not include such an alternative even though such an alternative appears to exist along the US 15/501 corridor. We recommend that such an alternative should be included in the Scoping review. Although not discussed in the SIB, other new alignment alternatives were discussed at in your May 2, 2012, workshop. In our discussions you stated that the details of these reviewed alternatives were available and in documents located on the project web page. We have reviewed the web page documents and could not find the referenced other new alignment alternatives details. Again we request that you provide the referenced details to be included in our scoping review comments for your proposed transportation project.

b. Linear transportation projects often result in the unavoidable crossings of jurisdictional waters systems with the need to connect logical termini associated with the project purpose. However, these crossings should be made perpendicular and at the narrowest point of the jurisdiction waters system. Maps included with the SIB shows such an opportunity within the defined project study area located north of the C1 alternative for the Little Creek crossing. The SIB maps also show another opportunity for avoidance in the crossing of New Hope Creek adjacent to the US 15/501 bridge crossing. We recommend that such alternatives should be included in the Scoping review.

c. DA permit authorization requires minimization of unavoidable impacts to jurisdictional waters. Review of construction methods often result in the best opportunities for such required minimization efforts. Although not discussed in the SIB, aerial segments were discussed at your May 2, 2012, workshop and in documents located on the project web page. We recommend the aerial crossings (i.e. bridging) of the proposed projects unavoidable crossings of jurisdictional waters.

d. The SIB identified two large jurisdictional water systems (i.e. Little Creek and New Hope Creek). However it did not identify other jurisdictional streams channels and/or adjacent wetlands that no doubt exist in a 17 mile linear corridor. Such information is necessary for your planning that should include avoidance and minimization of impacts to jurisdictional waters. We recommend a jurisdictional delineation and mapping of jurisdictional waters for the proposed project 17 mile corridor.

e. The SIB discusses the use of top down construction to minimize impacts, however, discussions of plans for permanent access roads for the maintenance of the LRT track and the possibility for impacts to jurisdictional waters from the installation of those roads should be included in the scoping review.

f. Potential boarding stations and maintenance yards were identified in the SIB, however, a more robust discussion regarding impacts to jurisdictional features from the construction of the stations and maintenance yards should be included in the scoping review.

g. Final comment, your scoping review should include discussion of plans for compensatory mitigation of unavoidable impacts to jurisdictional waters associated with the proposed project.

Thank you in advance for completing our Customer Survey Form. This can be accomplished by visiting our web site at http://per2.nwp.usace.army.mil/survey.html and completing the survey on-line. We value your comments and appreciate your taking the time to complete a survey each time you interact with our office.

Thank you for the opportunity to comment on the scoping review of your proposed project. We encourage and look forward to the continuing coordination with you in the planning and development of this project. Should you have any questions pertaining to Regulatory concerns, please contact Mr. Thomas at the Raleigh Field Office at 919-554-4884, ext. 25.

Sincerely,

S. Kenneth Jolly
Chief, Regulatory Division

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

15 June 2012

Triangle Regional Transit Program
Attn: Juanita Shearer-Swink
PO Box 530
Morrisville, NC 27650

Dear Ms. Shearer-Swink:

This letter is in response to your request for scoping comments from the U.S. Fish and Wildlife Service (Service) on the potential environmental effects of the proposed Durham-Orange Light Rail Transit Project in Durham and Orange Counties, North Carolina. These comments provide information in accordance with provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667d) and section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

The Federal Transit Administration (FTA) and the Triangle Transit plan to develop approximately 17 miles of light rail transit service from UNC Hospitals in Chapel Hill, Orange County to NCCU in Durham, Durham County. There are currently no known occurrences of federally protected species in the vicinity of the proposed project, however, the Service has concerns regarding the potential environmental impacts to wetland resources within the proposed corridor.

The proposed study area for alignment options C1 and C2 crosses Little Creek at the Orange/Durham County line. This portion of the corridor crosses the Jordan Game Land which is owned by the US Army Corps of Engineers (USACE) and managed by the NC Wildlife Resources Commission (NCWRC). This area has been designated by the NC Natural Heritage Program (NCNHP) as the Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA), which is an area of land and/or water that has been recognized as being important for the protection of the State's biodiversity, including high-quality or rare natural communities, rare species, and special animal habitats. The Service is concerned not only about impacts to the ecological integrity of SNHA and ability of the public to use the area as a game land, but also those potential impacts to the Upper Little Creek waterfowl impoundment which serve as mitigation for adverse impacts from the construction of Jordan Lake. The Service requests that the study area be expanded to include areas that may not impact the Game Land.

The proposed project also crosses New Hope Creek near the Orange/Durham County line. In the early 1990s as part of the National Wetlands Priority Conservation Planning mandate from the Emergency Wetlands Resources Act of 1986, the Service designated approximately 1,500 acres of the New Hope Creek Corridor as a regionally important wetland that warrants protection because of resource value and vulnerability. The significance of this piedmont swamp forest is as an ecological corridor that connects habitat between Duke Forest and Jordan Game Land. There are several recognized SNHAs in the vicinity of this study area, including the Dry Creek/Mount Moriah Bottomland, New Hope Creek Aquatic Habitat, New Hope Creek Slopes and New Hope Creek Bottomland Forest. Considerable conservation efforts have resulted in significant habitat connectivity along the New Hope Creek corridor. A rail crossing in the New Hope Creek Study Area should not impact habitat connections that have been established.

For transportation improvement projects, the Service recommends the following general conservation

measures to avoid or minimize environmental impacts to fish and wildlife resources:

1. Wetland and forest impacts should be avoided and minimized to the maximal extent practical. Areas exhibiting high biodiversity or ecological value important to the watershed or region should be avoided. Proposed highway/rail projects should be aligned along or adjacent to existing roadways, utility corridors or other previously disturbed areas in order to minimize habitat loss and fragmentation. Highway shoulder and median widths should be reduced through wetland areas;

2. Crossings of streams and associated wetland systems should use existing crossings and/or occur on a bridge structure wherever feasible. Bridges should be long enough to allow for sufficient wildlife passage along stream corridors. Where bridging is not feasible, culvert structures that maintain natural water flow and hydraulic regimes without scouring or impeding fish and wildlife passage should be employed;

3. Bridges and approaches should be designed to avoid any fill that will result in damming or constriction of the channel or flood plain. To the extent possible, piers and bents should be placed outside the bank-full width of the stream. If spanning the flood plain is not feasible, culverts should be installed in the flood plain portion of the approach to restore some of the hydrological functions of the flood plain and reduce high velocities of flood waters within the affected area;

4. Bridge designs should include provisions for roadbed and deck drainage to flow through a vegetated buffer prior to reaching the affected stream. This buffer should be large enough to alleviate any potential effects from run-off of storm water and pollutants;

5. Off-site detours should be used rather than construction of temporary, on-site bridges. For projects requiring an on-site detour in wetlands or open water, such detours should be aligned along the side of the existing structure which has the least and/or least quality of fish and wildlife habitat. At the completion of construction, the detour area should be entirely removed and the impacted areas be planted with appropriate vegetation, including trees if necessary;

6. If unavoidable wetland or stream impacts are proposed, a plan for compensatory mitigation to offset unavoidable impacts should be provided early in the planning process. Opportunities to protect mitigation areas in perpetuity via conservation easements, land trusts or by other means should be explored at the outset;

7. Wherever appropriate, construction in sensitive areas should occur outside fish spawning and migratory bird nesting seasons. In waterways that may serve as travel corridors for fish, in-water work should be avoided during moratorium periods associated with migration, spawning and sensitive pre-adult life stages. The general moratorium period for anadromous fish is February 15 - June 30;

8. Best Management Practices (BMP) for Construction and Maintenance Activities should be implemented; and

9. Activities within designated riparian buffers should be avoided or minimized.

Section 7(a)(2) of the Endangered Species Act requires that all federal action agencies (or their designated non-federal representatives), in consultation with the Service, insure that any action federally authorized, funded, or carried out by such agencies is not likely to jeopardize the continued existence of any

federally-listed threatened or endangered species. A biological assessment/evaluation may be prepared to fulfill the section 7(a)(2) requirement and will expedite the consultation process. To assist you, a county-by-county list of federally protected species known to occur in North Carolina and information on their life histories and habitats can be found on our web page at http://nc-es.fws.gov/es/countyfr.html .

Although the NCNHP database does not indicate any known occurrences of federally listed species near the project vicinity, use of the NCNHP data should not be substituted for actual field surveys if suitable habitat occurs near the project site. The NCNHP database only indicates the presence of known occurrences of listed species and does not necessarily mean that such species are not present. It may simply mean that the area has not been surveyed. If suitable habitat occurs within the project vicinity for any listed species, surveys should be conducted to determine presence or absence of the species.

If you determine that the proposed action may affect (i.e., likely to adversely affect or not likely to adversely affect) a listed species, you should notify this office with your determination, the results of your surveys, survey methodologies, and an analysis of the effects of the action on listed species, including consideration of direct, indirect, and cumulative effects, before conducting any activities that might affect the species. If you determine that the proposed action will have no effect (i.e., no beneficial or adverse, direct or indirect effect) on listed species, then you are not required to contact our office for concurrence.

We reserve the right to review any federal permits that may be required for this project, at the public notice stage. Therefore, it is important that resource agency coordination occur early in the planning process in order to resolve any conflicts that may arise and minimize delays in project implementation. In addition to the above guidance, we recommend that the environmental documentation for this project include the following in sufficient detail to facilitate a thorough review of the action:

1. A clearly defined and detailed purpose and need for the proposed project, supported by tabular data, if available, and including a discussion of the project's independent utility;

2. A description of the proposed action with an analysis of all alternatives being considered, including a "no action" alternative;

3. A description of the fish and wildlife resources, and their habitats, within the project impact area that may be directly or indirectly affected;

4. The extent and acreage of waters of the U.S., including wetlands, that are to be impacted by filling, dredging, clearing, ditching, or draining. Acres of wetland impact should be differentiated by habitat type based on the wetland classification scheme of the National Wetlands Inventory (NWI). Wetland boundaries should be verified by the U.S. Army Corps of Engineers;

5. The anticipated environmental impacts, both temporary and permanent, that would be likely to occur as a direct result of the proposed project. The assessment should also include the extent to which the proposed project would result in indirect and cumulative effects to natural resources;

6. Design features and construction techniques which would be employed to avoid or minimize impacts to fish and wildlife resources, both direct and indirect, and including fragmentation and direct loss of habitat;

7. Design features, construction techniques, or any other mitigation measures which would be employed at wetland crossings and stream channel relocations to avoid or minimize impacts to waters of the US; and,

8. If unavoidable wetland or stream impacts are proposed, project planning should include a compensatory mitigation plan for offsetting the unavoidable impacts.

The Service appreciates the opportunity to comment on this project. Please continue to advise us during the progression of the planning process, including your official determination of the impacts of this project. If you have any questions regarding our response, please contact Sarah McRae at sarah_mcrae@fws.gov or 919-856-4520x16.

Sincerely,

Pete Benjamin
Field Supervisor

Cc: Brian Smart, FTA
Travis Wilson, NCWRC
Michael Hosey, USACE
Allison Weakley, NCNHP
John Kent, New Hope Creek Corridor Advisory Committee

Yu Robinson, Cyndy

From: Anita_Barnett@nps.gov
Sent: Monday, June 18, 2012 1:55 PM
To: WASO_EQD_ExtRev@nps.gov; info@ourtransitfuture.com; brian.smart@dot.gov
Subject: ER-12/0229 Proposed Premium Transit Service corridor - FTA

Mr. Smart:

The National Park Service has reviewed the Notice of Intent to prepare a Draft Environmental Impact Statement for a Proposed Premium Transit Service Corridor in Durham and Orange Counties and we have no comments. If you have any questions, please contact Anita Barnett, Environmental Protection Specialist at 404-507-5706. Thank you for the opportunity to review and provide comments.

National Park Service
Anita Barnett
100 Alabama Street
1924 Building
Atlanta, Georgia 30303

404-507-5706 Phone
404-562-3257 Fax
Anita_Barnett@nps.gov

Yu Robinson, Cyndy

From: Jill.Stark@dot.gov
Sent: Wednesday, June 20, 2012 9:54 AM
To: jshearerswink@triangletransit.org
Cc: gnorthcutt@triangletransit.org; Weisner, Jeff; Yu Robinson, Cyndy; pmcdonough@triangletransit.org
Subject: RE: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

My only comment would be that we would not support any route that would run along interstate routes and hinder the widening of any interstate.

Jill S. Stark
Transportation Planner
Federal Highway Administration
310 New Bern Avenue, 4th Floor
Raleigh, NC 27601
919.747.7027

****Please consider the environment before printing this email.****

From: Juanita Shearer-Swink [mailto:jshearerswink@triangletransit.org]
Sent: Wednesday, June 20, 2012 9:34 AM
To: Stark, Jill (FHWA)
Cc: Sullivan, John (FHWA); Greg Northcutt; 'Weisner, Jeff'; Cyndy Yu Robinson ; Patrick McDonough
Subject: RE: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

Good Morning Jill:
As I indicated in the voice mail message which I left for you this morning, it appears that we have not received scoping comments regarding the Durham-Orange (D-O) Light Rail Transit (LRT) from FHWA.

While the comment period closed on June 18th, we would greatly appreciate receiving correspondence from your agency reflecting a federal interest in the project. For your use I have attached a map showing the Durham-Orange (D-O) Light Rail Transit (LRT) project.

Background information and additional material including mapping which was presented at the Scoping meetings in May 2012, are available on the D-O LRT Project website: http://www.ourtransitfuture.com/index.php/projects/durham-orange. For your convenience I have also attached a copy of the Scoping Information Booklet prepared for the project.

If you need additional information or have any questions regarding the D-O LRT Project, please contact Mr. Jeff Weisner, URS Planning Department Manager at (919) 461-1440 or jeff_weisner@URS.com (1600 Perimeter Park Drive, Suite 400, Morrisville, NC 27560), or me as listed below.

Your comments may be sent to Brian C. Smart / Environmental Protection Specialist / FTA / 230 Peachtree Street, NW, Suite 800 / Atlanta, GA 30303 / phone (404-865-5607) / email: brian.smart@dot.gov; Jeff Weisner or me. You may also provide your comments by mail:

TRTP, P.O. Box 530, Morrisville, NC 27560. We look forward to receiving your comments at your earliest possible convenience.

Thank you.

Juanita

Juanita Shearer-Swink, FASLA
Project Manager
Triangle Transit
Phone: (919) 485-7412
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Learn more about future Bus and Rail Options for the Triangle at www.ourtransitfuture.com

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From: Juanita Shearer-Swink
Sent: Thursday, May 24, 2012 7:13 PM
To: 'John.T.Thomas.JR@saw02.usace.army.mil'; 'Michael.L.Hosey.II@usace.army.mil'; 'james.lastinger@usace.army.mil'; 'jean.b.gibby@usace.army.mil'; 'Francis.e.ferrell@usace.army.mil'; 'linda.pearsall@ncdenr.gov'; 'melba.mcgee@ncdenr.gov'; 'dee.freeman@ncdenr.gov'; 'sheila.holman@ncdenr.gov'; 'brian.strong@ncdenr.gov'; 'heather.hildebrandt@ncdenr.gov'; 'rob.ridings@ncdenr.gov'; 'Allison.weakley@ncdenr.gov'; 'john.sullivan@fhwa.dot.gov'; 'dana.perkins@faa.gov'; 'rusty.nealis@faa.gov'; 'jkorest@durhamcountync.gov'; 'mueller.heinz@epa.gov'; 'john_ellis@fws.gov'; 'pete_benjamin@fws.gov'; 'sarah.mcrae@fws.gov'; 'dewitt.hardee@ncagr.gov'; 'david.smith@ncagr.gov'; 'jeff.crow@ncdcr.gov'; 'shawn.faircloth@ncdcr.gov'; 'renee.gledhill-earley@ncdcr.gov'; 'zeke.creech@doa.nc.gov'; 'gconti@ncdot.gov'; 'showard@ncdot.gov'; 'rkwall@ncdot.gov'; 'jhopkins@dot.state.nc.us'; 'wbowman@ncdot.gov'; 'mkneis@ncdot.gov'; 'farmergray@ncdot.gov'; 'doug.howell@ncdps.gov'; 'jb.martin@nc.usda.gov'; 'travis.wilson@ncwildlife.org'; 'jill.stark@dot.gov'; 'pmorris@ncdot.gov'; 'thart@ncdot.gov'; 'mmills@ncdot.gov'; 'jnance@ncdot.gov'; 'gary_jordan@fws.gov''
Cc: 'brian.smart@dot.gov'; 'Weisner, Jeff'; Cyndy Yu Robinson ; Greg Northcutt; Brad Schulz
Subject: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

Representatives of Federal, State and Local Regulatory Agencies

Dear Colleague:

Following the decision by the Durham-Chapel Hill-Carrboro MPO to advance the Durham-Orange Light Rail Transit (D-O LRT) Project for further study in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, the Federal Transit Administration and Triangle Transit initiated an Environmental Scoping process for the D-O LRT Project on April 3, 2012. The deadline for Scoping comments on the D-O LRT Project is June 18, 2012.

In addition to Public Scoping Workshops and a Briefing for Elected and Appointed Officials, a Scoping Meeting for Regulatory Agencies was held on May 2, 2012, in Chapel Hill, NC.

Through Scoping the public, elected and appointed officials and representatives from interested government agencies provide comments on the proposed project's draft Purpose and Need, the alternatives to be evaluated and the potential impacts of the alternatives. As you know, the

Scoping process is intended to help define the range of issues that will be studied in the EIS which, subject to Federal and local decision-making, is anticipated to be undertaken by mid-2013.

Background information and materials including mapping presented at the Scoping meetings in May 2012, are available on the D-O LRT Project website: http://www.ourtransitfuture.com/index.php/projects/durham-orange. For your convenience I have attached a copy of the Scoping Information Booklet prepared for the project.

The Federal Transit Administration and Triangle Transit desire to engage in meaningful coordination with interested Federal, state and local agencies. Interested Federal agencies seeking to be included as a Cooperating Agency are therefore encouraged to contact Mr. Brian Smart, Environmental Protection Specialist, Federal Transit Administration, (404) 865–5607, brian.smart@dot.gov (230 Peachtree Street NW, Suite 800, Atlanta, GA 30303).

We need to receive your comments and input no later than June 18, 2012. It is equally important for you to let us know that your agency does not intend to comment or participate in the Scoping process for this project. If you need additional information or have any questions regarding the D-O LRT Project, please contact Mr. Jeff Weisner, URS Planning Department Manager at (919) 461-1440 or jeff_weisner@URS.com (1600 Perimeter Park Drive, Suite 400, Morrisville, NC 27560), or me as listed below.

Your comments may be sent to Brian Smart, Jeff Weisner or me. You may also provide your comments by mail: TRTP, P.O. Box 530, Morrisville, NC 27560. We look forward to receiving your comments no later than June 18, 2012.

Thank you for your assistance and cooperation.

Juanita

Juanita Shearer-Swink, FASLA
Project Manager
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Yu Robinson, Cyndy

From: Jill.Stark@dot.gov
Sent: Thursday, June 21, 2012 10:40 AM
To: jshearerswink@triangletransit.org; gnorthcutt@triangletransit.org; Weisner, Jeff; Yu Robinson, Cyndy; bschulz@triangletransit.org
Cc: Bradley.Hibbs@dot.gov; Clarence.Coleman@dot.gov; Felix.Davila@dot.gov; Jgeigle@dot.gov; John.Sullivan@dot.gov; Michael.Dawson@dot.gov
Subject: FHWA Comments regarding Orange Chatham Lightrail

Juanita, thank you for the opportunity to comment on the planning process for the Durham-Orange lightrail project. As mentioned previously, most comments would be deferred to FTA. However a few questions did arise regarding the scoping booklet:

- Is this project intending to encroach on I-40?
- Is the project proposing any type of direct access from I-40 to lightrail stations, particularly Gateway and Leigh Village?
- Is the project proposing to use I-40 right of way?
- Is the project proposing to modify any existing interstate interchanges?
- Who will write the environmental document?
- Is there a letter of intent?
- If the proposed project route is published and made available to the general public, are the project sponsors prepared to handle inverse condemnation claims filed by property owners and businesses who claim that their property values and their ability to sell, rent or develop their properties have been negatively impacted by the publication of the route?
- Will the project sponsors be acquiring property under corridor preservation or protective acquisition regulations prior to the selection and public hearing disclosure of the preferred alternatives in the NEPA process?

Jill S. Stark
Transportation Planner
Federal Highway Administration
310 New Bern Avenue, 4th Floor
Raleigh, NC 27601
919.747.7027

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
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July 27, 2012

RECEIVED
JUL 31 2012

Mr. Brian Smart
Transportation Planner
Federal Transit Administration, Region IV
230 Peachtree Street NW, Suite 800
Atlanta, Georgia 30303

SUBJ: EPA Scoping Comments for the Environmental Impact Statement (EIS) on the Durham-Orange Light Rail Transit Project, Durham and Orange Counties, North Carolina.

Dear Mr. Smart:

Thank you for the opportunity to comment on the above subject document. Pursuant to Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA), Region 4, reviewed materials that include information on the proposed project, and accepted the Federal Transit Administration's (FTA's) request to act as a cooperating and participating agency on the proposed project.

The Durham-Orange Light Rail Transit Project involves light rail transit and station planning in a 17-mile corridor between Durham and UNC Chapel Hill. Bus coverage and frequency will also be expanded. The proposed project will provide connections to North Carolina Central University, downtown Durham, Duke University, Duke University Medical Center, Durham Veterans Administration Medical Center, the Friday Center, UNC Hospitals and several park-and-ride lots. Connections will also be made to Amtrak and various buses in downtown Durham. The purpose of the proposed transit investment in the Durham-Orange County (D-O) Corridor is to provide solutions that address the need to enhance mobility, expand transit options between Durham and Chapel Hill, serve populations with high propensity for transit use and foster compact development.

The proposed project currently includes the development and analysis of three primary alternatives between the University of North Carolina Hospitals and east Durham. The alternatives evaluated include a No-Build Alternative that serves as the baseline condition; a Transportation Systems Management (TSM) Alternative consisting of an enhanced bus network that provides a level of transit service and capacity similar to that of a fixed-guideway transit service; and a Light Rail Transit (LTR) Alternative consisting of a new fixed-guideway rail alignment and support facilities. This alternative represents the locally preferred alternative as currently proposed. EPA notes that the federally preferred alternative for the project will be selected in the FEIS.

EPA wishes to note that we support the use of light-rail transit technology for this project. Optimizing the use of existing transportation corridors can reduce the amount of greenfield acreage that would be disturbed, if new alignments were selected. However, we also understand that such projects are not without their impacts. So, we have attached some detailed comments for your consideration.

EPA appreciates the opportunity to provide these scoping comments and look forward to working with you on the proposed project. If you have any further questions or concerns, you may contact Ntale Kajumba at (404) 562-9620.

Sincerely,

Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

cc: Detailed EPA Comments

EPA Detailed Scoping Comments on Durham-Orange Light Rail Transit Project

***Alternatives*:** The alternatives analysis evaluation document considered various alignments and the alignments that best met the project purpose and need. The alternatives considered include a No-Build Alternative and two build alternatives. The alternatives analysis and the locals both identified the Light Rail Transit (LRT) Alternative as the technology that best satisfies the purpose and need. Rationale for selection of the alternative is included in the document. EPA notes that there a few alternative alignments within the corridor (e.g., Alternative C1 and 2) that will require further study. These alternatives also involve environmental resource consideration. The DEIS should indicate discuss the rationale for rejecting any proposed alternative.

***Air Quality*:** The Draft EIS should contain a discussion of the regulatory transportation air quality requirements, air quality concerns in the project area, and a carbon monoxide (CO) analysis. The document should assess existing air quality conditions in terms of National Ambient Air Quality Standards (NAAQS), Federal Prevention of Significant Deterioration (PSD) increments, and state air quality standards (if they are more stringent than the federal regulations). Based on our review, Durham and Orange County, NC is currently unclassifiable or in attainment of the National Ambient Air Quality Standards. EPA recommends that the project implement overall diesel emission reduction activities through various measures such as: switching to cleaner fuels, retrofitting current equipment with emission reduction technologies, repowering older engines with newer cleaner engines, replacing older vehicles, and reducing idling through operator training and/or contracting policies. EPA can assist in the future development or implementation of these options.

***Mobile Sources Air Toxics*:** Evaluation of project should include consideration of the impacts of air toxics emissions from trains, buses and vehicular traffic on nearby population centers and sensitive populations. The EIS should include an inventory of air toxics emissions (including diesel emissions) from both stationary and mobile sources that serve the facility, including the locomotives, switchers, tractors, and support equipment, etc. It should also include a screening level evaluation of the potential impacts of these emissions on neighboring populations. The screening level evaluation could be conducted using the approach described in EPA's Air Toxics Risk Assessment Reference Library (ATRA Library). We refer the project applicant to the ATRA Library, Volume 1 Section 3.3.3 for further detail (http://epa.gov/ttn/fera/risk_atra_main.html). The evaluation should include a description of recent literature concerning the impact of air toxics emissions on near-transportation receptors, including sensitive receptors such as children and the elderly. If sensitive receptors exist within the project area and mobile source air toxic issues are projected to increase, the evaluation should also describe the methods that will be used to mitigate any unavoidable emissions and impacts.

Water Quality: Pollution Control: Best Management Practices (BMPs) should be used to reduce erosion during and after construction. Typical BMPs include the use of staked hay bales, silt fences, sediment ponds, mulching and reseeding, and appropriate buffer zones along water bodies. The document should include an erosion control plan or reference *North Carolina's Erosion and Sediment Control Planning and Design Manual* and document FTA's and Triangle Transit's commitment to compliance. Compliance should include National Pollutant Discharge Elimination System (NPDES) permit coverage for the construction activity, compliance with the

Storm Water Management Program and proper and maintenance of BMPs. BMPs for the design operational life of the facility should also be considered.

The document should discuss any proposed crossings of water bodies. In general, crossings should be minimized. Unavoidable crossings should be strategically placed to reduce harm by avoiding fish spawning areas, avoiding fringe wetlands, approaching at right angles to streams, etc. If the proposed project includes disturbance of one or more acres of land during construction, and point source discharges into waters of the United, coverage under EPA's storm water NPDES General Permit or state equivalent is required. Contact North Carolina's Department of Environment and Natural Resources Water Quality Division for further information on the NPDES program.

***Aquatic Resources*:** To fully evaluate this proposal, the requirements of the Section 404 (b) (1) Guidelines (Guidelines) must be fully and completely considered if this project is to move forward. The objective of the Guidelines is to require would-be dischargers of fill material to avoid and minimize impacts, and compensate for those which are unavoidable. To do this the applicant will have to, at a minimum, fully consider: developing the least environmentally damaging practicable alternative and associated requirements of section 230.10 (a). The least environmentally damaging alternative is determined by utilizing the project's "basic project purpose". If the basic project purpose can be achieved by less environmentally damaging means then EPA would prefer those. The EIS should also include information which addresses the Guidelines' prohibition on allowing the potential effects of the fill to cause violations of state water quality standards, applicable toxic effluent standards, jeopardize threatened and/or endangered species or their habitat. If unavoidable impacts to wetlands, streams and floodplain are involved, information will be needed outlining how impacts have been avoided and how the unavoidable impacts will be compensated. Compensation for any unavoidable impacts will have to comply with Subpart J, Compensatory Mitigation for Losses of Aquatic Resources (a.k.a., the Mitigation Rule of 2008).

Noise: Noise impacts should be predicted for the no build and each of the build alternatives. State-of-the-art noise modeling should be provided and consistent methods used by North Carolina Department of Transportation. EPA looks to FTA to provide federal oversight and consistency in approach, methodology and mitigation. The EIS should document construction noise attributable to the project. Typical noise levels produced by construction equipment (e.g., trucks, front end loaders, pile drivers, etc.) within 50 feet, which are available in the literature, should be disclosed. The total project construction time (months, years) should also be estimated in order to help assess the magnitude of the construction noise impact. Attempts should also be made to estimate the temporary construction time associated with any one feature along the ROW or section thereof. For example, how long is construction expected to take near any given affected residence or for an average mile of construction? This information will allow affected residents and businesses to approximate their degree of noise disturbance during construction.

Although temporary, construction noise should be reasonably mitigated in residential areas. Construction should not start before 7AM or continue after 7PM during the work week (5-6 days) and be discontinued on Sundays and on locally-observed federal and/or state holidays. In addition, the use of a hush house should be considered around any stationary equipment to shield

noise at its source, and all motorized equipment should be properly tuned to the manufacturer's specifications for additional source reduction. All construction equipment should be equipped with noise attenuation devices, such as mufflers and insulated engine housings. Such mitigative methods should be made a contractual obligation that is periodically reviewed in the field by FTA, Triangle Transit or third-party inspectors.

The document should predict what noise levels can be expected from the project, and the distance to the closest residence/receptor. Background (ambient) noise levels should also be included in the document. EPA prefers that noise impacts are measured using the Leq(h) metric since it provides an average level during peak traffic periods as opposed to the L10 metric which provides a less specific level that is not exceeded more than 10 percent of the time. The NEPA evaluation should also estimate the projected incremental increase of noise. Generally, EPA considers all increases over 10 dBA at any given noise level as a significant increase. Comparisons to any noise guidelines (e.g., DOT/FTA) or city ordinances are also appropriate. EPA has a target noise level (not a guideline or standard) of DNL 55 dBA for outdoor areas where people spend a varying amount of time (such as residences). In addition, OSHA regulations apply for all employees affected by job noises.

Noise abatement should be considered by FTA when project noise impacts approach the DOT Noise Abatement Criteria or if they meet or exceed the existing noise levels by 10 dBA (expecially if the existing noise levels are 50 dBA and above). Forms of noise and/or visual mitigation include, but are not limited to, vegetative screens, vegetated earthen berms (suburban areas), fabricated noise barriers, and alignment shifts. Avoiding noise impacts via alignment shifts is frequently more effective than mitigation.

Archeological and Historic Property: The EIS should identify potential archeological sites and historic properties within the project area. If present, the EIS should document that proper coordination with the State Historic Preservation Office (SHPO) has occurred. EPA encourages use of the NEPA process as a mechanism for compliance with Section 106 of the National Historic Preservation Act. The EIS should discuss any avoidance or minimization measures and procedures for events such as unearthing archaeological sites during prospective construction. Such procedures should include work cessation in the area until the SHPO and/ the Tribes approve of continued construction.

***Threatened or Endangered Species*:** EPA principally defers to and encourages continued coordination with the National Marine Fisheries Service (NMFS) and the U.S. Fish & Wildlife Service regarding assessments of federally-protected threatened or endangered species. Impacts to threatened and endangered species should be discussed and assessed in the EIS.

***Environmental Justice*:** Pursuant to the executive order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (February 11, 1994) and its accompanying memorandum, the EIS should examine the effect of the transportation facilities on minority and/or low-income populations. The EIS should identify, analyze and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The EIS should include a demographics analysis of the affected project

area. Some of this information can be found at the U.S. Census Bureau, U.S. Bureau of Labor Statistics, LAUS, and the U.S. Bureau of Economic Analysis, REIS. Publically available EPA Web-based tools like *EJView:* http://http://epamap14.epa.gov/ejmap/entry.html and *NEPAssist:* https://oasext.epa.gov/NEPA/ can also be used to conduct preliminary screening level EJ reviews. This information should be used in conjunction with information acquired during the public involvement and ground verification processes. Based on the coordination documents, the public involvement process has been robust and should continue to provide opportunities for communities to help identify potential effects, and minimization and mitigation measures. A summary of the communities' potential environmental justice concerns and the agencies response to those concerns should be included in the EIS. EPA notes that effort to improve access to public meetings, official documents, and notices to affected communities are being made. Efforts to minimize and mitigate adverse impacts should be outlined or analyzed in EISs, whenever feasible, should address significant and adverse environmental effects of proposed federal actions on minority communities and low income communities.

***Children's Health*:** The EIS should evaluate potential environmental and human health effects of the proposed project on children. Information identifying children under 18 (demographics) within the surrounding area and schools in proximity to the transportation corridors and stations should be included in the EIS. Both the impacts and benefits of the proposed project on this population should be assessed.

Indirect and Cumulative Impacts - Transit projects have both direct and indirect effects on the environment. NEPA requires the assessment and disclosure of reasonably foreseeable effects of transportation projects or the indirect effects of the project. Cumulative impacts are "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions." It is suggested that the spacial/temporal criteria of the analysis be given and that they be uniform throughout the analyses of the project, if appropriate. Such consideration should include other transit projects in the Durham and Orange County area and other private, local, state, or federal projects in general -- particularly those with similar impacts -- that are existing, proposed or are expected to occur within the reasonably foreseeable future (10-20 year horizon).

From: Barkes, Richard W [mailto:rbarkes@ncdot.gov]
Sent: Friday, June 08, 2012 9:34 AM
To: Juanita Shearer-Swink; Clark, Chastity N; Fuller, Jennifer M
Cc: Weisner, Jeff; Greg Northcutt; 'dana.perkins@faa.gov'; 'brian.smart@dot.gov'
Subject: RE: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

Juanita

To simplify this communication I will be the point of contact on this project for the Division of Aviation. We concur with the FAA comments from Dana Perkins however we do not anticipate any negative impacts from your project on the airport. Please feel free to contact me and we can further discuss the potential Storm water/wetlands impacts mentioned in the FAA response.

Rick

Rick Barkes, Deputy Director
NC Department of Transportation
Division of Aviation
1560 Mail Service Center
Raleigh, NC 27699-1560

rbarkes@ncdot.gov
Office – 919 840-0112
Cell – 919 621-8413

NCDENR
North Carolina Department of Environment and Natural Resources
Division of Water Quality
Charles Wakild, P.E
Director

Beverly Eaves Perdue
Governor

Dee Freeman
Secretary

Received
JUN 18 2012
Triangle Transit

June 6, 2012

MEMORANDUM

To: Juanita Shearer-Swink, Triangle Transit

From: Rob Ridings, NC Division of Water Quality, Transportation Permitting Unit RR

Subject: Scoping comments on proposed Durham-Orange Light Rail Transit Project in Durham and Orange Counties.

The following is DWQ's scoping comments for the referenced project. Preliminary analysis of the project reveals the potential for impacts to streams, buffers, and jurisdictional wetlands in the project area. More specifically, potential impacts to the following streams and/or their tributaries:

Stream Name	River Basin & Subbasin	Stream Classifications	Stream Index Number	303(d) Listing?
Morgan Creek	Cape Fear 06	WS-IV; NSW	16-41-2-(5.5)	Yes
Bolin Creek	Cape Fear 06	WS-IV; NSW	16-41-1-15-1-(4)	No
Little Creek	Cape Fear 06	WS-IV; NSW	16-41-1-15-(0.5)	Yes
New Hope Creek	Cape Fear 05	WS-IV; NSW	16-41-1-(11.5)	Yes
Sandy Creek	Cape Fear 05	WS-V; NSW	16-41-1-11	No
Third Fork Creek	Cape Fear 05	WS-IV; NSW	16-41-1-12	No
Ellerbe Creek	Neuse 01	WS-IV; NSW	27-5-(0.7)	Yes

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Quality requests that Triangle Transit consider the following environmental issues for the proposed project:

Project Specific Comments:

1. The streams in the project corridor are WS-IV (or WS-V); NSW waters of the State. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams. NCDWQ requests that design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ's *Stormwater Best Management Practices*.

Transportation and Permitting Unit
1650 Mail Service Center, Raleigh, North Carolina 27699-1617
Location: 512 N. Salisbury St. Raleigh, North Carolina 27604
Phone: 919-807-6300 \ FAX: 919-807-6492
Internet: www.ncwaterquality.org

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2. Morgan Creek, Little Creek, New Hope Creek, and Ellerbe Creek are on the state's 303(d) list for impaired use for aquatic life. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDWQ recommends that the most protective sediment and erosion control BMPs be implemented in accordance with *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) to reduce the risk of further impairment to these waters. NCDWQ requests that design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ *Stormwater Best Management Practices*.

3. This project is within the Jordan Lake and Neuse River Basins. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0267 and 15A NCAC 2B.0233, respectively. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC 2B.0267 and 15A NCAC 2B.0233. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification.

General Project Comments:

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands, buffers and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ's *Stormwater Best Management Practices Manual*, July 2007, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.

3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.

4. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.

5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland , buffer, and stream impacts with corresponding mapping.

6. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. The applicant shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.

7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.

8. The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.

9. Where streams must be crossed, NCDWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the applicant should not install the bridge bents in the creek, to the maximum extent practicable.

10. Whenever possible, NCDWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.

11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWQ's *Stormwater Best Management Practices.*

12. Sediment and erosion control measures should not be placed in wetlands or streams.

13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.

14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.

15. This project will require a 404 application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the applicant and written concurrence from NCDWQ. Please be aware that any approval will be

contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.

17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.

18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by NCDWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact NCDWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.

19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.

20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under Nationwide Permit No. 6 for Survey Activities.

21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.

22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.

23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.

25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.

26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction

Thank you for requesting our input at this time. The applicant is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Rob Ridings at 919-807-6403.

cc: US Army Corps of Engineers, Raleigh Field Office
Chris Militscher, Environmental Protection Agency (electronic copy only)
File Copy

North Carolina Department of Environment and Natural Resources
Office of Conservation, Planning, and Community Affairs

Beverly Eaves Perdue
Governor

Linda Pearsall
Director

Dee Freeman
Secretary

June 18, 2012

SUBMITTED VIA EMAIL AND US MAIL

Juanita Shearer-Swink
Triangle Regional Transit Program
P.O. Box 530
Morrisville, NC 27560

SUBJECT: Scoping – Durham-Orange Light Rail Transit Project

Dear Ms. Shearer-Swink:

We are writing in response to the request for comments during scoping for the proposed Durham-Orange Light Rail Transit project. The North Carolina Natural Heritage Program (NCNHP) has previously commented on the Locally Preferred Alternative Study conducted for this project.We appreciate this opportunity to provide information about the possible direct, secondary, or cumulative impacts to Significant Natural Heritage Areas (SNHAs) located along alternative alignments for the proposed Light Rail Transit (LRT) on Little Creek and New Hope Creek.

Direct Impacts

Alignment Alternatives C1 and C2 both cross the Little Creek Bottomlands and Slopes SNHA. Of the two, Alternative C1 would have the greater direct impact to the natural area, since it crosses the Little Creek floodplain along a proposed new alignment that will pass through currently undeveloped forest. Land that will be affected by this alternative is on property owned by the US Army Corps of Engineers (USACOE) that was acquired specifically to mitigate for wildlife habitat lost during the construction of the Jordan Reservoir project. This area is currently managed by the State of North Carolina as a part of the Jordan Lake Game Land.

Alternative C2 follows existing roadways, crossing the Little Creek floodplain adjacent to NC 54 and then following George King Road, a currently unpaved road that divides the USACOE-owned property, all of which is included in the SNHA. Although this alternative follows existing travel corridors, some use may be made of the USACOE property in order to construct the LRT.

Only one alignment across the New Hope Creek floodplain was considered in the Locally Preferred Alternatives Study, transecting a wide tract of bottomland forest located on a privately owned property just north (about 0.1 miles) of the USACOE/NC Game Land boundary. We commend the decision – mentioned in the Scoping Booklet – to include an

additional alternative along the US 15-501 right-of-way within the NEPA review process. The exact alignment of this alternative, however, is not illustrated in the Booklet.

The direct impacts resulting from the construction of the LRT along either of these alignments may cause the loss of some high quality habitats classified by the Natural Heritage Program as Piedmont Bottomland Forest (on both New Hope and Little Creeks), Mesic Mixed Hardwood Forest (on Little Creek) and Piedmont Levee Forest (on New Hope Creek). Of particular concern are potential impacts to the population of *Carya laciniosa* (Big Shellbark Hickory) in the New Hope Creek Bottomland Forest SNHA, south of US15-501; this is the only population of this species known to occur in the Piedmont, one of only 5 known to occur in the state, and this is considered to be the best quality population.

Additional rare species that are reported from the vicinity of the proposed project are listed below:

Significant Natural Heritage Area (SNHA)	Species (Common name)	Federal Status	State Status	Last Observation
Little Creek Bottomlands and Slopes	*Carex bushii* (Bush's Sedge)		SR-P	1968
Little Creek Bottomlands and Slopes	*Dichanthelium annulum* (Ringed Witch Grass)		SR-P	Pre-1902
Little Creek Bottomlands and Slopes	*Monotropsis odorata* (Sweet Pinesap)	FSC	SC-V	1927
Little Creek Bottomlands and Slopes	*Tridens chapmanii* (Chapman's Redtop)		T	1894
New Hope Creek Bottomland Forest	*Carya laciniosa* (Big Shellbark Hickory)		T	1999

FSC = Federal Species of Concern
T = State Threatened
SC-V = State Special Concern, Vulnerable
SR-P = Significantly Rare in North Carolina, Peripheral

Secondary (Indirect) Impacts

All of these proposed alternatives are likely to have significant secondary impacts, particularly the alternatives along new alignments. In addition to the direct effects of habitat loss resulting from land clearing, opening the canopy of the forest will create edge effects on the remaining stands, which is likely to encourage the growth of invasive species. Effects extending well beyond the actual footprint of the project will result from disruption of animal movements along these important travel corridors. Impacts to the New Hope Creek floodplain are especially important in this regard because it provides connections between the Jordan Lake Game Land to the south and several other protected natural areas to the north, including Duke Forest, Boulevard Lands, and New Hope Preserve. The Little Creek floodplain similarly provides a connection between the Jordan Lake Game Land and a series undeveloped, predominately publically-owned tracts extending west to US 15-501 and located in the 100 year floodplain of Jordan Lake, which gives them at least some protection from development.

Cumulative Impacts

Impacts of this project will take place in the context of a large amount of development that is either already happening around the margins of New Hope Creek and Little Creek floodplains – we have reviewed several in the last few years – or that is currently in the planning and review stage, or that can be expected to occur in the near future. A significant portion of this development can be expected to result from this project itself. As stated in the Scoping Booklet, construction of the LRT is not only intended to expand transit options between Durham and Chapel Hill but also to foster development within certain areas and to promote economic growth. This linkage between the LRT and future development is very clearly stated in the NC 54-I40 Corridor Study, which we recently reviewed and submitted comments on. For the area covered by this study, selection of alternative alignments for the LRT is strongly tied with development that will closely impinge upon the SNHA and public lands. For many species of wildlife, close proximity to dense human development and other activities is very disruptive, leading to effective loss, degradation, and fragmentation of habitats, even where the vegetation and physical features of the landscape remain otherwise the same.

Recommendations for Analysis of Impacts

All three types of expected impacts should be thoroughly addressed in any environmental documents produced for this project. Field surveys should be conducted to determine the significance of direct impacts as well as the indirect impacts on adjoining areas of habitat. For the analysis of indirect impacts, we suggest that the study area be extended from the USACOE-owned lands to US 15-501 along Little Creek and to both the Korstian and Durham Divisions of Duke Forest along New Hope and Mud Creeks. The Natural Heritage Program has conducted inventories of some of these tracts in the past, which may be of some use in this analysis (LeGrand, 1999; Hall and Sutter, 1999). Cumulative impacts should be considered both in terms of the development the project itself will contribute to – including transit stations and associated facilities, shopping centers, and planned developments – as well as additional development that is projected to occur within the overall study area of this project (as modified above).

In assessing the potential for impacts to the SNHAs resulting from this project, we request that the analysis include a greater range of alternative alignments than were considered in the Locally Preferred Alternative Study. Specifically, we echo the request made by NC Wildlife Resources Commission that consideration be given to modifying the C-1 alternative so that it avoids direct impact to Jordan Game Lands and the Significant Natural Heritage Areas We also recommend that an alternative which follows existing transportation corridors, including the NC 54 right-of-way from the Friday Center to I-40, and then following the I-40 right-of-way north to the proposed Leigh Farms transit hub be studied. This alignment would involve the least amount of impact to the Little Creek floodplain, Jordan Game Lands and the SNHA. Similarly, we would like to see a full assessment be given to an alignment following the US 15-501 right-of-way across New Hope Creek as noted in at the bottom of page 8 in the scoping booklet.

Recommendations for Avoidance, Minimization, and Mitigation of Impacts

In general, we would like to see the following design features be incorporated into the proposed project:

- Selection of alignments that avoid or minimize impacts as much as possible to significant natural areas, following already disturbed transportation corridors as much as possible.

- Design of floodplain crossings that maintain or enhance wildlife movements.
- Establishment of buffers between the identified natural areas and any development that results from or is otherwise associated with the creation of the LRT and related transportation improvements.

We commend the effort this project represents to plan and manage the tremendous growth that is occurring within this area. However, we would like to point out that protection of local natural areas and the species and ecosystems they support results from the efforts of Orange and Durham counties with strong support of their citizens and various state agencies. Protection of the wildlife movement corridor along New Hope Creek in particular has received a great deal of attention, with private conservation organizations, county government agencies, and state agencies all contributing to the protection of natural areas within this area. For example, the new bridge on US 15-501 was designed explicitly to accommodate the movement of animals between the USACOE lands at the upper end of Jordan Lake and Duke Forest and other conservation lands located north of US 15-501.

The above mentioned bridge on US 15-501 clearly illustrates that transportation planning can be done in conjunction with protecting, or even enhancing, the functions of natural ecosystems. We would like to see that example be followed in the development of the LRT and related transportation plans. A cooperative, collaborative planning effort, involving conservation-minded citizens and agencies as well as transportation and land use planners, will facilitate the development of a truly comprehensive solution to the problems associated with future growth within this region.

Thank you for the opportunity to comment on this proposed project during the scoping process. Please feel free to contact us if you have any questions or we can assist further.

Sincerely,



Linda Pearsall

cc: Brian Smart, FTA
Melba McGee, NCDENR
Sarah McRae, USFWS
Michael Hosey, USACOE
Rob Ridings, NCDWQ
Andy Henry, DCHC MPO

From: Gledhill-earley, Renee [mailto:renee.gledhill-earley@ncdcr.gov]
Sent: Tuesday, June 19, 2012 12:28 PM
To: info@ourtransitfuture.com; Smart, Brian (FTA)
Subject: Durham-Orange Light Rail Transit Project ER 12-0738

We have reviewed the information provided at the May 2, 2012 meeting and find that review under Section 106 and Section 4(f) will be necessary. Thus, we look forward to working with you as the project progresses.

Please reference our website at: http://www.hpo.ncdcr.gov/ to review information on what resources are available to you as you proceed with your project. The information concerning known historic properties on our web-based GIS http://gis.ncdcr.gov/hpoweb/ should also be helpful. Information concerning significant archaeological resources must still be obtained from the Office of State Archaeology.

Thank you,
Renee G-E

--
Renee Gledhill-Earley
Environmental Review Coordinator
NC State Historic Preservation Office
4617 Mail Service Center
Raleigh, NC 27699-4617
Phone: 919-807-6579 Fax: 919-807-6599
http://www.hpo.dcr.state.nc.us
Special Notice: To expedite review of your project, you may wish to follow the directions found at http://www.hpo.ncdcr.gov/er/er_email_submittal.html for submitting requests via email.
This message does not necessarily represent the policy of the Department of Cultural Resources. E-Mail to and from me, in connection with the transaction of public business, is subject to the North Carolina Public Records Law (N.C.G.S. 132) and may be disclosed to third parties.



North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director

MEMORANDUM

TO: Juanita Shearer-Swink, FASLA
Project Manager, Triangle Transit

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program

DATE: June 12, 2012

SUBJECT: Response to the scoping notification regarding fish and wildlife concerns for the proposed Durham-Orange Light Rail Transit Project, Durham and Orange Counties, North Carolina.

This memorandum responds to a request for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed project. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The Triangle Transit Authority in coordination with the Federal Transit Authority has initiated the scoping process for the Durham-Orange Light Rail Transit Project. The proposed project will include the development of approximately 17 miles of light rail transit service from UNC hospitals in Orange County to east Durham in Durham County. The following are specific items of concerns within this corridor:

The project study area includes a portion of Jordan Game Land. Located on US Army Corps of Engineers (USACE) property, Jordan Game Land is managed by NCWRC for public use, and included in this section of the game land is the Upper Little Creek waterfowl impoundment. This area has also been documented as Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA) by NC Department of Natural Resources, Natural Heritage Program. Public conservation areas are an important resource; however in an urbanizing setting such as this the significance of these areas is elevated. As the surrounding landscape develops habitat is minimized and the continuity of that habitat is fragmented. Coinciding with that loss is the difficulty to mitigate for impacts to these areas. Direct impacts to the Little Creek portion of Jordan Game Land would likely have significant and irremediable effects to this area. Therefore NCWRC request that TTA broaden the study area to develop an avoidance alternative for the Jordan Game Land.

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 707-0220 • **Fax:** (919) 707-0028

New Hope Creek is also traversed by this project, although the project does not directly impact conservation property, the New Hope Creek corridor provides an important ecological connection between Duke Forest and Jordan Game Land. Extensive conservation effort in this area has resulted in the preservation of multiple properties within this corridor by NC Ecosystem Enhancement Program and NC Clean Water Management Trust Fund. Additionally, during the planning and design of the recent Highway 15/501 improvements federal and state agencies as well as local organizations coordinated with NCDOT to incorporate a longer bridge crossing at New Hope Creek to improve habitat connectivity. Any light rail crossing in this area should not undermine the efforts and funding that provided a much improved ecological linkage.

To help facilitate document preparation and the review process our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

   NC Natural Heritage Program
   Dept. of Environment & Natural Resources
   1601 Mail Service Center
   Raleigh, NC 27699-1601.
   WWW.ncnhp.org

   and,

   NCDA Plant Conservation Program

   P. O. Box 27647
   Raleigh, N. C. 27611
   (919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.

3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (USACE). If the USACE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.

5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. A cumulative impact assessment section which analyzes the environmental effects of construction and quantifies the contribution of this individual project to environmental degradation.

8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the project.

9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 528-9886.

cc: Sarah McRae, USFWS
Rob Ridings, NCDWQ
John Thomas, USACE
Michael Hosey, USACE
Brian Smart, FTA
Jeff Weisner, URS
Melba McGee, DENR
Allison Weakley, NHP

Maryann Battista

CIN 120148

From: Greg Northcutt
Sent: Monday, June 18, 2012 5:13 PM
To: Maryann Battista
Cc: Juanita Shearer-Swink
Subject: FW: Durham-Orange LRT scoping comments
Attachments: TJCOG Durham-Orange Scoping Memo.pdf

For doc control and distribution.

Greg Northcutt
Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: John Hodges-Copple [mailto:johnhc@tjcog.org]
Sent: Monday, June 18, 2012 4:56 PM
To: info@ourtransitfuture.org
Cc: Greg Northcutt; Kirby Bowers
Subject: Durham-Orange LRT scoping comments

Hi Greg,

Attached are a few comments on the scoping phase of the project. Please let me know if you have questions.

Regards,

John Hodges-Copple
Director of Regional Planning
Triangle J Council of Governments
PO Box 12276
Research Triangle Park, NC 27709

919-558-9320
johnhc@tjcog.org / www.tjcog.org

Street Address: 4307 Emperor Blvd.
Durham, NC 27703

E-Mail correspondence to and from this address is subject to the North Carolina Public Records Act and may be disclosed to third parties unless made confidential under applicable law.

TRIANGLE J COUNCIL OF GOVERNMENTS

World Class Region

MEMORANDUM

To: Greg Northcutt, Triangle Transit
From: John Hodges-Copple, Planning Director, Triangle J Council of Governments
Date: June 18, 2012
Topic: Comments on Durham-Orange Light Rail Transit Project Scoping
cc: Kirby Bowers, Executive Director, Triangle J Council of Governments

Thank you for the opportunity to comment on the Project Scoping for the Durham County-Orange County Light Rail Transit Project.

As a regional planning agency, Triangle J COG Planning Department's interests focus on the ability of transit alternatives to result in meaningful, long-term, regional-scale investments able to shape growth and support economic development as the region adds another million people over the next generation. The Planning Department is pleased that the purpose and need statement on pages 5 and 6 of the Scoping Information Booklet specifically addresses the need for compact development to accommodate growth in a pattern that makes fixed guideway transit service most cost-effective. As the project continues, we encourage this focus on cost-effective development patterns able to serve a variety of different customers and offer choices for travelers within the Durham County-Orange County travel market to remain a very high priority.

In addition, there are a few specific comments that we believe the project scope should incorporate:

1. The scope appropriately suggests an expanded study area to examine the best crossing of New Hope Creek to minimize environmental impact while serving travel destinations. The expanded study area in the scoping booklet, however, appears to assume that only areas north of the initial alignment stretching to US 15-501 might contain the optimal crossing. The Planning Department thinks the scope should acknowledge that alignments to the south of the original alignment, perhaps stretching as far south as Durham-Chapel Hill Road might also contain viable alternatives, especially since a more northerly crossing might entail an additional crossing of the Sandy Creek floodplain.
2. The scope notes that the planning will include support facilities (such as a maintenance facility). The planning department strongly encourages that the scope be open to locations for a maintenance facility that might not be somewhere between the Alston Avenue and UNC-Hospitals termini; specifically locations east of Alston Avenue along the existing rail corridor. When total costs and impacts are considered, a maintenance facility location between the project termini may not be optimal, especially given public reaction to initial sites noted during the Alternatives Analysis process.

Again, thank you for the opportunity to provide input, and please feel free to contact me if you have any questions. I look forward to working with you, the Triangle Transit staff and your consultants in the next steps in advancing transit service in the region.

Mailing Address: PO Box 12276, Research Triangle Park, NC 27709
4307 Emperor Boulevard, Suite 110, Durham, NC 27703

www.tjcog.org
919.549.0551
Fax: 919.549.9390

bike walk durham.org

Durham Bicycle & Pedestrian Advisory Commission

Durham Department of Transportation • 101 City Hall Plaza • Durham, NC 27701

Received 18 June 12

June 13, 2012

TO: The Federal Transit Administration (FTA) and Triangle Transit

FROM: Durham Bicycle and Pedestrian Advisory Commission (BPAC)

RE: Scoping Comment - Incorporation of Multi-use Trail along Durham-Orange County Light Rail Project

The BPAC thanks you for the opportunity to comment on the Environmental Scoping for the Durham-Orange County Light Rail Project. We agree that this project will expand transit options between Durham and Chapel Hill.

We note that in the adopted Durham Bicycle Transportation Plan (2006), as well as the adopted NC 54-Interstate 40 Corridor Study, a multi-use trail is recommended along the transit corridor. We request incorporation of this trail in the upcoming Preliminary Engineering and Draft Enviromental Impact Statement, especially between the former South Square area in Durham and the Meadowmont Area in Chapel Hill.

Please let us know if you have any questions about this request.



D U R H A M

Open Space & Trails Commission

Durham City-County Planning Department ▪ 101 City Hall Plaza ▪ Durham, NC 27701

Chairman
Will Wilson
Vice Chairman
LaDawnna Summers
Secretary
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Jeffery Bakalchuck
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Artemis Holden
JoEllen Mason
Annette Montgomery
Jason Nelson
Ellen Reckhow
Reynolds Smith
David Smudski
Tom Stark
Charlie Welch
Mike Woodard

November 30, 2011

Ellen Reckhow, Chair
Board of Trustees
Triangle Transit Authority
4600 Emperor Blvd. Suite 100
Durham, NC 27703

Re: Light Rail Crossing over the New Hope Creek

Dear Chair Reckhow,

As you well know from your long service, Durham's Open Space and Trails Commission (DOST) seeks, as a primary goal, "(t)o plan for the preservation of environmentally significant sites such as scenic stream corridors, Durham County Inventory sites, wetlands, and other lands which represent Durham's natural heritage."

DOST generally supports the goals of mass transit as it serves to foster smart growth, the reduction of sprawl, and the preservation of environmental resources. Indeed, DOST supported the recent transit sales tax referendum, but we were disappointed to discover the proposed light rail transit crossings at Sandy Creek and New Hope Creek cutting through environmentally important and intact stream corridors previously protected through DOST efforts and public funds. The unnecessary creation of a new corridor mid-way between two established road corridors (map and letters attached) introduces great environmental damage to this sensitive area and further harms our long-term water quality needs.

Through a resolution passed 11/16/2011 (attached), DOST opposes any new corridors through this area and asks the TTA to revise the light rail transit plan to place the transit corridor through the existing right-of-way for Highway 15-501 (or other existing road corridor) as it crosses the New Hope Creek Corridor/Floodplain and the Sandy Creek Corridor/Floodplain. In this way Durham can develop a mass transit system without needlessly sacrificing our few remaining sensitive natural areas in that region.

Sincerely,

Will Wilson, Chair
Durham Open Space and Trails Commission

cc: Durham City Council
Durham County Board of County Commissioners
Durham-Chapel Hill-Carrboro MPO

Resolution on Light Rail Transit (LRT) or Bus Rapid Transit (BRT-High) in the New Hope Creek and Sandy Creek Areas

Whereas, the Durham Open Space and Trails Commission is committed to protecting the integrity of important local open spaces and the educational and recreational qualities of local trails, and;

Whereas, Triangle Transit's Conceptual Alternatives Technical Report: Durham-Orange County Corridor Alternatives Analysis, dated 1/28/2011, shows the locally preferred alternative (LPA) for the light rail line crossing the New Hope-Sandy Creek Corridor/Floodplains (as shown in the adopted New Hope Creek Corridor Open Space Master Plan) in locations that would degrade the quality of important open space and natural area lands, and;

Whereas, the LPA route would reduce the educational and recreational qualities of the New Hope Bottomlands Trail, and;

Whereas, detailed comments by the New Hope Creek Corridor Advisory Committee (NHCCAC) and the North Carolina Natural Heritage Program have identified these impacts, particularly habitat alteration and interference with wildlife movement as a result of both the construction process and the erection of permanent structures and creation of usage corridors, and;

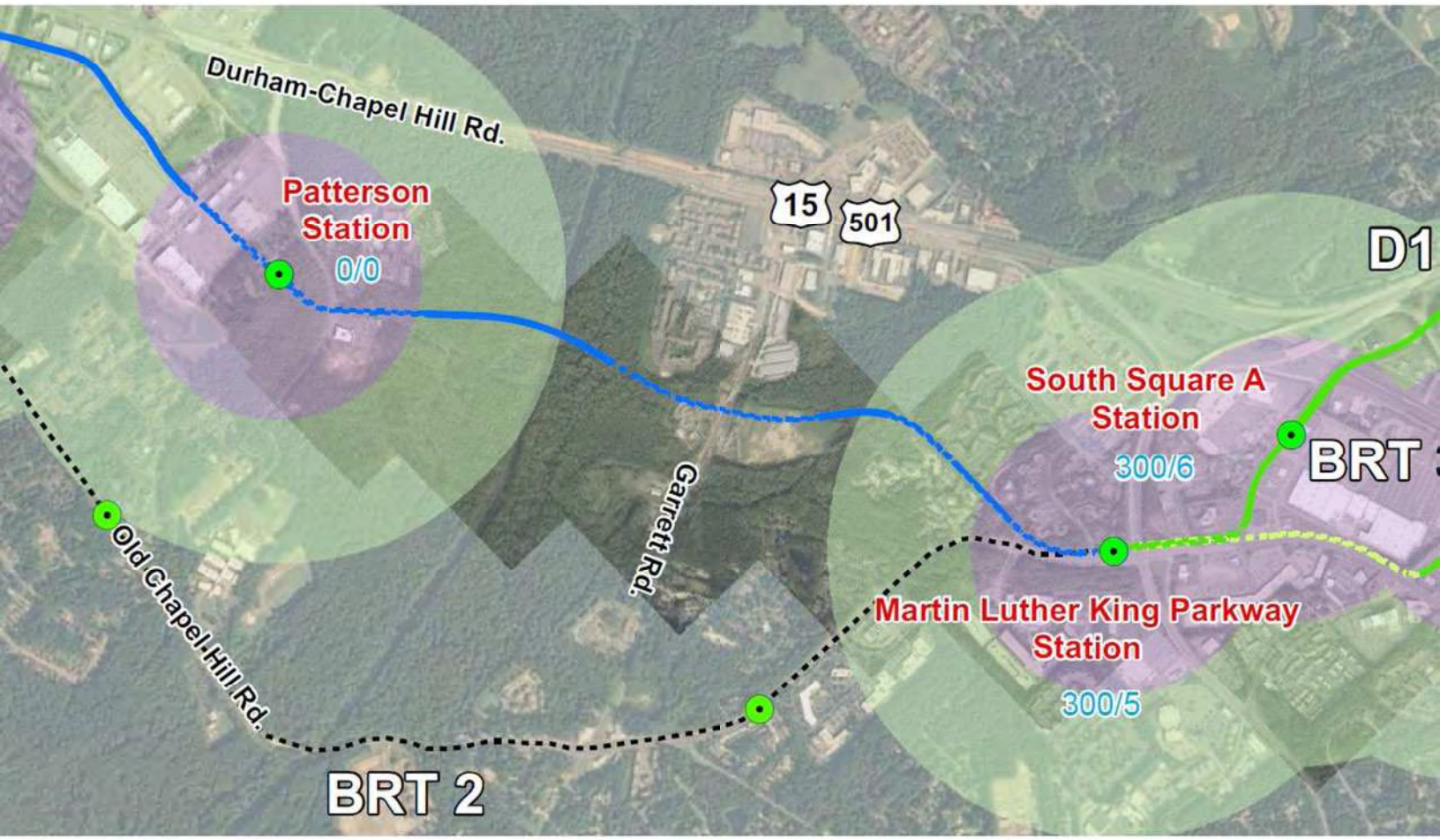
Whereas, the Durham Open Space and Trails Commission concurs in the concerns raised by NHCCAC and NC Natural Heritage Program, and;

Therefore be it resolved that the Durham Open Space and Trails Commission strongly endorses the concept of a LRT and/or BRT-High transit corridor using the right-of-way of Highway 15-501 or other existing road corridor as it crosses the New Hope Creek Corridor/Floodplain and the Sandy Creek Corridor/Floodplain;

Adopted this 16th day of November, 2011.



Will Wilson, Chair
Durham Open Space and
Trails Commission


Durham-Chapel Hill Rd.
Patterson Station
0/0
15
501
D1
South Square A Station
300/6
BRT
Garrett Rd.
Old Chapel Hill Rd.
Martin Luther King Parkway Station
300/5
BRT 2

August 9, 2011

Linda Pearsall, Program Director
The North Carolina Natural Heritage Program
1601 Mail Service Center
Raleigh, NC 27699-1601

(919) 715-4195 linda.pearsall@ncdenr.gov

Dear Ms. Pearsall,

The New Hope Creek Corridor Advisory Committee is a body set up in 1992 by the City and County of Durham, Orange County and the Town of Chapel Hill to advise them on implementation of the New Hope Corridor Plan. (1) The Committee is presently reviewing a Triangle Transit draft Alternatives Analysis (AA) study that will identify a "Locally Preferred Alternative (LPA)" for a Light Rail Transit (LRT) “mainline” between Chapel Hill and Durham. (2)

The route currently identified as "preferred" is shown crossing the bottomlands of the New Hope Creek Corridor at a new "mid-block" location, south of 15-501 and north of Old Chapel Hill Road, and running east-west between the vicinity of Garrett Road and Southwest Durham Drive (previously known as Watkins Road). (3) The area of this proposed crossing is identified in the NCNHP’s Durham County Inventory of Important Natural Areas, Plants and Wildlife as “the 15/501 Bottomlands,” a significant natural area occupying “a highly strategic location within the New Hope Wildlife Corridor... between the New Hope Gamelands and the Korstian and Durham Divisions of Duke Forest." The Executive Summary of the Inventory goes on to state that, the “New Hope Creek Bottomland Forest [which includes the 15/501 Bottomlands as an internal section] contains some of the best Piedmont/Mountain Swamp Forest and Piedmont/Mountain Bottomland Forest remaining in North Carolina. ... The 800-acre site also provides important wildlife habitat.” (4)

The Inventory also states (pdf p. 77) that the “15/501 Bottomlands” area is an "extensive tract of bottomland hardwood forest providing habitat needed by forest-interior species," and that it is a "critical link in the New Hope and Mud Creek Wildlife Corridors." It says (pdf p. 21), "the sites that comprise the New Hope Corridor...combine to create a macro-site that is ranked as Regionally Significant, based not only on its overall size and habitat values, but also on its connections to other key refuge areas in Orange and Chatham counties.") It further states (pdf p. 46) "that the sites identified in [the Inventory, of which the 15/501 Bottomlands is one,] still possess functioning ecosystems is probably as much a reflection of the strength of the connection between them as their intrinsic features such as size, forest maturity, of lack of internal fragmentation. In a connected system of natural areas, population loses at any one site can to some degree be compensated by animals moving in from sites where reproduction has been more successful."

The Inventory expresses its concern about threats to connectivity in the area in question. In describing the "Mount Moriah Bottomlands and Slopes," the next New Hope Corridor natural area site up stream (and across US 15-501) from the 15/501 Bottomlands, it states the area's "proximity to the rapidly developing US 15-501 commercial strip also makes it the link in this [corridor] system most likely to break, at least with regard to the more disturbance-sensitive species of wildlife." (pdf p. 58) It speaks of the openness to wildlife of this section of the New Hope Wildlife Corridor being kept, in part, by "the existence of large tracts of unfragmented bottomlands on either side of the highway." (pdf p. 59)

There is an additional concern expressed in the Inventory regarding the floodplain nature of most of the Corridor lands in the area in question. "Buffers areas are ...needed to protect key tracts along even some of the largest expanses of forested habitat found in the region. Despite their size and fairly high level of protection, most of the protected sites along New Hope Creek ... are essentially bottomlands. During the winter floods, most of their acreage can be under water,... [One] of the main consequences of development of the adjoining uplands is that all the habitat available to certain terrestrial species will again become "edge," at least during the late winter - typically during the time when stresses on animal populations are at their greatest." (pdf p. 45)

The New Hope Advisory Committee is concerned that building the mainline of a transit system directly through this wetland ecosystem would have significant negative impacts on the natural functions that have been identified by the Inventory.

The draft TTA document also proposes up slope and to the west of the 15/501 Bottomlands, an 18 acre “Patterson Place Maintenance Facility” with a rail line spur, along the western edge of the New Hope Creek floodplain, to connect the Facility with the LRT mainline, LPA, route mentioned above. In addition to the problem of its covering land up slope from the 15/501 Bottomlands with a significant amount of impervious surface we feel a facility that would wash rail cars and store and use lubricants and other chemicals, a "spill" type land use, could pose special long term negative impacts to the Corridor. (5)

There is also proposed, also up slope and to the west of the 15/501 Bottomlands, a "Patterson Place" LRT station, just to the west of SW Durham Drive. . This is the easternmost, and nearest to the 15/501 Bottomlands, of the several locations considered. (6) It is our opinion that any LRT station area will be the focus of intense development, "crucial to the viability of the LRT project" (as the project proponents put it) and will have potential long term negative impacts on the Corridor. This would be especially so for a LRT station area located just west of SW Durham Drive.

The Committee is profoundly concerned about the impacts to natural systems and to recreational and educational uses that would be created by any crossings of the New Hope Creek Corridor, except where crossings currently exist. (7) Any rail line structures built for a transit system, even elevated, will permanently fragment the Corridor and introduce noise and vibration into it. (8)

The Committee believes there is an alternative route with much less environmental impact. It would go directly adjacent to the south side of new US 15-501 bridge. One clear advantage of this route for an LRT alignment across the New Hope Creek floodplain is that it would avoid not only the new break in the forest canopy but also the two additional edge areas that the proposed "mid-block" alignment would impact, since it would use the existing edge area along the south side of the existing US 15-501 right-of-way. (9) We also believe there are better areas, away from the slopes above the Corridor lands, than those proposed for an LRT maintenance facility and a transit station.

The Committee is writing to request the NC Natural Heritage Program to review and comment on the transit corridor proposed by Triangle Transit as it relates to the resources identified in the NHP natural resources inventory studies. It would be most helpful if the Program could answer the question of impacts to the New Hope Creek Corridor of the proposed "mid-block" transit route and an alternative route directly adjacent to the south side of new US 15-501 bridge. Also, comments on impacts to the New Hope Creek Corridor of the sites proposed for an LRT maintenance facility (and connecting rail spur) and a transit station would be appreciated.

Yours truly,

Robert G. Healy
Chair, New Hope Creek Corridor Advisory Committee

Notes

1) For the New Hope Corridor Open Space Master Plan, see:
http://newhopecreek.org/history.html#planpdf and
http://newhopecreek.org/pdf/masterplanpg45.pdf

2) For the Triangle Transit draft Alternatives Analysis, see:
http://www.ourtransitfuture.com/index.php/get-involved/reports/

In particular, see:

Purpose & Need documents

•Durham-Orange Corridor (PDF, 70 pages, 3.9 MB) and

Conceptual Definition of Alternatives documents

•Durham-Orange Conceptual Alternatives (PDF 61 pages, 3.7 MB)

and for the relevant part of the draft AA report see:

"Durham-Orange Corridor" (at http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/).

3) For the preferred LRT route, see "Durham-Orange Corridor" (http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/) and in particular

"Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41, and
"Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf pp. 17-19 (AKA Sheet D–6 through –8).

Note two transit technologies, other than LRT, are also considered in the draft AA for crossing the New Hope Creek Corridor: Bus Rapid Transit (BRT)–High Alternative and BRT–Low Alternative. The first generally follows the LRT Alternative alignment (Fig. 2-3, pdf p. 32, Vol. 1) and the second follows an alignment along Old Chapel Hill Road (Fig. 2-4, pdf p. 34, Vol. 1). (LRT route proposal also at Fig. 2-2, pdf p.24.)

4) For the Executive Summary of the Inventory, see:
http://www.ncnhp.org/Images/Durham%20Exec%20Summary%2011-4-2008.pdf

5) For the proposed 18 acre, "Patterson Place Maintenance Facility," see "Durham-Orange Corridor" (http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/) and

"Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41,

and see the label “Patterson Place Maintenance Facility,” on the aerial map. Also see pdf p. 127 of Vol. 1 for an aerial oblique of the area. In addition see

"Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf p. 10 (AKA Sheet GD–10) and pdf p. 87 (AKA Sheet DO–4).

As to "spill" type land use, like a filling station or a car wash, see item 7, p. 109 of Guidance for Preparing SEPA Documents and Addressing Secondary and Cumulative Impacts (Guidance)(http://portal.ncdenr.org/web/guest/rules-policies-laws-and-regulations).

6) For the draft AA proposed LRT "Patterson Place" station see pdf p. 127 of Vol. 1, the above mentioned aerial oblique. For locations from previous studies:

First, from the the US 15-501 Phase I Major Investment Study (MIS), see page 2-2 (pdf page 6) of the "Durham-Orange Conceptual Alternatives (PDF 61 pages, 3.7 MB)" mentioned above in note 2, where the proposed station locations are shown as circles. For rail Alignment A, note the circle at the intersection of Old Chapel Hill Road and Mt. Moriah Road. For rail Alignment B, note the circle at the intersection of US 15-501 and Mt. Moriah Road.

Second, from the US 15-501 Phase II MIS, see location near Watkins Road (SW Durham Drive) in "Exhibit VI-II(5 MB)" (http://www.dchcmpo.org/index.php?option=com_content&task=view&id=38&Itemid=35).

And third, see the Southwest Durham - Southeast Chapel Hill Collector Street Plan(http://www.dchcmpo.org/index.php?option=com_content&task=view&id=35&Itemid=35), where the proposed Patterson Place LRT station location is west of Witherspoon Blvd.

7) See p. 102 and item 3, p. 103 of the Guidance which state, respectively: "The maintenance of riparian habitat may yield the greatest gains for aquatic and terrestrial wildlife across the landscape while involving the least amount of area." "All utility crossings ...[and we consider an LRT rail line as a type of utility]...should be kept to a minimum, which includes careful routing design and the combination of utility crossings into the same right-of-way... Discontinuous buffer segments can impair riparian functions disproportionate to the relative occurrence of the breaks in the buffer..., and multiple crossings can result in cumulative impacts."

8) Because the Charlotte "Blueline" is an existing North Carolina LRT system, which

TTA staff has referenced as being similar to the proposed for Durham-Orange, one may want to check "CHAPTER 13.0 NOISE AND VIBRATION (1.8mb)" in the DEIS for the extension of that system at:
http://www.charmeck.org/city/charlotte/cats/planning/BLE/Pages/deisstudy.aspx

9) There is a provision on the "green sheet" for the US 15-501 for a route as closeas 13 feet away from the south side of the new bridge. See just below:

"Project Commitments ('green sheet')

US 15-501
From North of SR 2294 (Mt. Moriah Road) to South of SR 1116 (Garrett Road)
Durham County
WBS Element 35012.1.1
Federal Project No. NHF-15(8)
State Project No. 8.1352301
TIP PROJECT U-4012

...

Structure Design

The Triangle Transit Authority (TTA) is planning for a railway corridor near the project area. One alternative may be located parallel to US 15-501. If this alternative is chosen, TTA would like their railway to be positioned as close as possible to the bridge over New Hope Creek. Therefore, replacement bridge structures will use a standard wing-wall design, which calls for the wing-wall to extend approximately 3 feet (0.91 m) away from the superstructure. This would allow the railway bridge superstructure to be placed as close as 13 feet (4.0 m) to the U-4012 bridge superstructure.

...

U-4012 Finding of No Significant Impact
November, 2003
Page 1 0f 2"

In addition, in 1994 land on the south side of US 15-501 west of New Hope Creek was reserved for a transit corridor. See the plat at Plat book 132, Page 142.

Go to: http://rodweb.co.durham.nc.us/
Click: "Click here to begin search."
Click: "Maps/Plats."
After "Book:" type 132 and after "Page:" type 142. (Leave "Grantor" area blank.)

Click on the html "Instrument Number" (2004907418).
Click on the page icon after "Image: ."
Click: "Retrieve as PDF."
Click: "View the image in PDF format."

Notes

NCDENR
North Carolina Department of Environment and Natural Resources
Office of Conservation, Planning, and Community Affairs
Beverly Eaves Perdue, Governor | **Linda Pearsall, Director** | Dee Freeman, Secretary

September 9, 2011

Robert G. Healy, Chair
New Hope Creek Corridor Advisory Committee
839 Sedgefield Street
Durham, NC 27705

Re: Locally Preferred Alternative Study, Light Rail Transit, New Hope Creek Corridor

Dear Mr. Healy,

Thank you for bringing this matter to our attention. Although we attended meetings during an earlier phase in the development of this project, we have not been informed of any recent progress, including the implementation of a Locally Preferred Alternative Study. You are correct that the selection of alternative routes across the natural area we have identified along New Hope Creek is an issue that concerns us.

In cooperation with Durham and Orange counties, the Natural Heritage Program has documented the ecological significance of the New Hope Creek Corridor in reports going back to 1987. The portion of the corridor that occurs in vicinity of the proposed project is described in both our general natural areas inventory of Durham County (Hall and Sutter 1999) and in a survey of the Corps lands surrounding the Jordan Lake project (LeGrand 1999). Sections upstream are included in our inventory of Orange County natural areas (Sather and Hall 1988; Sorrie 2004) and sections downstream in our inventory of Chatham County (Hall and Boyer 1992). These surveys document the presence of a number of exemplary natural communities and rare species of plants and animals within the New Hope floodplain. Within the immediate vicinity of the proposed project, we have recorded high quality occurrences of the Piedmont/Mountain Levee Forest and Piedmont/Mountain Bottomland Forest natural communities and the State Threatened Big Shellbark Hickory (*Carya laciniosa*). Equally important, these surveys have all noted that New Hope Creek floodplain is an integral part of a much larger system of natural areas, extending from Duke Forest in the headwater area down to the Jordan Lake Game Lands and even farther downstream along the Cape Fear all the way into the Coastal Plain.

As you note in your letter, the citizens, conservation groups, and local governments in the Durham area, along with the State, have already made major investments in protecting the continuity of this corridor. The construction by NC DOT of the new bridge at the US 15-501 crossing of New Hope Creek is one of the most noteworthy examples in the state where efforts were made to accommodate the passage of wildlife beneath the span. The ongoing acquisition of conservation preserves and easements to bridge the gap between Duke Forest and the Jordan Lake Project lands, involving the efforts of multiple parties, has also strongly contributed to maintaining the connectivity along this vast natural landscape.

We hope that these examples will be matched by the careful selection of a route for the Light Rail Transit across the New Hope Floodplain that will minimize as much as possible the disruptive impacts to its wildlife and natural

ecosystems. We strongly prefer an alignment that adjoins the existing US 15-501 corridor, keeping the disturbance within an already highly disturbed area.

In addition to the direct impacts of the alignment across the floodplain, we have concerns about the potential for significant secondary and cumulative impacts to result from this project. In particular, we note in the Addendum to the Alternatives Analysis that a transit station (Patterson Place Station) has been proposed to be located immediately adjoining the New Hope floodplain on the western side of the LTR alignment that crosses the floodplain to the south of the existing US 15-501 corridor. We also understand that a LTR maintenance facility is being considered for the same general area. Both of these projects have the potential to contribute a significant amount of noise and traffic to this area, as well as other impacts such as water quality degradation. We believe that the selection of sites for these additional projects will be strongly linked to the selection of the preferred alignment of the LTR and should be considered – along with their potential impacts -- as part of the Locally Preferred Alternative Study.

We are glad to provide information for the Alternatives study directly, and to work with the Durham City-County Planning Department, NC Department of Transportation, Triangle Transit Authority, Army Corps of Engineers, and local conservation organizations, such as your own, to try to identify an alternative that poses the least harm to the New Hope ecosystems. Please let us know if there is any other information that we can supply to you.

Sincerely,

Linda Pearsall

Linda Pearsall, Director

Cc: Andy Henry, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
David King, Triangle Transit Authority
Helen Youngblood, Durham City-County Planning Department
Sheri Bryant, NC Wildlife Resources Commission
Francis Farrell, US Army Corps of Engineers

TOWN OF CHAPEL HILL
Town Manager's Office

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June 15, 2012

Mr. David King
General Manager
Triangle Transit
PO Box 13787
Research Triangle Park, NC 27709

Dear David,

Thank you for your letter of May 24, 2012 requesting comments from the Town of Chapel Hill related to the Durham to Chapel Hill light rail Environmental Impact Statement Scope of Work. On January 23, 2012 the Town Council reviewed the Local Preferred Alternative for the proposed light rail corridor and adopted several recommendations for consideration by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

I believe these recommendations should be addressed in the Environmental Impact Statement. I have provided those comments below and request they be incorporated into the Scope of Work.

- Alternative alignments C1 and C2 should be further analyzed as part of the anticipated Environmental Impact Statement. The Town expresses a preference for alignment C2.
- The Environmental Impact Statement should include a more detailed assessment of the location of the Hamilton Road Station and include options for grade separation at the crossing of the C2 corridor with Barbee Chapel Road as included in the NC54 Phase II Study.
- The Environmental Impact Statement should evaluate the impact of both alignments on the Little Creek floodplain and the proposed Little Creek trail.

In addition to the those recommendations it is our understanding that the University of North Carolina at Chapel Hill has proposed a modification to the location of the station proposed for the main campus near the University of North Carolina Hospital. We support the proposed station relocation and request that the Environmental Impact Statement Scope of Work include evaluation of the proposed modification.

Thank you for your cooperation in this matter. Please contact me if you have any questions.

Roger L. Stancil

MEMO

TO: Greg Northcutt, Director of Capital Development
FROM: Ed Harrison

SUBJECT: Comments on scoping for LPA PEIS, Durham-Orange corridor

DATE: June 18, 2012

REPLY TO: ed.harrison@mindspring.com

I am familiar with the project and its environs for a number of reasons: three decades of continuous natural community fieldwork and identification in Durham and Orange Counties; 18 years of association with Triangle Transit's regional planning process, including the past 2.5 years as a member of the Board of Trustees; over a decade as a Chapel Hill Town Council member, with the last 2.5 years dealing with corridor concerns.

My remarks focus on three station areas and/or corridors and associated issues:

1. An uncommon/"vulnerable" natural community type potentially within the C-1 alternative corridor

2. Possible inadequate length of bridging in C-1 corridor

3. Potential impact on built lot by C-1 corridor at eastern edge of Meadowmont

4. Pedestrian access issues for the Hamilton Road station

5. Ability to extend future fixed guideway to west/north of UNC Hospitals station (Consult ToCH staff)

1. AN UNCOMMON/"VULNERABLE" NATURAL COMMUNITY TYPE POTENTIALLY WITHIN THE C-1 ALTERNATIVE CORRIDOR

Natural community of concern: Piedmont Swamp Forest

As defined by the adopted LPA , the C-1 corridor where it crosses the Little Creek floodplain, appears to intersect with an area with inundation periods greater than would be expected in an "average" Piedmont Bottomland Hardwood Forest in theTriassic Basin. This is based on satellite photos of the area that were not in the LPA documents.

In Michael Schafale's 2011 edition of the "Guide to the Natural Communities of North Carolina – Fourth Approximation," he differentiates between the true "Piedmont Swamp Forest" and Piedmont Bottomland Hardwood Forest. Shown first is the differentiation, and then the community description.

DIFFERENTIATING PIEDMONT SWAMP FROM BOTTOMLAND FOREST

Comments: There has been substantial confusion in the nomenclature of Piedmont swamps versus bottomland forests. The oak-dominated, broad Triassic basin floodplains have been called swamps in some of the literature and bottomlands

elsewhere. However, these floodplains include both wetter swamps that stay flooded for long periods, and slightly drier oak-dominated areas that correspond to this subtype. The 3rd Approximation contributed to the confusion by mixing descriptions of these heterogeneous floodplains. The 4th Approximation attempts to reduce confusion by defining Piedmont Bottomland Forest as the portion of the flooding gradient where most oaks occur, and defining Piedmont Swamp Forest as the wettest sites, where only the most water-tolerant trees (including *Quercus lyrata* but not most other oak species) predominate.

PIEDMONT SWAMP FOREST GNR
Synonyms: *Acer rubrum - Fraxinus pennsylvanica / Saururus cernuus* Forest (CEGL006606). Ecological Systems: Southern Piedmont Large Floodplain Forest (CES202.324).
Concept: Type covers communities of the wetter parts of large Piedmont floodplains, generally backswamps and large sloughs but possibly depressions on terraces. These areas are flooded for prolonged periods and support species tolerant of longer hydroperiod, such as *Fraxinus pennsylvanica, Ulmus americana, Acer rubrum var. trilobum*, and *Quercus lyrata*.
Distinguishing Features: Piedmont Swamp Forest is distinguished from all other Piedmont floodplain types by its flood-tolerant species composition, generally dominated by *Fraxinus pennsylvanica, Ulmus americana, Acer rubrum*, or *Quercus lyrata*. The lower strata are similarly water-tolerant, with a relatively depauperate herb layer, generally dominated by *Carex* spp., *Saururus cernuus*, or *Boehmeria cylindrica*.

In my recent examination of known examples of this community type, the predominance of wetland obligate trees such as Overcup Oak (Q. lyrata) and Black Willow (Salix nigra) shading wide sloughs full of Lizardtail (Saururus cernuus)seems to capture the essence of Piedmont Swamp Forest. No other oak species are visible. Also, there are frequently visible Marsh Rabbits – seen nowhere else in the Piedmont landscape.

The “GNR” appellation indicates that it is “Globally Nor Ranked.” I’m told that this is because neighboring states with Piedmont rivers and creeks have not clearly identified the community type, most notably South Carolina.

The closest described Natureserve community type is the Red Maple-Green Ash/Lizard Tail forest.

Reference :
http://www.natureserve.org/explorer/servlet/NatureServe?searchCommunityUid=ELEMENT_GLOBAL.2.685450

Global Status: G3G4 (14Feb2012)
Rounded Global Status: G3 - Vulnerable
Reasons: This association is geographically restricted to the Mid-Atlantic Coastal Plain and in limited areas of the Piedmont. It occurs in small patches, generally less than 20 acres. As of December 2011, it is ranked as S3 in Maryland and S3S4 in Virginia, where it is reportedly widespread in the backswamps of the Coastal Plain. In New Jersey, this type is documented from Great Swamp on the transition from Inner Coastal Plain to Piedmont. This type also is likely to occur in Delaware but its classification requires further resolution there. Beaver impoundments have been observed to threaten this vegetation.

2. POSSIBLE INADEQUATE LENGTH OF BRIDGING IN C-1 CORRIDOR

My examination of the agency supplied satellite photo of the LPA corridor crossing Little Creek, using other topo maps to compare with topo on that one, suggests that the floodplain bridging would need to be extended at least 20 percent in length on the eastern end to deal with likely flooding. Am simply basing this on the latest FEMA elevations. I would recommend a re-examination of likely flooding extent on the eastern end of the crossing.

3. POTENTIAL IMPACT ON BUILT LOT BY C-1 CORRIDOR AT EASTERN EDGE OF MEADOWMONT

Based on field examination today, the easternmost lot now shown as having impact from Corridor C-1 in the adopted LPA, is undergoing site development.
The advertised price for the house to be built there, plus the usual pricing for Meadowmont single family lots, suggests that it would be a very expensive condemnation to gain use of that single area, lot 302. The alignment available for examination last year did not show the alignment in that location, although it was a very short distance away. In the event C-1 is used, it should be tweaked to avoid this expensive property – which would be expensive even if unbuilt.

4. PEDESTRIAN ACCESS ISSUES FOR THE HAMILTON ROAD STATION

As someone who has frequently crossed NC 54 at Hamilton Road – most often by bicycle – I see no way to integrate the future redevelopment in Glen Lennox within the station area without a grade-separated crossing. An extended pedestrian signal – which by Triangle standards tops out at 15 seconds – would back peak hour street traffic on NC 54 through adjoining signalized intersections. The approved NC 54 plan (May 9 2012 MPO action) does not appear to include such a grade-separated crossing. Based on recent examples elsewhere in nearby counties, the 2012 cost of such a facility would be in the millions of dollars. Given the importance of the Glen Lennox buildout to the success of this station area, it would be helpful if this access issue could be included in the scope in some way. I was involved with the Glen Lennox planning process as the first Council Member brought into neighborhood meetings on the redevelopment proposal, and then as Council liaison to the Neighborhood Conservation District Committee that produced the concept plan.

5. ABILITY TO EXTEND FUTURE FIXED GUIDEWAY TO NORTHWEST OF UNC HOSPITALS STATION

The UNC Hospitals station location needs to be examined for how it affects the ability of transit providers to extend a fixed guideway to the northwest, toward Carrboro and beyond. Town of Chapel Hill staff have flagged that as a potential issue with the location as shown in the LPA, or as contemplated by UNC.

NOTE: I can be available for follow up on these concerns if it is helpful.

TOWN OF CARRBORO

NORTH CAROLINA

WWW.TOWNOFCARRBORO.ORG

CIN 120154

June 12, 2012

Mr. David King, General Manager, Triangle Transit
Mr. Greg Northcutt, Director of Capital Development, Triangle Transit
c/o Triangle Regional Transit Program
P.O. Box 530
Morrisville, NC 27560

Dear Mr. King and Mr. Northcutt:

Thank you for the opportunity for the Town of Carrboro to provide comments on the scoping process for the Durham-Orange Light Rail Transit (D-O LRT) Project.

The Carrboro Board of Aldermen ("Board") has reviewed plans for regional fixed-guideway service at several of its meetings over the last two years. The Board approved resolutions on November 9, 2010, and November 22, 2011, that included comments pertaining to the station design at UNC Hospitals.

- From the November 9, 2010, resolution: "The design of a regional rail segment to UNC Hospitals should not preclude extensions to Downtown Chapel Hill, Downtown Carrboro, and Carolina North".
- From the November 22, 2011, resolution: "That [the] A3(d) station at UNC Hospital does not preclude future extensions to downtown Chapel Hill [and] Carrboro".

Designing a station to allow for future extensions of the light rail transit service to Carrboro would preserve the opportunity for the Town to address Objectives 4.13 and 4.14 of its *Vision 2020* guiding document.
Objective 4.13 states that the town should cooperate with Chapel Hill and other regional entities in a comprehensive transportation plan to include: regional transit service conducted by the Triangle Transit Authority, seamless connections among all the region's public transit systems, and shorter routes and more frequent service.
Objective 4.14 expresses support for a passenger rail connection through downtown Carrboro.

We hope you will take the Board's comments into consideration as you progress with the Environmental Scoping phase.

Sincerely,

Mark Chilton
Mayor, Town of Carrboro

cc: David Andrews, Town Manager
Patricia McGuire, Planning Director
Jeff Brubaker, Transportation Planner

APPENDIX E SCOPING COMMENTS

PART 4: INSTITUTION AND ORGANIZATION COMMENTS RECEIVED

tlc
TRIANGLE LAND CONSERVANCY

Received 18 June 12

June 14, 2012

Cindy Yu-Robinson
Public Outreach Coordinator
Durham-Orange LRT Project
P.O. Box 580
Morrisville, North Carolina 27560
By fax to 919.461.1415
By email to info@ourtransitfuture.com

RE: Comments on Scoping for Durham-Orange LRT Project: NEPA requires that locating the tracks within the Right of Way of 15-501 be evaluated

Dear Ms. Yu-Robinson,

Thank you for your service to our region in helping to expand public transit opportunities. As your transit plan correctly identifies, there is a need for more options for public transit as projected growth increases traffic on our roads and pollution of our air. Planning for this growth puts pressure on the remaining green space and wildlife habitat remaining in the Triangle, space that local land trusts and conservation organizations have fought hard to protect. As we plan for new transit options it is critical that we not plan on damaging what remains of wildlife habitat and green space.

The mission of Triangle Land Conservancy (TLC) is to protect important open space - stream corridors, forests, wildlife habitat, farmland and natural areas - in Chatham, Durham, Johnston, Lee, Orange, and Wake Counties to help keep our region a healthy and vibrant place to live and work. For this reason, we thank you for your commitment to fully analyze a track alignment that would place the tracks within the existing right of way of 15-501 for the Durham-Orange LRT Project as an alternative under the NEPA process.

On the edge of two of the fastest-growing cities in North Carolina, New Hope Creek is a gift of nature within an hour's drive of a million people. In its upper reaches north of Chapel Hill, the New Hope tumbles like a rugged mountain stream, boulder-strewn and wild, twisting below rock bluffs and snaking through a narrow valley in Duke Forest. Below, the lower New Hope changes character abruptly. There, in the highly developed corridor between Durham and Chapel Hill, New Hope becomes a lazy floodplain stream meandering its way south to Jordan Lake, the drinking water supply for thousands of Triangle residents. Miraculously, New Hope remains clean and forested for almost its entire length, a haven for hikers and wildlife, even as it winds between the two towns' shopping centers, offices, and subdivisions. But it will stay that way only through concerted public and private action.

The New Hope Creek Corridor south of 15-501 [the "15-501 Bottomlands"] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down

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T 919.833.3662 F 919.755.9356
www.triangleland.org
recycled paper

the center of it. The Scoping Booklet you produced acknowledges the value of these lands. The Scoping Booklet says:

> "New Hope Creek: Because of the ecologically sensitive wetlands associated with New Hope and Sandy Creeks and potential impacts to nature trails and publically owned lands, reasonable alternative design options including, but not limited to a LRT alignment in the New Hope Creek area that is adjacent to, or within the existing US 15-501 right-of-way, will also be studied in the DEIS to investigate ways to minimize or avoid impacts to environmental resources." See Booklet at pages 8-9.

While the maps in the Scoping Booklet show that the route through the 15-501 bottomlands is the only "Route to be Studied Further," the text of the Scoping Booklet indicates that you have committed to evaluating an alternative routing within the right of way of 15-501. We understand this to mean that the text supersedes the map legend and that routing within the right of way of 15-501 will be studied further within the DEIS itself. You may wish to clear up this point on your maps as you go forward.

In the scoping process, all reasonable alternatives must be considered and evaluated, even if the agency has already decided it prefers another alternative. Analysis of alternatives is the "heart" of an environmental impact statement. See 40 C.F.R. § 1502.14. Indeed, this is true *especially* when an agency has identified a preferred alternative. While some residents may not wish to have US 15-501 right of way routing considered, it is not reasonable to exclude it from consideration. NC DOT specifically designed aspects of the 15-501 bridge over New Hope Creek to allow this possibility.

The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the "New Hope Creek Bottomland Forest," which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Most of the adverse environmental impacts associated with "locally preferred alternative" crossing of New Hope Creek could be avoided by locating the tracks within the Right of Way of 15-501 with the main New Hope Creek transit crossing at the new highway bridge. This alternative has been supported by many local organizations including the Durham Open Space and Trails Commission (DOST) and the New Hope Creek Corridor Advisory Committee.

We thank you for committing to evaluate this alternative in your scoping booklet. We look forward to further opportunities to partner with you in future to protect this valuable resource.

Sincerely,

Tom McGuire

Thomas H. McGuire
Interim Executive Director
Triangle Land Conservancy

FYI GMS

CIN 120152

THE UNIVERSITY of NORTH CAROLINA at CHAPEL HILL

ASSOCIATE VICE CHANCELLOR
FOR CAMPUS SERVICES

305 SOUTH BUILDING
CAMPUS BOX 1000
CHAPEL HILL, NC 27599-1000

T 919.962.7244
F 919.962.0647

June 13, 2012

Received
JUN 18 2012
Triangle Transit

David King, General Manager
Triangle Transit
Post Office Box 13787
Research Triangle Park, NC 27709

Dear David:

We are writing to provide comments from the University of North Carolina at Chapel Hill and the UNC Health Care System related to the Public and Agency Scoping currently underway for the Durham-Orange light rail project, in particular the station located on the campus near UNC Hospitals.

During the Alternatives Analysis process for the Durham-Orange corridor, we and other representatives of the University and the UNC Health Care System participated in the identification and review of potential alternative alignments and station locations within the Town of Chapel Hill, including on the University campus. The University has reserved a route in its master plan since 1999 for a fixed guideway and terminal station for the proposed regional rail system. As part of the Alternatives Analysis, the University was requested to identify a through station location, which would allow continuation onto South Columbia Street at some point in the future if local governing authorities desire to extend the route.

Several potential station locations were discussed, three of which were evaluated in the Alternatives Analysis. These were UNC A and UNC C, both southwest of Manning Drive, and UNC D, located south of the Genetic Medicine Facility. UNC D was recommended as the preferred alternative and adopted by the DCHC MPO as part of the Locally Preferred Alternative project to be advanced for further study.

Subsequent to identifying UNC D as the University's preferred alternative, the University began a more detailed internal review, involving all internal stakeholders and the University's master plan consultants. This review revealed insurmountable problems with the location of UNC D, which resulted in the identification of a new station location, UNC E, that will be used as either a terminal or a through location. The insurmountable problems associated with UNC D include its location on top of a major new walkable utility tunnel that provides chilled water, steam, and power to the entire south campus, and conflicts with the road network and pedestrian bridge required to provide access to a major patient care facility. Maps showing the location of UNC E as well as UNC D are attached.

We believe that UNC E is a superior location to UNC D for several reasons. The platform is located much closer to the employment and patient concentration of the UNC Health Care

complex than UNC D. It also connects to the extensive pedestrian circulation already provided in this area for adjacent parking decks. The University anticipates the need to replace the oldest parking deck in this area at about the same time as the rail station will be under construction, offering the opportunity to alter the current footprint of the deck to better accommodate the train. The alignment for a potential extension to South Columbia Street is better than the UNC D alignment for that purpose since, compared to UNC D, there is more flexibility in the campus master plan in the area to the west of the station to allow for an extension if the local governments want to extend the service. In addition, the UNC E terminal station location has more land available for convenient feeder bus service.

The University is in the process of formally revising its master plan to accommodate UNC E, including changing the road network and moving infrastructure and footprints for new buildings. As was the case with UNC A, which was reserved in the master plan in 1999 and released for other use as a result of the LPA process, the University will ensure that the alignment and station location for UNC E are not encroached upon as it continues development in this area of the campus over the next decade.

Thus, we are requesting inclusion of UNC E in the Preliminary Engineering and Environmental Impact Statement for the Durham-Orange light rail project.

Sincerely,

Carolyn W. Elfland

Carolyn W. Elfland
Associate Vice Chancellor for Campus Services
The University of North Carolina at Chapel Hill

Mary Beck

Mary Beck
Senior Vice President for System Affiliations
UNC Health Care

cc: Chancellor Holden Thorp
Dean William Roper
Brian Smart, US DOT
Damien Graham, TTA
Mark Ahrendsen, DCHC MPO
Gordon Merklein, UNC
Jeff McCracken, UNC
Ray Magyar, UNC
Anna Wu, UNC

FYI GMS

CIN 120152

THE UNIVERSITY of NORTH CAROLINA at CHAPEL HILL

ASSOCIATE VICE CHANCELLOR
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Sincerely,

Carolyn W. Elfland

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Associate Vice Chancellor for Campus Services
The University of North Carolina at Chapel Hill

Mary Beck

Mary Beck
Senior Vice President for System Affiliations
UNC Health Care

cc: Chancellor Holden Thorp
Dean William Roper
Brian Smart, US DOT
Damien Graham, TTA
Mark Ahrendsen, DCHC MPO
Gordon Merklein, UNC
Jeff McCracken, UNC
Ray Magyar, UNC
Anna Wu, UNC

APPENDIX E SCOPING COMMENTS

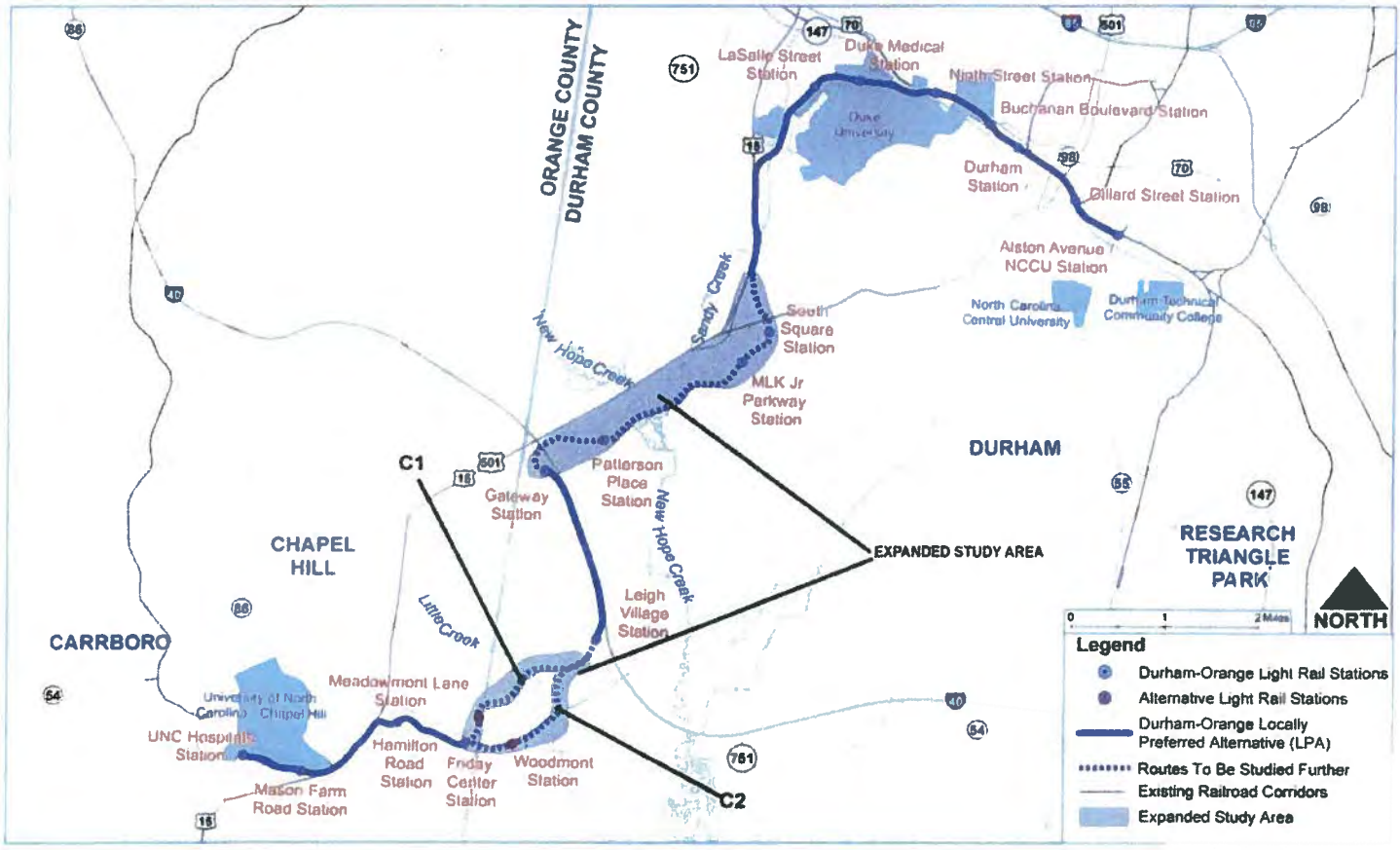
PART 5: PUBLIC COMMENTS (ORIGINAL AS SUBMITTED)

COM ID 581 1

Durham-Orange Light Rail Transit Project
Public Scoping Workshop ***COMMENT FORM***

Our Transit Future

Contact Information
Name: [redacted] Gabriel Lowe **Organization:** —
Street Address: 5103 Stecross Ln **City & State:** Durham, NC
Email Address: gjlowe@gmail.com **Best way to keep you informed:** (Email) Mail None
of years living in the Triangle 5 **Zip code for where you work** 27709 **Zip Code for where you live** 27713



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

My concern is with the proposed maintenance facility location of the old Pepsi plant off of Cornwallis Rd by 15-501. This abutts 2 school campuses as well as the Jewish Community Center and Judeah Reform Congregation. This will adversely affect these places and the children and families that spend much time there. Please consider alternative locations for this facility.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 581
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

3. *Please share any comments you have regarding regional transit.*

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

fold

Let's stay in touch about transit plans.

How did you hear about today's workshop? ❑ Email ❑ Posted flyer ❑ Website: (which one) _____

❑ Word of mouth ❑Newspaper ❑ Radio ❑ TV ❑ Facebook ❑ Other: _____

How was the meeting time?	❑ Excellent	❑ Very Good	❑ Satisfactory	❑ Needs Improvement	❑ Unacceptable
Workshop location?	❑ Excellent	❑ Very Good	❑ Satisfactory	❑ Needs Improvement	❑ Unacceptable
Workshop organization?	❑ Excellent	❑ Very Good	❑ Satisfactory	❑ Needs Improvement	❑ Unacceptable
What was most helpful?	❑ Video	❑ Maps	❑ Boards	❑ Staff to talk to	❑ Handout/papers	❑Other attendees

Our Transit Future

P.O. Box 530, Morrisville, NC 27560

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P.O. Box 530
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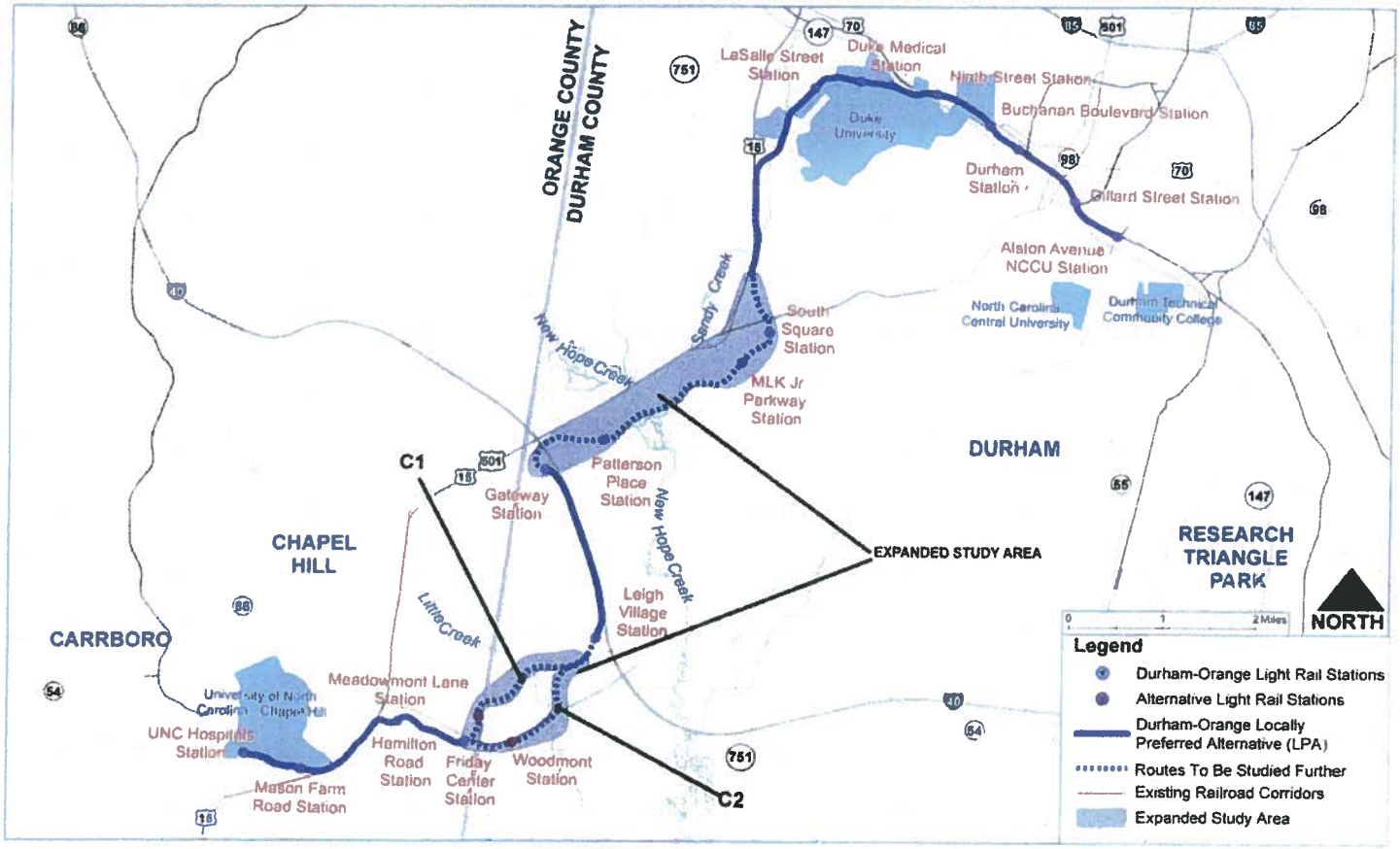
COMID 5831 2

Durham-Orange Light Rail Transit Project
Public Scoping Workshop ***COMMENT FORM***

Our Transit Future

Contact Information

Name: Geoffrey Daniel Geist
Organization: Private Citizen
Street Address: _____
City & State: Chapel Hill, NC
Email Address: gdgeist2000@yahoo.com
Best way to keep you informed: Email Mail None
of years living in the Triangle _____ Zip code for where you work 27517 Zip Code for where you live 27517



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I support the LRT but want it to meet community needs like cost, ridership, convenience & respect for the environment. And after careful analysis, C2 meets these broad community needs.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 583
Page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

Doing the least amount of damage to natural heritage areas, areas of pristine character; areas of steep slopes, etc. C2 does far less environmental damage than C1 and should be implemented over a route that has higher costs, lower ridership and far more community impact, negative that is (C1).

3. *Please share any comments you have regarding regional transit.*

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

fold

Let's stay in touch about transit plans.

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What was most helpful?	☐ Video	☑ Maps ☐ Boards	☑ Staff to talk to	☐ Handout/papers	☐ Other attendees

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COM ID 584

3

Durham-Orange Light Rail Transit Project
Public Scoping Workshop ***COMMENT FORM***

Our Transit Future

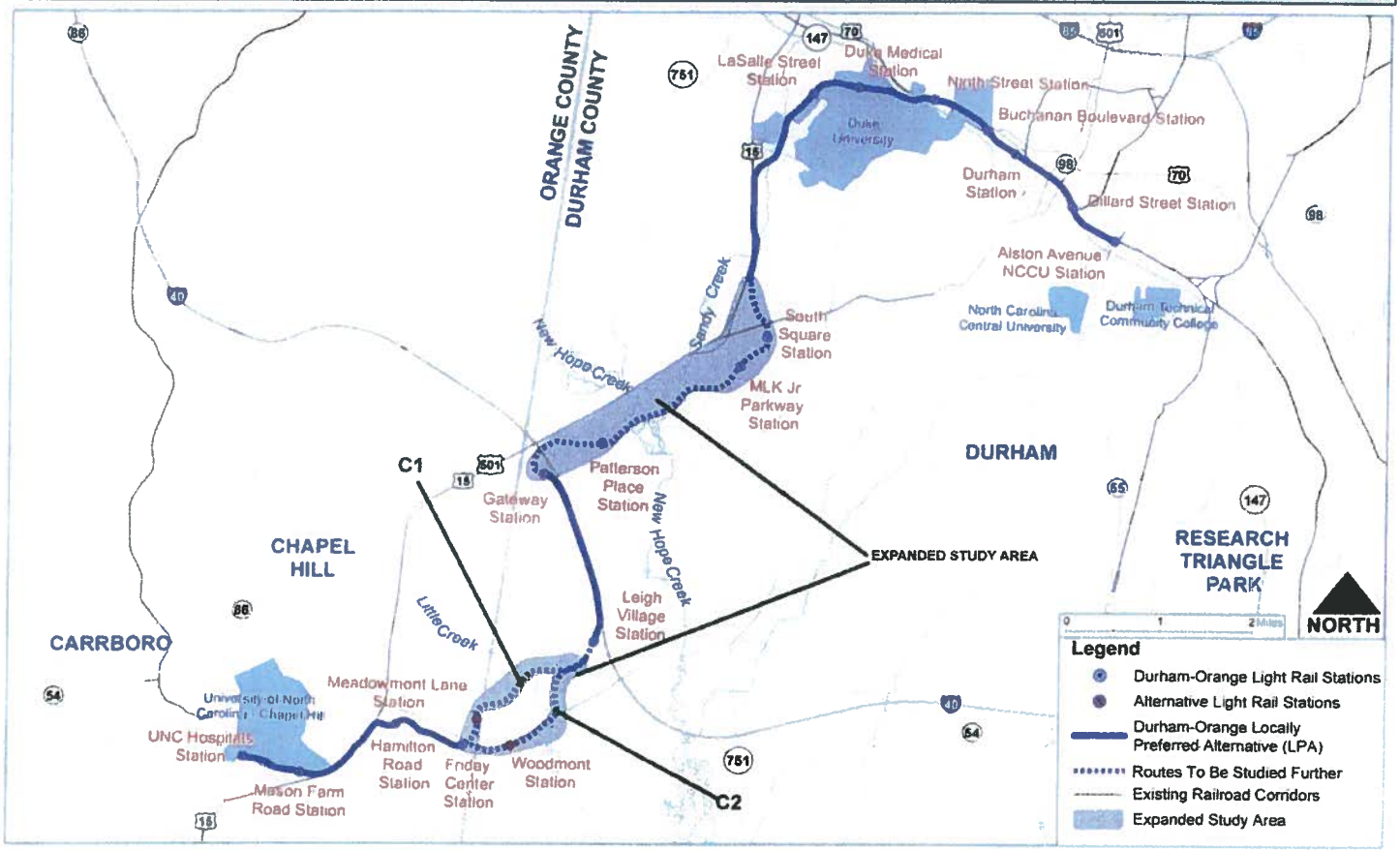
Contact Information

Name: BUZ LLOYD **Organization:**

Street Address: 106 DEER RD. CARRBORO **City & State:**

Email Address: buzlloyd@pass.net **Best way to keep you informed:** (Email) Mail None

of years living in the Triangle 45 **Zip code for where you work** 27510 27517 **Zip Code for where you live** 27516



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I HAVE A PERSONAL AND VESTED INTEREST IN THE DEVELOPMENT OF THE LIGHT RAIL CORRIDOR BETWEEN DURHAM & CHAPEL HILL WITH A PARTICULAR INTEREST IN THE DEVELOPMENT OF LEIGH VILLAGE.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COMID 584
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

3. *Please share any comments you have regarding regional transit.*

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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How did you hear about today's workshop? ❑ Email ❑ Posted flyer ❑ Website: (which one) _____

❑ Word of mouth ❑Newspaper ❑ Radio ❑ TV ❑ Facebook ❑ Other: _____

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Workshop organization?	❑ Excellent	❑ Very Good	❑ Satisfactory	❑ Needs Improvement	❑ Unacceptable
What was most helpful?	❑ Video	❑ Maps	❑ Boards	❑ Staff to talk to	❑ Handout/papers ❑Other attendees

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COM ID 586
4

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

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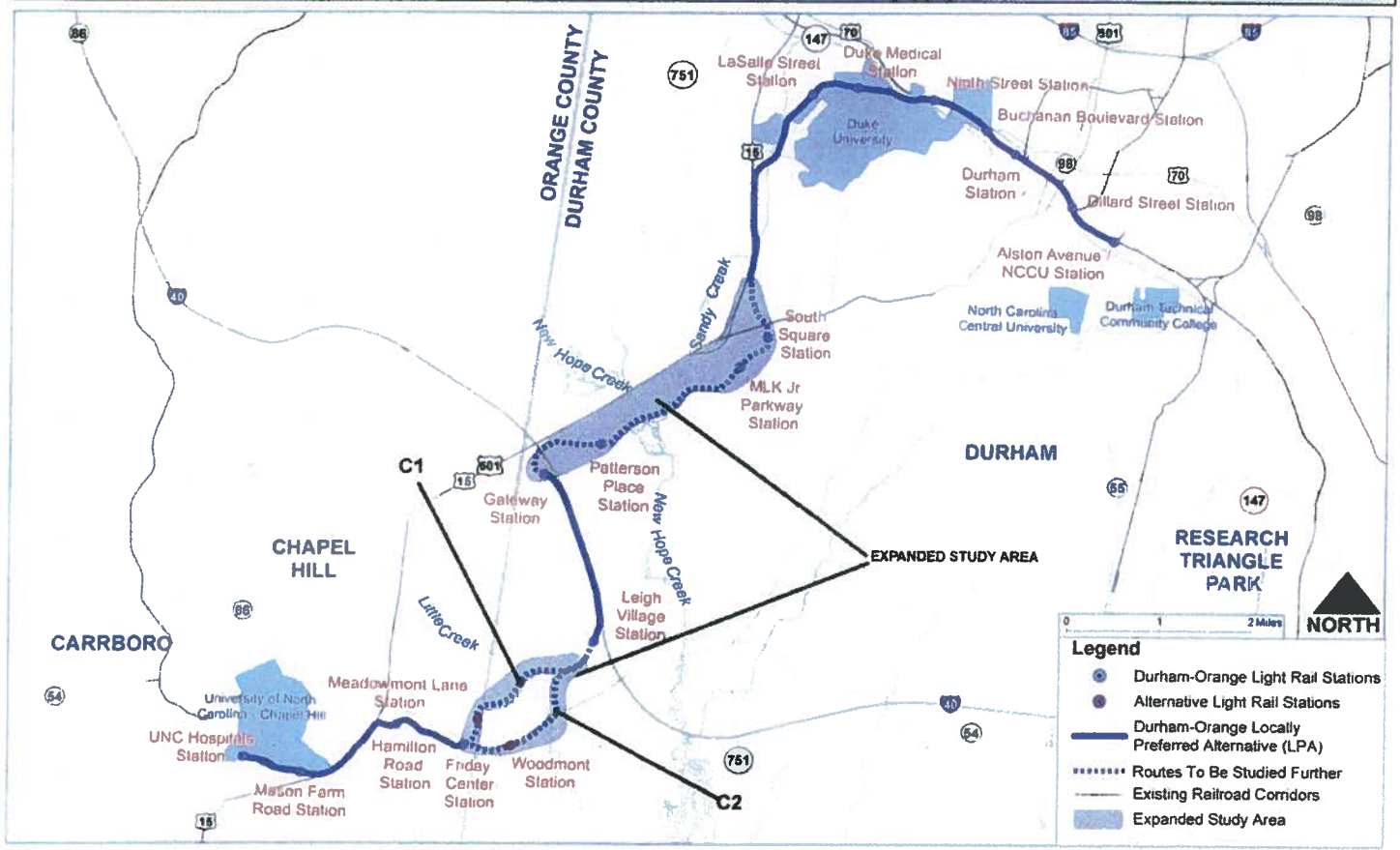
Contact Information

Name: TOM FARMER Organization: DURHAM VA MEDICAL CTR

Street Address: 211 N ELLIOTT RD CHAPEL HILL City & State: DURHAM, NC

Email Address: ~~[redacted]~~ THOMAS.FARMER@VA.GOV 27514 Best way to keep you informed: (Email) Mail None

of years living in the Triangle 3 Zip code for where you work ~~27705~~ 27710 Zip Code for where you live 27514



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I COMMUTE FROM CHAPEL HILL TO DURHAM ON TTA & LOOK FORWARD TO RIDING LIGHT RAIL. I FAR PREFER THE OPTION A STOP AT THE MEDICAL CENTERS TO THE FLOWERS TRIANGLE STOP! THE FLOWERS TRIANGLE STOP WOULD SIGNIFICANTLY LIMIT VA ACCESS. MANY VA EMPLOYEES (OUR TOO!) COMMUTE TO WORK AND USE STOP A

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

FULTON IS FAR MORE CONVENIENT.

COM ID 586
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

NOTHING IS MORE ENVIRONMENTALLY FRIENDLY OR MORE FUEL EFFICIENT THAN STEEL WHEELS ON STEEL RAILS. THE BEST THING WE CAN DO FOR THE ENVIRONMENT IS DEVELOP A COMPREHENSIVE & EFFICIENT PUBLIC TRANSIT SYSTEM.

3. *Please share any comments you have regarding regional transit.*

I LOVE MY 405 TTA COMMUTE!

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

Let's stay in touch about transit plans.

THANKS

How did you hear about today's workshop? ☐ Email ☐ Posted flyer ☐ Website: (which one) _____

☐ Word of mouth ☐ Newspaper ☑ Radio ☐ TV ☐ Facebook ☐ Other: _____

WNCC

How was the meeting time?	☑ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop location?	☑ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
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What was most helpful?	☐ Video	☐ Maps	☐ Boards	☑ Staff to talk to	☐ Handout/papers	☐ Other attendees

Our Transit Future

P.O. Box 530, Morrisville, NC 27560

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Triangle Regional Transit Program
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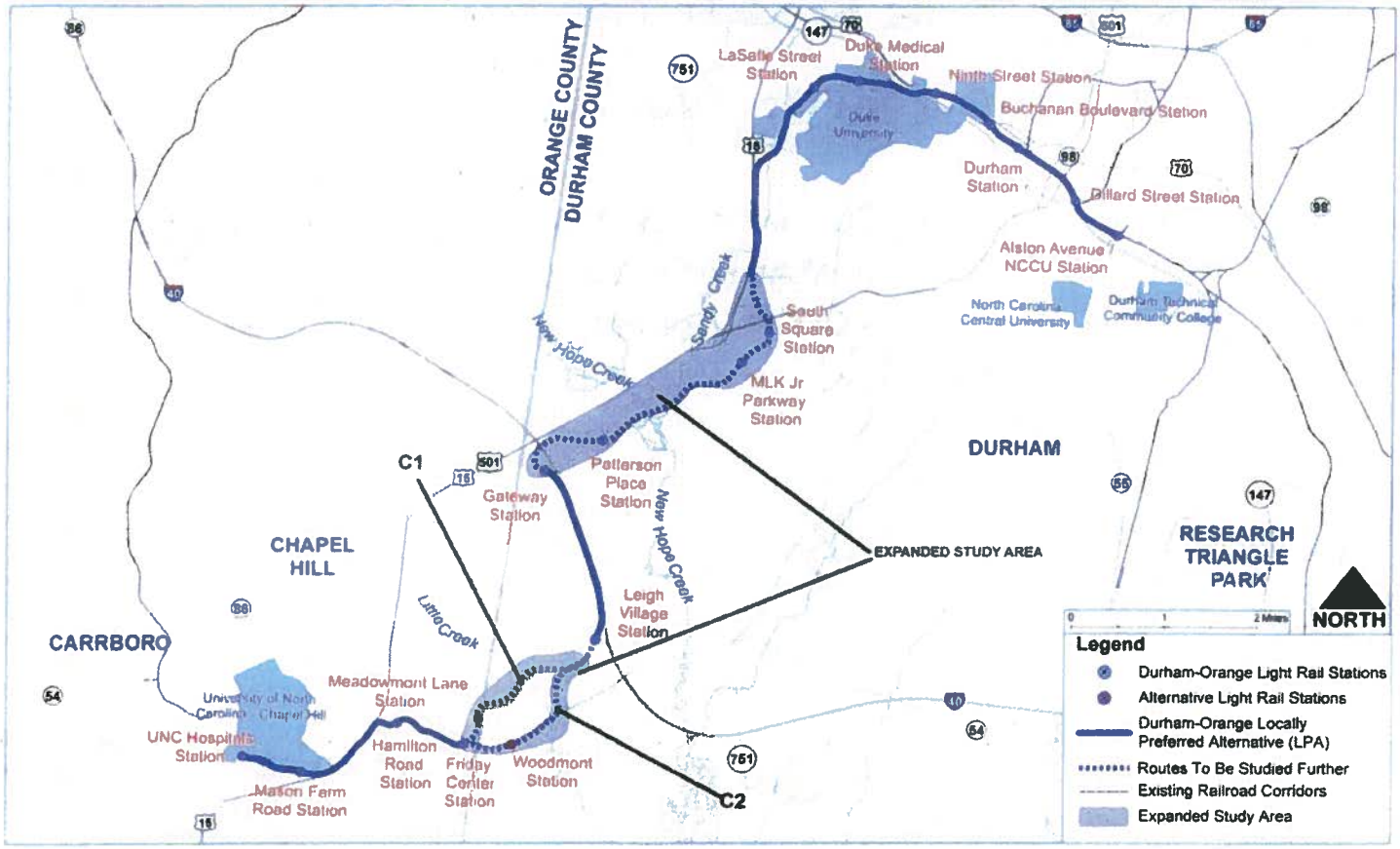
COMID 581
5

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future

INTERNEIGHBORHOOD COUNCIL (Durham)

Contact Information
Name: MICHAEL 'MIKE' SHIFLETT Organization: DO TRANSIT
Street Address: 206 WEST CLUB BLVD City & State: DURHAM NC
Email Address: mwshiflett@hotmail.com Best way to keep you informed: (Email) Mail None
of years living in the Triangle: 28 Zip code for where you work: 27707 Zip Code for where you live: 27704



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

NOT SURE IF THIS IS PC OR NOT BUT... I SEEM TO SEE LITTLE, IF INFREQUENT AT ALL, PARTICIPATION / INVOLVEMENT WITH THE EMERGING LATINO + IMMIGRANT POPULATIONS WHICH APPEAR TO MANY TO BE A LARGE PERCENTAGE OF EVENTUAL RIDERSHIP. HOW CAN THIS BE IMPROVED? WITHOUT IT, IS THERE A MECHANISM INCLUDED TO ANTICIPATE THEIR IMPACT / PARTICIPATION.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

HAS TAX INCREMENT FINANCING BEEN INCLUDED IN THE LIST OF POTENTIAL FUNDING SOURCES FOR VARIOUS 'DISTRICTS' THAT [illegible] IMPROVEMENT DISTRICT?

COM ID 581
Page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

WHEN PROPOSING A SPECIFIC 'ROUTE' THRU ENVIRONMENTAL SENSITIVE AREAS, IT SHOULD BE NOTED WHAT PROJECTED IMPACT WOULD DOUBLE NOTHING & OR DEPENDING ON EXPANDING ROAD AND BRIDGE INFRASTRUCTURES CAUSED BY EVEN MORE VEHICLES COMING TO THE TRIANGLE WITH A 75% ↑ IN POPULATION AIR POLLUTION, NOISE, TIME LOST, DISRUPTING CONSTRUCTION, ↑ # ACCIDENTS

3. *Please share any comments you have regarding regional transit.*

#1 FOCUS SHOULD REMAIN SAFETY
—INTEGRATING FREIGHT RAIL (VERY INSTRUMENTAL TO NC STATES ECONOMY
—PEDESTRIAN SAFETY / VIA SIGNAGE / ENGINEERING BEST PRACTICES

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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—WOULD LIKE TO SEE ½ MILE STUDY AREA BE EXPANDED TO 0.8 OR A MILE FOR TRANSIT STATION BIKE/TRAIL IMPROVEMENTS

How did you hear about today's workshop? ☒ Email ☐ Posted flyer ☐ Website: (which one) _____

☐ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: _____

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GOOGLE

Our Transit Future

P.O. Box 530, Morrisville NC 27560

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I UNDERSTAND THAT CHARLOTTE WISHED THAT THEY HAD DESIGNED SOME OF THEIR STATIONS ONLY TO ACCOMODATE TWO TRANSIT CARS, NOW HAVING TO EXPAND THEM TO 3 CAR STATIONS. VERY EXPENSIVE!
LET'S NOT MAKE THE SAME MISTAKE

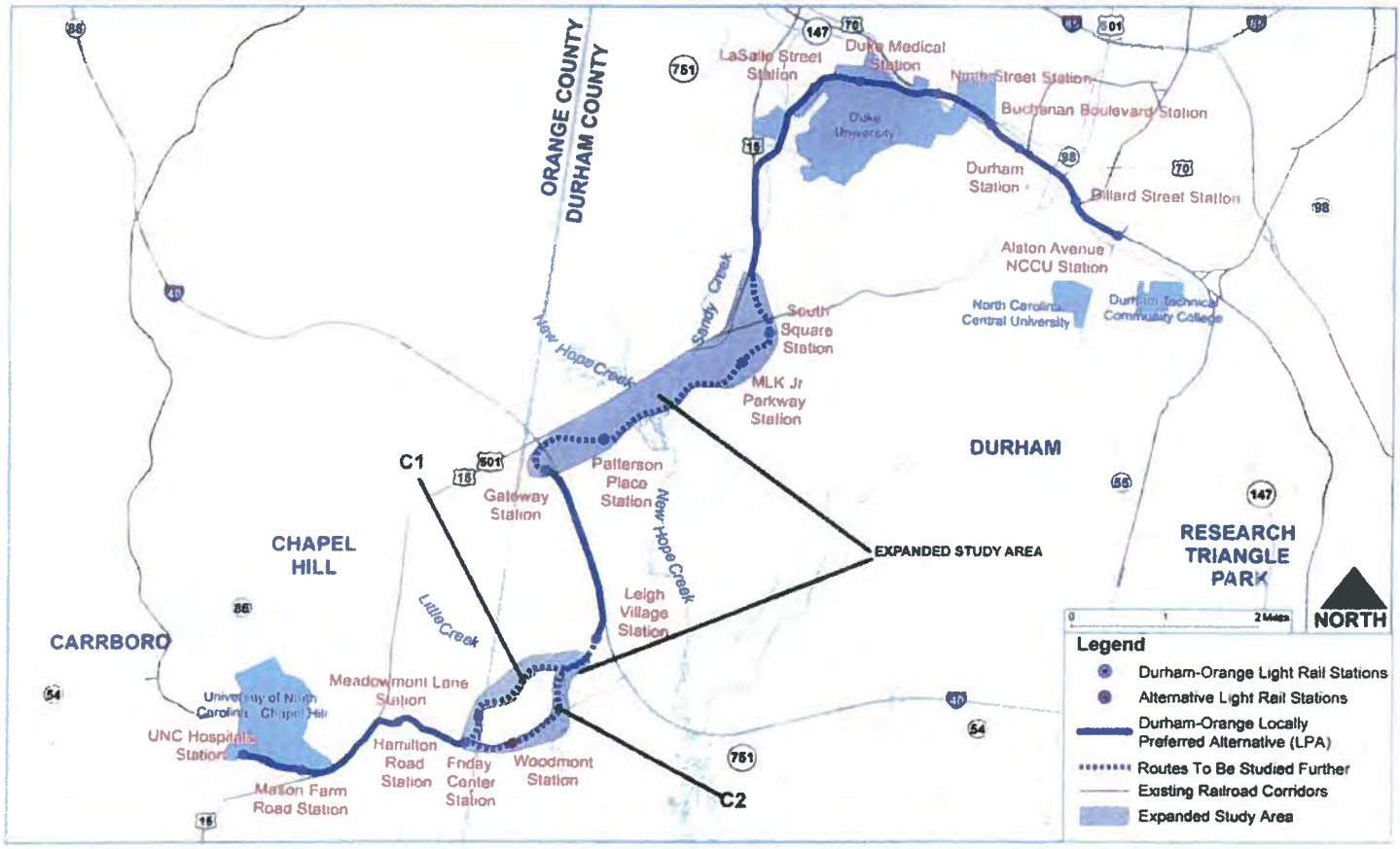
Triangle Regional Transit Program
Durham-Orange LRT Scoping Comments
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Morrisville, NC 27560

COM ID 588
6

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future

Contact Information
Name: Janet Schoendorf Organization:
Street Address: 1925 Fountain Ridge Rd City & State: Chapel Hill, NC
Email Address: janet@schoe.com Best way to keep you informed: (Email) Mail None
of years living in the Triangle 22 Zip code for where you work 27516 Zip Code for where you live 27517



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

Light rail is definitely needed to relieve traffic congestion. I think stations should primarily be in populated areas, so more people can easily access them. Parking in those areas is also critical so that people who do not live within walking distance will be able to use the service easily.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 588
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

Thought needs to be given to preserving natural areas, so there remains in perpetuity habitat for native animal species & plants. I would prefer to see the rail go through populated & built spaces because that will be where the greatest need & use will take place.

3. *Please share any comments you have regarding regional transit.*

I am delighted that this is happening. I think it is a good start. I would not like to see the Triangle turn into an LA or an Atlanta. Eventually, I would like to see light rail expanded to the airport and South Point.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

Let's stay in touch about transit plans.

How did you hear about today's workshop? ☒ Email ☐ Posted flyer ☐ Website: (which one) _____

☐ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: _____

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What was most helpful? ☐ Video ☐ Maps ☐ Boards ☐ Staff to talk to ☐ Handout/papers ☐ Other attendees

All were helpful.

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COM ID 589 7

Durham-Orange Light Rail Transit Project
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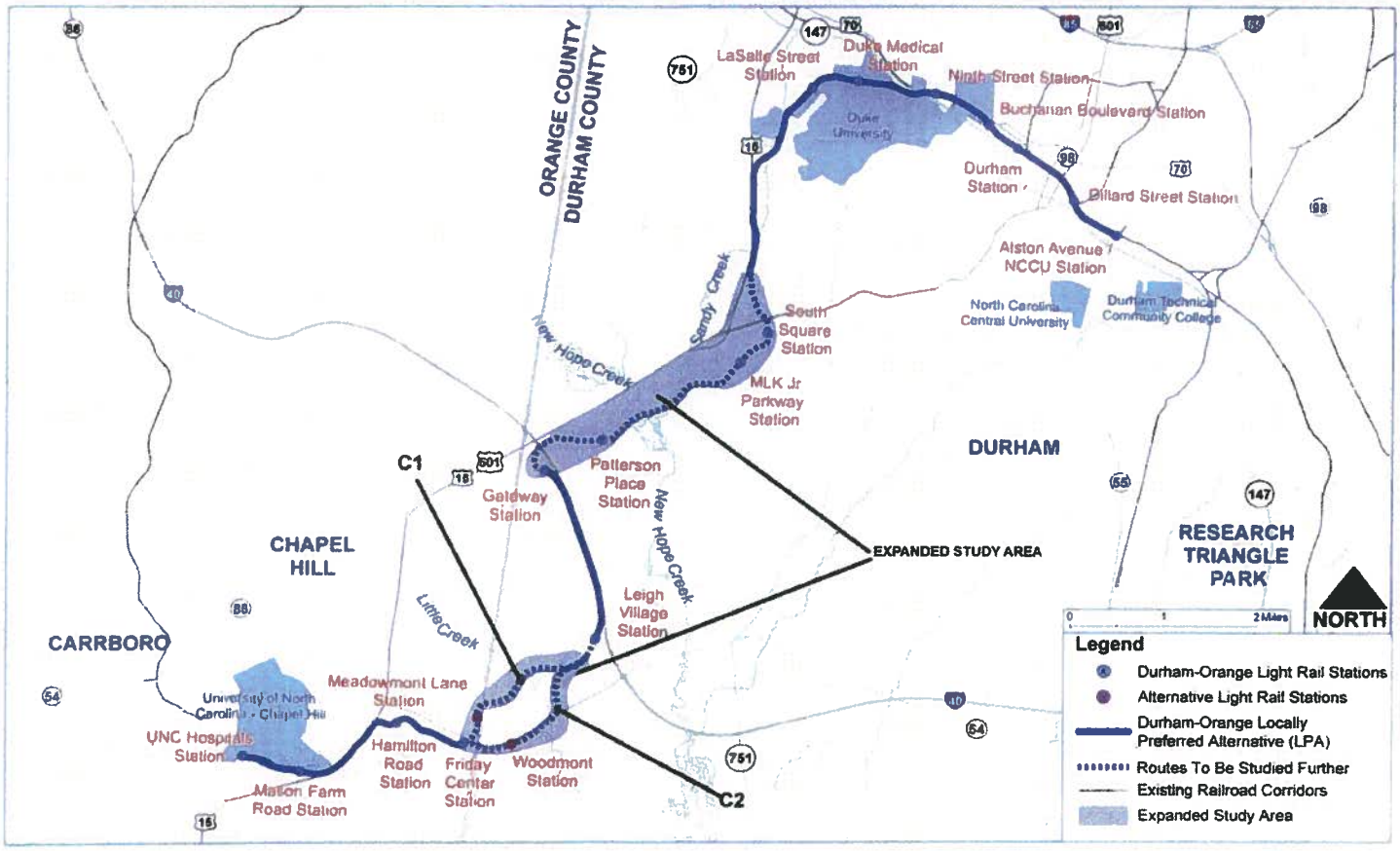
Contact Information

Name: Nan Friedman Organization: Photo Specialties

Street Address: 130 Stancell Drive City & State: Chapel Hill NC 27517

Email Address: Nan@psstudiophoto.com Best way to keep you informed: (Email) Mail None

of years living in the Triangle 19 Zip code for where you work 27517 Zip Code for where you live 27312



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

Electronic Comment #3: Our business is at 130 Stancell Dr Chapel Hill near the planned Woodmont Station. There is a map showing a parking lot on top of our property. We Want to say we do not Want to relocate our business and do not want a parking lot at 130 Stancell Dr. Thank You

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

ComID 589 page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

3. *Please share any comments you have regarding regional transit.*

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How was the meeting time?	☑ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop location?	☑ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop organization?	☑ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
What was most helpful?	☐ Video	☐ Maps	☐ Boards	☑ Staff to talk to	☐ Handout/papers	☐ Other attendees

Everyone has been very nice so far!

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8

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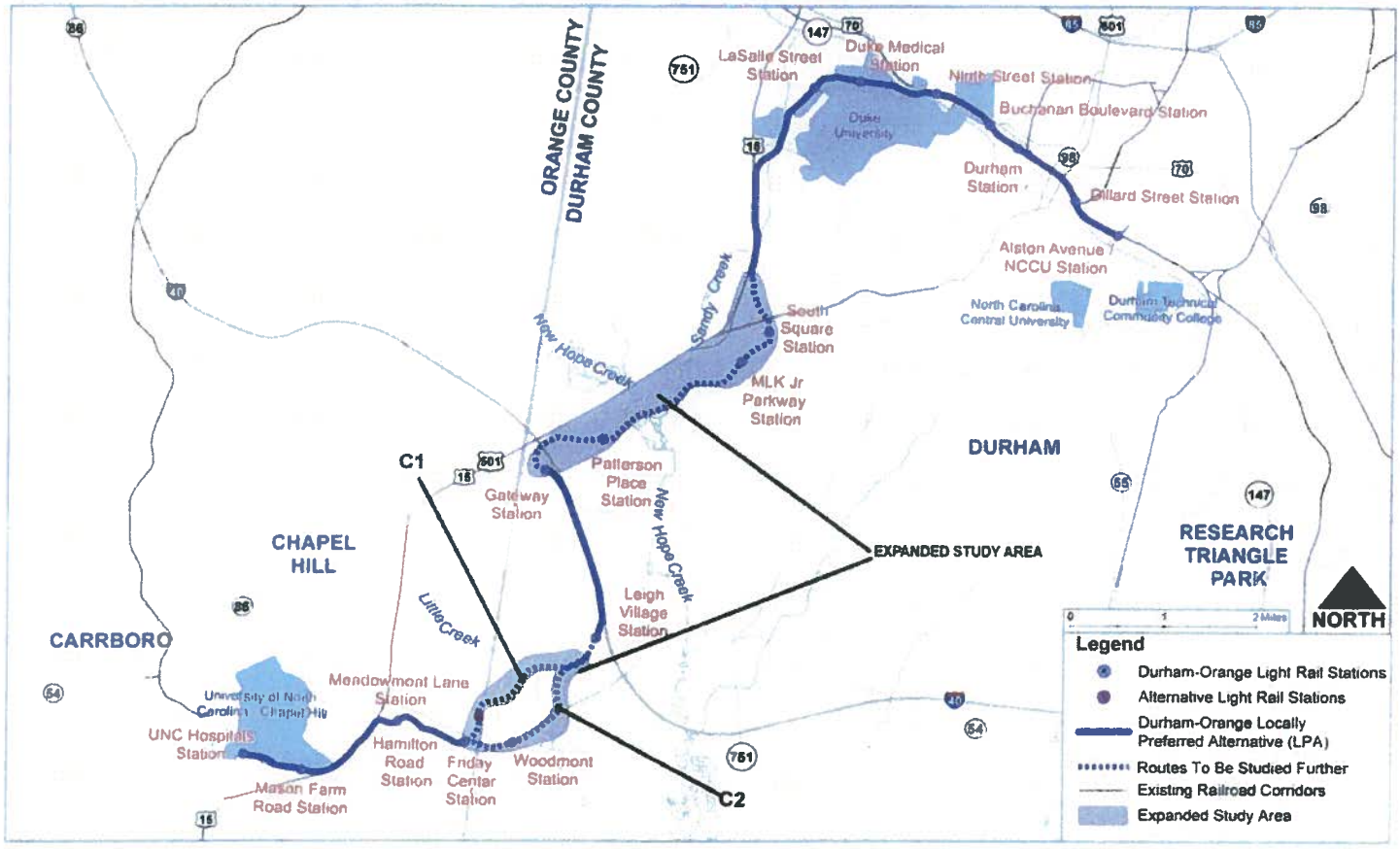
Contact Information

Name: JERRY SCHOENDORF **Organization:** _____

Street Address: 1925 FOUNTAIN RIDGE **City & State:** CHAPEL HILL

Email Address: _____ **Best way to keep you informed:** (Email) Mail None

of years living in the Triangle 21 **Zip code for where you work** 27517 **Zip Code for where you live** 27517



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I prefer the C-2 option,
thanks for the opportunity to understand and
comment ~~on~~ on the plans + current options.

C1
C2

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 540
Page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

Please try to not exacerbate the congestion in the area between the Gateway and Patterson Place Stations, where sufficient parking for commuters (to either Duke or UNSC) is essential.

3. *Please share any comments you have regarding regional transit.*

I'm happy to have regional transit but satelite parking options are very limited

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9

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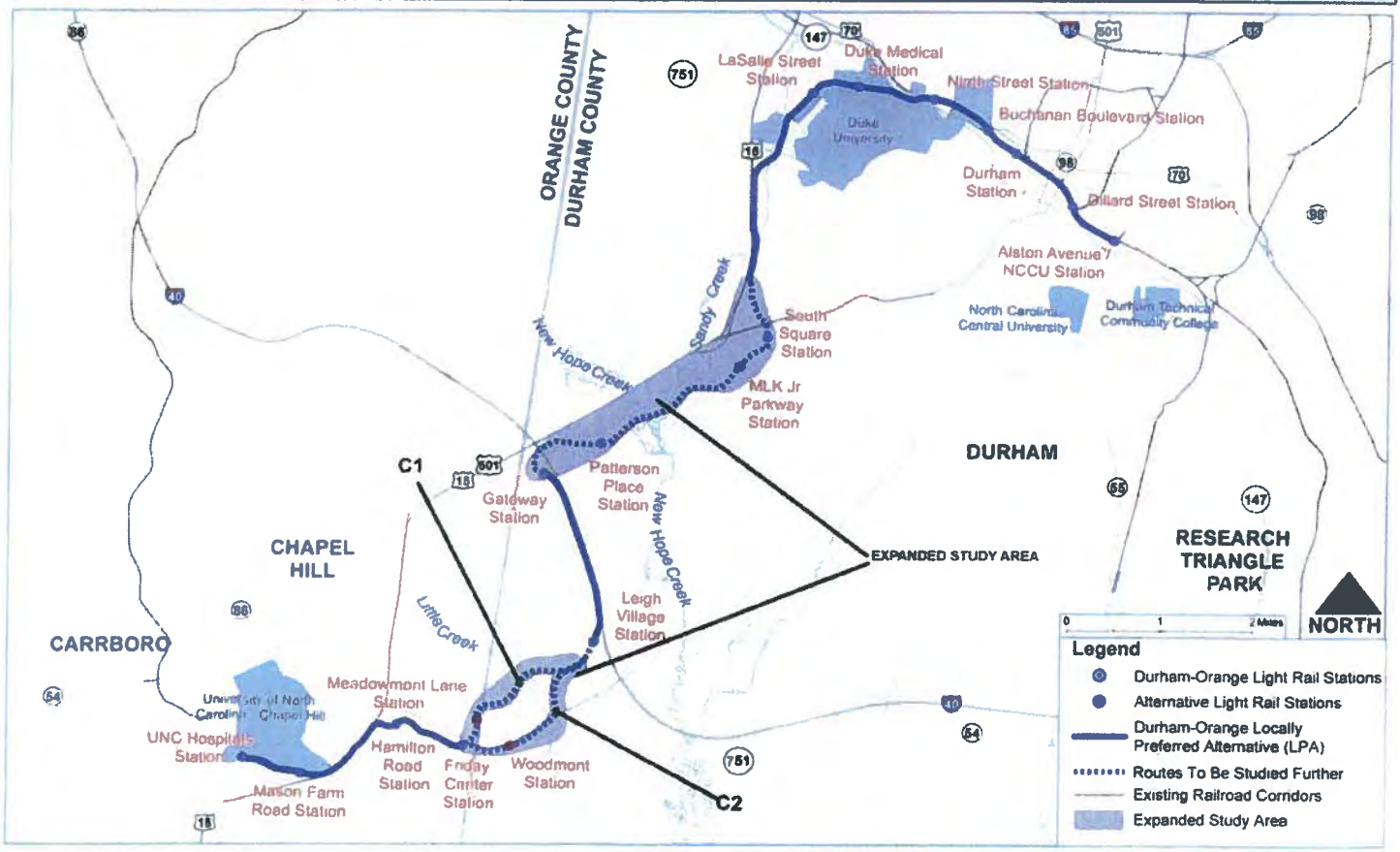
Contact Information

Name: Geoffrey Green **Organization:** —

Street Address: 111 Sinclair Rd **City & State:** Chapel Hill

Email Address: geoff-pblic@stcheyercan **Best way to keep you informed:** (Email) Mail None

of years living in the Triangle 4 **Zip code for where you work** 27514 **Zip Code for where you live** 27517



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I am in general agreement with the Draft Purpose and Need for the project and provided comments in person meetings

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2. *What environmental and other issues we should consider when evaluating the project alternatives?*

A critical environmental consideration is not merely the impact that a given route will have on land but the ~~effect~~ broader effect that the light rail system will have on transportation choices in the region. Pushing out a rail line to undeveloped areas because of truncated environmental concerns would cause significant environmental

3. *Please share any comments you have regarding regional transit.*

harm due to the lost opportunity to capture trips to and from a developed area and the need to build brand new TOD at an undeveloped site.

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☒ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: _____

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592/10

COMID 592 10

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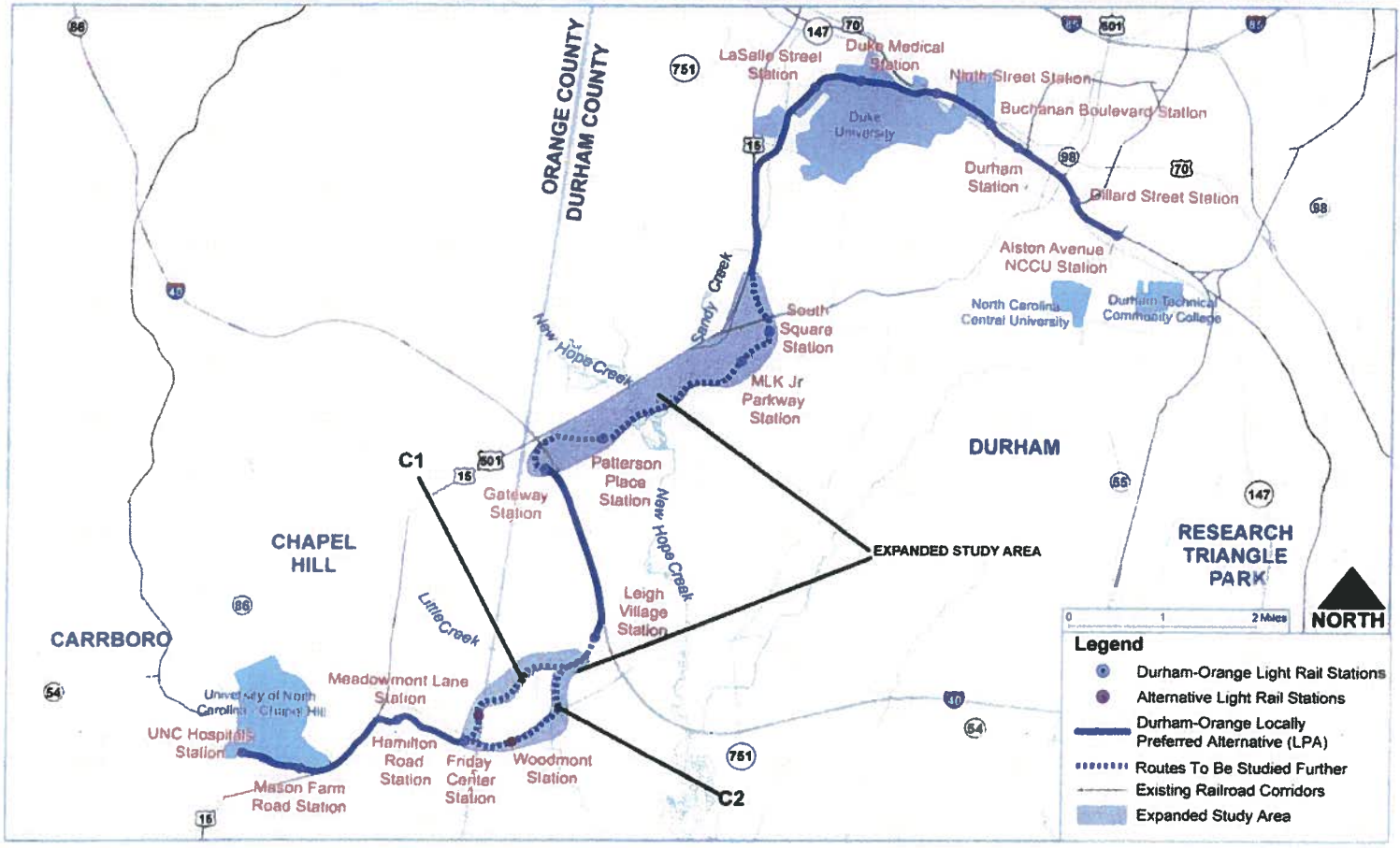
Contact Information

Name: Patrick Bylker **Organization:** K+L Gates

Street Address: 2614 Stuart Dr. **City & State:** Durham NC 27707

Email Address: patrick.bylker@klgates.com **Best way to keep you informed:** (Email) Mail None

of years living in the Triangle 23 **Zip code for where you work** ~~2771~~ 27560 **Zip Code for where you live** 27707



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I strongly support preferred alignment from Gateway to South Square. This needs to move forward as quickly as possible.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

Com ID 657 page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

The benefits of transit and TOD far outweigh environmental issues. This is a quality of life issue where the good of the vast majority should not be overshadowed by narrow special interests

3. *Please share any comments you have regarding regional transit.*

We, as a region, need to move forward as quickly as possible to implement TOD projects along the preferred alignment, and advocate for light rail construction to start as soon as possible

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

fold

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☐ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: _____

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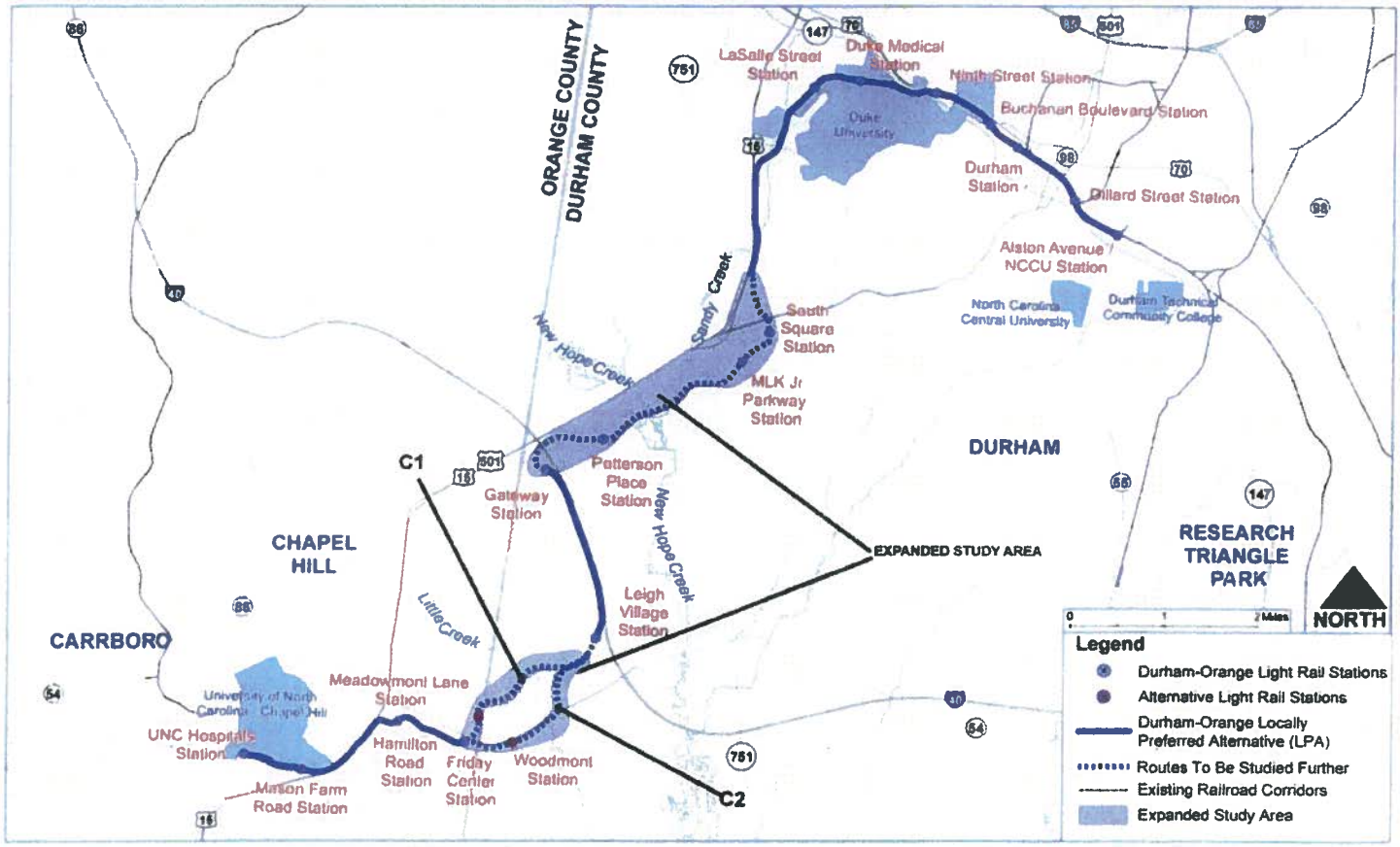
Contact Information

Name: Rainer Dammers | Organization:

Street Address: 511 Parkside Cir | City & State: Chapel Hill NC

Email Address: rainer.dammers@yahoo.com | Best way to keep you informed: (Email) Mail None

of years living in the Triangle 6 | Zip code for where you work 27703 | Zip Code for where you live 27516



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I applaud the project and hope it can get accelerated.
To ensure success & high # ridership I believe it is critical to
1) align operational hours w/ typical work scheduled but also other events e.g. DPAC, Theatre, ...
2) focus on save and pleasant access - lite underpasses, off road multi-use paths (specifically Meadowmont), Bike stations to provide secure storage for bikes, timely connections
3) With lots of traffic on 15/501 & 54 being through traffic from Chatham to Durham, Southpoint & RTP an extension toward Pittsboro and along 54 w/ stops at Southpoint and RTP should be considered

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

Especially w/ the now fully built out Tobacco trail connecting Southpoint to downtown Durham and many neighborhoods all the way to Wake County which will provide connectivity via bike to a station there.

COMID 593
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

3. *Please share any comments you have regarding regional transit.*

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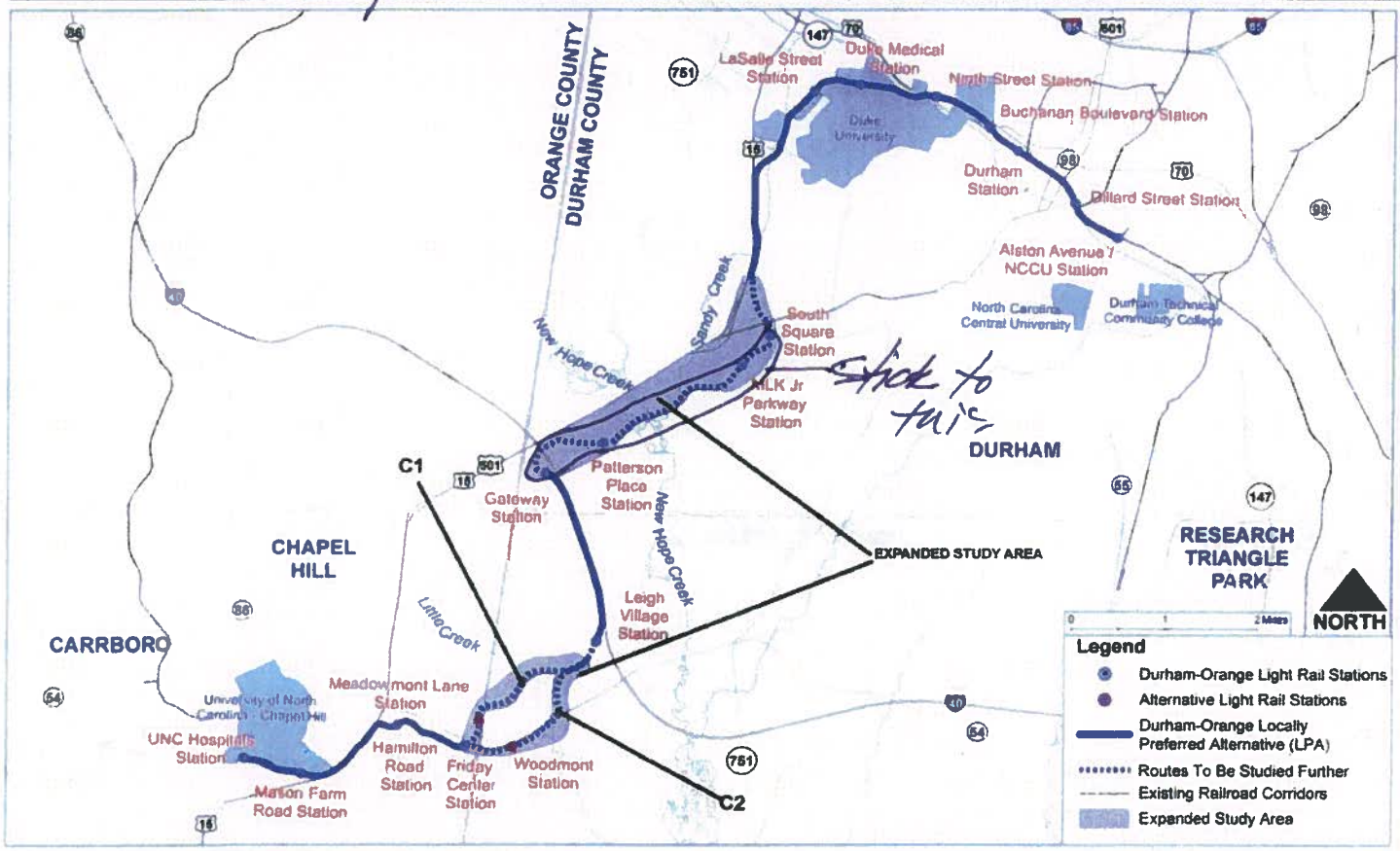
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Durham-Orange Light Rail Transit Project
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Our Transit Future

Contact Information
Name: Dan Jewell Organization:
Street Address: 1025 Gloria Ave. City & State: Durham, NC
Email Address: djewell@cjtpa.com Best way to keep you informed: (Email) Mail None
of years living in the Triangle 27 Zip code for where you work 27701 Zip Code for where you live 27701



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*
Full speed ahead. Please follow preferred alignment from South Square to gateway Stations.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COMID 12

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

local site specific environmental issues should be weighed in the context of what are the lessen environmental impacts on the entire region - ie; fewer car trips, less road widening, air quality & more transit development opportunities

3. *Please share any comments you have regarding regional transit.*

Light rail with coordinated bus transit is necessary to accommodate a quite our future growth, and should follow a coordinated effort to plan for transit oriented neighborhoods

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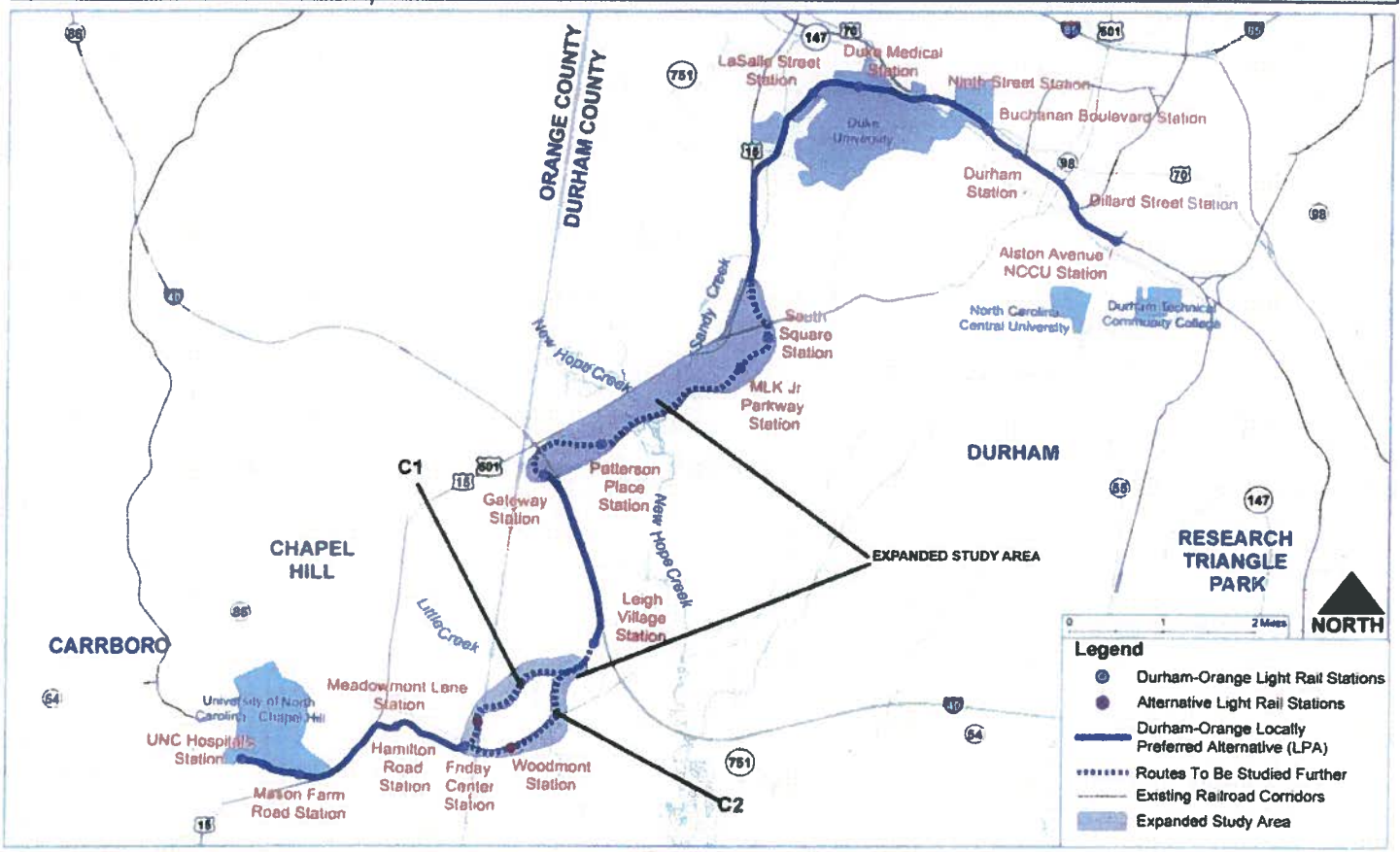
[COM ID 595]
13

Durham-Orange Light Rail Transit Project
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Our Transit Future
Triangle Regional Transit Program

Contact Information

Name: Chris Selby
Organization: Durham Resident
Street Address: 138 Celeste Circle
City & State: Chapel Hill, NC
Email Address:
Best way to keep you informed: Email Mail None
of years living in the Triangle 25 years
Zip code for where you work 27599
Zip Code for where you live 27517



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I agree with the Draft Purpose & Need

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 595
Page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?* I prefer C1 route through Meadowmont, a great destination. It is ironic that most of the objection to C1 in the Alternatives Analysis came from folks who will not be alive when the rail line is eventually constructed. Please consider both stations (A and B) at Duke University. It seems like the Patterson Place Station should be closer to the businesses, actually "in" Patterson Place, not next to it.

3. *Please share any comments you have regarding regional transit.*
I commute to work daily via the TTA bus system. It works pretty well. I think I would use the light rail system occasionally. Besides Meadowmont, Durham Station looks like a great destination.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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How was the meeting time?	☐ Excellent	☐ Very Good	☒ Satisfactory	☐ Needs Improvement	☐ Unacceptable
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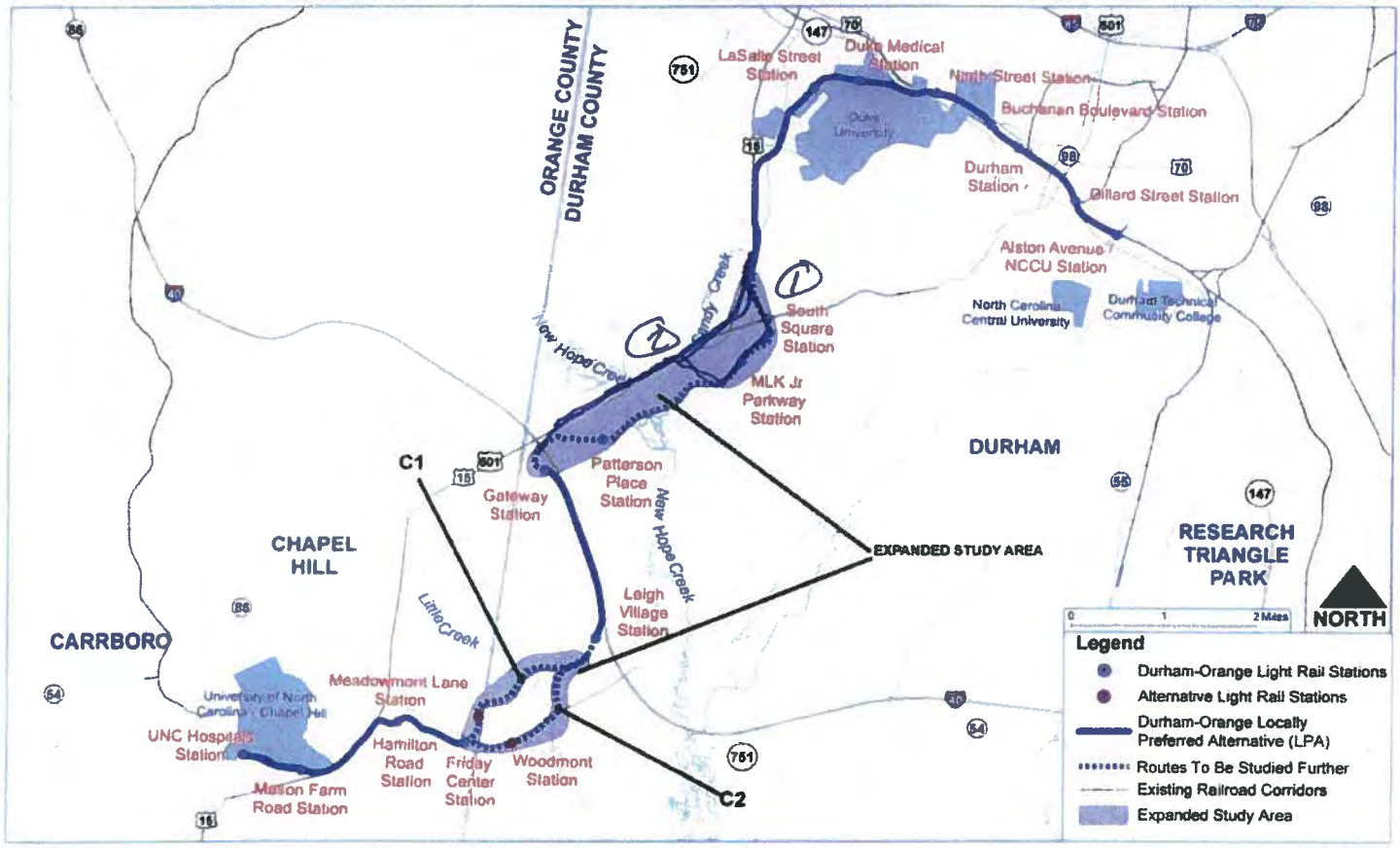
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Durham-Orange Light Rail Transit Project
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Our Transit Future

Contact Information

Name: Will Wilson
Organization: Durham Open Space + Trails
Street Address: 16 Sunny Oak Pl
City & State: Durham NC
Email Address: wgw@duke.edu
Best way to keep you informed: (Email) Mail None
of years living in the Triangle 16 Zip code for where you work _____ Zip Code for where you live 27712



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

DOST strongly opposes a new corridor through New Hope Creek & Sandy Creek, preserving alignment ~~through~~ along 15/501 (see lines C1 and C2). ~~[illegible]~~ I personally oppose C1, but DOST has not yet taken a position.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

CSM ID 576
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

I am disturbed that much of the proposed development involves the loss of green space rather than redevelopment at higher density!

3. *Please share any comments you have regarding regional transit.*

We need regional transit, but we need to make it happen in a way that doesn't sacrifice the two remaining sites in the region that are listed in the Durham Inventory.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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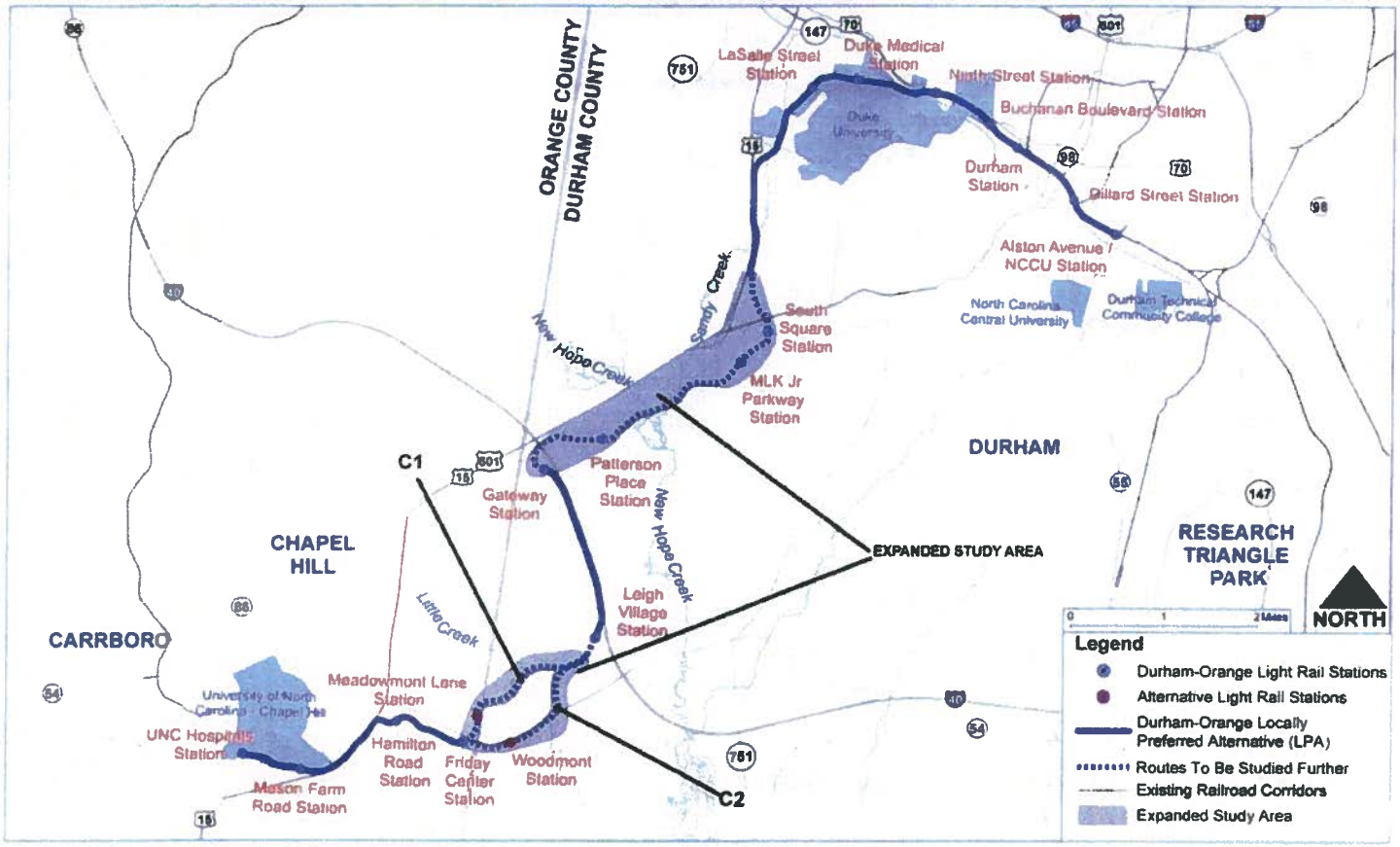
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Durham-Orange Light Rail Transit Project
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Our Transit Future
Triangle Regional Transit Program

Contact Information

Name: Greg Garneau
Organization: Durham Bicycle and Pedestrian Advisory Commission
Street Address: 2535 Perkins Road
City & State: Durham, NC 27705
Email Address: greg.garneau@gmail.com
Best way to keep you informed: (Email) Mail None
of years living in the Triangle 30 Zip code for where you work retired Zip Code for where you live 27705



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

Please build this system as soon as possible. I grew up in L.A. and saw the Pacific Electric R.R. dismantled and the region commit itself to the automobile. Think that the ROW will be tweaked a little but you have the flexibility to do this (now) without Robert Moses' style "urban removal". Like the placement of stations, might add one at Garrett Road (high density housing there plus single family homes in development nearby). Think you have done a wonderful job.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

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Page 2

2. What environmental and other issues we should consider when evaluating the project alternatives?

Emphasize the impact of not building this system. Currently this area has the highest carbon loading per person compared to the rest of the US due to the length of commutes on average and size of vehicles. The economic development of the region will be vastly enhanced too. The savings per family for transit users vs. families using autos is considerable.

3. Please share any comments you have regarding regional transit.

Most people I know favor the construction, but are skeptical as to the timeline (too long). I keep saying that "this is real -- it is going to happen". Then they want to know where the stations will be so they can ~~start~~ ride on the system at some point in the future (foreseeable -- that is).

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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☐ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: our Commission's listserv

How was the meeting time?	☑ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop location?	☑ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
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What was most helpful? ☑ Video ☑ Maps ☑ Boards ☑ Staff to talk to ☑ Handout/papers ☐ Other attendees

People are very interested in where the stations will be located (as a benefit).

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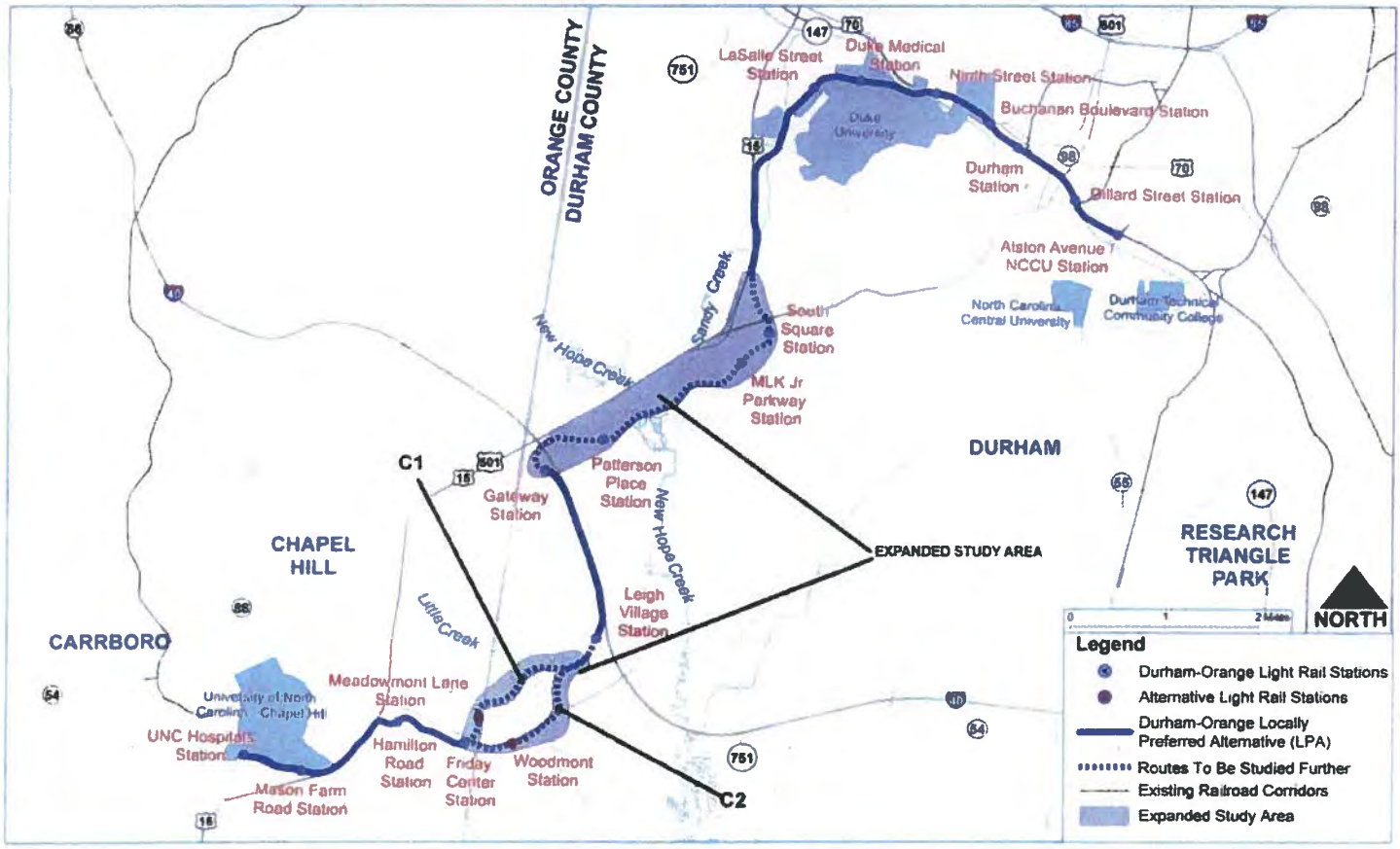
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16

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future

Contact Information
Name: Karen Berman
Organization: Judea Reform, Lerner School, Jewish Community Center
Street Address: 2822 Chelsea Cir
City & State: Durham, NC
Email Address: kabermanadnc.rr.com
Best way to keep you informed: (Email) Mail None
of years living in the Triangle 20 Zip code for where you work 27707 Zip Code for where you live 27707



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

My primary concern is the location of the light rail maintenance facility. I am opposed to the proposed Cornwallis (Pepsi) site. Adjacent to that property is the Lerner School which has approximately 150 students, the new Jewish Community which also houses Jewish Family Services, the JCC & JFS serve hundred of Jewish + non-Jewish members of the [redacted]

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

Durham Community. Both JCC + Lerner make extensive use of their outdoor space, and a maintenance facility would impact that usage negatively. Both institutions have plans for potential expansion that would become impossible if the

COM ID 598

~~2. What environmental and other issues we should consider when evaluating the project alternatives?~~

maintenance facility is located on the Pepsi site. I am a long time member of Judea Reform Congregation. All three institutions serve families + children, and the attractive nuisance, light + noise associated with a rail maintenance facility will have detrimental effects on all institutions located on the Jewish Community Campus on Cornwallis Rd.

3. *Please share any comments you have regarding regional transit.*

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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How did you hear about today's workshop? ☐ Email ☐ Posted flyer ☐ Website: (which one) _____

☐ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☒ Other: Public Hearing – Durham City Hall

How was the meeting time?	☒ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop location?	☒ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop organization?	☒ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable

What was most helpful? ☐ Video ☐ Maps ☐ Boards ☒ Staff to talk to ☐ Handout/papers ☐ Other attendees

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Transcribed by Gavin

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

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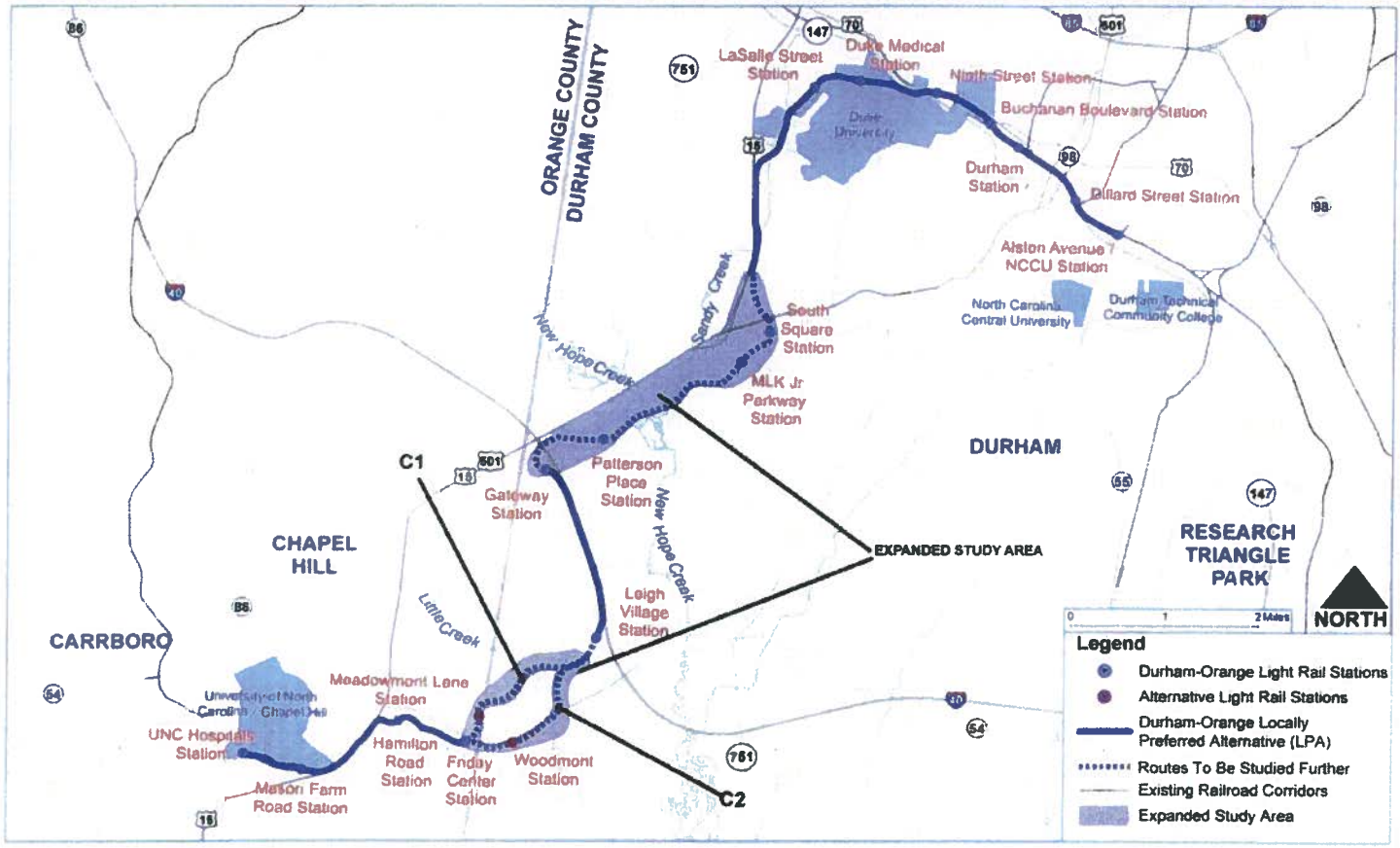
Contact Information

Name: Roxanne Kitchin Organization: Falconbridge

Street Address: 6706 Glenforest Dr City & State: Durham NC

Email Address: rkitchin@aol.com Best way to keep you informed: (Email) Mail None

of years living in the Triangle 15 Zip code for where you work 27713 Zip Code for where you live 27713



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

Encourage Developers to coordinate with project team. Especially near Leigh Village Connection 54 study

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COM ID 577
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

3. *Please share any comments you have regarding regional transit.*

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18

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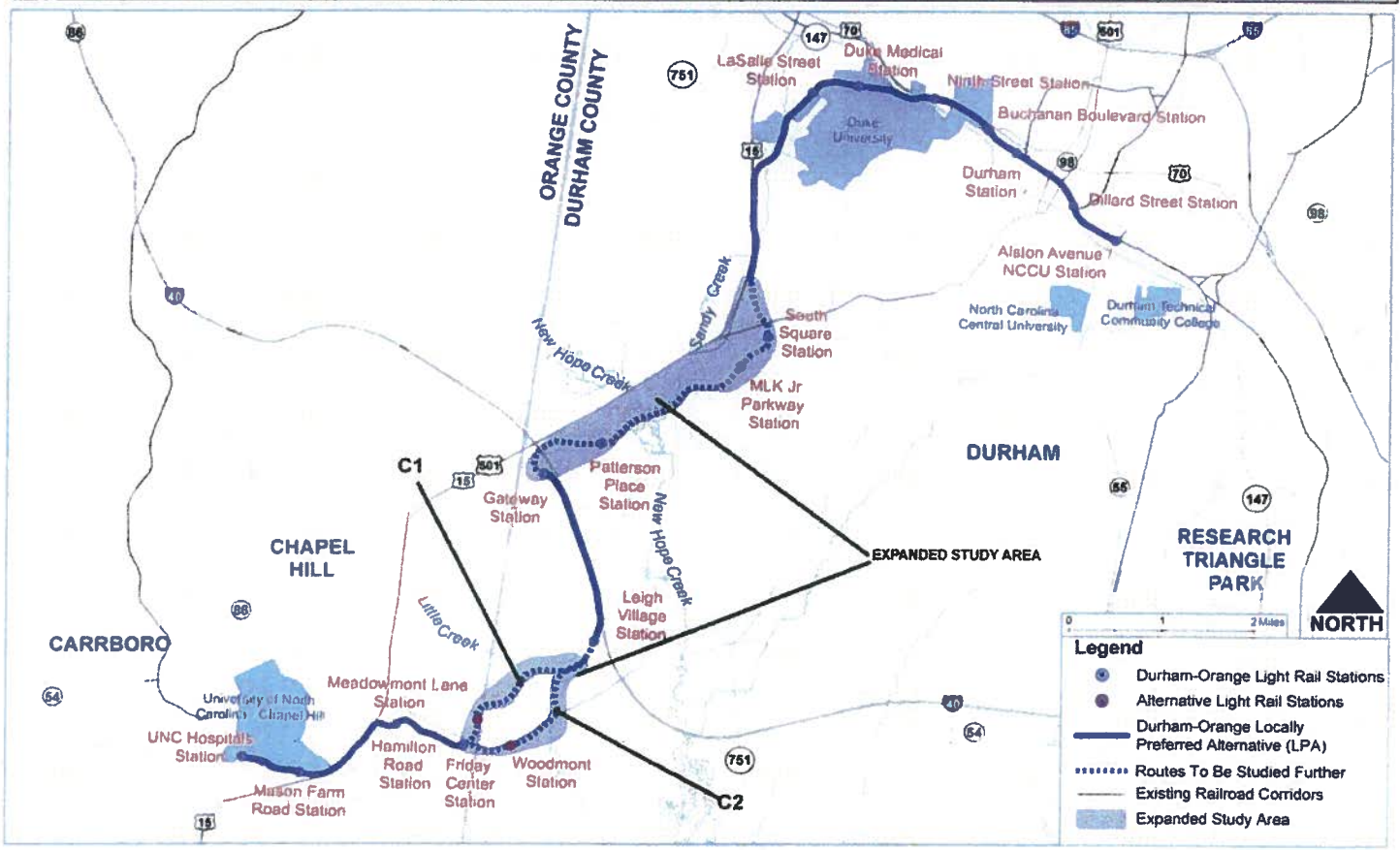
Contact Information

Name: Bill Ferrell **Organization:** Meadowmont Com. Assn.

Street Address: 1201 Raleigh Rd #209 **City & State:** Chapel Hill NC 27517

Email Address: meadowmont@nc.rr.com **Best way to keep you informed:** (Email) Mail None

of years living in the Triangle 6 **Zip code for where you work** 27517 **Zip Code for where you live** 27523



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

1. Town Councils/MPO/Commissioners all have voted to move C1 & C2 forward — AND (each have stated that C2 is their preferred alignment. However: At today's mt. no one would "say" this complete statement. C2 preference must/should be added to all comments as it is part of those various agencies' statements/votes.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 600
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

CI AT Rizzo CT MISS DOES NOT REFLECT THAT PROPERTY HAS OLD CEMETERY WITHIN IT.

3. *Please share any comments you have regarding regional transit.*

YES, NEEDED.

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IN COMBO W/ CHART & SIGN UP PAD!! WOW!

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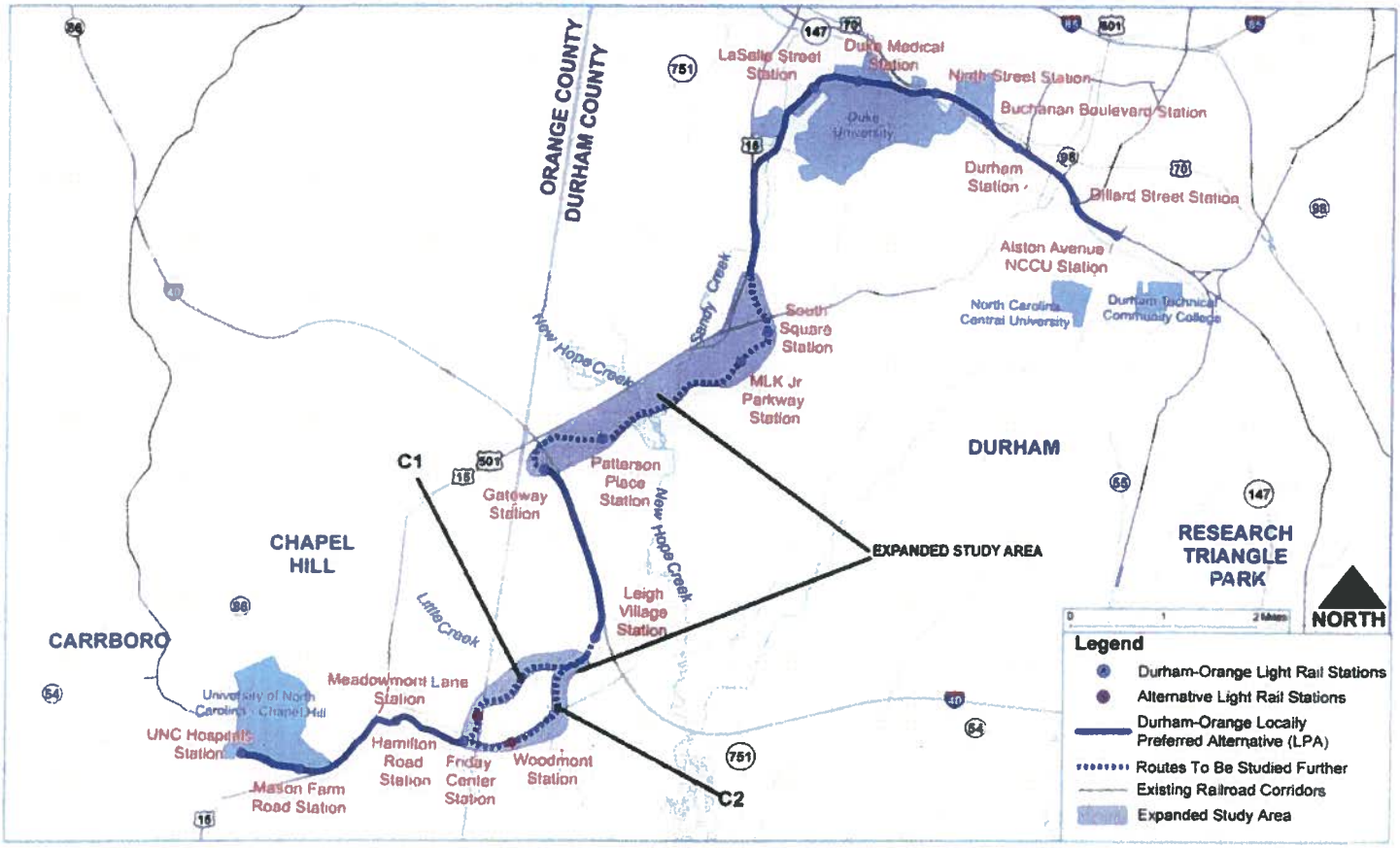
COM ID 601 19

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

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Triangle Regional Transit Program

Contact Information

Name: Steven Schaeder
Organization: Jewish Federation of Durham-Chapel Hill
Street Address: 1937 Cornwallis Rd, Durham NC 27705
City & State: Durham, NC 27705
Email Address: sschaeder@shalomdch.org
Best way to keep you informed: (Email) Mail None
of years living in the Triangle 1 Zip code for where you work 27705 Zip Code for where you live 27712



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I am concerned about the proposed building of a light rail maintenance station on Cornwallis Road at the site of the Perme Pepsi plant. The site currently houses a Jewish community camp that serves thousands of local community residents. The camp was only in construction when the site was proposed so plans were drawn without understanding the potential impact of the maintenance facility.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 601
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

The issue of light & noise pollution of the maintenance facility proposed in Carrboro will have adverse effects to a synagogue, a school and a community center. This will impact the lives of people.

3. *Please share any comments you have regarding regional transit.*

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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☐ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: _____

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What was most helpful?	☐ Video	☐ Maps	☐ Boards	☑ Staff to talk to	☐ Handout/papers ☐ Other attendees

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20

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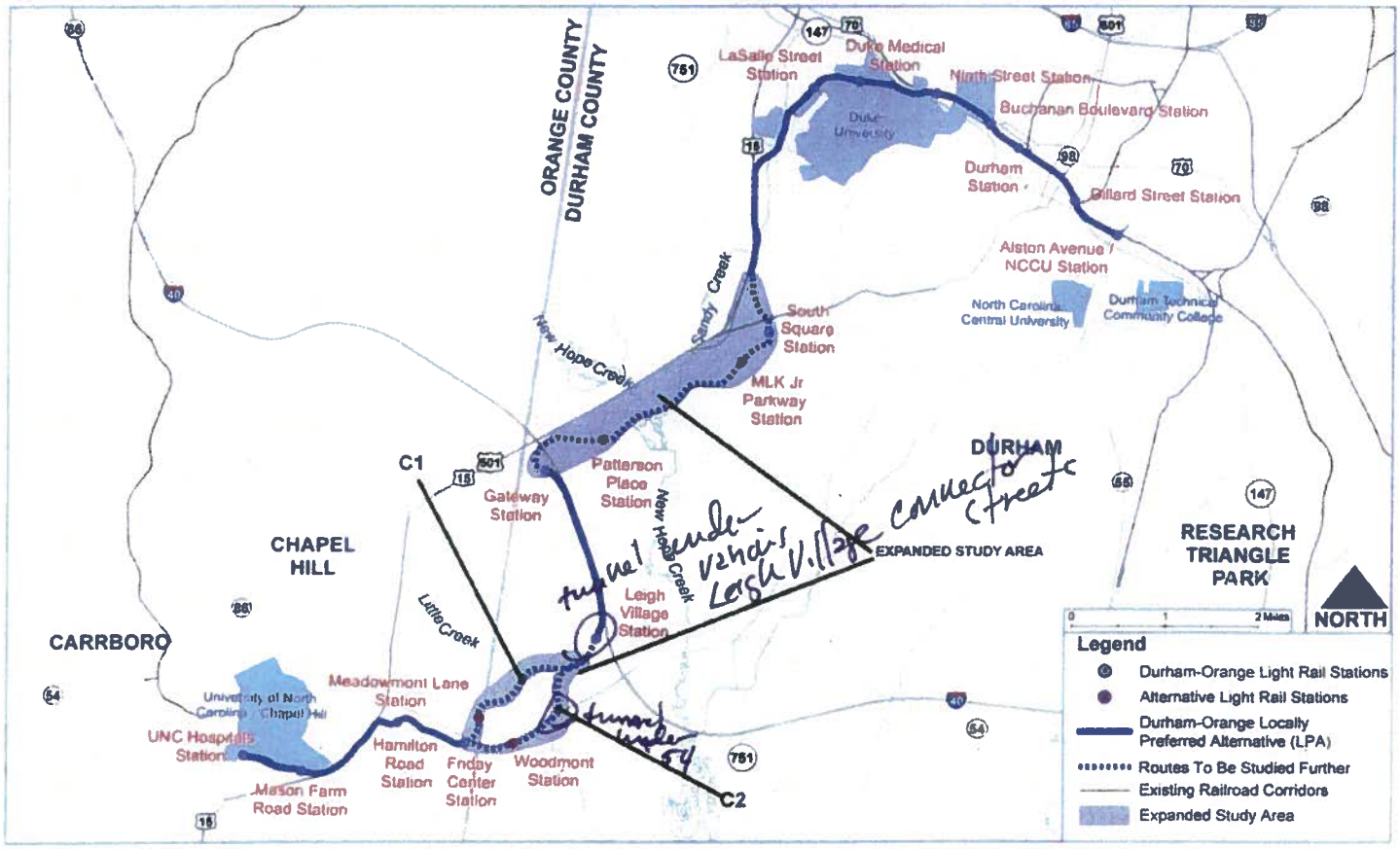
Contact Information

Name: Curtis Baker Organization: _____

Street Address: 519 Farmington Rd. City & State: Chapel Hill 27517

Email Address: _____ Best way to keep you informed: Email Mail None

of years living in the Triangle _____ Zip code for where you work _____ Zip Code for where you live _____



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

_____

_____

_____

_____

_____

_____

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COM ID 604
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

3. *Please share any comments you have regarding regional transit.*

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❑ Word of mouth ❑Newspaper ❑ Radio ❑ TV ❑ Facebook ❑ Other: _____

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What was most helpful?	❑ Video	❑ Maps	❑ Boards	❑ Staff to talk to	❑ Handout/papers	❑Other attendees

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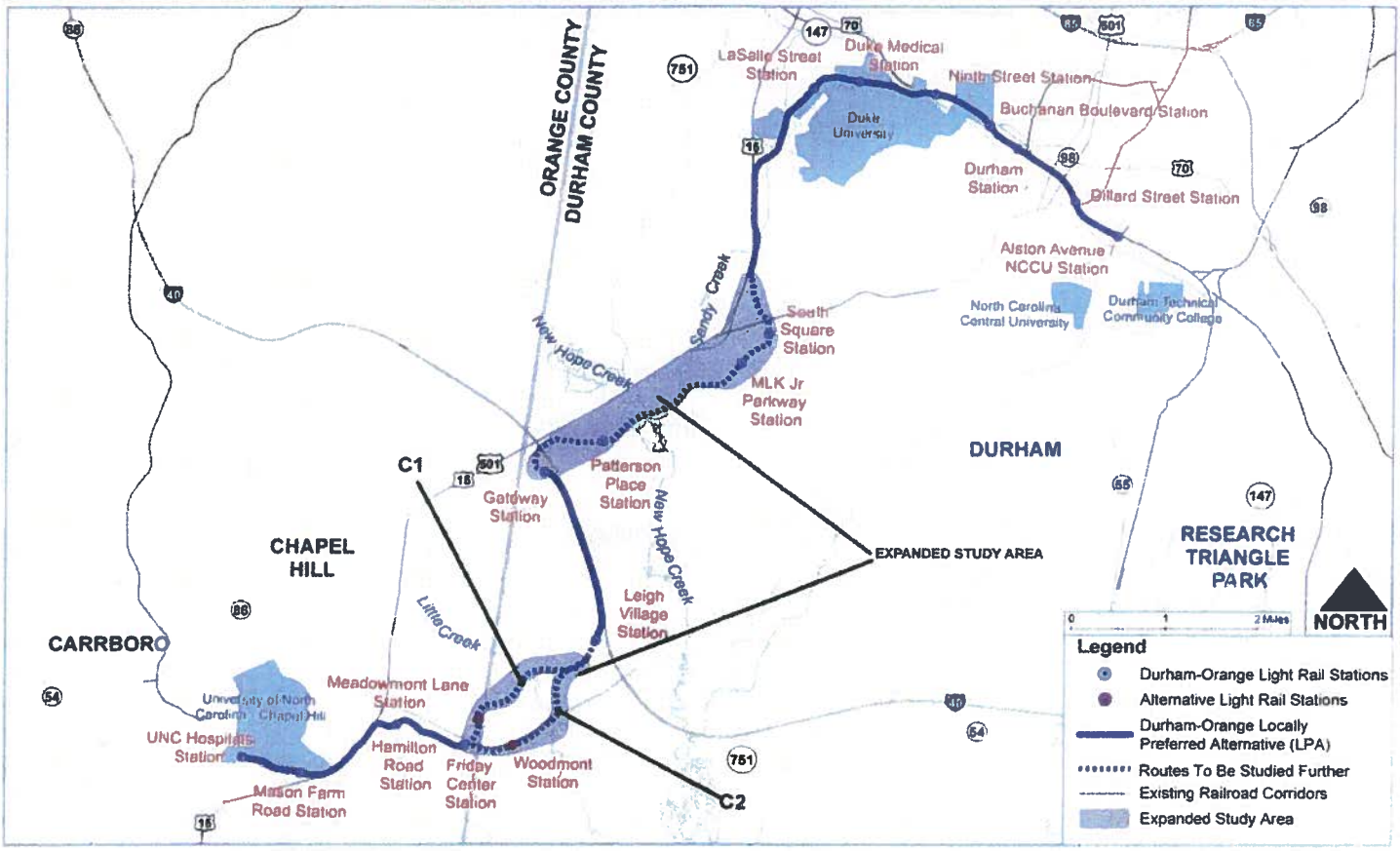
Contact Information

Name: BUZ LLOYD, R.E. BROKER Organization: Bby, R.E. BROKER

Street Address: 5217 FARRINGTON RD. City & State:

Email Address: buzlloyd@ipass.net Best way to keep you informed: (Email) Mail None

of years living in the Triangle 45 Zip code for where you work 27517 (27510) Zip Code for where you live 27516



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

PLEASE FEEL FREE TO REFER LEIGH VILLAGE DEVELOPER * INQUIRIES TO BUZ LLOYD, REAL ESTATE BROKER, 919 414 0714, buzlloyd@ipass.net.

* PARTICULARLY FOR OFFICE CAMPUS DEVELOPMENT.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

COM ID 605 page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

(1) GETTING AUTOMOBILES OFF THE ROAD

(2) MINIMIZING REASONS FOR OPPOSITION (MEADOWMONT)

3. *Please share any comments you have regarding regional transit.*

ALL FOR PUBLIC TRANSIT ESP. LIGHT RAIL

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

fold

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☐ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: _____

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Workshop organization?	☐ Excellent	☒ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
What was most helpful?	☐ Video	☐ Maps	☐ Boards	☒ Staff to talk to	☐ Handout/papers ☐ Other attendees

TERRIFIC PRESENTATION. COULD HAVE BEEN BETTER PUBLICIZED (COVER STORY IN "INDEPENDENT," ETC.)

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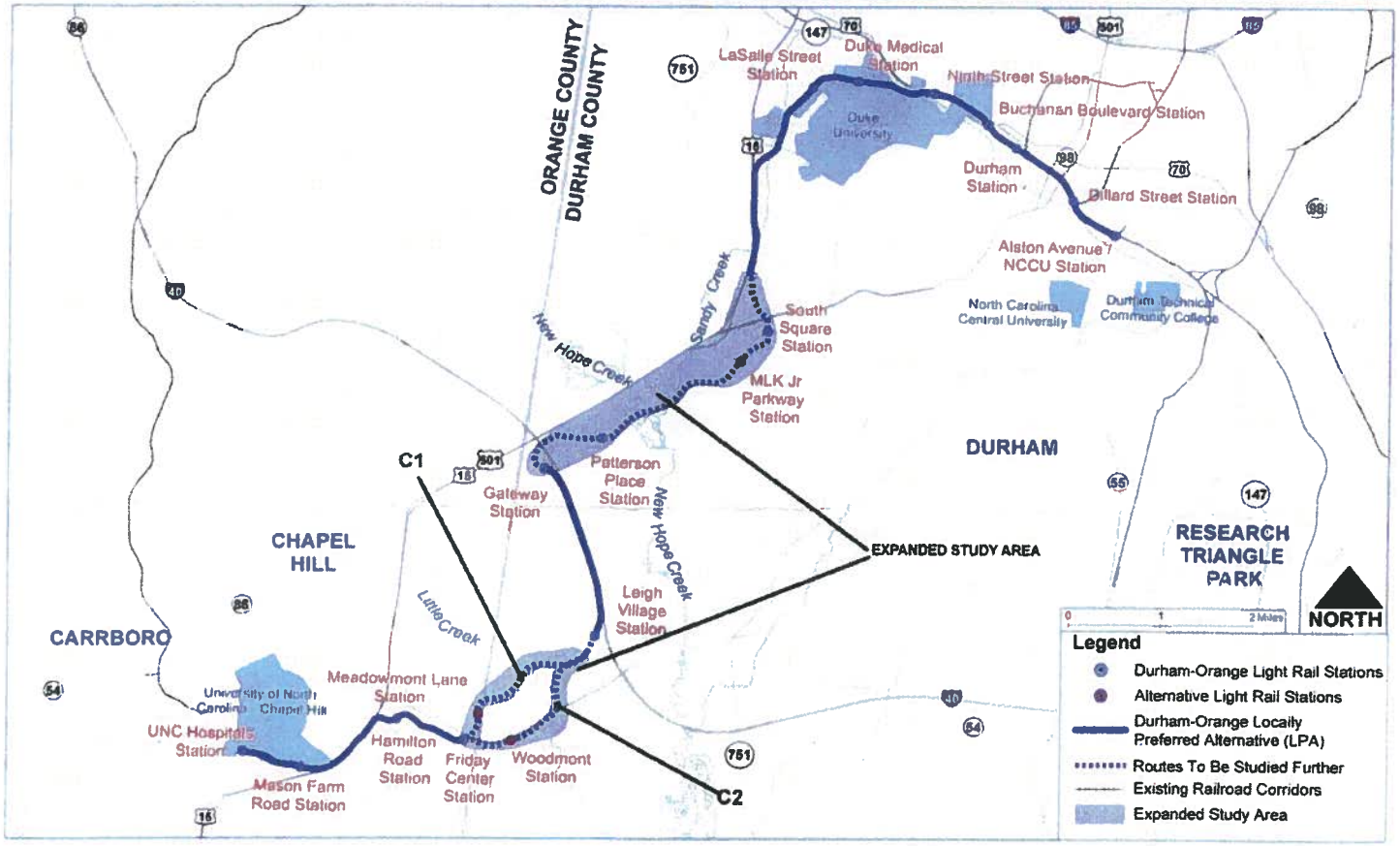
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COM ID 606 22

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future

Contact Information
Name: David Laudicina Organization: Citizen Orange County
Street Address: _____ City & State: Hillsborough
Email Address: laud9876@bellsouth.net Best way to keep you informed: (Email) Mail None
of years living in the Triangle _____ Zip code for where you work _____ Zip Code for where you live _____



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I think the DO-LRT is a good plan. I have major concern that the referendum in Orange County will pass with so little benefiting (both services & dollars) rural orange county residents. Adding the Hillsborough Train station is a wonderful addition but the real benefit will be extending the Commuter rail to Hillsborough. I believe ~~this~~ limited ~~se~~ commuter rail service could be established on the single track from W Durham cheaply and easily.

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I understand this is not a priority and will happen someday in the future but it would be an added benefit to build support to pass the ½ cent Orange county. Sales tax referendum in rural orange county.

COM ID 606
page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

3. *Please share any comments you have regarding regional transit.*

See other side.

The sooner you can connect the Durham Orange Light Rail Segment with the N. Raleigh Segment the better off The Triangle will be. The current Plan appears rather disjointed but I know that will happen quickly once people realize the benefits of the whole system.

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COMID: 608

23

From: Gili Bethlehem
To: info@ourtransitfuture.com
Subject: Concern with the use of the Pepsi Plant as site for the future Operation Maintenance Facility
Date: Tuesday, May 01, 2012 11:10:53 PM

To Whom It May Concern,

I was devastated to learn recently that the FTA is still considering the former Pepsi Plant in Durham as a potential site for its Operation Maintenance Facility.
I am writing with the utmost urgency to inform you of the potential harm and damage this would bring upon the Jewish Community of Durham and Chapel Hill.

The Pepsi site backs up to the beautiful and bucolic swimming pool of our brand new Jewish Community Center, the Jewish Lerner Pre-School and Elementary playgrounds and fields, the synagogue and children's summer camp grounds. Community members have spent the past several years working so hard, raising funds for this campus, which is home to the Jewish community center, a Senior center, the Shelanu summer Camp, Judea synagogue, and Lerner day school, only to have it compromised by an Operation Maintenance Facility. While I support the FTA's efforts and hard work, the FTA must be aware of the purpose and significance of this site as a campus of recreation, worship and education of the Triangle's Jewish Community. I cannot emphasize enough the financial damage, and following that, the social ramifications and implications this would have on our community, should this site be selected for the purpose of an operation maintenance facility for the future lightrail.

I am most concerned about the levels of pollution and noise such a facility would have on our children. My 3 year old daughter, and 5 and 7 year old sons all attend school here in a safe and protected environment. Moreover, I am worried about the physical safety of the community that may be impacted by the existence of having a major transport facility so close by. I need not point out, many tragic incidents that have occurred in the United States and other places in the world, in the recent past in which Jewish centers, schools and communities have been targets of attacks. No one wants that here in Durham, NC.

I write in hope that the FTA simply does not realize the extent of damage that would occur to hundreds of families who support and sustain our lovely community and that the FTA will take this into consideration and remove the Pepsi Plant as an option for housing the Operation Maintenance Facility. Please, allow our community to grow and develop its vision of creating a center for families, seniors and all to use our center, school and synagogue in the years to come.

Thank you,
Gili Bethlehem, SLP-CCC
1910 Bearkling Place, Chapel Hill, 27517

COMID: 609

24

From: Eric Teagarden
To: info@ourtransitfuture.com
Subject: Comments on the scoping LRT AA meeting on may 2 for PE/DEIS input
Date: Wednesday, May 02, 2012 8:34:46 PM

Hello,
Please find my comments for the ourtransitfuture scoping meetings in Durham and Chapel Hill.

To:
Mr. Brian C. Smart
Environmental Protection Specialist,
Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303

AND

Mr. Greg Northcutt
Director of Capital
Development
Triangle Transit

Gentlemen and LRT Project scoping team,

Thank you for the opportunity to give you my comments on the LRT Alternatives Analysis and LRT Scoping work that will result in the creation of the Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS).

I will structure my comments according to your categories defined in the D-O_LRT_Scoping_Booklet

I. Land Use Plans,

The C1 LRT alternative proposes to pierce the undisturbed Little Creek wetlands, the NCDENR Natural Heritage Program (SNHP) bottom lands and significant slopes, and undisturbed areas of the USACE property comprising the Little Creek steams and wetlands area.

Please be aware of recent important decsions to preserve this bottomland SNHP and USACE wetland area.
1. The Aydan Court development proposed in the NCDENR Natural Heritage Program Little Creek bottom land (SNHP) was voted down by the CHapel Hill Town Council and the land was sold to UNC Chapel Hill.
2. The Rizzo Center expansion of the UNC Business school was moved from the DENR SNHP bottomlands when Holden Thorp, Chancellor of UNC, reaffirmed the university's mission statements that it would not encroach on school owned environmentally sensitive land.
3. The C1 LRT alternative analysis has met with strong resistance from multiple environmental groups, including DENR and the natural heritage program advocates. This C1 right of way would encroach on the same SNHP bottomland area that UNC and the town of Chapel Hill have made substantive efforts to protect. In addition, the encroachment by C1 alignment violates Durham's stated environmental conservation policies.
4. In January 2012 the C1 LRT alternative was "demoted" to secondary

consideration behind the C2 LRT alternative by votes on the the Chapel Hill Town Council and the Orange County Board of County Commissioners. These strong NO Votes by the governing bodies led the DCHC MPO TAC to demote the C1 alternative from preferred to an "also study" categorization with the compelling C2 LRT alternative carrying the day.
5. The C2 LRT alternative skirts the USACE property on the East side of the Little Creek wetlands and crosses the Little Creek stream area at the already disturbed Highway 54 bridge and stream crossing. The C2 alternative preserves and maintains the CONTIGUOUS undisturbed areas of the Little Creek bottom lands and wetlands area.

II. Zoning and Economic Development:

1. Please be aware that the C1 alignment bisects the already built out Meadowmont development. There is little additional developmental impact that would be gained by the build out of the C1 alignment route because Meadowmont is already almost completely built out. On the other hand, C2 alignment would service the proposed Woodmont/Hillmont office and housing complex that is yet to be constructed. If one follows the argument that LRT routes should be built to spur development, then the C2 alignment is much preferable on this account.

III. Transportation
1. C1 is more expensive to build than C2 by over 40 million dollars. This is cited in the Triangle Transit study of the alternative alignment proposals, see Table 3-18 in Volume 1 of Alternatives report.
It is also not clear that the C1 alignment track can be at grade level of any of its traversal of the Little Creek bottom lands, wetlands, or DENR slopes land, although it is shown as being at grade level in the preliminary estimates. This will very likely raise the cost of C1 even further when more engineering analysis is undertaken.
2. C1 has less ridership than C2. Cited in the same Triangle Transit study, see page 3-8 in Volume 1 of Alternatives report.
3. C1 has no dedicated parking at the Meadowmont station, while C2 has 200 spaces of dedicated parking at the Hillmont/Woodmont station.
4. C1 blocks every single intersection of every feeder road into Meadowmont Lane. The intersections will have to be signalized and barricaded every 5 minutes during peak hours. This is right at the moment that people are taking their children to Rashkis school and going to work from the 1200 home Meadowmont community. Meadowmont is a pedestrian friendly and bike friendly neighborhood that would be completely disrupted by the LRT C1 alignment.
5. Please do not underestimate the level of DISLIKE fand outrage over the C1 alignment in the Meadowmont Community. In our community meetings, the sentiment ran about 20 to 1 against C1 and in favor of C2 alignment. The Meadowmont Community board voted overwhelmingly in favor of C2 and against C1.
6. Environment - C1 has a MUCH greater impact on the wetland environment, 4X More wetland area affected. Please see page 3-33 and Table 3-14 in Volume 1 of Alternatives report

IIII. Neighborhoods
1. Meadowmont subdivision/community is bounded on one end by an elementary school and on the other end by a retirement community (The Cedars) of over 450 residents. There are 1200 homes in the Meadowmont community. The C1 alignment would bisect the community and disrupt traffic flow onto and off Meadowmont Lane and split cross flow traffic across the neighborhood. Our elderly residents must cross the tracks

of the C1 alignment to get out of their retirement area and to walk or drive to the store. In addition, the health center for the retirement area will be separated from the retirement living area by the C1 alignment. The elderly would have to cross the tracks to get to the health center. In addition, the tracks will run adjacent to the health center and within 50 feet of the entire length of the health center. The noise and vibration from the dual tracked trains would be a cruel joke to put up with every few minutes for the last months/days of one's life. This is an absurd situation to ask anyone to put up with when they are trying to live out their last days with dignity.

V. Visual and Aesthetic impacts
The Meadowmont community has underground utility conduits. The overhead catenary lines for the C1 route, the signalized barriers, and the double tracks obstructing sidewalks, bike traffic, pedestrian traffic, and the mainstreet of the community (Meadowmont Lane), is the grossest form of visual pollution on a street that has dedicated community "street trees" lining the roads along with bike lanes and wide pedestrian walkways.

VI. Biological Resources and Endangered Species:
The scoping notice states that: The study will assess the impact of the project on biological resources including wildlife and habitat within the project study area with a focus on ecologically sensitive areas such wetlands, and contiguous expanses of undisturbed lands. The C1 alignment would split currently undisturbed contiguous expanse of the Little Creek bottomlands. C2 alignment would skirt this undisturbed area. The current USACE and DENR SNHP area provides undisturbed routes for wildlife to migrate up the Little Creek stream and wetland system. C1 alignment would damage this wildlife routing and render it almost impassible during the winter wet season or during flooding conditions.

VII. Cumulative Impacts:
The Scoping notice states that: Cumulative impacts include the total of all impacts to a particular resource that have occurred, are occurring, and will likely occur as a result of any action or influence, including the direct and reasonably foreseeable indirect impacts of a Federal project. Perhaps an even more important consideration that advantages C2 over the C1 alignment is the following point: If the C1 alignment pierces the Little Creek undisturbed bottom lands and wetland area, then it sets the precedent for an arterial road to follow the C1 route through the wetland area. This route is referenced in the Highway 54 corridor study and is referred to as Southwest Durham Drive. However, if the C2 alignment for the LRT is chosen, then the Southwest Durham Drive alignment would follow the C2 alignment and skirt the Little Creek bottom lands and wetlands and intersect Highway 54 to the EAST of the Little Creek wetlands and USACE property. I can not stress how critical in importance the buildout of C2 alignment would be rather than C1 alignment in terms of preventing the currently undisturbed contiguous portion of the Little Creek USACE property to be preserved from further disturbance by road or rail lines.

Thank you for the opportunity to alert you to these concerns for the C1 alignment and strong, unwavering local government and community support for the C2 alignment for the metrics listed above in your identified categories of consideration for the scoping project.

Regards,

COM ID 609
page 4

Eric Teagarden

COMID: 610

25

From: Kevin and Michelle Kahn
To: info@ourtransitfuture.com
Subject: Durham-Orange Light Rail Transit Project Comment
Date: Thursday, May 03, 2012 2:55:03 AM

To whom it may concern:

We support the light rail project but are concerned about the possible placement of the 24-hour/7 day/week maintenance facility at Cornwallis near the former Pepsi plant. This placement is adjacent to The Lerner School, The Maureen Joy Charter school, The Jewish Community Center, and Judea Reform Congregation and will impact children and families on a daily basis. We are concerned about light and noise pollution, safety, and its overall impact on the campus institutions' potential for future expansion. Please consider the following points:

- This campus was designed with a vision to create a community center for education, recreation and worship.
- This campus is full of children year round (attractive nuisance).
- The Pepsi land was bought by a developer who spoke to us about expanding our vision by building mixed use housing for families and seniors who could make use of our school, our JCC and our synagogue.
- The developer has promised our Federation 2.5 – 3.5 acres of the land to be used to expand services.
- While we are civically minded, we are concerned that a maintenance facility will hamper this vision.

Regards,
Michelle and Kevin Kahn
405 Lake Hogan Farm Rd
Chapel Hill, NC 27516
Orange County Residents since 1996

COMID: 611

26

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Thursday, May 03, 2012 5:18:37 PM

Contact information:	
Name*:	Michele Grant
Organization:	
Address:	4516 Old Village Road Raleigh, NC 27612 United States
Email:	michelegrant1@gmail.com
Best way to keep you informed:	Email
Number of years living in the Triangle:	30
Zip code for where you work:	27601
Zip code for where you live:	27612
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	Could not tell - but it doesn't seem that any of these plans provide a link to RDU - seems that an airport link is critical for getting access in and out of the airport.
What environmental and other issues should we consider when evaluating the	

COM ID 611
page 2

project alternatives?:	
Please share any comments you have regarding regional transit.:	see comments above about a link to RDU
How did you hear about today's workshop?:	
How was the meeting time? :	
Workshop location? :	
Workshop organization? :	
What was most helpful? :	

Powered by EmailMeForm

COMID: 612

27

From: Orit Ramler
To: info@ourtransitfuture.com
Subject: light rail plant in Durham
Date: Friday, May 04, 2012 9:53:00 AM

I'm contacting you with great concern and disappointment on the plans to build a light rail plant in Durham on almost the backyard of a school, a religious organization and a Community Center (located on Cornwallis rd). This seems a plan with complete lack of consideration of the thousands of people, young and old, that will be impacted. All those people are committed to the development of the City of Durham and worked hard to invest in facilities that will provide a good quality impact in the lives of our community at large. We can't take that away from them with this plan. I can't believe that hundreds of children that will have their outdoor activities and recess next to the light rail, I can't believe that our seniors will be limited in their activities and our summer camps won't e able to use the pool or the sport facilities due to this, among the financial impact it will have, leading the organizations to close their doors because of the limited possibilities to expand once that's in place. The noise, the vibrations and the view will be enough of a good reasons to take all the membership away from these three organizations that were planned for our city's growth and are a good source of employment a well. I ask you to please reconsider this plan and it will be much appreciated by the Durham-Chapel Hill constituency who now has a good reason to visit Durham very often. As a resident of Durham, those facilities brought pride to me, please don't take that away.

I applaud the project and understand the need for it, but please don't do it in a place that will damage so many people and their hope to fir good life quality. I'm sure there are more places to look at without creating such a devastating impact.

Sincerely,

Orit

Make it a Good One Coaching
and Consulting

Orit Ramler Szulik
orit@makeitagoodone.com
919 624 0077
www.makeitagoodone.com

COMID: 613

28

From:	EmailMeForm
To:	TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject:	Feedback via the Durham-Orange Light Rail Transit Project
Date:	Thursday, May 03, 2012 3:59:38 PM

Contact information:	
Name*:	Ram Miller
Organization:	
Address:	1910 Bearkling Pl Chapel Hill, NC 27517 United States
Email:	ramron67@gmail.com
Best way to keep you informed:	Email
Number of years living in the Triangle:	1
Zip code for where you work:	27709
Zip code for where you live:	27517
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	
What environmental and other issues should	I am particularly concerned regarding the planned location of the Operations Maintenance Facility, at the old Pepsi plant. This proposed site will significantly impact on the Jewish community campus that consists of a school, the Jewish community center and a synagogue (Judea Reform). The noise and polution from a maintenance facility located so close to an elementary school poses an unacceptable risk to the

we consider when evaluating the project alternatives?:	children involved. In addition, the proximity of this site to the Jewish community campus will adversely affect the ability of this campus to expand in the future, despite the fact that expansion plans have been made and agreed upon by the current owners of the land upon which the Pepsi plant currently resides. I urge you to find an alternative site for the maintenance facility that will not adversely affect such a vulnerable community.
Please share any comments you have regarding regional transit.:	
How did you hear about today's workshop?:	Word of Mouth
How was the meeting time? :	
Workshop location? :	
Workshop organization? :	
What was most helpful? :	

Powered by EmailMeForm

COMID: 614

29

From: Daniel Daum
To: info@ourtransitfuture.com
Subject: Durham-Orange Light Rail Transit Project
Date: Friday, May 04, 2012 12:59:45 PM

Greetings,

I could not make the Public Scoping Meetings and Workshops on May 2 and 3, 2012, but wanted to register my concerns over the LPA as described on http://www.ourtransitfuture.org/index.php/projects/durham-orange. Looking at the C1 vs. C2 options there are a number of issues I see with the C1 option and very much encourage the adaptation of the C2 proposal.

C1 has an environmental impact on the wetlands where C2 does not.

C1 introduces a train through a residential neighborhood with Rashkis Elementary nearby.

C1 space for a train stop inside Meadowmont is very limited and would introduce a large parking problem. Also, the station is not needed as there is a Friday Center station that has much more parking and is only a few hundred feet away.

As a resident of Meadowmont, I encourage the adaptation of C2.

Regards,

Daniel Daum

COMID: 615

30

From: Hayden Bosworth, Ph.D.
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 1:43:12 PM

I raise significant concerns regarding the proposed *Cornwallis site for a light rail maintenance station. Given the number of children associated with various community organizations that abuts the proposed property, an alternative site should be considered. Run-off and environmental impact of the proposed Cornwallis site would also likely to be significant and should be able considered. Please consider an alternative site.*

Hayden B. Bosworth, Ph.D.
Associate Director
Center for Health Services Research in Primary Care
Durham Veterans Affairs Medical Center

Research Professor
Department of Medicine
Department of Psychiatry and Behavioral Sciences
School of Nursing
Duke University Medical Center

Mailing Address:
HSR&D (152), Suite 600
411 West Chapel Hill Street
Durham, NC 27701
(O): (919) 286 6936
(F): (919) 416-5836
Personal Profile:http://myprofile.cos.com/bosworth8
Personal Profile:https://faculty.duke.edu/faculty/info?pid=4707
Center profile: http://www.durham.hsrd.research.va.gov/

or you can reach my assistant, Nancy Pierce at (919) 286-6936

COMID: 616

31

From: Triangle Regional Transit Program
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Friday, May 04, 2012 2:11:42 PM

Hello,

A new comment has been submitted to your website on 2012-05-04 01:11 PM.

Attachments: 0
Form Name: Comment Form
Name: Kevin Campbell
Email: kevcamp@gmail.com
Phone 1: 919-937-9840
Comment: I've recently learned about the proposed creation of a Cornwallis Rd. site to be used as a light rail maintenance facility and storage yard. My most serious concern is the "attractive nuisance" that this facility would represent for the many children using the nearby church, school and community center seven days a week. I urge you to seriously consider locating such a potentially dangerous facility near a full time school (150 children), a large Sunday school (330 children), a full time family recreation facility (over 250 children year round), and summer camp (110 children) that are used seven days a week.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID: 617

32

From: Laureen Froimson
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 1:46:54 PM

I would prefer that the light rail site not be on Cornwallis due to the large number of children in the area.
Thank you
Laureen Froimson
email blossomlsf@gmail.com

COMID: 618

33

From: Debra Simon
To: info@ourtransitfuture.com
Subject: say no to cornwallis site
Date: Friday, May 04, 2012 6:47:32 PM

To whom it may concern,

I'm writing to oppose the location of a light rail maintenance and storage yard on Cornwallis Road in Durham. The proposed Cornwallis Road location of the facility would be next to Judea Reform Congregation, the Jewish Community Center and the Lerner Day School. All three buildings are chock full of kids. Common sense tells you that this is no place for a light rail maintenance and storage yard. Please consider locating it in a more appropriate spot.

Sincerely,
Debra Simon

COMID: 619

34

From: Joseph Elinoff
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 5:57:38 PM

Dear Madam or Sir,

Location of a mass transit repair facility at the old Pepsi property near Cornwallis would be a mistake. This would create an unacceptable eyesore for anyone using the Jewish campus just to the rear of the Pepsi property. There must be a better, more industrial setting for this facility.

Thank you,
Joe and Susan Elinoff
207 Pathwood Lane
Durham, NC 27705

COMID: 620

35

From: Janice Woychik
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:21:32 PM

Hello friends,
I am a congregant of Judea Reform, a member of the Jewish Community Center and I also teach an OLLI course at the Judea Reform educational center. I would like to persuade you to consider another location for your light rail maintenance site.
I am excited that light rail will be coming to Durham and Chapel Hill. I just wish you could find another place to position its maintenance site. The campus where I spend so much of my time is quiet and peaceful, just perfect for prayer, teaching and recreation. I can't imagine the risk of having a school so close to an active railroad track or maintenance facility.
Trains have always been an attraction for kids (I was fascinated with them as a kid, counting cars as they went past, getting on the tracks), especially boys. You can tell which kids are the boys in any group when the train goes by, all their little heads pop up. Kids escape from school, wander away from pick-up areas and in general get into wild areas close by their schools. That a dangerous place is so close to an area where children will be is very disquieting.

Please consider another site for the maintenance facility.
Janice Woychik
221 Mill Race Drive
Chapel Hill, NC 27514
Phone 919 240-5976

COMID: 621

36

From: Leonard
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 7:26:45 AM

As a member of JudeaReform I was surprised to learn that a site close to us was being considered for possible use as a facility for the projected light railway. In my opinion the Cornwallis site, given the fact, that the facilities that will abut the Temple, a school, and a community center, all used on a regular basis makes such a choice inappropriate.
please consider these factors as you make your decision.

Leonard and Ruth Kreisman
885 Fearrington Post
Pittsboro, NC. 27312

Sent from my iPad

COMID: 622

37

From: martin feinstein
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:22:17 PM

The proposed maintenance yard is in very close proximity to a house of worship, a school, and a community center. Loud noise, bright lights, and water run-off present considerable problems for those adjacent institutions. Please reconsider the placement of the yard on this site.

Thank you for your consideration.
Martin Feinstein

COMID: 623

38

From: Morton Green
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 8:09:41 AM

To Whom It May Concern: We are opposed to the placement of a light rail maintenance/ storage facility on the Cornwallis site.
This projected placement will create a negative impact on the safety, sanity & sanctity of the educational/ religious institutions nearby.
Prayer, meditation & education require peace & quiet.
The projected facility during its normal daily business operations will fill the surrounding environment with air pollution, noise pollution, aesthetic distractions & safety hazards for all the entities in the surrounding area.

The religious/ educational institutions in & around the Cornwallis site are an oasis for thirsty minds & souls. Please don't inject & infect this sacred site with sights & sounds that can only distract & distort their holy mission.

Respectfully yours,
Rabbi Morton L. Green

COMID: 624

39

From: Renee Rendahl
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 2:53:50 PM

I am opposed to selection of the "Cornwallis" site for the placement of a light rail storage and maintenance facility. The synagogue is a sacred place; please do not visually and audibly pollute the grounds of the synagogue and religious school.

Thank you for your consideration.

Renee F. Rendahl
Attorney at Law

COMID: 625

40

From: Raquel Strauss
To: info@ourtransitfuture.com
Cc: info@judeareform.org
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 2:38:56 PM

I am against placing the proposed light rail facility near the Judea Reform Congregation-Jewish Community Center-Lerner Jewish Day School site. The added traffic would cause an undue stress on an educational and recreational setting. There are many alternative commercial areas in Durham which will suffice.

Sincerely,
Raquel Strauss, M.S., CCC-SLP
233 Kirkwood Drive
Chapel Hill, NC 27514
919-933-8060

COMID: 626

41

From: Susan Egnoto
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 7:04:01 PM

To whom it may concern

I am opposed to the the Light rail maintenance facility at the Cornwallis site for several reasons.

As you may know we have growing vibrant campus expanding very near the site. Not only for the Jewish community that uses the synagogue and the Jewish Day school, but now with the new Levin JCC community center many non-Jewish neighbors are using the facility. THe JCC is becoming a "go-to family center" for swimming and other sporting activities. We also have community churches renting space in the facility, and other groups that rent the facility. There are many opportunities for expansion as well that would better serve the surrounding neighbors than the light rail station.

1) noise and light pollution from the facility - the campus is full of children year round

2) eliminating campus expansion plans - The Pepsi land was bought by a developer who spoke to us about expanding our vision by building mixed use housing for families and seniors who could make use of the school, the JCC and the synagogue

While we are civically minded, we are concerned that a maintenance facility will hamper this vision and the potential benefits not only to the Jewish community but to the surrounding neighborhoods.

thank you for listening
Sue Egnoto

COMID: 627

42

From: Tom
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:46:14 PM

I am writing to express my strong opposition to the Cornwallis site for the light rail maintenance and storage facility. I am a member of Judea Reform Congregation and use the adjacent Jewish Community Campus almost on a daily basis. I believe this new site would detract from the overall physical, educational, and spiritual environment for the children and families that take advantage of the varied programs offered on this Campus. My major concerns relate to the safety of children, pollution (noise and light), and potential water run-off problems. I live in close proximity to the proposed Cornwallis site and would pass it multiple times daily. I believe it would make my neighborhood a less attractive and desirable one. Therefore, I urge you to exclude the Cornwallis site from consideration and to consider more appropriate locations. If you have any questions or would like any clarification, please do not hesitate to contact me. Thank you for considering my comments.

Sincerely,
Thomas M. Wolf, Ph.D.
15 Marchmont Court
Durham, NC 27705
919-767-4918 - home

COMID: 628

43

From: Beth Goldstein
To: info@ourtransitfuture.com
Subject: ROMF
Date: Sunday, May 06, 2012 10:25:47 AM

All three of my children attended the Lerner School and attend many programs at the JCC. The placement of the ROMF in a site where there are many children's activities all day long would be highly disruptive from a noise and most likely vibratory nature. The site is also most likely going to expand into a middle school and offer Adult Day care over the next 15 years. Having the ROMF there would severely negatively impact the quality of the experience to such an extent these facilities may not be fully operable. Please consider sites where the human factor impact will be much less. Surely there are less densely populated areas where this site can be located. Thank you for your consideration

COMID: 629

44

From: Charlotte Margolis
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Sunday, May 06, 2012 1:17:34 PM

The light rail system connecting the triangle area will be a positive feature for many. However, the location of a proposed maintenance site at the former Pepsi plant will cause negative impacts to Judea Reform Congregation, The Jewish Community Center and Lerner Day School. I am concerned about the noise, activity, etc. that will be occurring as the plant is in operation. Shabbat is a sacred time for religious observance and the possibility of noise and light interference concerns me.
I am against this site for any use concerning the light rail system.
Charlotte Margolis

Charlotte Margolis Broker, GRI
Accredited Staging Profressioinal
Coldwell Banker Howard Perry and Walston
1600 E. Franklin Street
Chapel Hill, NC 27514
charlotte@charlottemargolis.com
(919) 812-8184 (cell)

COMID: 630

45

From: lowell goldsmith
To: info@ourtransitfuture.com
Subject: Oppose Cornwallis site for Storage and Maintenance Yard
Date: Monday, May 07, 2012 10:28:42 AM

To the Metropolitan Planning Organization::
We strongly support regional light rail transit after living in Durham and Chapel Hill for 18 years. However, the Cornwallis road alternative for a storage/maintenance facility has several problems. As members of Judea Reform Congregation we see the drainage issues with the location especially in winter whenever it rains and drainage often cause frozen parking lots that are unsafe and difficult to maintain. The location has very high traffic from the region: including those attending the the OLLI(Osher Institute for life-long learning), who are often elderly drivers;the Lerner day school where there are often congested roads during school days. The facilities at the Levin Community Center are used community wide as is the facilities at Judea Reform; the noise from a maintenance facility will interfere with solemn prayer activities and funerals as well.
We certainly support the statement the Judea Reform Board of Trustees has sent you under separate cover.
Thank you for providing us the opportunity to have input into the process.
Carol A. Goldsmith
Lowell A. Goldsmith,MD,MPH

COMID: 631

46

From: Diana Celenza
To: info@ourtransitfuture.com
Subject: Proposed maintenance yard and storage facility on Cornwallis Rd.
Date: Monday, May 07, 2012 12:05:16 AM

Dear Sirs:

I am writing to express some concerns I have about the siting of the above facility.
If that site is used, the storage facility and maintenance yard would directly abut the grounds of a religious sanctuary, Judea Reform Temple, the Lerner School, and the Levin Jewish Community Center, which features among its attractions an outdoor pool.

It seems very inappropriate to have such heavy industrial property located adjoining
these grounds, and I'm surprised the zoning allows it, if indeed it does. The safety of
children, who as we all know are curious and want to explore, could be threatened by
the nearness of a rail maintenance yard, which would feature many hazards for a child exploring it. Fences won't necessarily deter them.

In addition, the amount of noise and light pollution such a facility would generate would be very deleterious to religious services and educational activities. I urge you to select a more appropriate location for the storage and maintenance yard.

Sincerely yours,

Diana E. Celenza

COMID: 632

47

From: Ronald Shiffman
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Monday, May 07, 2012 8:28:22 AM

To whom it may concern,

I am opposed to the building of the light rail system and the placement of the maintenance/storage facility at Cornwallis. Please stop government intervention in the lives of the citizens and spending of more money than the taxpayer has. Please stop. You are killing us. I have many ideas which will put people to work and improve all of our lives. Unfortunately, this program is not one of them.

Ron Shiffman

COMID: 633

48

From: Carol Wilson
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Tuesday, May 08, 2012 10:25:52 AM

As a congregant of Judea Reform Congregation, I strongly oppose the construction site that is proposed.
The noise, vibration, and danger issues are unacceptable.
It would damage the spiritual and educational environment. The project should not be considered.

Carol Wilson

COMID: 634

49

From: Kohn, Richard H
To: <info@ourtransitfuture.com>
Subject: A comment on the Cornwallis site for the
Date: Tuesday, May 08, 2012 11:19:49 AM

Please do not plan to put the light rail maintenance/storage facility on Cornwallis Road. It will be smack up against facilities that house many children: the Lerner Jewish Day School, the Jewish Community Center, and the religious school of Judea Reform Congregation. Seven days a week there will be many children nearby. Growing up in Chicago, I can tell you about the fascination children have for trains. The facility will have many tracks, much heavy equipment, and be electrified. How will you be able to assure that fences and other impediments will keep curious children out, given their ingenuity, or the possibility of holes in the system? How many injured children would it take to persuade you in retrospect that this location was a mistake? Don't take the chance. The light rail system will be a tremendous contribution to the economic and social health of the Triangle. But first do no harm. There are better alternatives.

Thank you for your consideration.

Sincerely,
Richard H. Kohn
Professor Emeritus of History and Peace, War, and Defense
University of North Carolina at Chapel Hill
1520 Pinecrest Road
Durham, NC 27705
Tel. 919.419.0323
rhkohn@unc.edu

URS

DIN #: URS-XXXXX

PHONE RECORD

COMID: 635

50

Date: May 3, 2012

To: D-O LRT Project Comment/Response Database

From: Jeff Weisner

Start Time: 1:40 PM

End Time: 1:45 PM

Reference: D-O LRT Project
Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Ms. Jane Carnathan
1904 E. Chapman Court
Hillsborough, NC 27278
919-732-5788

Ms. Carnathan called to provide the following comment during the D-O LRT Project scoping comment period:

> She is against the Cornwallace rail operations and maintenance facility (ROMF) alternative site because of potential impacts to properties surrounding the proposed ROMF alternative site. Specific impacts she is concerned with include noise, air quality, vibration, and property values.

cc: URS File

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

COMID: 636

51

From: Polissaint, Luann
To: Yu Robinson, Cyndy
Subject: Hotline message
Date: Monday, May 07, 2012 11:42:03 AM

Hi Cyndy!
I just checked the hotline, and found a message (left last Tuesday) from Rabbi Solomon expressing his support of the project, but his concern of the location of the alignment coming so close to his school and community center.. His number is: 919 389 2889 / email: rabbi@bethmeyer.org.

I realize this was prior to the public workshops, and I know there were several members of his synagogue who attended the public meetings...

Just wanted to pass this along.
Thanks!
Luann

Luann Polissaint
URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560
(919) 461 1278 = direct
Luann.polissaint@urs.com (new)

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COMID: 637

52

From: George S. Baroff
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:53:40 PM

In what way would it be an "attractive nuisance?"
George Baroff

DUKE LAW

COMID: 638

53

Ryke Longest
Clinical Professor of Law
Duke University School of Law
Box 90360
Durham, NC 27708-0360

longest@law.duke.edu
Telephone: (919) 613-7169
Fax: (919) 613-7262

May 3, 2012

Cindy Yu-Robinson
Public Outreach Coordinator
Durham-Orange LRT Project
P.O. Box 580
Morrisville, North Carolina 27560
By fax to 919.461.1415
By email to info@ourtransitfuture.com

RE: Comments on Scoping for Durham-Orange LRT Project: NEPA requires that locating the tracks within the Right of Way of 15-501 be evaluated

Dear Cindy,

Thank you for your service to our region in helping to expand public transit opportunities. As your transit plan correctly identifies, there is a need for more options for public transit as projected growth increases traffic on our roads and pollution of our air. Planning for this growth puts pressure on the remaining green space and wildlife habitat remaining in the triangle, space that local land trusts and conservation organizations have fought hard to protect. As we plan for new transit options it is critical that we not plan on damaging what remains of wildlife habitat and green space. Rather we must always evaluate alternatives which will not destroy the places that make people want to come here in the first place. For this reason, I thank you for your commitment to analyze the routing of the Durham-Orange LRT within the right of way of 15-501.

The New Hope Creek Corridor south of 15-501 [the "15-501 Bottomlands"] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down the center of it. While the maps show that the route through the 15-501 bottomlands as the only "Route to be Studied Further," the text of the Scoping Booklet indicates that you have committed to evaluating an alternative routing within the right of way of 15-501. I take this to mean that the text supersedes the map legend and that routing within the right of way of 15-501 will be studied further within the DEIS itself. You may wish to clear up this point on your maps as you go forward. The Scoping Booklet says:

> "New Hope Creek: Because of the ecologically sensitive wetlands associated with New Hope and Sandy Creeks and potential impacts to nature trails and publically owned lands, reasonable alternative design

COM ID 638 page 2

options including, but not limited to a LRT alignment in the New Hope Creek area that is adjacent to, or within the existing US 15-501 right-of-way, will also be studied in the DEIS to investigate ways to minimize or avoid impacts to environmental resources." See Booklet at pages 8-9.

In the scoping process, all reasonable alternatives must be considered and evaluated, even if the agency has already decided it prefers another alternative. Analysis of alternatives is the "heart" of an environmental impact statement. See 40 C.F.R. § 1502.14. Indeed, this is true *especially* when an agency has identified a preferred alternative. While some residents may not wish to have US 15-501 right of way routing considered, it is not reasonable to exclude it from consideration. NC DOT specifically designed aspects of the 15-501 bridge over New Hope Creek to allow this possibility. I thank you for your commitment to study the alternative of placing the tracks within the right of way of 15-501.

The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the "New Hope Creek Bottomland Forest," which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Most of the adverse environmental impacts associated with "locally preferred alternative" crossing of New Hope Creek could be avoided by locating the tracks within the Right of Way of 15-501 with the main New Hope Creek transit crossing at the new highway bridge. This alternative has been supported by many local organizations including the Durham Open Space and Trails Commission (DOST) and the New Hope Creek Corridor Advisory Committee. I join their call and I thank you for committing to evaluate this alternative in your scoping booklet.

Very Truly Yours,

Ryke Longest

Cc: Bob Healy
John Kent
Bill Holman

Received 9 May 2012

COMID 639/54

Durham-Orange Light Rail Transit Project
Public Scoping Workshop ***COMMENT FORM***

Our Transit Future
Triangle Regional Transit Program

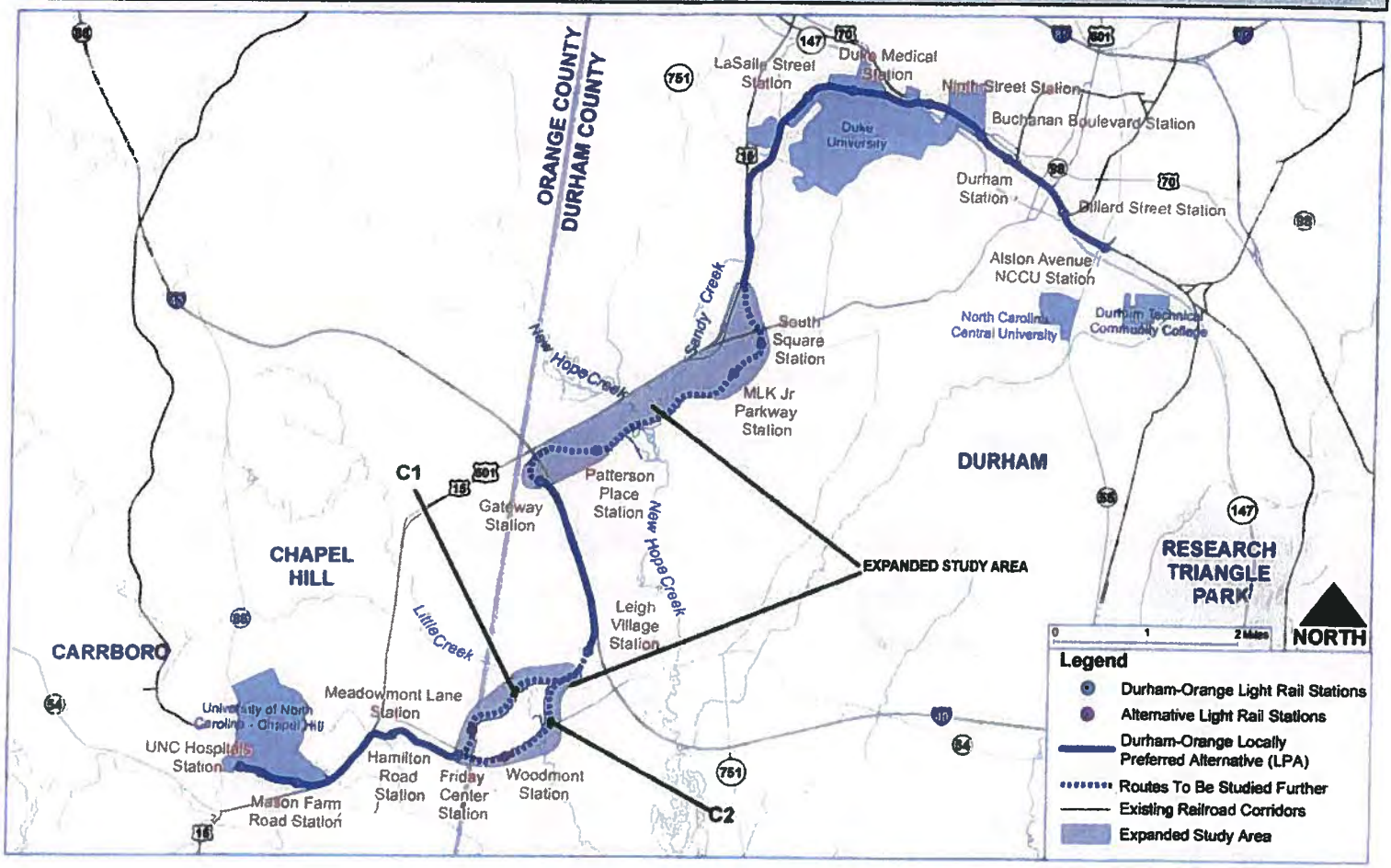
Contact Information

Name: Bryna Rapp **Organization:**

Street Address: 6819 Morrow Mill Rd. **City & State:** Chapel Hill, NC

Email Address: bryna@furniturelab.com **Best way to keep you informed:** (Email) Mail None

of years living in the Triangle 20 **Zip code for where you work** 27510 **Zip Code for where you live** 27516



1. *Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?*

I want to express concern about the possibility of the light rail maintenance facility being located on Cornwallis Rd. The immediate adjacency to 2 schools a synagogue & now a brand new community center is less than desireable. The Jewish community is 15 years into the development of this campus + there are plans to use ±3 acres of the maintenance site to complete that vision. The campus is a community asset that serves thousands of people through these institutions & attracts families to Durham who value these amenities.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

We have invested over $10 million of private donor funds into these facilities so a lot of local people are personally invested in the success of this endeavor. Please consider a site that has less civic impact. Thank you.

COMID 639 page 2

2. *What environmental and other issues we should consider when evaluating the project alternatives?*

Please consider civic impact as well as environmental impact. The latter may be easier to mitigate.

3. *Please share any comments you have regarding regional transit.*

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

fold

Let's stay in touch about transit plans.

How did you hear about today's workshop? ☒ Email ☐ Posted flyer ☐ Website: (which one) _____

☒ Word of mouth ☐ Newspaper ☐ Radio ☐ TV ☐ Facebook ☐ Other: _____

How was the meeting time?	☒ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop location?	☒ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable
Workshop organization?	☒ Excellent	☐ Very Good	☐ Satisfactory	☐ Needs Improvement	☐ Unacceptable

What was most helpful? ☐ Video ☐ Maps ☐ Boards ☒ Staff to talk to ☐ Handout/papers ☐ Other attendees

fold

Our Transit Future
Triangle Regional Transit Program
P.O. Box 530, Morrisville, NC 27560

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US POSTAGE

Triangle Regional Transit Program
Durham-Orange LRT Scoping Comments
P.O. Box 530
Morrisville, NC 27560

Received
9 May 2012

R. EDWARD MORRISSETT, JR.
242 CEDAR CLUB CIRCLE
CHAPEL HILL, NORTH CAROLINA 27517

COMID: 640

55

May 5, 2012

Dear Greg,

I very much appreciate the time you and Brian took with Phil Purcell and me at the LRT Scoping Session last Wednesday, May 2. We well understand your charge is Light Rail Transit. However, we also think the turning of Meadowmont Lane into a corridor is very closely tied into the overall situation. The wetlands, the total cost and many other factors will enter into your final recommendation. Of course, we at The Cedars are very concerned that the C1 Route would split our community in two and put a very real barrier between our Members' living units and the DuBose Health Center.

We are concerned that if either the C1 Route or the approval of Meadowmont Lane as a corridor road happens, it will make it much easier for the second project to follow the same general course across the wetlands because they will already have been violated once and the precedent will have been established.

The C1 Route was conceived 10-20 years ago. That is the only reason I can see that anyone thinks it is a good idea today.

Again, thank you for talking to us. I look forward to seeing again as this process moves forward.

Sincerely,

Ed Morrissett

R. E. Morrissett, Jr.

COMID: 641

56

From: Stacy Lubov
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 6:06:36 PM

To Whom It May Concern,

I am writing to let you know that I oppose placing the light rail storage facility and maintenance yard at the former Pepsi plant known as the "Cornwallis Site."

I am concerned about the "attractive nuisance" that the facility might represent for the many children on the adjacent Jewish campus, as well as the potential ramifications of noise and light pollution, vibration, and water run-off from the facility to our campus and our synagogue.

Thank you for considering my comments.

Sincerely,
Stacy Lubov
303 Harkness Cir.
Durham, NC 27705

COMID: 643

57

From: Scott Albert
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Thursday, May 10, 2012 4:19:00 PM

To whom it may concern:

It has come to my attention that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization is considering a site on Cornwallis road for its new maintenance facility. I am opposed to this selection as it is very near several schools and religious sites. There are several other sites that are less intrusive.

Thank you.

Scott Albert

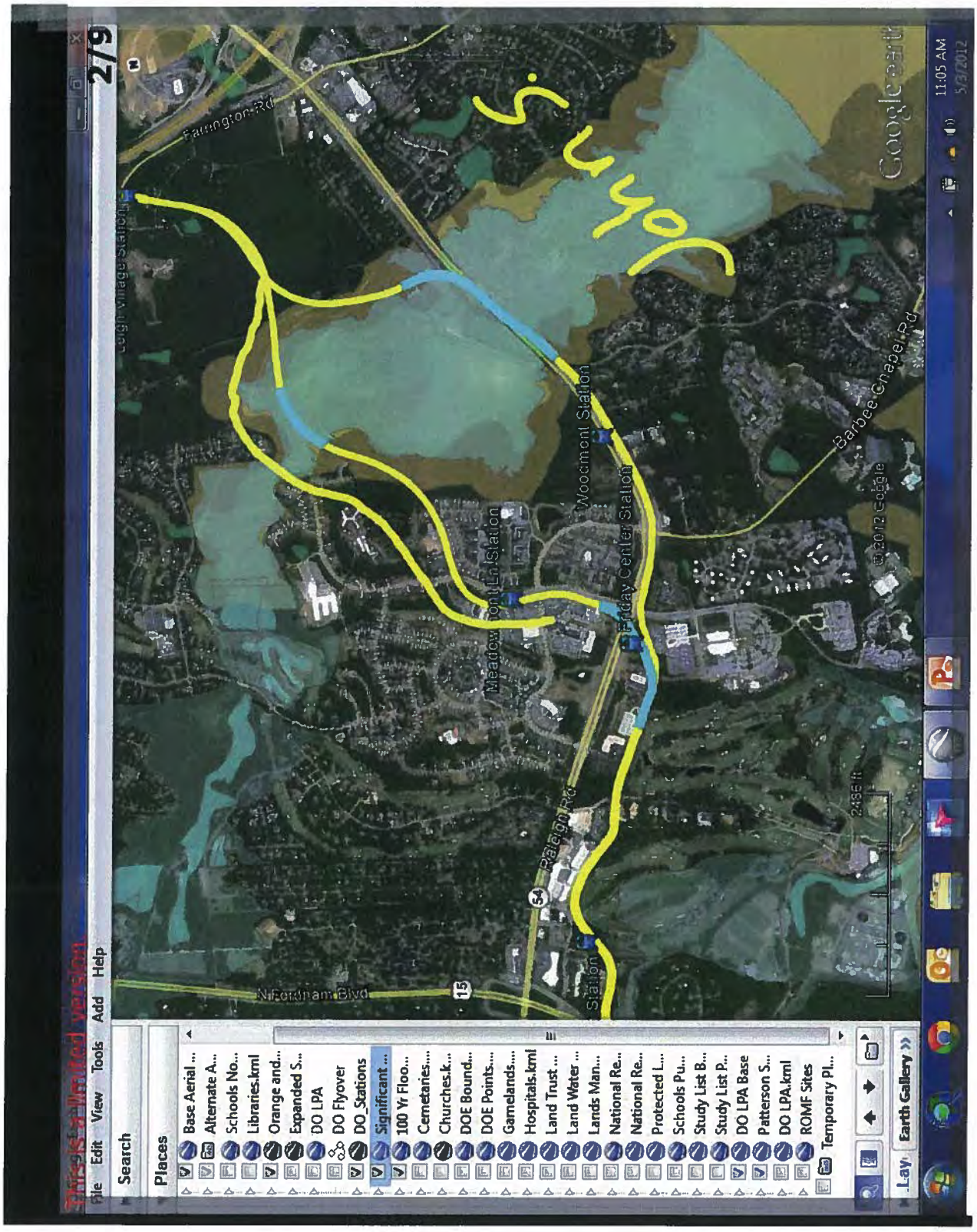
M. Scott Albert
Venture Partner
.....
The Aurora Funds, Inc.
3100 Tower Boulevard, Suite 1600
Durham, NC 27707
phone: 919-484-0400
fax: 919-484-0444
email: salbert@aurorafunds.com
web: www.aurorafunds.com

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Com ID 652
58

Comment 2/9:

John S indicated that an alternative alignment that travels north of the existing alignment through Meadowmont be explored, as this will minimize impacts to the wetlands and cross at the narrowest point.

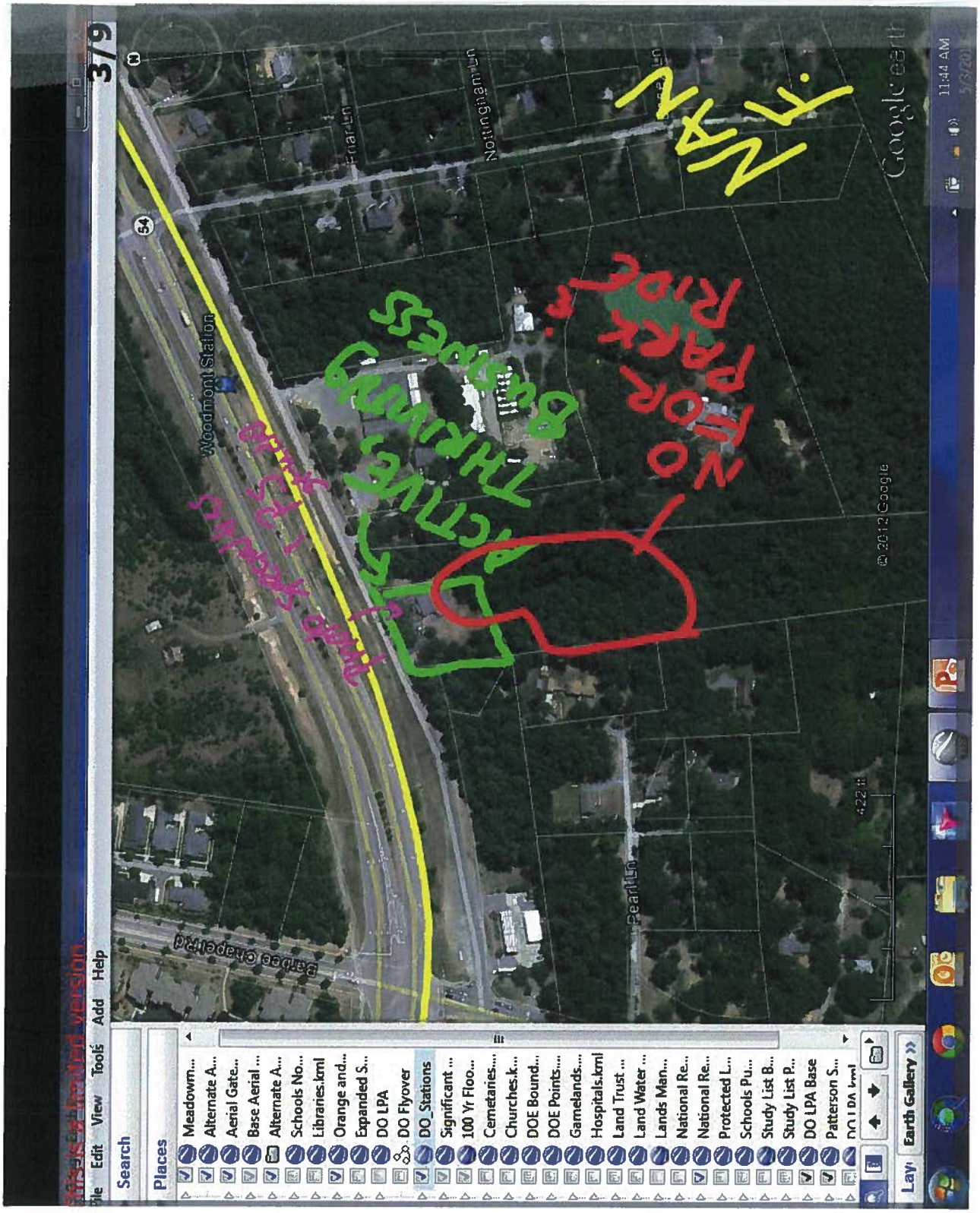


COM ID 653

59

Comment 3/9:

Nan Friedman expressed concern over the location of the proposed Park and Ride lot located at the Woodmont Station. She indicated that she and her husband own two businesses located immediately to the west of the proposed station location. These are businesses that she has invested a large amount of time and money into, and would like to see undisturbed from the project. The businesses are named Photo Specialties and PS Studio.



COM ID 654
60

Comment 5/9:

Hannah Williams and Sam Poley indicated that they do not support a rail maintenance facility at the Cornwallis Road site. They further asked that the open-space area indicated south of the alignment in the vicinity of Patterson Place be evaluated as a potential rail maintenance facility.

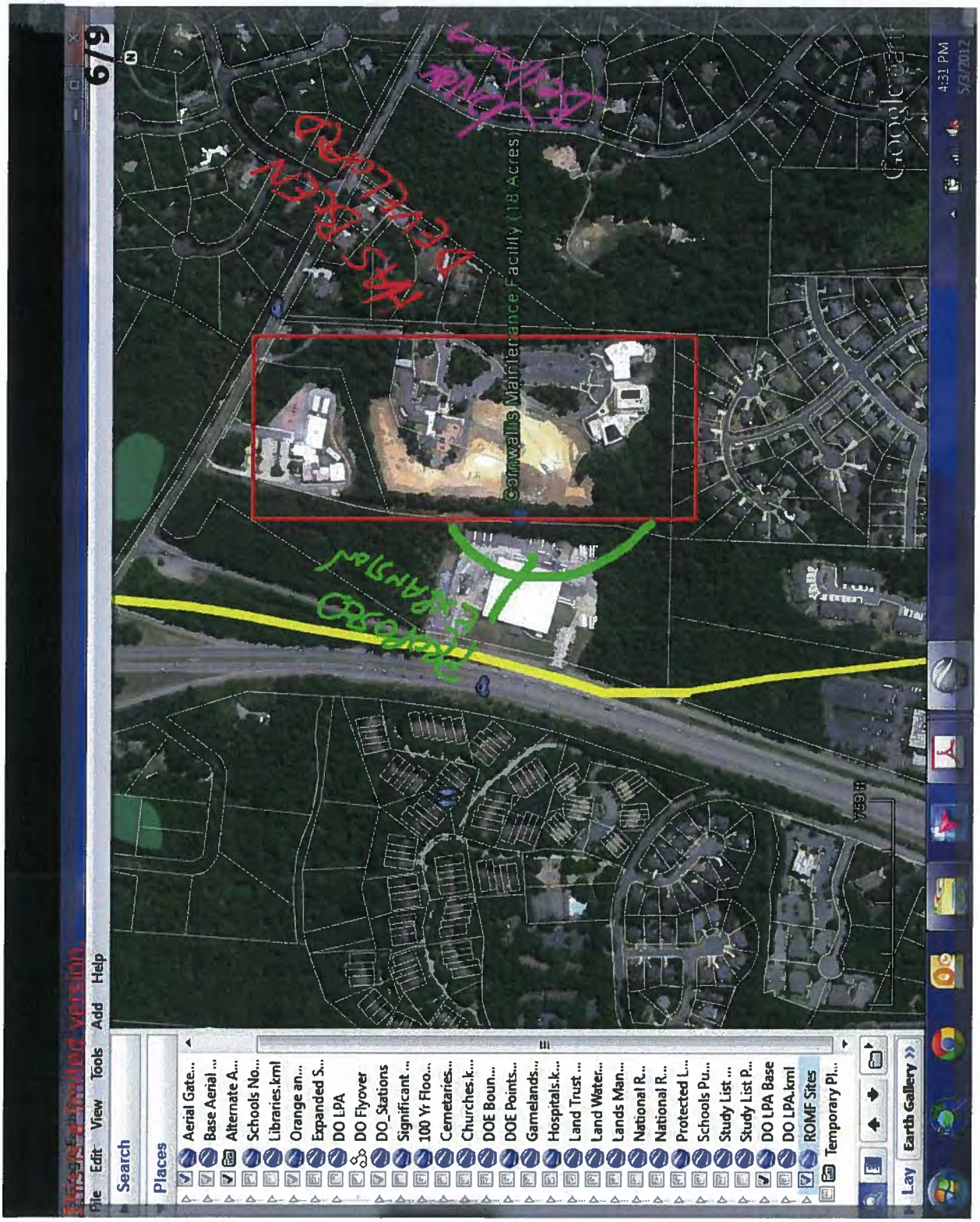


Com ID 655

61

Comment 6/9:

Jon Bellman wanted to further indicate his opposition to the Cornwallis Road maintenance facility and wanted to point out the development that has already occurred with regard to the Jewish Community Center and associated schools and facilities. He wanted to further reiterate the area of expansion promised by the owners of the old Pepsi plant.

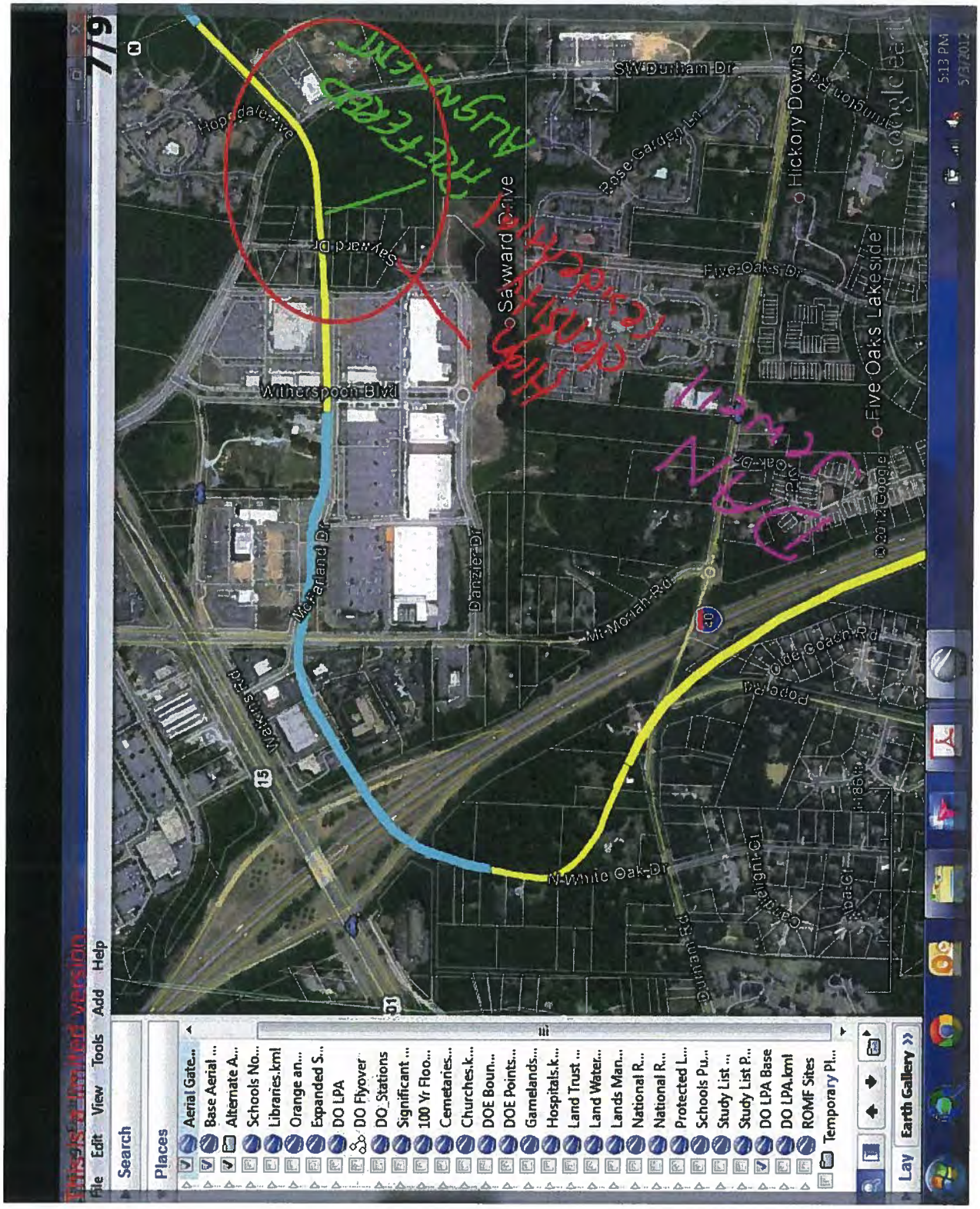


Com ID 656

67

Comment 7/9:

Dan Jewell indicated that he prefers the current alignment as it travels through the Patterson Place development. He indicated that this area has be potential for high residential development that will come with the proposed station.

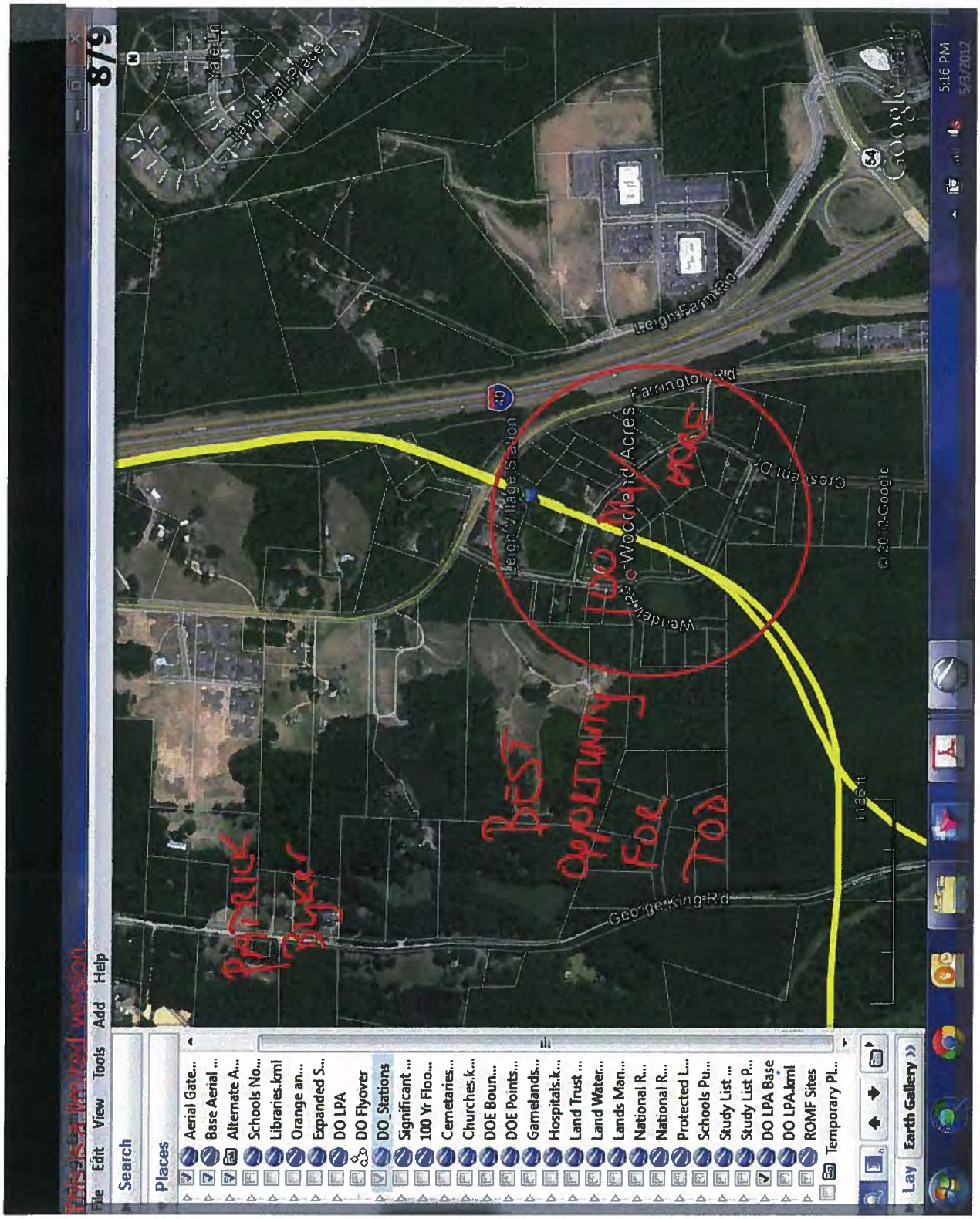


COM ID 657

63

Comment 8/9:

Patrick Byker indicated that the best area for development along the entire corridor was around the Leigh Village proposed station location. He expressed the ambition that 100 density units/acre could be achievable as he has seen other Transit Oriented Developments meet this standard.

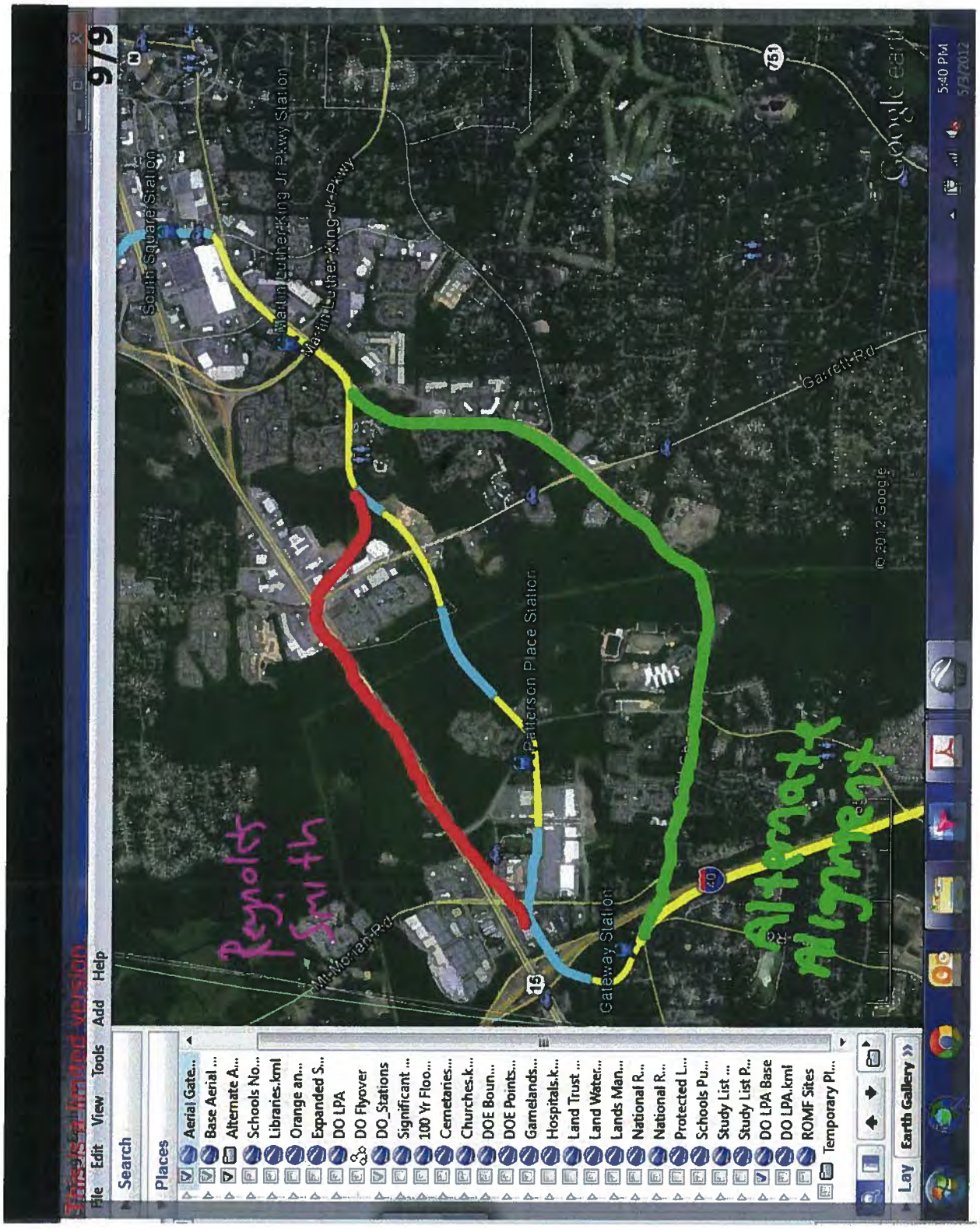


COMID 658

64

Comment 9/9:

Reynolds Smith indicated that he would like the project team to evaluate 2 additional alignment options in addition to the LPA. He suggested some alternative that travels along US 15-501, as well as one that possibly travels along University Drive.



CIN 120109

May 10, 2012

65

COMID: 664

Received
MAY 11 2012
Triangle Transit

RECEIVED
MAY 11 2012
TRIANGLE TRANSIT AUTHORITY

Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
P. O. Box 13787
Research Triangle Park, NC 27709

Dear Mr. Northcutt and members of the project scoping team for the LRT proposal in Durham-Orange County Corridor in Durham-Chapel Hill, North Carolina,

Thank you for the opportunity to give you my comments on the LRT Alternatives Analysis and LRT Scoping work that will result in the creation of the Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS).

I will structure my comments according to your categories defined in the D-O_LRT_Scoping_Booklet

I. Land Use Plans,

The C1 LRT alternative proposes to pierce the undisturbed Little Creek wetlands, the NCDENR Natural Heritage Program (SNHP) bottom lands and significant slopes, and undisturbed areas of the USACE property comprising the Little Creek steams and wetlands area.

Please be aware of recent important decisions to preserve this bottomland SNHP and USACE wetland area.

1. The Aydan Court development proposed in the NCDENR Natural Heritage Program Little Creek bottom land (SNHP) was voted down by the Chapel Hill Town Council and the land was sold to UNC Chapel Hill.
2. The Rizzo Center expansion of the UNC Business school was moved from the DENR SNHP bottomlands when Holden Thorp, Chancellor of UNC, reaffirmed the university's mission statements that it would not encroach on school owned environmentally sensitive land.
3. The C1 LRT alternative analysis has met with strong resistance from multiple environmental groups, including DENR and the natural heritage program advocates. This C1 right of way would encroach on the same SNHP bottomland area that UNC and the town of Chapel Hill have made substantive efforts to protect. In addition, the encroachment by C1 alignment violates Durham's stated environmental conservation policies.
4. In January 2012 the C1 LRT alternative was "demoted" to secondary consideration behind the C2 LRT alternative by votes on the Chapel Hill Town Council and the Orange County Board of County Commissioners.

These strong NO Votes by the governing bodies led the DCHC MPO TAC to demote the C1 alternative from preferred to an "also study" categorization with the compelling C2 LRT alternative carrying the day.

5. The C2 LRT alternative skirts the USACE property on the East side of the Little Creek wetlands and crosses the Little Creek stream area at the already disturbed Highway 54 bridge and stream crossing. The C2 alternative preserves and maintains the CONTIGUOUS undisturbed areas of the Little Creek bottom lands and wetlands area.

II. Zoning and Economic Development:

1. Please be aware that the C1 alignment bisects the already built out Meadowmont development. There is little additional developmental impact that would be gained by the build out of the C1 alignment route because Meadowmont is already almost completely built out. On the other hand, C2 alignment would service the proposed Woodmont/Hillmont office and housing complex that is yet to be constructed. If one follows the argument that LRT routes should be built to spur development, then the C2 alignment is much preferable on this account.

III. Transportation

1. C1 is more expensive to build than C2 by over 40 million dollars. This is cited in the Triangle Transit study of the alternative alignment proposals, see **Table 3-18 in Volume 1 of Alternatives report.**

It is also not clear that the C1 alignment track can be at grade level of any of its traversal of the Little Creek bottom lands, wetlands, or DENR slopes land, although it is shown as being at grade level in the preliminary estimates. This will very likely raise the cost of C1 even further when more engineering analysis is undertaken.

2. C1 has less ridership than C2. Cited in the same Triangle Transit study, **see page 3-8 in Volume 1 of Alternatives report.**

3. C1 has no dedicated parking at the Meadowmont station, while C2 has 200 spaces of dedicated parking at the Hillmont/Woodmont station.

4. C1 blocks every single intersection of every feeder road into Meadowmont Lane. The intersections will have to be signalized and barricaded every 5 minutes during peak hours. This is right at the moment that people are taking their children to Rashkis school and going to work from the 1200 home Meadowmont community. Meadowmont is a pedestrian friendly and bike friendly neighborhood that would be completely disrupted by the LRT C1 alignment.

5. Please do not underestimate the level of DISLIKE and outrage over the C1 alignment in the Meadowmont Community. In our community meetings, the sentiment ran about 20 to 1 against C1 and in favor of C2 alignment. The Meadowmont Community board voted overwhelmingly in

COMID 1664 page 3

favor of C2 and against C1.
6. Environment - C1 has a MUCH greater impact on the wetland environment, 4X More wetland area affected. Please **see page 3-33 and Table 3-14 in Volume 1 of Alternatives report**

IIII. Neighborhoods
1. Meadowmont subdivision/community is bounded on one end by an elementary school and on the other end by a retirement community (The Cedars) of over 450 residents. There are 1200 homes in the Meadowmont community. The C1 alignment would bisect the community and disrupt traffic flow onto and off Meadowmont Lane and split cross flow traffic across the neighborhood. Our elderly residents must cross the tracks of the C1 alignment to get out of their retirement area and to walk or drive to the store. In addition, the health center for the retirement area will be separated from the retirement living area by the C1 alignment. The elderly would have to cross the tracks to get to the health center. In addition, the tracks will run adjacent to the health center and within 50 feet of the entire length of the health center. The noise and vibration from the dual tracked trains would be a cruel joke to put up with every few minutes for the last months/days of one's life. This is an absurd situation to ask anyone to put up with when they are trying to live out their last days with dignity.

V. Visual and Aesthetic impacts
The Meadowmont community has underground utility conduits. The overhead catenary lines for the C1 route, the signalized barriers, and the double tracks obstructing sidewalks, bike traffic, pedestrian traffic, and the main street of the community (Meadowmont Lane), is the grossest form of visual pollution on a street that has dedicated community "street trees" lining the roads along with bike lanes and wide pedestrian walkways.

VI. Biological Resources and Endangered Species:
The scoping notice states that: The study will assess the impact of the project on biological resources including wildlife and habitat within the project study area with a focus on ecologically sensitive areas such wetlands, and contiguous expanses of undisturbed lands. The C1 alignment would split currently undisturbed contiguous expanse of the Little Creek bottomlands. C2 alignment would skirt this undisturbed area. The current USACE and DENR SNHP area provides undisturbed routes for wildlife to migrate up the Little Creek stream and wetland system. C1 alignment would damage this wildlife routing and render it almost impassible during the winter wet season or during flooding conditions.

VII. Cumulative Impacts:

COMID 6604 page 4

Eric Teagarden
710 Meadowmont Ln
Chapel Hill, NC 27517-8157

RALEIGH NC 275
Research Triangle Region
30 MAY 2012 PM 1 L



Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
P.O. Box 13787
Research Triangle Park, N.C.
27709378787

Received
MAY 11 2012
Triangle Transit

THE CEDARS
OF CHAPEL HILL

COMID: 665 66

Received
MAY 11 2012
Triangle Transit

Members Council

Phil Purcell
Council Chair

Ken Hoffman
Council Vice Chair

Ed Morrissett
Chair,
Finance Committee

Joan Langenderfer
Chair,
Food and
Beverage Committee

Weezie Oldenburg
Chair,
Buildings and
Grounds Committee

Kani Hurow
Chair,
Activities Committee

William Nebel
Chair,
Health and
Safety Committee

Bonnie Simms
Past Chair

Hugh Boyer
Condominium Board
Representative

Ed Holmes
Club Board
Representative

May 9th, 2012

Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

Dear Brian,

It was a pleasure talking with you and Greg Northcutt at the public scoping workshop in Chapel Hill. Ed Morrissett and I learned a lot from our conversation and hope you and Greg are now aware of our concerns with light rail alternative route C1 as it adversely affects the community in which I live and the Little Creek Bottomlands and Slopes Significant Natural Heritage Area next to our community.

I am writing to you with a copy to Greg to elaborate on those concerns on behalf of the nearly 400 residents of The Cedars, a licensed continuing care retirement community in the Meadowmont part of Chapel Hill.

The C1 route would separate our residences from our DuBose Health Center, a licensed 48-bed skilled nursing facility. The impact of major construction and the operation of two busy rail tracks within feet of the Health Center would be a terrible experience for its aged patients, most of whom are living out their lives there. If the C1 route were to be built, the noise, vibration, disruption and lights would make their remaining years extremely unpleasant. The interruption and blocking of access by trains running on 10 and 20 minute intervals would adversely affect the Health Center as well as Meadowmont, which is an upscale built-out residential community. After passing next to the Health Center, C1 would cross Meadowmont Lane and turn south crossing 4 more streets. The safety concerns for senior citizens with walkers attempting to cross the right of way and children going to the nearby Rashkis grade school are substantial.

continued over...

COMID: 665

pg 2 of 2

Experts have told us that the C1 route would forever pierce, divide and drastically alter the state-designated wetland area known as Little Creek Bottomlands and Slopes Significant Natural Heritage Area. The route would destroy a dry-land buffer needed by wildlife during floods as well as adversely affect the entire ecosystem associated with the floodplain forest. Wildlife habitat would be destroyed and part of the Area deforested because construction of the route would cut a much wider swath than the 50-foot right of way alone.

We understand the C2 route would have a far smaller impact on the environment, be less expensive to build and ultimately have greater ridership due to developing nearby communities, whereas Meadowmont is substantially built-out. The Chapel Hill Town Council, the Orange County Commissioners and the Durham Chapel Hill Carrboro Metropolitan Planning Organization have all rejected C1 and designated C2 as their locally preferred alternative. We also understand that C2 is the preferred route of UNC and UNC Hospitals. We know that C2 would not adversely impact the patients in the DuBose Health Center, the children going to the Rashkis grade school or our neighbors in the Meadowmont Community.

That C1 has been around some twenty years is no reason to implement it because the situation today has greatly changed since then. The land it traversed was farmland as Meadowmont did not exist and the damage from adversely impacting sensitive environmental areas was not as fully recognized as it is today.

Furthermore, if C1 were to be implemented, even more environmental damage could occur because the long-range plan to connect Meadowmont Lane with Southwest Durham Drive uses the same path as C1 through the Little Creek Bottomlands and Slopes Significant Natural Heritage Area. If C1 is not implemented, it is likely that a different connection route would be chosen, one that does not take traffic off 6 lanes of NC54 and funnel it along a residential street past a continuing care retirement community and a grade school. Today that plan seems irresponsible, particularly when traffic estimates we have heard range from 8,000 to 12,000 vehicles per day.

We respectfully request that the C2 route be chosen as the light rail route to be constructed.

Sincerely,

Philip F. Purcell
Chair, Members Council
The Members Association of The Cedars of Chapel Hill

cc Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
P.O. Box 13787
Research Triangle Park, NC 27709
info@ourtransitfuture.com

COM ID 668 67

received
21 May 2012

May 16, 2012

334 Cedar Club Cir
Chapel Hill, NC 27517

Triangle Rapid Transit program
P.O. Box 530
Morrisville, NC 27560

Dear Sir;
I understand that the environmental scoping process is underway for a possible light commuter rail line to run between Duke Hospital in downtown Durham and UNC Hospital in Chapel Hill, North Carolina.

My understanding is that there are two options under consideration for where the light rail system might be constructed in the Western portion of Durham County. An alternative C1 would pass in very close proximity to the 48 bed DuBose Health Center of The Cedars at Chapel Hill Retirement Community and thence through the greater Meadowmont community. An alternative C2 would have the route following George King Road and HWY 54.

To have the light rail system pass so closely to the DuBose Health Center is not in the best interest of the seriously ill/infirm patients in residence. Not to mention the obvious disadvantages to separating a community of senior citizens from their onsite health care by a light rail line. One can only imagine the inherent problems of 80 and 90 year olds negotiating their way over the line in order to obtain their routine health care.

Additionally, I strongly support the C2 alternative for the following' reasons:

1. Alternative C2 avoids a major impact on the environment by not having the route pass through the wetlands to the East of the Cedars and Medowmont communities.

2. I am told that studies have shown that alternative C2 is a less expensive than other alternatives with the promise of yielding greater use by commuters.

3. Alternative C2 avoids disruption to the quality of life at The Cedars, the DuBose Health Center and Meadowmont both during the construction and operation of the system.

I am not against light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill is vital to its success. Whatever location is chosen is bound to affect a number of people. The impact of C1 on The Cedars retirement community would be significant.

Your careful consideration of my concerns is greatly appreciated.

Sincerely,

Donald R. Fang
Member, Cedars of Chapel Hill Retirement Community

COMID: 670

68

From: Greg Northcutt
To: Yu Robinson, Cyndy
Cc: Weisner, Jeff
Subject: FW: light rail project
Date: Monday, May 21, 2012 8:35:59 AM

Scoping comments..

Greg Northcutt
Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: Muriel Roll [mailto:azalea1@cochill.net]
Sent: Sunday, May 20, 2012 3:17 PM
To: Greg Northcutt
Subject: light rail project

Muriel Roll
421 Cedar Club Circle
Chapel Hill, NC 27517

Sunday, May 20, 2012

Dear Mr. Northcutt:

Unlike most Continuing Care Retirement Communities, we at the Cedars pay our own property taxes to Durham County. If the C1 route should go forward, we will watch our property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro and Durham areas as excellent places to live.

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

Sincerely,

Muriel Roll

[COM ID 671] 69

received
21 May 2012

May 17, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concern Citizen of Chapel Hill,

Libby Lefkowitz

Libby Lefkowitz
513 Cedar Club Circle
Chapel Hill, NC 27517

COH ID 672 70

1 800 816 7817
HOT LINE CALL LOG

Date	Time	Name	Phone	Purpose of Call	Action Taken
21-May-12	9:00am	Ivy Hoffman	919 542 7498	Expressed concern over the location of the Maintenance Facility at Cornwallis. "Don't use Cornwallis" due to proximity to Jewish Community Center Campus - safety for the children and noise disruption of occassional weekday services at the synagogue	Forwarded to Cyndy

COMID: 673

71

From: Nina Cannon
To: info@ourtransitfuture.com
Subject: Do NOT put the TTA Light Rail Maintenance Facility at the current Pepsi property (Cornwallis" site)
Date: Sunday, May 20, 2012 3:01:03 PM

To whom it may concern,

Please do NOT put the TTA Light Rail Maintenance Facility at the current Pepsi property (Cornwallis" site). Here are many reasons this site should NOT be used for this purpose:

1. The site backs a private school with young children and a community center that is very young and attracts families with young children.
2. Children are present year round.
3. The noise is not conducive to the welfare of the children and will disturb a religious sanctuary and community center.
4. This is the only such facility within many many miles and has taken years to develop and implement.
5. The proposed facility will increase pollution (air, noise, vibration and natural light access).
6. The beautiful synagogue, community center, and private school campuses will all be negatively impacted from an aesthetic and visual impact perspective, and long term property values and future development plans and use of the properties will be severely and negatively impacted.
7. This entire area has created a community campus for education, religious worship and community-building activities.
8. I use the pool facility and the Light Rail Maintenance Facility would ruin the view and relaxation purpose of this facility. I would not like to be a member of a club with such a view and I believe that many others would feel the same way and cancel membership in the JCC.

Please consider the concerns I raise above and do not put the TTA Light Rail Maintenance Facility at the current Pepsi property (Cornwallis" site).

Thank you for your attention to this serious matter.

Best regards,
Nina L. Cannon
Citizen of Durham, NC
ninacannon77@gmail.com

COMID: 674

72

From: Morris C Wallack
To: info@ourtransitfuture.com
Cc: mike.woodard@durhamnc.go; steve.schewel@durhamnc.gov; eugene.brown@durhamnc.gov; bill.bell@durhamnc.gov; howard.clement@durhamnc.gov; ereckhow@gmail.com; mpage@durhamcountync.gov
Subject: Public comment: TTA site locations choices for light rail maintenance
Date: Sunday, May 20, 2012 10:25:21 AM

Dear Sir/Madam:

As resident of Durham County, and as a member of both Judea Reform Congregration and the Jewish Community Center co-located next door to one of four sites under consideration for the light rail maintenance facility, I am writing to express my concern during this window of public comments.

There is a school, a Community center and a synagogue on this property adjacent to the former Pepsi location being considered as a light rail maintenance depot. I have concerns that a facility that plans to operate 24 hours per day, 7 days a week will present real challenges operating near the preschool, school and facilities that cater to both very young and elderly citizens.

I have concerns about pollution (air, noise, vibration & light), and the aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities. The developer who purchased this land had promised 2.5- 3.5 acres to the Jewish Federation for expansion and I had hoped plans would support developing this Cornwallis site in a way that could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.).

I am in no way objecting to the building the light rail, I am raising concerns about this one possible site for a maintenance and storage facility. I would encourage preference and consideration for other locations than the former Pepsi plant and be given higher priority than that alternative.

Thank you for your consideration.

Sincerely,

Morris Wallack

711 Meadowmont Lane

Chapel Hill NC 27517

COMID: 675

73

From: Etan Gumerman
To: info@ourtransitfuture.com
Subject: maintenance facility location in durham....
Date: Saturday, May 19, 2012 9:52:58 PM

To whom it may concern,

I would like to add my voice in opposition to the siting of the proposed light rail maintenance facility at Cornwallis adjacent to the school and community center. Please consider other sites this is likely to be a significant nuisance in this location.

thank you

Etan Gumerman

COMID: 676

74

From: Prue Mulrine
To: info@ourtransitfuture.com
Subject: re: Light Rail Tansit
Date: Saturday, May 19, 2012 2:03:22 PM

When the c1 route was first thought of more than 20 years ago,

this whole area was far different from what it is today.

Meadowmont was farmland. I am concerned about the impact

on the sensitive environmental areas that C1 would pass through.

We need to deal with today's situation and not do damage to

the wetlands and wooded areas that could never be reversed.

Prue Mulrine

COMID 677

75

From: John Neter
To: info@ourtransitfuture.com
Subject: Light rail transit study
Date: Saturday, May 19, 2012 1:28:38 PM

Triangle Rapid Transit Program:

I urge you to support Alternative Route C2 for the Light Rail Route. Alternative Route C1 will have a significant negative impact on The Cedars of Chapel Hill Retirement Community. This route passes directly in front of our DuBose Health Center where 48 ill members are staying. Also Route C1 cuts off the Health Center from the homes of the Retirement Community.

Alternative Route C2 does not intrude into the Meadowmont Community. In addition, Route C2 is more environmentally friendly, as it does not cross the adjacent wet lands. Furthermore, it is my understanding that Route C2 is estimated to cost less than Route C1 and is likely to have a higher ridership.

For all of these reasons, please support Route C2.

Thank you for your consideration.

John Neter

John and Dorothy Neter
724 Cedar Club Circle
Chapel Hill, NC 27517
Email: johnneter@gmail.com

COMID: 678

76

From: James A. Smith, Jr.
To: gnorthcutt@triangletransit.org
Cc: info@ourtransitfuture.com
Subject: Re: Environmental Scoping Process of light rail C1 vs. C2
Date: Saturday, May 19, 2012 12:03:35 PM

Mr. Northcutt, and other parties. I find that I made a significant mistake in my last sentence in the previous correspondence, I meant to say to support C2, and not C1, since that would have tremendous impact on our community. Thanks for letting me clarify my previous e-mail.

On May 19, 2012, at 9:10 AM, James A. Smith, Jr. wrote:

> After doing considerable research about where to live in our remaining years, I investigated many retirement communities (CCRC's) and the surrounding community in which one would reside. It was obvious from the beginning that the Cedars of Chapel Hill had many advantages to my wife and I - walking distance to grocery shopping, drug store, restaurants, etc.
> By having the proposed site of entry piercing the community and separating it, I find that our way of life, which we invested heavily in, will be compromised considerably. Furthermore, and probably just as important, is the obtrusive way it will penetrate the fragile ecological system of the impoundment area it will have to go through. It just does not make any sense.
>
> Therefore, I would ask that you take this note, along with many others, to task and look for better alternatives than C2 current one.
>
> Jim/Jane Smith
> Chapel Hill, NC
> jamesas1023@mac.com
>
> <image001.jpg>
>
> If you forward this correspondence, please delete the forwarding history, which includes my email address.
> It is a courtesy to me and others who may not wish to have their email addresses sent all over the world.
> Erasing the history helps prevent Spammers from mining addresses and viruses from being propagated.

COMID 678
page 2

Jim/Jane Smith
Chapel Hill, NC
jamesas1023@mac.com

I'M A TAR HEEL

If you forward this correspondence, please delete the forwarding history, which includes my email address.
It is a courtesy to me and others who may not wish to have their email addresses sent all over the world.
Erasing the history helps prevent Spammers from mining addresses and viruses from being propagated.

COMID: 680

77

From: Ruth Pershing
To: info@ourtransitfuture.com
Subject: concern about light rail facility
Date: Saturday, May 19, 2012 8:31:10 AM

Hello,

I am writing to express my concern about the potential location of the light rail facility adjacent to the JCC and Lerner School. The site is not placed well for the current use of the campus where children are present year-round. I am concerned about the potential for pollution with vehicles, creating issues for both air and sound. Also, the location is currently a focus for the community that emphasizes education, religious worship and community-building activities. I think that the site would be better suited to mixed use development or senior housing.

Thank you,
Ruth Pershing
Member, Chapel Hill Kehillah Synagogue
Teacher, Durham Public Schools

COMID: 681

18

From: waiello@nc.rr.com
To: info@ourtransitfuture.com
Cc: rabbiberkowitz@judeareform.org
Subject: Cornwallis Maintenance Facility Site
Date: Friday, May 18, 2012 3:46:31 PM

Greetings:

Today I learned about a proposal to build a Triangle Transit Authority maintenance facility at the site of the old Pepsi facility adjacent to the Judea Reform Synagogue, the Learner School and the Jewish Community Center. Such a maintenance facility is not in keeping with the established land use in that area.

One concern is the proximity of the facility to children at the Learner School who are present year-round. It is more than just possible that it would become an attractive nuisance that might put some children in danger if their curiosity overcame their good sense.

Another concern is that the noise, pollution and vibration emanating from the facility would be a major problem to those attempting to worship at the synagogue. Such a facility so close to a house of worship is diametrically antithetical to the needs of the community.

Finally, the maintenance facility would prevent the further development of the campus that would benefit by ease of access to the Community Center, restricting any economic benefits that might accrue from such development.

Regards,
Walter G. Aiello
3600 Lochnora Parkway
Durham, NC 27705-5450

COMID: 682

79

From: Ellen Singer
To: info@ourtransitfuture.com
Subject: TTA Maintenance Facility
Date: Friday, May 18, 2012 11:17:50 PM

As a member of the Jewish community and a frequent user of the JCC I must strongly object to the proposal to install a light rail maintenance facility at the Cornwallis Rd. site (the former Pepsi Plant). The Jewish campus which includes a Temple, Jewish Day School and the Jewish community center hosts a myriad of activities from worship services, school activities, summer camps, basketball leagues, meetings and social activities. Given the nature of these activities I object to this specific location for the following reasons:

1) The site is not conducive to a campus where children are present year-round (attractive nuisance)
2) There are concerns about pollution (air, noise, vibration & light)
3) There will be an aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities
4) Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.)

Sincerely,
Ellen B Singer

ebsinger@mindspring.com

COMID: 683

80

From: bbrutstein@aol.com
To: gnorthcutt@triangletransit.org
Cc: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Friday, May 18, 2012 3:18:04 PM

Mr. Northcutt: I write as the owner of a home at The Cedars of Chapel Hill to share my views on the proposed light rail transit between Durham and Chapel Hill. I understand that an Environmental Scoping process is now underway to determine which of two alternatives would be most desirable.

As I believe you know, C-2 is the overwhelming preference of the residents of this area and our local government authorities. Route C-1, in contrast, would cut through the Cedars property, effectively severing our DuBose Health Center from adjacent homes and isolating the Cedars from the shops and services of Meadowmont village, of which we are an integral part. It would be devastatingto the whole community -- and the Meadowmont Community Board of Advisors agrees.

In addition, C-1 would pass through currently protected and environmentally sensitive wetlands and a bird sanctuary, probably destroying them forever.

When these transit routes were proposed many years ago Meadowmont was essentially undeveloped farmland. The area is very different now, and I believe earlier plans should evolve to reflect changes in the interim. The alternate, C-2, to be built along NC 54 would travel through an area that is already largely commercial thus would have nothing like the adverse impact on the community as C-1.

Thanks for your time and attention.

Beverly B. Rutstein

COMID: 684

81

From: Renata Schloss
To: info@ourtransitfuture.com
Subject: Placement of Light Rail Maintenance and Storage Facility Adjacent to Jewish Community Campus
Date: Friday, May 18, 2012 10:53:05 PM

I am writing this email to voice my objection to the placement of the light rail maintenance and storage facility adjacent to the Jewish Community Campus at the Cornwallis site.

This site is not conducive to a campus where children are present year-round and brings about concerns for me related to the pollution caused by the site around children and other members of the community (including air, noise, vibration, and light) as well as the aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities.

Future development of the Cornwallis site could also lead to greater economic benefits for the city through mixed use of the area, senior housing with easy access to the JCC, etc.

I think that the idea of having the light rail would be great for the city, but would like you to consider not locating the light rail maintenance and storage facility adjacent to the Jewish Community Campus.
Thank you for your consideration,

Renata Schloss

COMID: 685

1 82

From: Steve Schauder
To: info@ourtransitfuture.com
Subject: RE: Concerns regarding proposed TTA maintenance station on Cornwallis Road
Date: Friday, May 18, 2012 2:35:50 PM

In a letter I sent you earlier today, I implied that our Jewish Community Campus serves thousands of children and hundreds of families on a daily basis. I meant to write that we serve this number of children and families on an annual basis. I regret any confusion.

Thank you,

Steven Schauder
Executive Director
Jewish Federation of Durham-Chapel Hill
1937 West Cornwallis Road, Durham NC 27705
919.354.4949
sschauder@shalomdch.org
www.ShalomDCH.org / www.LevinJCC.org

From: Steve Schauder
Sent: Friday, May 18, 2012 11:05 AM
To: 'info@ourtransitfuture.com'
Subject: Concerns regarding proposed TTA maintenance station on Cornwallis Road

As the Executive Director of the Jewish Federation of Durham-Chapel Hill, I am writing to express my concerns regarding the potential future placement of a light rail Maintenance and Storage Facility adjacent to our Jewish community campus on Cornwallis Road. I attended the public meetings in Chapel Hill on May 2nd to voice these concerns for public record.

The Google earth map that the TTA has used to propose the Pepsi land as a viable site did not include any of the new construction of our campus. There is now a school, a Community center and a synagogue on this property, and a proposed maintenance facility would present an attractive nuisance to the thousands of children and hundreds of families who use this site on a daily basis.

Additionally, we have concerns about pollution (air, noise, vibration & light), and the aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities. The developer who purchased this land had promised 2.5- 3.5 acres to the Jewish Federation for expansion and our hopes were to develop this Cornwallis site in a way that could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.).

While I am in no way objecting to the building the light rail, I am raising concerns about

CSH ID 685 page 2

this one possible site for a maintenance and storage facility.

Thank you for your consideration.

Sincerely,

Steven Schauder
Executive Director
Jewish Federation of Durham-Chapel Hill
1937 West Cornwallis Road, Durham NC 27705
919.354.4949
sschauder@shalomdch.org
www.ShalomDCH.org / www.LevinJCC.org

[COM ID 686] 83

From: Thomas Jr., Colin Gordon
To: info@ourtransitfuture.com
Subject: FW: Light Rail Transit
Date: Wednesday, May 16, 2012 10:28:30 AM

See infra

From: Thomas Jr., Colin Gordon
Sent: Wednesday, May 16, 2012 10:17 AM
To: 'gnorthcuty@triangletransit.org'
Subject: Light Rail Transit

After reviewing the data supporting the options, I would vote for C2 on the basis of being most compatible with living conditions, cultural activities, health facilities and economic stability.

Thanks

Carpe diem

Colin G. Thomas Jr. M.D.
Byah Thomason-Sanford Doxey Professor of Surgery
Chair Emeritus
UNC Department of Surgery
919 843 8230

COMID: 687

84

From: Andrea Shapiro
To: info@ourtransitfuture.com
Subject: proposed ROMF at the "Cornwallis" site (Pepsi property off 15/501) is a poor choice
Date: Wednesday, May 16, 2012 9:44:55 PM

Light rail is a good addition to the Durham/Orange counties area. However, the Cornwallis site is not a good location for a Rail Operations and Maintenance Facility (ROMF). The site abuts the Jewish Community Campus, which includes a synagogue, day school, and community center.

1) The Campus has children present year-round. An ROMF would be an attractive nuisance, and a danger to these children.
2) An ROMF would generate air and noise pollution as well as generate vibration and light. These would all have a negative community campus created for education, religious worship, and community-building activities.
3) Other development of the Cornwallis site (eg senior housing or mixed use) could lead to greater economic and aesthetic benefits for Durham than a ROMF.

Please do not consider the Cornwallis site for the ROMF.

Sincerely,

Andrea Shapiro, PhD
Hillsborough, NC

COMID 688 85

Received
16-May-2012

May 14, 2012

Mr. Greg Northcutt
Director of Capital
Development
Triangle Transit
P.O. Box 530
Morrisville, NC 27560

cc: Brian Smart

Dear Greg:

Greetings and sorry I missed both you and Greg Northcutt at the Extraordinary Ventures meeting in Chapel Hill recently. The meeting covered pending Environmental Impact Assessment and Scoping for the light rail project in the area. With the run-up to these important events, I wanted to briefly share some important ongoing community concerns about C1 and its impact on our community.

These are some of the central concerns myself -along with many others in the community- have about the proposed light rail, namely, the C1 route.

1. It would cause unnecessary and irreparable harm to the Little Creek Bottomlands and Slopes and the surrounding area, a pristine and undisturbed natural environment which also serves as a USACE property. This area has been designated a Significant Natural Heritage Area (SNHA) by NC DENR, one of the few left in the area and host to important animal and plant species who would not survive a massive project such as C1, which would have much of its routing thru the area at grade
    a. Please note that UNC, the Chapel Hill Town Council, MPO-TAC, Orange County Board of Commissioners and others have stated their preference for C2 by either vote, act or forbearance-in UNC's case with not moving forward on development in adjacent, sensitive areas by their Rizzo Center
2. The C2 routing would cause far less damage to our environment, without question, and seeks to preserve the undisturbed area of the Little Creek and SNHA
    a. C2 would serve a community, Woodmont/Hillmont, that would be designed around its construction with dedicated parking, something Meadowmont Village does not support and whose parking is already hard-pressed
3. Not only would C1 do irreparable harm to our pristine environment but it would bisect and segregate the Cedars retirement community, the DuBose Health Facility from the remainder of their community, an untenable situation that should be avoided at all costs.
4. C1 would also cause significant traffic and congestion issues on Meadowmont Lane blocking the various feeder streets on a constant basis-especially at rush hour- and with an elementary school, causing even further delays for children and their parents

COMID 688
page 2

a. In short, C1 would violate an already built-up community with a light rail route, C1, inappropriate for the community design, a more pedestrian-friendly community, not a high-congestion community which Hillmont is more in line with

5. The costs, that is the dollar costs, are far less for C2, which would avoid a bridge over the Little Creek, another environmental cost far too great to bare for our community, estimated at least 40 million dollars
6. C2 also has higher projected ridership
7. There is significant community opposition to the C1 route, reflected in both the Chapel Hill Town Council and Orange County vote preferences
8. In addition, the implication for the community at large are in jeopardy with C1 since on its heels would be the proposed Southwest Durham Drive, which would add insult to injury for both the environment and the good people who reside in the area

For these and other important reasons, I respectfully submit that C1 has far too many fatal flaws in order to move forward-with C2 the clear choice: for environmental, ridership, costs and overall good sense. Though not without issue, C2 does not do the environmental and community damage that C1 would inevitably cause.

Many thanks for this opportunity to express a very important community concern.

Regards,
Geoffrey Daniel Geist
Geoffrey Daniel Geist

COMID 690 86

From: Greg Northcutt
To: Yu Robinson, Cyndy
Cc: Weisner, Jeff; Brad Schulz
Subject: FW: Light Rail
Date: Wednesday, May 16, 2012 12:46:40 PM

More official comments as part of scoping

Greg Northcutt
Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: Joan Bingham [mailto:joan@mailfork.com]
Sent: Wednesday, May 16, 2012 11:34 AM
To: Greg Northcutt
Subject: Light Rail

Mr. Greg Northcutt;

We spent many months and time deciding where to spend our final years. We chose The Cedars of Chapel Hill because it seemed to have done all sorts of planning and looked like the best nursing facility if we should need it. The impact of C-1 on our community would be devastating. The C-2 route is so much more sensible I hope you will consider it. I really do not want to start looking for an alternative home at our age.

Joan Bingham
643 Cedar Club Circle
Chapel Hill, NC 27517
(919)968-3213

COMDID: 692

87

From: Reynolds Smith
To: info@ourtransitfuture.com
Subject: PROPOSED LRT TRANSIT ROUTE
Date: Thursday, May 17, 2012 1:40:19 PM

To whom it may concern:

Thank you for the opportunity to speak with your representative Paul Himberger and others at the May 3 meeting in the Durham Armory. I would like to put in writing some of the concerns I expressed to him about the proposed LRT route through the New Hope Creek Corridor, south of 15-501 and north of Old Chapel Hill Road, and running east-west between the vicinity of Garrett Road and Southwest Durham Drive.

This proposed LRT route crosses an area identified in the North Carolina Natural Heritage Program's "Durham County Inventory of Important Natural Areas, Plants, and Wildlife" as a "highly strategic location within the New Hope Wildlife Corridor" which forms "a critical link" between important wildlife areas in this region. The ecological significance of this area has been recognized in reports dating back to 1987. Since that time citizens, conservation groups, and local governments in the Durham area, as well as the State, have invested time and energy in protecting the continuity of this corridor. Perhaps most recently, on the occasion of the construction of a new bridge at the US 15-501 crossing of New Hope Creek, the then chairman of the Durham Open Space and Trails Commission, Thomas Stark, wrote the North Carolina Department of Transformation (November 14, 2000) requesting that the new bridge be constructed in a way that improves the wildlife movement through this floodplain. The previous bridge had left only 20-foot openings on each side of the creek bank. It was requested that the new bridge leave a 100-foot opening on each side of the creek. This request was ultimately honored by the DOT in the design of the bridge.

The legacy created by these protective efforts would be undone by the currently proposed transit route, which forges an entirely new path through this corridor. Hence, the Durham Open Space and Trails Commission, of which I am a member, favors a different route through this corridor that places the crossing point next to the already existing bridge across 15-501, thus minimizing the disturbance to the corridor that would be created by a new, separate bridge over this floodplain.

I, like many others, look forward to the creation of the LRT, and I sincerely hope that the integrity of this natural heritage area, as well as the long historical effort that has gone into protecting it, will be respected.

Thank you,
Reynolds Smith
Durham Open Space and Trails Commission

COMID: 693

88

From: Don Rorke
To: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Wednesday, May 16, 2012 9:21:26 PM

TO: Triangle Transiit

In connection with the Light Rail project being considered to provide transit between Durham and Chapel
Hill, my understanding is that of the two alternative routes being studied (C1 and C2), the Locally Preferred
Alternative is clearly C2. After attending many of Chapel Hill and Durham Town Council meetings and other
study sessions on this subject, I concur with the decisions made supporting C2.

As a former constructiion engineer I could ramble on about why C2 would be the obvious environmental,
engineering, land planning, and financially preferred alternative. Instead, I would like to repeat the words of
Stanley Peele during one of the earliest meetings on this project at the Chapel Hill Town Council. Judge
Peele said simply, "come visit the C1 route". You will be convinced that the only alternative worthy of
consideration is C2, with obvious savings in planning time and money.

Donald M. Rorke

COMID 694 89

May 17, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concern Citizen of Chapel Hill,

Libby Lefkowitz
513 Cedar Club Circle
Chapel Hill, NC 27517

COMID: 695

190

From: Gladys Siegel
To: info@ourtransitfuture.com
Subject: my concerns
Date: Monday, May 14, 2012 9:49:06 AM

To whom it may concern;
My comments that follow express my concern about a light rail facility being put at your suggested location.

"Aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities
Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.)"
I appreciate your consideration.
sincerely.
Mrs. Gladys Siegel

COMID: 697

91

Comment 2/12:

Bill Ferrell indicated that a Masters Project at UNC was conducted on the Rizzo Property which contains a number of marked and unmarked cemeteries, in addition to the historic Meadowmont Farm House. He suggested this be something that is paid attention to as the DEIS is developed.



92

COMID: 698

Comment 3/12:

Mike Waldrop suggested a new alignment alternative that follows south of the existing alignment between the New Hope Creek area and the Martin Luther King Jr Parkway station. He further proposed moving the station further southwest along University Drive to capture the office development on the east side of University Drive. This new alignment would also minimize impact to the housing developments to the west of University Drive.

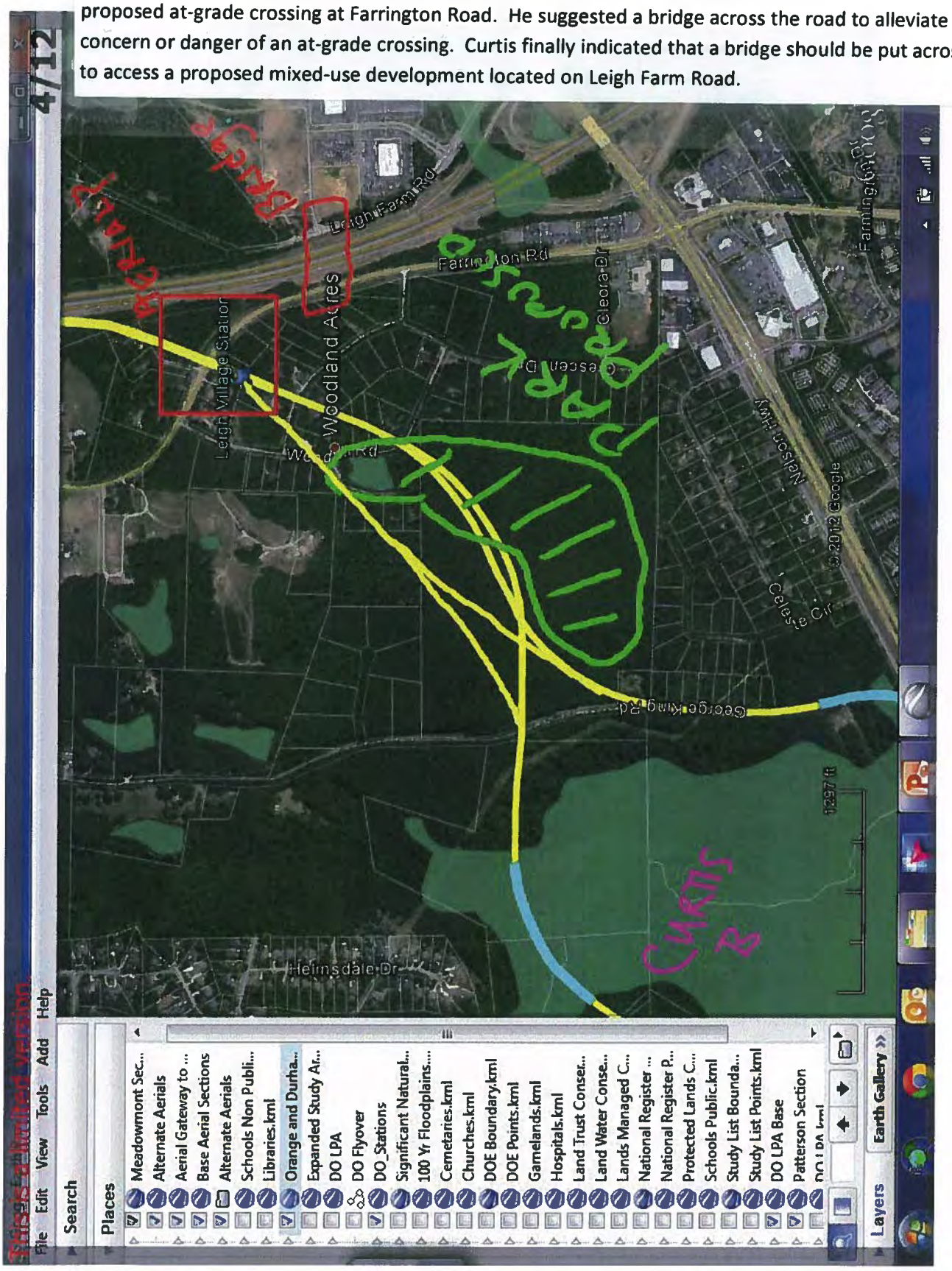


COMID: 699

93

Comment 4/12:

Curtis Booker indicated that the current alignment is cutting through the proposed park that has been planned as part of the Leigh Village development. He indicated that an alignment slightly to the north would circumvent this proposed park. He also expressed concern of traffic impacts of the current, proposed at-grade crossing at Farrington Road. He suggested a bridge across the road to alleviate any concern or danger of an at-grade crossing. Curtis finally indicated that a bridge should be put across I-40 to access a proposed mixed-use development located on Leigh Farm Road.

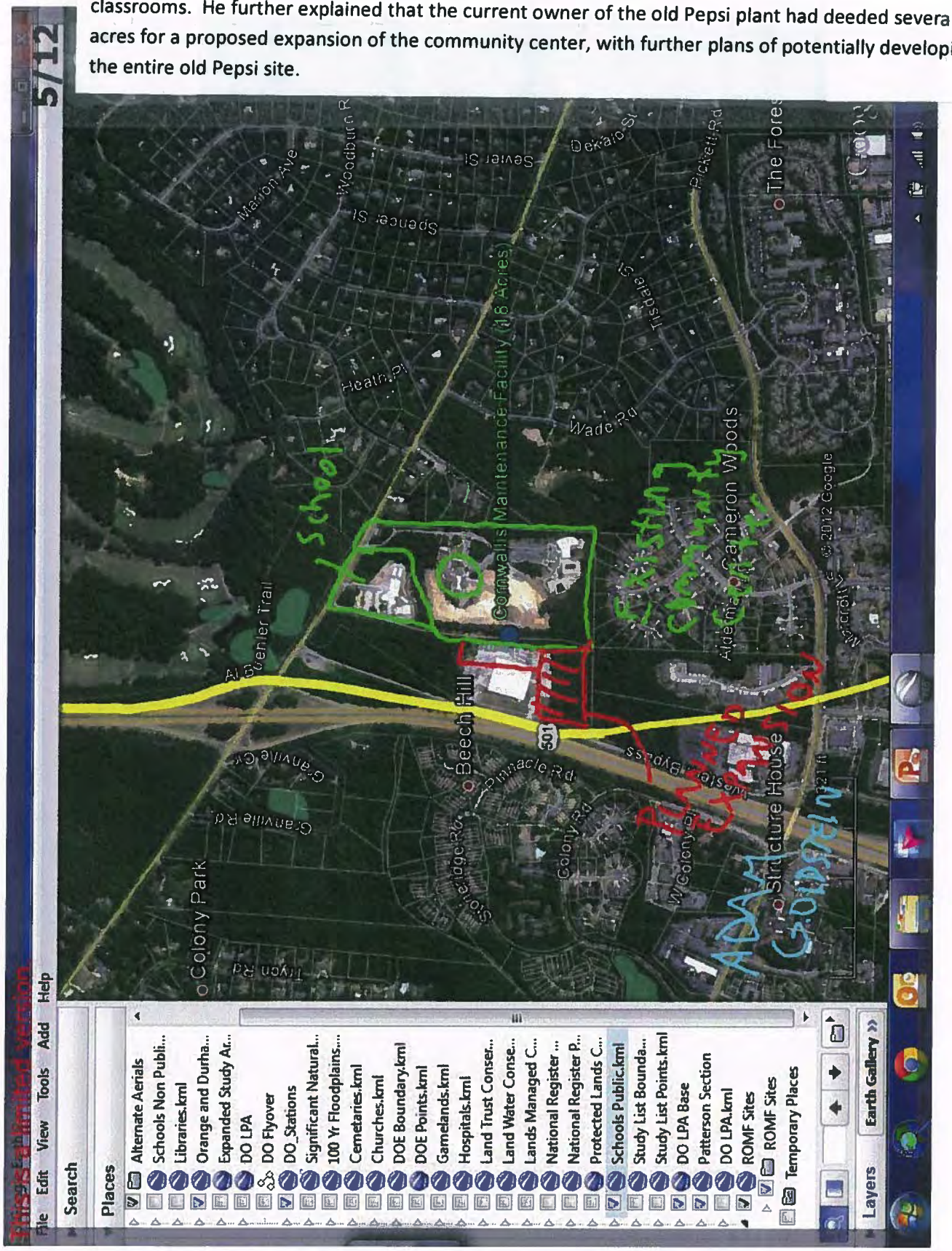


COMID: 700

94

Comment 5/12:

Adam Goldstein indicated concern over the proposed Cornwallis Road Maintenance Facility. He explained that the facility would be located next to an already constructed Jewish Community Development area that includes two schools, Synagogue, open space, swimming pool and outdoor classrooms. He further explained that the current owner of the old Pepsi plant had deeded several acres for a proposed expansion of the community center, with further plans of potentially developing the entire old Pepsi site.

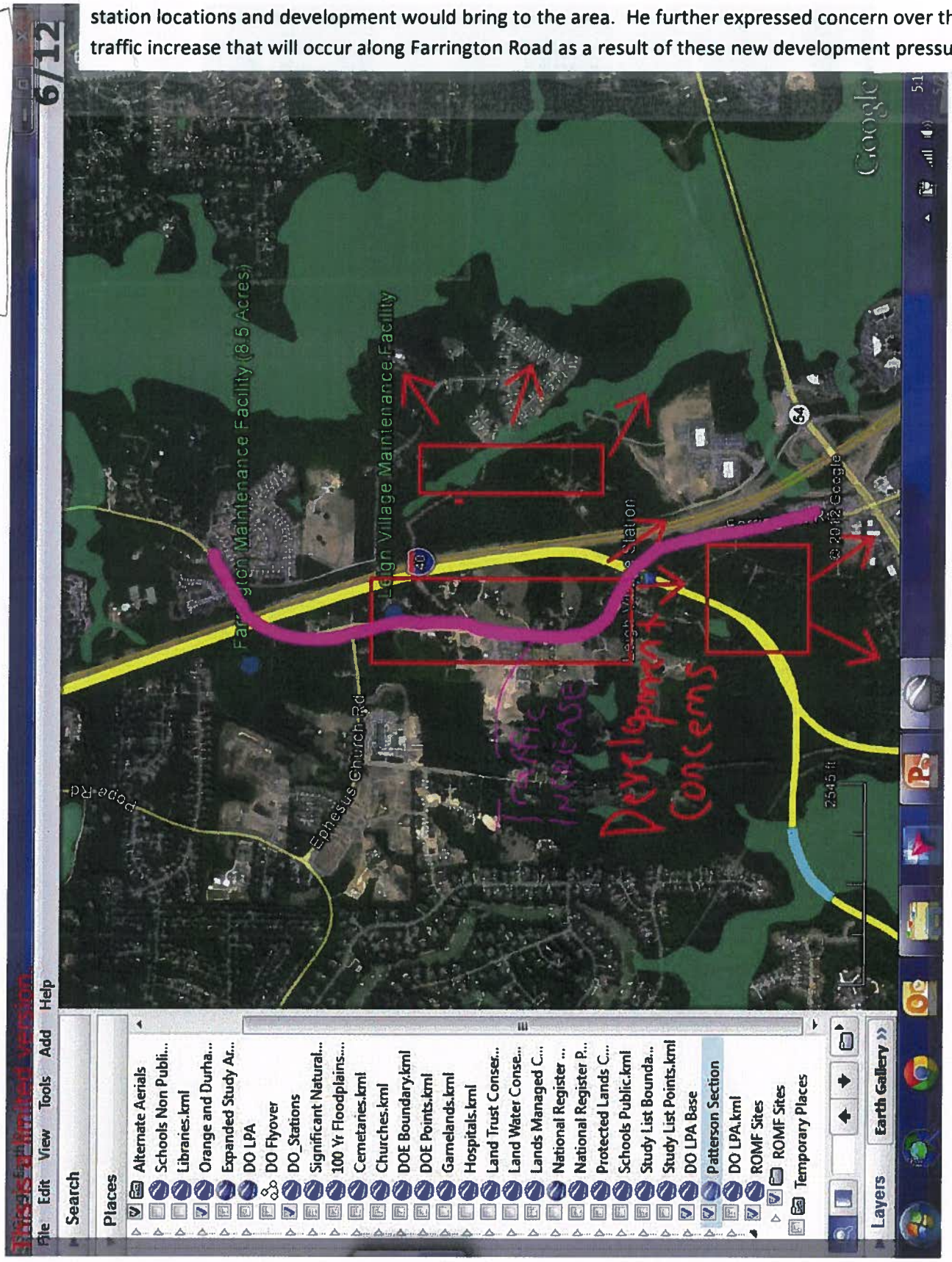


~~COMID 722~~

COMID 701 95

Comment 6/12:

Will Raymond indicated his concern for the increased development pressures along Farrington Road with regard to the number of natural areas (wetlands, floodplains) along the corridor. His concern stemmed from the Jordan Lake watershed restrictions and the increase in impervious coverage that new station locations and development would bring to the area. He further expressed concern over the traffic increase that will occur along Farrington Road as a result of these new development pressures.



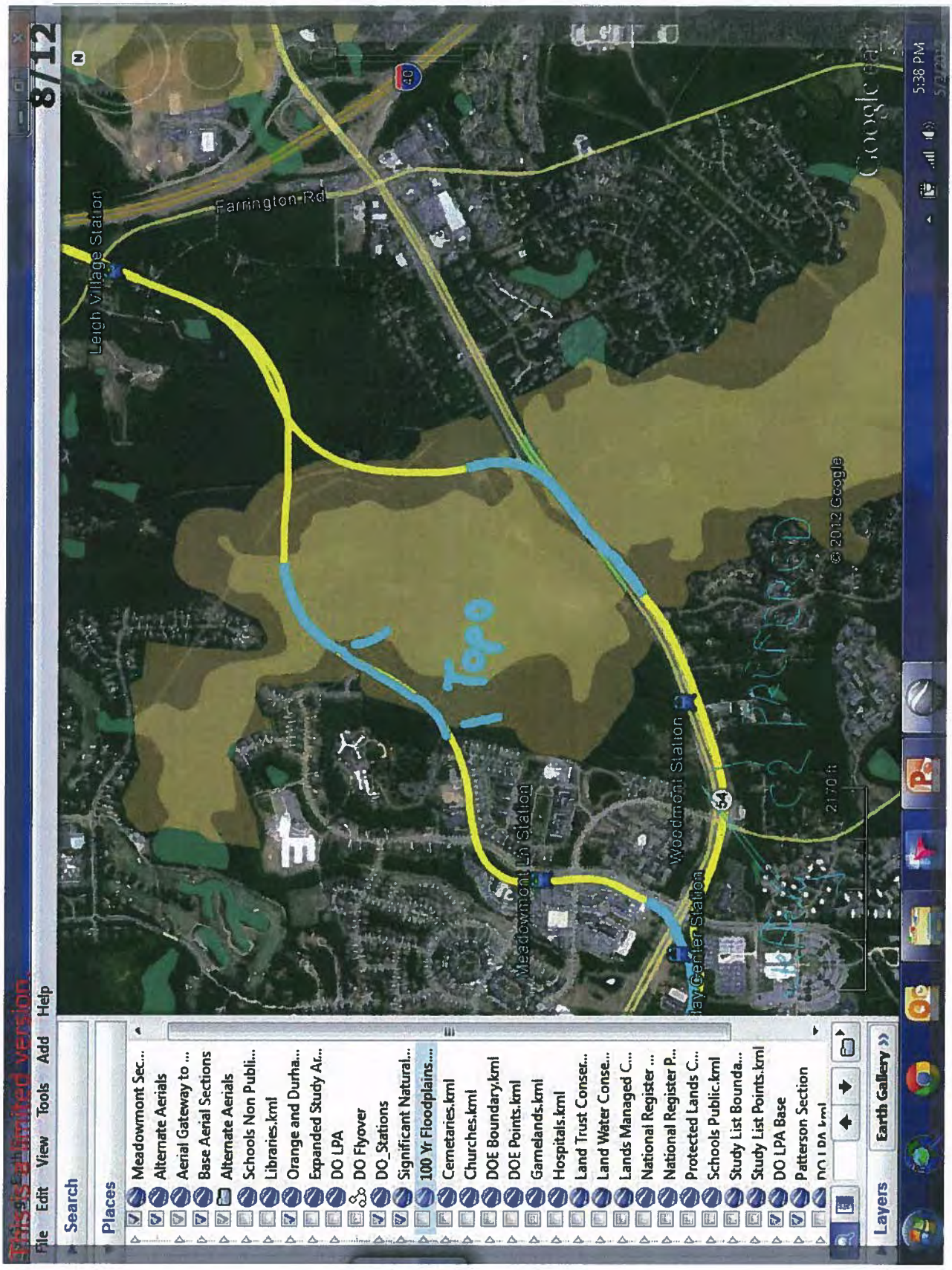
Comment 7/12:

Julie Harris clarified Adam Goldstein's comment regarding the Jewish Community area development and provided specific locations for facilities such as a running track, swimming pool, and outdoor classrooms which have all been completely, or currently under construction. She further expressed concern with regard to having a maintenance site situated so close to children.



Comment 8/12:

Jeffery indicated that he had a preference for the C2 alignment because of topography issues associated with the C1 alignment. He thought that more bridging would need to be constructed to cross the wetland areas, which would drive up the cost of the project.

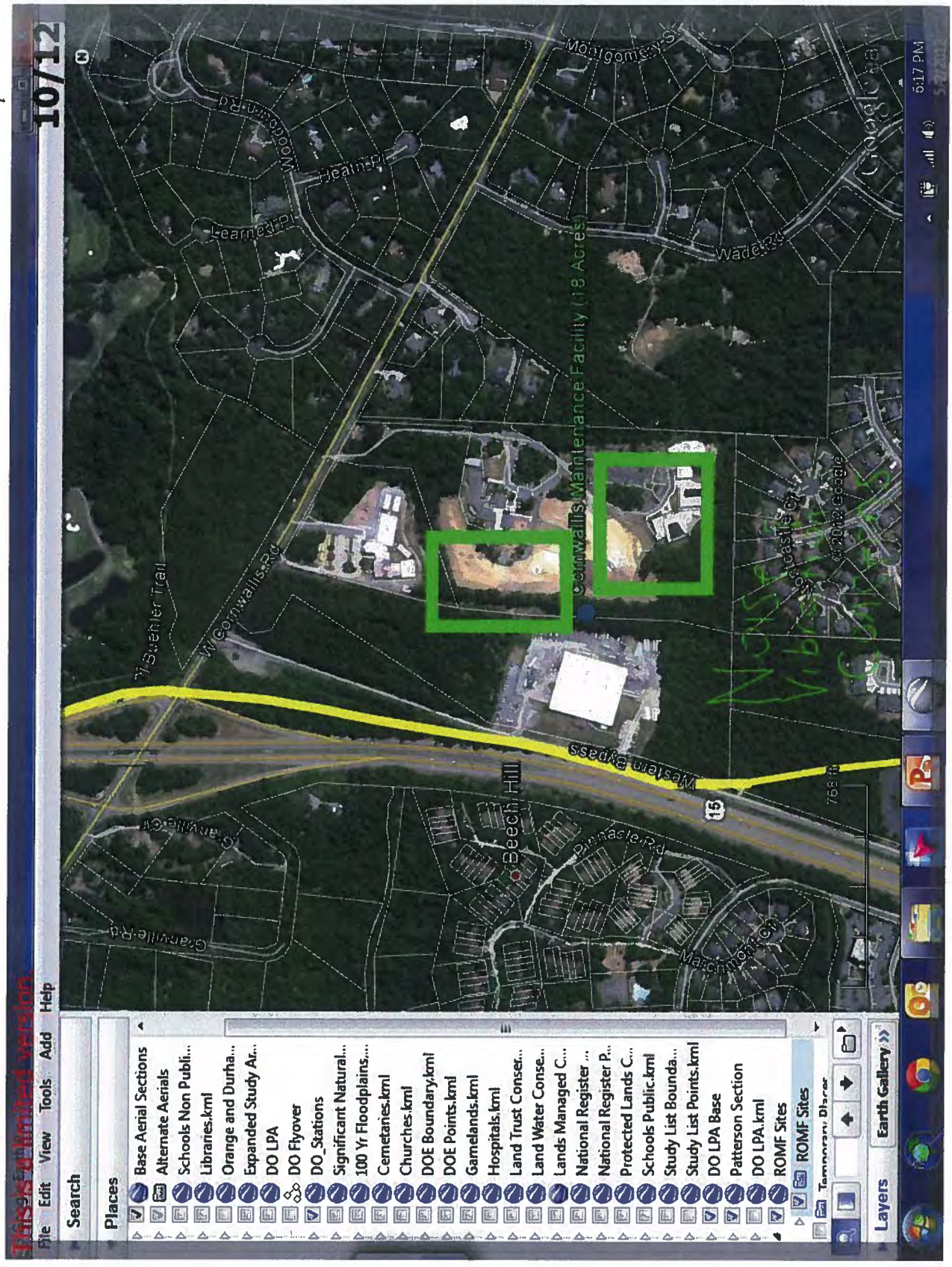


Comment ID 103 97

COM ID 7047

98

A general member of the public commented that there is substantial noise and vibration concern with relation to the proposed Cornwallis Road Maintenance site. Due to the proximity of schools, community centers and general recreation areas, the impacts would be negative from the proposed site.

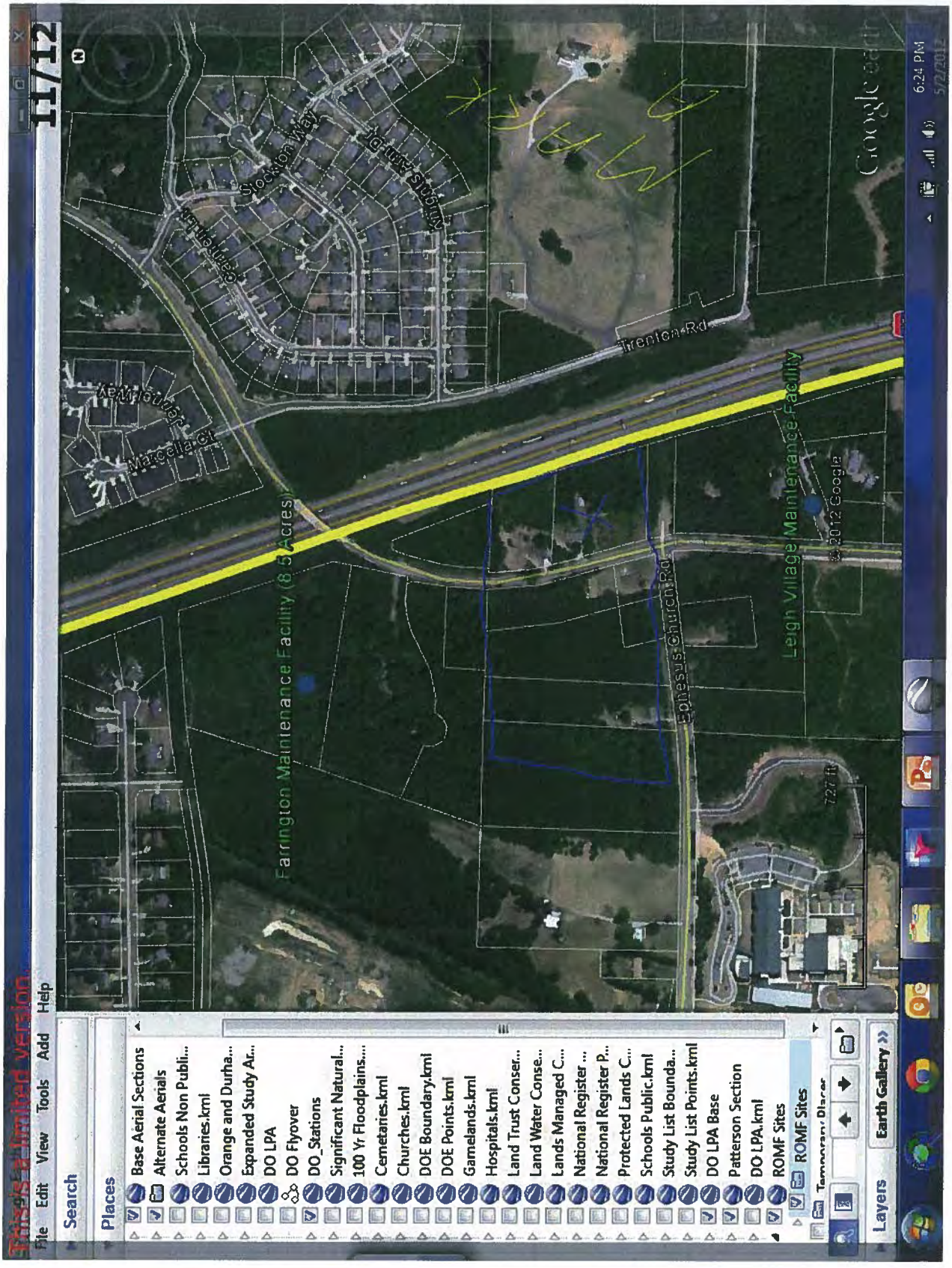


DM ID 705

99

Comment 11/12:

Mark Ahrendsen had questions regarding the possible location merge of the two rail maintenance facilities along Farrington Road. A representative sample of the area required was diagramed on the screen.



COMID: 706

100

From: Ethan Hertz
To: info@ourtransitfuture.com
Subject: Concern Aboout Proposed Cornwallis Maintenance Site
Date: Tuesday, May 22, 2012 11:23:09 AM

I would like to express my strong opposition to the proposed Cornwallis site for a Light Rail Maintenance and Storage Facility. I believe this proposed location is completely incompatible with the current use of the adjoining properties owned by Judea Reform Congregation, the Jewish Federation of Durham and Chapel Hill, and the Lerner Jewish Community Day School.

All of these facilities have large numbers of children visiting on a daily basis. Locating a Maintenance Facility so close to a school, synagogue with a large religious school, and a community center with a large number of programs specifically aimed at young children and teenagers presents an attractive nuisance to those children.

In addition, this facility, with its expected noise, vibration, and lighting, would significantly detract from the sacred atmosphere the synagogue is trying to maintain, particularly during evening services when this Maintenance Facility could be expected to be busiest.

Clearly, this type of facility, while important to the community, would be a very inappropriate neighbor for a campus specifically created over the last decade to provide education, worship, and other community-building activities.

While all of us want the benefits that light rail can offer to our community, and I recognize the need for a Maintenance and Storage Facility, I also ask that as you consider where this should be placed, you pay particular attention to the sacred and educational facilities currently adjacent to this particular option, and ask that you find another place for this proposed facility.

Ethan Hertz
4919 Highgate Drive
Durham, NC 27713

COMID: 707

101

From: Greg Northcutt
To: Maryann Battista; Yu Robinson, Cyndy
Cc: Weisner, Jeff
Subject: FW: Light Rail Alternative Routes
Date: Wednesday, May 23, 2012 11:40:14 AM

MB: doc control

Email info to URS for processing...

Greg Northcutt
Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: Don Rorke [mailto:Drorke@cochill.net]
Sent: Wednesday, May 23, 2012 11:15 AM
To: Greg Northcutt
Subject: Light Rail Alternative Routes

Mr. Greg Northcutt,

For anyone helping to make informed decisions about future light rail routes between Durham and Chapel, I strongly recommend visiting the C1 alternative to observe the damaging impact that approach would have on The Cedars of Chapel Hill, its DuBose Health Center and the Village of Meadowmont. From all reports, the C1 plan for light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. Once destroyed, this irreplaceable land treasure will be lost forever.

When the C1 route was first thought of more than 20 years ago, this entire area was far different from what it is today. The village of Meadowmont was a farmland and The Cedars of Chapel Hill and its Dubose Health Care Center not yet envisioned. In those times, the idea of cutting a path through what appeared to be open land was less of a problem, even though there would be serious damage to the wetlands and natural wildlife habitat.

If a light rail system between Chapel Hill and Durham is at all economically justified, I oppose any further time or funding by local or national sources to study the C1 alternative.

Donald M. Rorke

COMID: 708

102

From: Philip D. Zaleon
To: info@ourtransitfuture.com
Subject: Objection: Light Rail Maintenance and Storage Facility
Date: Wednesday, May 23, 2012 12:59:45 PM

I am lending my voice to object to the Light Rail Maintenance and Storage Facility location being considered at the Cornwallis site, adjacent to the Jewish Community Campus. This facility would not only be an eye-sore, and potentially dangerous to the hundreds of children (and adults) who are on the Campus year-round, but it would certainly stifle future economic development plans for the area that may include mixed use and senior housing with easy access to the benefits of the JCC.

I urge you to consider a site more conducive to the maintenance and storage facility than that which would have direct negative impact on the quality of life of the children, families, and seniors from Durham and Chapel Hill that use the Jewish Community Campus daily.

Thank you,

Philip D, Zaleon,
Past President, Durham-Chapel Hill Jewish Federation

COMID: 709

103

Ms. Muriel Roll

421 Cedar Club Circle

Chapel Hill, NC 27517

Received 24 May 2012

Triangle Rapid Transit Program

P.O. Box 530

Morrisville, NC

May 20, 2012

Sirs:

I have lived at The Cedars since 2004. I am alarmed at the prospect of a light rail train going through our property, separating our DuBose Health Center from the residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go the health clinic for treatment or to visit friends recuperating or spendi ng their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

Having spent some time recuperating in one of the 48 beds in the Cedars DuBose Health Center, I hate to think how having trains going by just a few yards from my window would have affected me.

Please give this letter your utmost, serious attention.

Sincerely,

Muriel Roll

COMID: 710

104

From: Rose Mills
To: info@ourtransitfuture.com
Subject: Location of a Light Rail Maintenance and Storage Facility
Date: Wednesday, May 23, 2012 11:29:28 PM

I am writing to voice my serious objection to the placement of a light rail Maintenance and Storage Facility adjacent to the Jewish Community Campus (off Cornwallis Rd.). There are a number of reasons for my concern, but the two most important ones is that the proposed site is not conducive to a campus where children are present year-round. Additionally, I believe such a facility would have an aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities.

Thank you for considering my objection to the proposed site.

Rose Mills
Jewish Federation of Durham-Chapel Hill Board Member (Executive Secretary) and Founding Member of the Lerner Jewish Community Center

COMID: 712

105

From: Darren Wohl
To: info@ourtransitfuture.com
Date: Wednesday, May 23, 2012 2:48:48 PM

To whom it may concern,

I would like to add my voice to the proposed potential future placement of a light rail Maintenance and Storage Facility adjacent to our Jewish community campus. My family and I spend a lot of time on that campus and feel that the:

1) Site is not conducive to a campus where children are present year-round (attractive nuisance)
2) Concerns about pollution (air, noise, vibration & light)
3) Aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities
4) Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.)

Thank you very much for your consideration.
Darren Wohl, MD

ComID: 713

106

From: oxfordhawk@aol.com
To: info@ourtransitfuture.com
Subject: TTA PROPOSAL
Date: Tuesday, May 22, 2012 3:16:43 PM

To whom it may concern,

I have many concerns regarding the site of the maintenance and storage facility. Pls see below;

1) Site is not conducive to a campus where children are present year-round (attractive nuisance)
2) Concerns about pollution (air, noise, vibration & light)
3) Aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities
4) Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.)

Please consider the effect of that location on all of the children in the immediate area, as well as the worshippers.

thank you

frank dworsky

COMID: 715

107

From: Robert Gutman
To: info@ourtransitfuture.com
Subject: PLANNING REGARDING THE POTENTIAL FOR VERY DISRUPTIVE NOISE AT THE JEWISH CAMPUS ON CORNWALLIS
Date: Wednesday, May 23, 2012 1:11:25 PM

Gentle People,

I am Robert Gutman, MD, retired from medical practice and now active (a member of the EC and Board) in the creation of a welcoming atmosphere at the Jewish Community Center as well as a strong supporter of the unique school next door.

I am told that you are reconsidering the initial plan to site the repair depot for the light rail immediately adjacent to this campus. This is good and important news. I am writing to emphasize the potential severe disruption to educational and religious activities and to urge that not be placed right there.

I am happy to answer any questions.

Sincerely and thank you for your consideration

Robert Gutman

COMID: 716

108

From: Don Rorke
To: info@ourtransitfuture.com
Date: Wednesday, May 23, 2012 12:02:55 PM

TO: Triangle Transit Light Rail Scoping Project

A light rail system between Chapel Hill and Durham based on current transportation technology and land planning methods, is
likely to be discovered as seriously out of date when implementation takes place in the distance future. Given all of the advances
in vehicular propulsion, including existing hybrid and compressed air methods, any concept using pure electrically powered
transportation systems could result in a light rail program behind the times and with multi-millions of dollars not well spent.

This email recommends shifting the study of all triangle transit requirements, including Chapel Hill and Durham link, to what is taking place internationally in the developmnent of new transportation technologies. It is further suggested that the revised
study include careful consideration of the impact of any method of transportation on protecting the land, the nature of human aesthetics and preserving the reasons why we all live in places like Chapel Hill.

Respectfully submitted,

Donald M. Rorke, IDSA, FWDF

Will Raymond. My name is will Raymond. I'm a resident of Chapel Hill, and I -- these comments are focused on two issues. One is economic development, and these are following up on the comments that I have been making for about two years that have not been integrated in. And the second is on the environmental issues.

So just quickly on the economics, for the last time I'm going to try this, I would like to see an apples -- apple -- am I okay -- apples-to-apples comparison between the 15-501 alignment and the Highway 54 alignment, recognizing that there are many more brownfield opportunities for redevelopment on 15-501, that many more Orange County businesses and commercial owners own property along 15-501 and benefit, that within 1,500 feet of 15-501 on the north and south side, that there are a lot housing redevelopment opportunities, while the Highway 54 economic benefits are all based on brand new development in very, sometimes difficult places.

So I'd like a comparison -- to see a comparison of what's actually on the ground now in terms of real, potential economic benefits and with a reasonable probability of success versus Highway 54, where there's got to be a whole lot of brand new

development in order to justify it economically.

Now on environmental -- tell me when you're ready -- okay. So my environmental concerns -- I'll try to keep this organized -- are, first of all, I want to make sure that the secondary effects of development are also accounted for in the environmental study, so I'm going to give particulars.

I'm concerned with the Highway 54 alignment that the -- all of the development from 15-501 down to 54 that Durham will -- wants to do along there, the impacts of that on the New Hope Creek watershed are properly analyzed, including the number of additional cars and car trips that we would expect in what's essentially a pristine corridor right now. That analysis also has to -- I would like to see used Durham's existing environmental regulations, not any planned regulations, future regulations, but the existing regulations of today. So an environmental analysis of the secondary impacts of development that this transit line will bring from -- on the line from 15-501 to 54.

I also want to see a similar kind of analysis from where the Leigh Village station into Chapel Hill, at least as far as the Hamilton Road station, with an

eye towards four major issues. One is the impact on the natural heritage area on the west side of the waterfowl impoundment, Lake Jordan waterfowl impoundment, the impact on the waterfall -- fowl impoundment, the impact on the Lake Jordan game lands, and also the impact -- what is the expected additional nutrient loads as per the rules that are currently being discussed for the Lake Jordan water quality.

Also -- ready? Okay. Also in terms of environment, I'd like to see an apples-to-apples comparison between the 15-501 alignment that is a light rail from 15-501 down to Fordham Boulevard, joining, basically, at Rams Plaza and going down Fordham Boulevard to the hospital, and a comparison between the environmental impact of that corridor and the anticipated environmental impacts of the Highway 54 alignments.

The -- this environmental impact comparison should take into account the existing conditions on 15-501, the existing mitigations, and the existing regulations that are both in Durham County, which are kind of, let's say, not as comprehensive as Orange County's, and also Orange County's environmental regulations and land use restrictions.

It should also take into account the -- a comparison between Orange County and Chapel Hill's much more restrictive environmental regulations for land use along this 15-501 corridor in terms of secondary impacts, as compared to the looser environmental regulations controlling the Durham side, the 54 alignment.

So to make that a little more understandable, in other words, the secondary environmental impact of the development anticipated along a 15-501 alignment would be less because the regulations are much more strict in Orange County and Chapel Hill, and those are the regulations of today. The regulations in Durham are much looser, and we're talking about all sorts of new development on this 15-501 to 54 connector. And the basis for that environmental impact on the New Hope and Little Creek watersheds should be based on the regulations as they are today in Durham.

So to sum up, that apples-to-apples comparison should be on the -- the primary and secondary effects of building a light rail under the regulatory regimes of each county and each municipality.

Okay. Finally, I'd like to see a risk analysis for any kind of hazardous waste or hazardous

spill for building either on 15-501 alignment or 54 alignment as it pertains to the Lake Jordan watershed. This should cover the environmental impacts of the hazardous spill and how it would be dealt with during construction and also during operation. I'd like to also see a discussion of how the water quality is going to be monitored after the light rail goes in, depending on either -- either alignment they select.

And I think that covers it. Thank you very much.

One last thing on the economic impacts, in terms of an apple-to-apple comparison of the 15-501 alignment and the 54 alignment, should be the anticipated property tax revenue from new development and redevelopment opportunities along 15-501 and 54.

And one other thing. There needs to be a metric developed to determine how the community's response to the development along -- redevelopment on brownfields along 15-501 versus the community's resistance to development along all new pristine areas or nearly pristine areas, greenfield areas on the Highway 54 proposed alignment. I don't know what this metric is. I think that the MPO should do surveys of people who live adjacent to those areas, but also to

both communities to really gauge community resistance to building things that are going to cause significant environmental impacts.

COMID 720 110

Claude McFarlane. I understand and know that this is preliminary and that this is a necessary step, first step very early in the process. However, I was really disappointed because I would have like to have seen, if available, some proposals about future expansion of this light rail system.

For instance, I live in an area that is now, I guess, eventually the expansion of the University, the north campus area. And it's nice that they have a light rail system proposed to stop at the University. But for me to utilize the light rail system, and I would be inclined to use such a system, I'd have to drive from my house back to the University and try to figure out parking to get on the system.

Now since they're going to expand the University down to that area, I think it would be very nice to have some sort of proposal to lay track along that line. There is already track that is laid along that line, although I'm not sure how that works in terms of laying new track, but there is a track system there and a right-of-way there for whatever freight that they use locally.

So it would be nice because there are a lot of people who live in that area, for instance, who work at

the University or who go from the University to home and from home to Raleigh or to Durham, and would love to not have to use their cars.

COM ID 721 111

Julie Harris. My name is Julie Harris, and I am a parent and former board member and community member of the Jewish community, the Lerner Jewish Community Day School in Durham-Chapel Hill, which is one of the proposed sites, which would be the Pepsi plant. I don't know what number that site is, but I am really against that this be put there for many reasons, one is that there are children there that are seven -- seven days a week that use the facility between the synagogue, the day school, and the JCC. And we bought and had a vision for this campus to create this very serene, peaceful community place, and this would be a terrible idea.

In addition, the day school just put in -- spent thousands of dollars to put in an outdoor classroom back in the field, which would back up right against the rail station, and it would work at cross-purposes for having an outdoor classroom for learning about the environment. So I'm -- I'm really against it going here at this site, and I think that's all I want to say. Very disruptive.

[CoM ID 722]
112

Adam Goldstein. This is Adam Goldstein. I'm a family physician from Chapel Hill, and I also am involved in helping raise the money to build a Jewish community center on the corner of 15-501 and Cornwallis Road. The light rail maintenance facility, one of the preferred sites, is at that junction, and I want to indicate that, when the consideration was being drawn for that, there was no recognition that there was a $10 million community center that we were building that was finished last May that serves thousands of kids and adults a year.

There's a large outdoor pool and recreation area that runs -- would run right adjacent to that proposed maintenance facility. There's a -- two schools. There's a synagogue already on that new Jewish campus. In addition, there's a proposed expansion of that campus that's already been designed to take up two and a half acres of -- of that site that the developer of the housing has donated that to the Jewish community.

So this is a Jewish community campus that would be irrevocably threatened by -- that serves this Durham-Chapel Hill-Apex-Mebane surrounding region, and would be irrevocably harmed by the placement of the light rail maintenance facility at that location.

[COMID 723]

Steven Schauder. I'm concerned about the potential building of a maintenance facility on Cornwallis Road at the site of the former Pepsi plant. That site is a -- the facility would be build adjacent to a Jewish community campus that's been constructed over the past three years, that now houses the largest reform center and synagogue in North Carolina, that has a $10 million Jewish community center that was built as a central address for the Jewish community, and has a Jewish school, in addition, adjacent to a charter school, the Maureen Joy School.

Further, the campus has plans for expansion that could include mixed housing for families of different backgrounds, including proposed senior housing that would really serve members of our senior community that could be served by the center.

The proposed maintenance facility poses an attractive nuisance, as children are in attendance on that site 12 months a year, and it would really impact from -- from a light -- standpoint of light and noise pollution.

And that's really all of my comments.

COMID 724 / 114

Gustavo Montana. I am Gustavo Montana. I am a resident of the Greenwood neighborhood, and I am very pleased to see that the Durham-Orange light rail transit project is being developed.

I want to add two issues or two requests, that two issues be given continued consideration, if they have not been -- or given consideration if they have not been on the plans themselves.

The first one is the issue of making as much -- as many areas as possible in the Chapel Hill area and -- and Carrboro bicycle-accessible. Particularly with the light rail transit system, it is very important for people to be able to access the stations very easily on a bike.

The other thing that concerns me is the development in Glen Lennox. The development as initially proposed was much larger, but it's been scaled down. But, still, it is anticipated that there will be many more cars, many more people that will be coming into the Glen Lennox area.

The 15-501 bypass carries a lot of traffic and, undoubtedly, is going to carry much more traffic. It would be very desirable to connect the Greenwood neighborhood and all of the -- the part of Chapel Hill

that is on the inside, if you may say, of the 15-501 bypass, be connected with the facilities that are in Meadowmont, in The Oaks, in that neighborhood.

In The Oaks and Meadowmont, there are soccer fields. The YMCA has a pool and a playground, and there is going to be commercial development in the Glen Lennox area that people in the Greenwood neighborhood may want to access. Having an overpass over 15-501 in the area where kind of the road comes onto 15-501 would be most desirable. The overpass should be for pedestrian, for bicycle use, and perhaps for motorized wheelchairs.

I know that this, just thinking about this, you know, the objection is going to be the cost, undoubtedly. But projecting this over the many years that, hopefully, the -- this town will be in existence and 15-501 is going to carry so much traffic, I think that that should not deter the evaluation and consideration given to this overpass.

And, really, the time to consider it is now when perhaps the developers, the town, and the citizens of the -- in the area should try to find ways of financing this.

Thank you.

COMID 725 115

Geoffrey Geist. My name is Geoffrey Geist. I live in Chapel Hill, and I think some of the things that I'm most concerned about for the light rail is the routing of the light rail so, most importantly, trying to avoid any sensitive environmental areas, specifically, the Little Creek and the bottomlands and slopes, and the significant natural heritage area. Also, all of the Army Corps of Engineers land that are on the Orange County-Durham line there by Meadowmont.

So, naturally, I'm in support of the C2 alternative. I think the C2 alternative is far less -- far less environmentally hazardous to the area. It -- it costs less money. That is an important consideration, and I think it has higher projected ridership, not to mention the fact that I think C1 going through Meadowmont would bisect The Cedars retirement community, which I don't think is the right thing to do. I don't think that's the right plan.

And also, it would be going down Meadowmont Lane, behind people's homes in some cases, behind the townhomes, and also causing, especially during traffic times, significant traffic delays, especially during rush hour in the morning and the afternoon.

So, really, for all of those reasons -- and --

COMID 725
page 2

and just one final one. C2 has dedicated parking. I live in Meadowmont. The parking situation in Meadowmont Village is already not a good one, and to put a light rail station there would cause real significant problems, since there's no dedicated parking. Anyone living in Meadowmont is not simply going to walk. They're going to ride from time to time, especially during inclement weather.

So, you know, for all of those reasons, but I think especially I'd underline the environmental concerns of going over the Little Creek, and also all of the steep slopes, I would support C2. Thank you.

COM ID 726 116

John Friedman. I'm a -- an enthusiastic supporter of light rail for Durham and Chapel Hill. It's an urgent need. But if there is a maintenance facility located on -- at the former Pepsi plant on Western bypass, it will so profoundly impact the Jewish community, whose three largest and, arguably, their main institutions, Judea Reform Congregation, the largest congregation -- Jewish congregation in the Triangle, Lerner Day School, the main Jewish day school for the whole Triangle, and the Jewish Community Center, which is a recreational -- like a YMCA kind of facility for the Jewish community and others in the area, will be, I believe -- this is going to be a noise-producing -- if it's like those in other places, attractive nuisance.

We have three institutions that are swarming with children, and it is simply not only counter-indicated, it's counter-intuitive to put such a facility so near so many children who are there so many different times during the week.

It will impact the feeling of Sabbath, of Shabbat, at Judea Reform Congregation and holidays. Imagine hundreds of people coming for the Day of Atonement, the most important holiday or observance of the year in which we have anywhere from 1,100 to 1,200,

1,300 people at the congregation, and trying to worship with trains squealing in the background.

This is a mistake for us. Of course, we're only one community, a small number in the overall population of Durham-Chapel Hill but, nevertheless, one which has made a considerable investment in this area and which will be, I feel certain, impacted very negatively by the location -- locating of a maintenance -- train maintenance facility right adjacent to their land.

If I get out of the swimming pool at the JCC and walk for about 30 seconds, I could be standing right on a rail. That's a mistake. It's wrong to put that so near children.

COM 10 728

117

Jonathan Lovins. So we have -- our kids go to the Lerner School, which is -- which goes right up to the -- to the -- one of the four proposed areas for the maintenance facility, and so the -- and so we're concerned about the -- mostly the noise and the pollution there. The kids are there all day long. They're out -- they're outside the school and they're playing.

Also, the Jewish Community Center, which we all go to, the pools, the outside pools are -- which are the most-used facilities in the -- in that community center, also go right up to the border with this -- with what -- what could be the maintenance facility. And, again, we would be concerned about noise and pollution.

In addition, there have been a lot of plans for expansion of the Jewish community campus. Currently, it's the -- it's the elementary school, the Jewish Community Center, and the Judea Reform Synagogue, but there are -- there are proposals -- there have been proposals for many years to expand into the area which is being proposed for the maintenance facility, to build a senior center and a middle school, and most of that -- much of that could be jeopardized by the building of the maintenance facility.

So -- so be -- it would definitely be difficult for us -- I mean, the reason -- one of the reasons we moved to Durham was because there was this great area where we could, you know, have our kids go to school and -- and that they were going to have -- build a Jewish community center, and we would -- we would be -- it would be -- it would be very unfortunate if the quality of that campus was degraded by having a -- a facility that was -- that was impacting both the -- the quality of the experience for the kids at the community center, and also that would interfere with our ability to develop the campus.

So we would be -- you know, one of the -- so it's one of the reasons why we live in Durham and wouldn't -- we wouldn't want to -- well, we'd like to stay in Durham.

COM ID 729 118

Larry Rocamora. Hi, I'm Larry Rocamora. I'm a member of Judea Reform Congregation and the Jewish Community Center. In fact, I was president of Lerner -- I mean, of Judea when we built the building up next to the Cornwallis site, and I was co-chair of the Partnership for a Jewish Center when we built the Levin JCC.

My feeling is the impact that the rail maintenance facility station would have on the Cornwallis site would destroy a lot of what we've been trying to do and a lot of investment that's been put in infrastructure and in buildings and in community up there.

Both the light and the noise, when you're at services or when the people outside -- one of the reasons those sites were selected was because of the quiet and solitude and the peacefulness that you get as you're going up the hill for -- for religious purposes and then for the JCC.

And also, there's kids that are playing all the time. There's a pool, and -- and kids are attracted to rail stations and things like that, and having a maintenance station that impacts 650 families that are in Judea, 690 members of the JCC, 200 families of the Lerner School, is a significant impact even though it's

just a small area.

You know, I understand why it's a -- a nice site to do, but all of these things weren't up there when they were going through the decision-making process or selecting sites, and we didn't know that this was going on as well.

In addition, there are plans for development of the -- the Pepsi site, and the person that bought it, they have contractually agreed to sell or give two and half acres to three and a half acres, depending, to the JCC for expansion of our outdoor facilities. And it would, obviously, have an impact on that as well.

Also, the developer is looking at perhaps having senior citizen -- a senior center or some kind of maybe multifamily, which goes in very well with the uses of the JCC and being able to be in close proximity for seniors that can't walk as well. There's -- there's a community building for them to use. There's lot of senior programming. We have a Jewish family services, which deal with elderly people and people that can't get around well.

And so it just seems, at least to -- to me, the impact is on a high number of people and it's very negatively affected. Okay.

COM ID 730

119

Jon Bellman. Hi, I'm Jon Bellman. I have two kids that are at the Lerner School, and I have a third one that will be going there shortly, and I'm very concerned that the Pepsi property is being considered for possible siting of the ROMF.

I think when the analysis was initially done in -- in which the Pepsi property was selected, the -- the folks doing the study did not realize that that site was about to be developed. It has since been developed, and there's a very popular and fantastic Jewish Community Center on that spot.

The -- the land for the Lerner School is being expanded as well, and, basically, there's a couple of hundred kids that are right back there along the fence line where that ROMF is being considered.

So I would hope it's moved to another spot, that that spot -- that the Pepsi site is taken off the table as soon as possible because, in addition, the Jewish community is considering developing more of that land into senior facilities, a potential additional house of worship, potential middle school. And if the ROMF is sited there, we won't be able to do that.

So thank you very much for listening.

COMID 731

120

Sam Poley. I'm speaking out in opposition to the Pepsi location at Cornwallis Road. I don't think it's the -- necessarily the right choice, given its proximity to the Jewish community campus there, its immediate adjacency to the Jewish Community Center, and the impact that it will have on the Lerner Jewish Community Day School, as well as Judea Reform Congregation.

The facilities were well thought out, represented a great investment, and a very large cross-section of the community, not just the Jewish community. The Jewish Community Center is open to anyone who wants to -- to belong.

And I think that this is a facility that will not do anything to enhance the possibility of expansion over there, and the quality of those facilities that have already been built, and the community's lifestyle that -- that they enjoy there.

That's all.

COM ID 732

121

Gabriel Lowe. Well, my name is Gabriel Lowe, and I just wanted to leave a comment that I'd like to -- I'm concerned with the possible maintenance facility location off the Pepsi -- the old Pepsi plant off of -- just on 15-501 and Cornwallis. There's a campus there that includes two schools. Well, there's a couple of campuses, but there's two school campuses, a synagogue campus, as well as a -- a community center that just opened in 2011 that was designed for -- for lots of children and families to attend. It's a very beautiful area and, right now, it's -- it's state of the art and new, and I just want to say that I think that putting a loud maintenance facility with lots of -- that runs 24 by 7 will negatively impact the work and the -- and the community that uses that area.

I also want to be clear that I don't -- I do support light rail and -- and I think it's a great idea. I just think that the maintenance facility should be located somewhere where there's not a community center like that and not places of worship like that and places where lots of children and lots of families will be spending lots of time.

So if there's -- I know there's some alternatives, and it's just my -- my thoughts that it

should locate somewhere else. So thank you for your time.

COM ID 734 122

received 29-May-12

Jane and Harry McPherson
244 Cedar Club Circle
Chapel Hill NC 27517

May 25, 2012

Triangle Rapid Transit Program
P. O. Box 530
Morrisville NC 27560

To Whom it May Concern:

We write, as residents of Meadowmont in Chapel Hill, to endorse the Light Rail Transit alternative, C2.

We've been following the reports and studies and such that have been emanating from the consideration of these two alternatives.

Foremost, it is the environmental impact. As you well know, once the environment has been tampered with…resulting in disastrous effects on wildlife and undergrowth that's been there since time immemorial…it can never be brought back. That alone should be sufficient to tip the scales toward C2.

In addition, such considerations as the median already existing down Highway #54 and the estimated higher usage in C2, are important.

Thank you for noting in your reports our endorsement of C2.

With best wishes,

Jane McPherson

Harry T. McPherson

Jane and Harry McPherson

COMID: 735

123

433 Cedar Club Circle
Chapel Hill, NC 27517
Tel: 919.493.1789
Email: 5594mavk@gmail.com

May 22, 2012

received
29-May-2012

Triangle Transit Program
P.O. Box 530
Morrisville, NC 27560

TO: Members, Triangle Transit Program:

Of the light rail routes being considered for the Chapel Hill-Durham link, the C2 alternative was chosen by the Chapel Hill Town Council, the Orange County Board of Commissioners and the Durham Chapel Hill Carrboro Metropolitan Planning Organization as the Locally Preferred Alternative. Because of the obvious advantages of the C2 alternative, I recommend that no additional time or money be spent on studying the C1 alternative.

There are many reasons for my informed preference for the C2 alternative. I moved to The Cedars of Chapel Hill in 2008 to have the benefits of a retirement community that had its own health care facility, a small shopping center and a UNC Cardiac Department all within walking distance. I found all of these available as a member of The Cedars of Chapel Hill with its DuBose Health Care Center on our campus and Meadowmont Village across the street. The C2 alternative avoids separating our Dubose Health Center from the aging Cedars residences who faced with a C1 path would have to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. A similar condition would exist when crossing the street to Meadowmont Village to reach the grocery store, pharmacy or the UNC Cardiac Department. The construction process of C1 and the operation of the trains passing directly in front of our health center would greatly disadvantage health care for Cedars members, especially those who are permanently in the DuBose Health Center.

As a means of being completely informed about alternatives being considered, I walked the path of the C1 route, which passes through precipitous wetlands and natural wildlife habitat that should be preserved. If destroyed by a rail line, this treasured environment would be forever lost.. If light transit is the only solution possible, I strongly support the C2 alternative for Chapel Hill and Durham.

Sincerely,

M Van Kampen

Mary Ann Van Kampen

COMID: 736

124

From: Randell, Scott H
To: info@ourtransitfuture.com
Subject: Maintenance Facility at the current Pepsi property
Date: Monday, May 28, 2012 8:39:12 AM

To whom it may concern,

I am all for light rail transit in the Triangle. However, I question the proposed site of a Maintenance Facility at the current Pepsi property for the following reasons:

1) The site is not conducive to the adjoining Judea Reform, Lerner School and Jewish Community Center Campus where children are present year-round (attractive nuisance),
2) There are concerns about pollution (air, noise, vibration & light),
3) There will be negative aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities,
4) Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the Jewish Community Center, etc.).

Please consider alternative sites that would not detract from a growing, dynamic, positive aspect of our community.

Sincerely, Scott Randell

From:	Werner, Arthur S
To:	info@ourtransitfuture.com
Subject:	Potential LRT Maintenance Sites
Date:	Tuesday, May 29, 2012 3:04:53 PM
Attachments:	image001.png

COMID: 737

125

I am writing to comment on the selection of a site for the Rail Operations and Maintenance Facility (ROMF) for the future light rail connection between Durham and Chapel Hill. I base my observations on the table below, extracted from an LRT presentation.

None of the first three sites have adjacent neighbors that would be affected by noise, dust, traffic, and air emissions from LRT site development and operation. The fourth site near Cornwallis Road is adjacent to two schools, a synagogue, and a community center. Clearly, the Cornwallis Road site should be excluded from consideration.

[redacted]

Table 2-11 Summary of LRT Maintenance Sites

Candidate Site	Size	Access	Land Use Compatibility	Environmental Effects
Leigh Village	Adequate size (approximately 13.5 acres)	• Good roadway access • Excellent bidirectional access	• Bound on one side by I-40 • Adjacent rural residential land uses; acquisition of multiple residences would be required • Opportunity for natural buffers to screen site from view	• Potential noise impacts to surrounding residences
Farrington	Adequate size (approximately 12.4 acres)	• Good roadway access • Excellent bidirectional access	• Bound on one side by I-40 and Farrington Road on the other providing for separation of land uses • Adjacent rural residential land uses; acquisition of multiple residences would be required • Opportunity for natural buffers to screen site from view	• Potential noise impacts to surrounding residences
Patterson	Adequate size (approximately 12 acres)	• Good roadway access • Off-line site requiring approximately 1,400 feet of access track • Excellent bidirectional access	• Bound on one side by I-40 and Farrington Road on the other providing for separation of land uses • Undeveloped land and well-buffered from adjacent land uses • Opportunity for natural buffers to screen site from view	• Potential impacts to 2 possible Section 4(f) resources • Potential visual impacts from the New Hope Creek trail
Cornwallis	Adequate size (approximately 14 acres)	• Good roadway access • Excellent bidirectional access	• Bound on one side by US 15/501 and on the other providing for separation of land uses • Consistent with existing industrial use of site. • Adjacent to institutional land uses (schools, church) • Opportunity for natural buffers to screen site from view	• Potential noise impacts to adjacent institutional land uses

Source: LRT Maintenance & Storage Yard Facility Assessment, URS Corporation Consultant Team, May 2011.

[redacted]

Arthur S. Werner, Ph.D. | Senior Principal Scientist
AMEC
Environment & Infrastructure
4021 Stirrup Creek Drive, Suite 100|
Durham, NC 27703
Direct Line 919 474-3588 **Office** 919 381-9900 x43588 **Mobile** 919 602-5867 | **Fax** 919 381-9901
Email arthur.werner@amec.com
Please note new email address

The information contained in this e-mail is intended only for the individual or entity to whom it is addressed.
Its contents (including any attachments) may contain confidential and/or privileged information.

COMID: 739

126

MEADOWMONT COMMUNITY ASSOCIATION
1201 RALEIGH ROAD, SUITE 204
CHAPEL HILL, NC 27517
919-240-4682 OFFICE

COPY

Date: June 13, 2011

TO: Mayor and Council, Town of Chapel Hill

SUBJECT: Meadowmont Community Association's LRT Preferred Alternative

Dear Mayor and Council,

The Meadowmont Community Association Board would like to go on record that it would favor the potential alternative C2-LRT realignment, which would bring the LRT further East along Hwy. 54 and George King Road. This is in accordance to our June 7,2011 board motion.

The Association appreciates the fact that Meadowmont was designed to be a walk-able, transit oriented community and believes that either alternative can serve that objective.

In making our decision the Board considered the following issues:

1. The required bridge for C1 across the Little Creek wetlands connecting SE Durham Expressway to Meadowmont Lane will have an environmental impact due to the terrain and a noted large expense to construct
2. The noted and future planning of George King Road as a connector Road to facilitate North-South traffic flow to Hwy. 54.
3. The Chapel Hill Town Council supported point #2 (above) in Resolution 2006-12-04/R-13
4. The C2 alternative would be able to support a larger LRT ridership from the future developments between Meadowmont and Hwy. 40.

Continued next page:

CoHIO 739
page 2

A few inherent challenges associated with constructing an LRT line now through the middle of Meadowmont, a well-established community, are:

- The LRT would cross six streets, including Meadowmont Lane, which at the crossing point consists of four lanes and a median.
- The proximity to Rashkis Elementary School and the Cedars of Chapel Hill, a senior living community to the rail's location
- The lack of parking now and for any future transit riders in the area of the projected Meadowmont station on Meadowmont Lane in or near Meadowmont Village
- The Rizzo expansion project is on temporary hold until the LRT location is better defined to avoid any environmental damage or excessive costs to relocate the proposed Rizzo site.

The Meadowmont Community Association hereby requests that the Chapel Hill Council approve alternative C2-LRT.

If Council cannot make this decision at this time at least keep that option open until a full environmental study has been conducted. This request is consistent with the recommendations from the Transportation Board, the Planning Board, UNC and UNC Hospitals.

Thank you,

_____

Hank Rodenburg, President
(For) The Meadowmont Community Association Board of Directors.

Copies: DCHC MPO
Orange and Durham County BOC

MEADOWMONT COMMUNITY ASSOCIATION
1201 RALEIGH ROAD, SUITE 204
CHAPEL HILL, NC 27517
919-249-4682 OFFICE

COMID: 740

127



May 21, 2012

Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree street NW, Suite 800
Atlanta, GA 30303

Dear Mr. Smart.

On June 7, 2011 the Board of Directors of the Meadowmont Community Association voted in favor of the C2 realignment as part of the Light Rail Transit program.

The board of directors expressed its preference and the reasoning for it in a letter to the Chapel Hill Town Council dated June 13, 2011. It also stated the same position to Council in November 2010.

The Board would kindly request that these two letters (copies attached) be considered in the Environmental Assessment and be included into its documentation.

Thank you for your cooperation attention in this matter.

Sincerely,

Bill Ferrell, Manager
Attach: 2

File: NC54 Corridor Study 2012

Bill Ferrell
Manager
meadowmont@nc.rr.com

919-240-4682 office
919-636-0598 cell
919-240-4683 fax

1201 Raleigh Road, Suite 204
Chapel Hill, NC 27517
www.meadowmont.net

Meadowmont Community Association

3-22-12

24 March 2012

131 Cedar Breeze Lane
Chapel Hill, NC 27517

128

COMID: 741

Dear Sir,

I have been a resident of the Cedars of Chapel Hill for the past three years. I arrived here direct from England with no car.

I chose the Cedars for many reasons the main one being the close proximity of Meadowmont Village with its grocery store, Bank dry cleaners & other amenities - all of which I use. Light Rail C! would be very unacceptable for access to the above.

I also use the Dubose Health Centre & my primary doctor is there, Route C! would entail having to cross the train tracks.

I enjoy the environment

surrounding the Cedars & Lake
regular walks in the area which
would lose much with Route
C.J.

COMID: 741 pg 1/2

As we own our properties
here the value would obviously
drop with a road running
through.

I therefore oppose very strongly
Route C.J.

John Kalbfleisch

Carla Rushbrook

COMID: 742

129

ROBERT N. EBY

631 Cedar Club Circle
Chapel Hill, NC 27517-7215
(camden@mindspring.com)

May 20, 2012



Mr. Brain C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree St., NW Suite 800
Atlanta, GA 30303

Dear Mr. Smart:

I am writing you in regard to the selection of a route for the proposed light rail transit system between Durham and Chapel Hill from that designated C-1 and that designated C-2.

My wife Connie and I moved to The Cedars of Chapel Hill some eight months ago. One of the important factors in choosing the Cedars was the access to the DuBose Health Care Center, if and when we need it. If Route C-1 were selected, it would separate the DuBose Health Center from the remainder of The Cedars. Both the construction process and the operation of trains would greatly hamper health care for all Cedars members, particularly those residing in the DuBose Center.

When Route C-1 was first proposed some 20 years ago, this area was undeveloped farmland. Today much of the adjoining land through which the proposed C-1 Route would pass is environmentally sensitive and under the jurisdiction of the Corps of Engineers. It is important that we do not damage the involved wetlands and wooded areas in an irreversible manner. In contrast to Route C-1, Route C-2 would pass along Route 54, thus minimizing the environmental impact of the light rail transit system.

To date the Chapel Hill Town Council, The Orange County Board of Commissioners, the Durham Chapel Hill Carrboro Metropolitan Planning Organization, and the Meadowmont Assn. Board of Directors have voted to support Route C-2. My wife and I want to add our voices to theirs in requesting that you come to the same decision, viz. that Route C-2 is the better route for providing the much needed light rail service between Durham and Chapel Hill.

Very truly yours,

Robert N. Eby

Robert N. Eby

COMID: 743

130

Meadowmont Community Association
1201 Raleigh Road, Suite 204
Chapel Hill, NC 27517
919-240-4682 Office



November 2010

Chapel Hill Town Council
405 Martin Luther King Blvd.
Chapel Hill, N. C. 27514

Re: Connector Street Plan build out recommendations in the recently completed Draft NC 54/I-40 Corridor Study and consideration of LRT easement Alternative Analysis

Dear Mayor and Council:

Given some new names and faces serving on Town Council and on the Metropolitan Planning Organization (MPO), and considering the resolution passed by Council on December 4, 2006 regarding the above matter, I am writing to you on behalf of the Meadowmont Community Association.

Meadowmont was created as a village community of circuitous streets lined with bicycle lanes and pedestrian friendly walkways. The Chapel Hill Town Council took a strong position following public hearings in 2006 supporting a community statement requesting that any NC 54/I-40 impact on Meadowmont further enhance circuitous routing and safety throughout Meadowmont.

Council recognized that the Meadowmont Community is anchored by Rashkis elementary school at one end of Meadowmont Lane, and The Cedars retirement complex on the other end of the same street. Council also accepted the premise that any collector and connecting street plan include incorporating George King Road as the primary North-South connector of Southwest Durham Parkway **before** connectivity to Meadowmont Lane.

More specifically, Resolution 2006-12-04/R-13 requested the Durham-Chapel Hill-Carrboro Transportation Advisory Committee to direct the Metropolitan Planning Organization to develop connectivity to The George King Connector Street. This was to facilitate North-South traffic flow to Highway 54 as the planned developments to the East of Little Creek and South of Creekside elementary school are built out

As part of the resolution and surrounding discussion, Mayor Foy and the Council at the time stressed the need for appropriate traffic calming devices along Meadowmont Lane as well as ensuring that any connectivity through the Meadowmont Community be circuitous in nature.

Following the recent distribution and review of the draft of the NC 54/I40 corridor study, the Meadowmont Community Association (MCA) Board now solicits the Chapel Hill Town Council's help in addressing the timeframe changes of the Connector Street build out that is proposed. In this study, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has prioritized the CSP build out to be accelerated from the LRTP 2035 timeframe to the 2012 timeframe.

COM ID 743
page 2

Page two: Meadowmont Community Association **November 2010**

The MCA Board specifically requests Council to resolve to:

1. Direct the MPO to review and incorporate all parts of resolution 2006-12-04/R-13 in any and all Collector Street, Connector Street and NC 54/I-40 plans;
2. Maintain Meadowmont Lane as a city street inclusive of only two lanes and an existing 25mph speed limit, rather than allowing control to shift to the NCDOT or other body;
3. Prioritize funds for timely installation of traffic calming devices to protect school zones, elderly crossings, and ingress/egress of the Meadowmont neighborhood prior to the CSP build out; and
4. Direct the DCHC TAC and DCHC MPO to examine the benefits of routing the Light Rail Transit (LRT) easement between the Leigh Village Station and Meadowmont Community rail stations to align with Highway 54 as it crosses Little Creek.
5. We strongly recommend this examination take place **prior** to finalizing the Collector Street Plan or the NC 54/I40 corridor study. This Alternative Analysis work is being done by the Triangle Regional Transit Group. We are not suggesting the transit stations' locations at Leigh Village Station and Meadowmont to be altered, only that the track routing between them be nudged to parallel Highway 54.

The benefit of routing the LRT line between Leigh Village Station and Meadowmont to cross Little Creek at Highway 54 would be a consolidation of bridge crossings over Little Creek. The Draft NC 54/I-40 Corridor Study calls for Highway 54 to be widened to six lanes, with parallel bicycle and pedestrian crossings over Little Creek. Rather than building additional, lengthy bridge spans over the Army Corps easement behind Meadowmont for the LRT, work zone consolidation and construction economies could be significant if the LRT line were realigned with the Highway 54 corridor.

Furthermore, the realignment of the transit easement minimizes the environmental impact on the Little Creek Basin to the North of the impoundment area and insures that existing hiking, running, and biking trails in the Little Creek Basin behind Meadowmont are not disrupted.

In summary, the Meadowmont Community Association requests that the current Council renew its support for the resolution already passed, and that Council amend the resolution to include a thorough analysis of an alternative LRT alignment prior to approving any draft of the NC 54/I40 plan.

Thank you,

_____

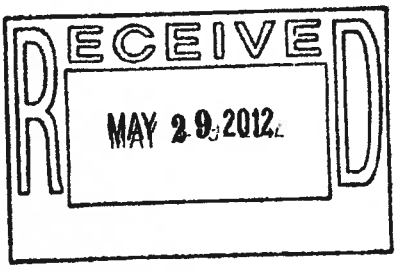
James White, President
Meadowmont Community Association
Board of Directors

COMID: 744

131

Jane and Harry McPherson
244 Cedar Club Circle
Chapel Hill NC 27517

May 25, 2012



Mr. Brian C. Smart, Environmental Protection Specialist
Federal transit Administration
230 Peachtree St., NW, Suite 800
Atlanta GA 30303

Dear Mr. Smart,

We write this letter, as residents of the Meadowmont Section in Chapel Hill NC, to state our support of the Light Rail Transit alternative C2, as opposed to C1.

The impact of C2 on the environment…wildlife, vegetation, watersheds, and so forth…is much more favorable than if C1 were forced upon us. As you well know, once the damage is done to the environment that we leave to posterity, there is absolutely nothing that can be done to bring it back.

This along should be more than sufficient to decide in favor of C2. However, there are other considerations such as more ridership and use of the medial already in place on Highway #54.

Thank you in advance for supporting C2.

With best wishes,
Jane McPherson
Jane and Harry McPherson

Harry T. McPherson

COMID: 745

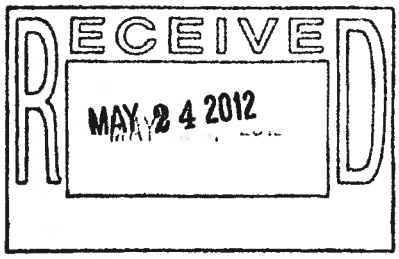
132

John and Dorothy Neter

724 Cedar Club Circle, Chapel Hill NC 27517

May 19, 2012

Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303



Dear Mr. Smart:

I am writing to you in connection with the Triangle Rapid Transit Program Study. I urge you to support Alternative Route C2 for the Light Rail Route. Alternative Route C1 will have a significant negative impact on our The Cedars of Chapel Hill Retirement Community. This route passes directly in front of our DuBose Health Center where 48 ill members are staying. Also Route C1 cuts off the Health Center from the homes of the Retirement Community.

Alternative Route C2 does not intrude into the Meadowmont Community. In addition, Route C2 is more environmentally friendly, as it does not cross the adjacent wet lands. Furthermore, it is my understanding that Route C2 is estimated to cost less than Route C1 and is likely to have a higher ridership.

For all of these reasons, please support Route C2.

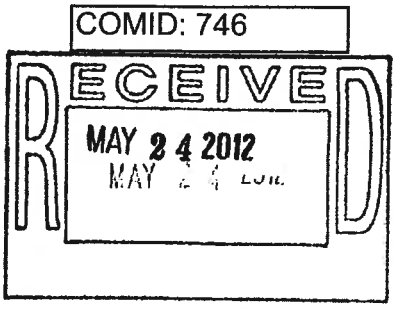
Thank you for your consideration.

John Neter

John Neter

133

COMID: 746



5/21/12

Dear Sir,

I am responding to the choices for light rail transit in the Chapel Hill- Durham connecting route. I speak for the C2-54 route as both the affect and effect would have the least negative impact on the area.

It would serve hotels, restaurants, offices, shops, etc. along its route , thereby increasing it's use; and make Meadowmont business more accessible.

Residents of Meadowmont Village have chosen to live here and enjoy a peaceful living atmosphere. They contribute to both Orange and Durham Counties by paying taxes and supporting various businesses in Chapel Hill and Durham. This lovely village does not need a train running through the middle of it!

Environmentally, it is important to save a natural wetlands and bird sanctuary nearby to balance the amount of paved land.

The Cedars' Campus is a beautiful and sustaining neighborhood of Meadowmont where Seniors are spending the last years of their lives and need to die in peace and quiet.

Meadowmont is placed near Chapel Hill, Durham and I-40 which is an expedient location for people who travel to work. It offers a special way of life for all who enjoy living here. PLEASE PROTECT AND ENHANCE IT.

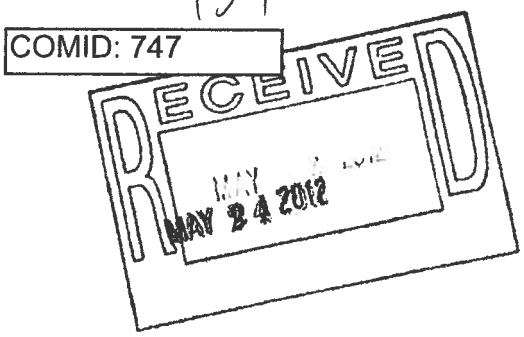
Sincerely,

Faye S. Kalman

Faye Kalman
A Cedars' resident

134

COMID: 747



Ms. Muriel Roll

421 Cedar Club Circle

Chapel Hill, NC 27517

Mr. Brian C. Smart

Environmental Protection Specialist

Federal Transit Administration

230 Peachtree St., NW, Suite 800

May 20, 2012

Dear Mr. Smart:

From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. The Cedars bird sanctuary would probably be destroyed. Once destroyed, this irreplaceable land treasure will be lost forever.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

Having spent some time recuperating in one of the 48 beds in the Cedars DuBose Health Center, I hate to think how having trains going by just a few yards from my window would have affected me.

Please give this letter your utmost, serious attention.

Sincerely,

Muriel Roll

~~Sincerely yours,~~

COMID: 748

135

RE: C2 as STRONGLY PREFERRED OPTION

May 18, 2012

Mr. Brian Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303



Dear Mr. Smart:

I strongly urge all public-planning efforts to oppose the C1 alternative in favor of the locally favored alternative C2 on public safety, environmental and simple common sense grounds:

1. Safety. Public planning efforts should place public safety above all else – in my view, this should always be priority #1 and any failure to heed public safety is a failure of a public planning body. To route in excess of 8,000 cars per day on a street with the characteristics below is a clear violation of consideration of public safety that is the most important priority of public planning responsibilities. Meadowmont Lane runs:

    a. in front of an elementary school, with elementary school children routinely walking and playing near Meadowmont Lane, with constant activity by both parents and children,
    b. through a large and vibrant senior citizens community where residents routinely walk and drive across Meadowmont Lane,
    c. through an area where residents walk dogs, bicycle, and routinely cross to get to shopping, restaurants and the UNC Wellness Center
    d. extraordinarily close to the front doors of an approved development next to the Wellness Center and
    e. very near the location of a special needs facility about to be built in Meadowmont.

    We should not wait until the first child of the elementary school – or the first grandparent or the first special needs person or the first jogger – gets hit by a car when we have an alternative (C2).

Com ID 748 page 2

2. Environment. The proposed extension and connection to SW Durham Drive under alternative C1 requires connection through the Little Creek Bottomlands, an environmentally sensitive area where there is currently no development. When other options are available (C2) why on earth would a decision be made to construct a bridge through an environmentally sensitive area?

3. Common sense. There is another alternative, the locally preferred alternative (there is a reason why it is the locally preferred alternative after all), C2, which avoids the above issues. I recognize that we need to move traffic and planning organizations have a difficult job with respect to the traffic flow in the NC 54 corridor. However, sometimes we lose simple common sense in these decisions. Running 8,000+ cars a day through a community with an elementary school, senior citizens community, and all of the conditions noted above – when other options are available – simply defies logic and common sense.

Given that there is precedent – Durham's request to move the proposed SW Durham Drive alignment away from Creekside School – not allowing SW Durham Dr to run through a school, senior citizens community and all of the conditions noted above is both reasonable and crucial for public safety and environmental reasons.

Accordingly, I urge you favor the C2 alternative.

I recognize that you have a difficult job considering all of the issues in addressing traffic requirements. However, I urge you to put public safety – elementary children and senior citizens for goodness sake.

Thank you for your consideration.

Sincerely,

William P Putsis

Dr. William Putsis (Professor, UNC Kenan-Flagler Business School)
Concerned Meadowmont Resident
(919) 593-7544
William_Putsis@unc.edu

Nina Mitchell
533 Cedar Club Cir
Chapel Hill, NC 27517-7214

Liberty FOREVER

COMID: 749

136

Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
P.O. Box 13787
Research Triangle Park,
NC 27709

27709378787

Received
MAY 30 2012
Triangle Transit

5-28-12

Received
MAY 30 2012
Triangle Transit

Mr. Greg Northcutt,

I have lived at the Cedars since 2006 and in Chapel Hill for 50 years. I am alarmed of a light rail train going through our property separating our DuBose Health center from the residences. Our aging residents would have to navigate across tracks of a commuter train to go to the health center for treatment or spend their last days there. Construction process and the operation of the trains would greatly hamper health care and for those permantly in the health center. This would be the C-1 plan. We feel the C-2 plan would be much better for Cedars.

Sincerely, Nina Mitchell

COMID: 750

137

From: Marjorie Combs
To: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Tuesday, May 29, 2012 11:54:44 AM

Dear Sir/Madam:

I have lived at The Cedars since 2007. I am alarmed at the prospect of a light rail train going through the property, separating our DuBose Health Center from the residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members, especially those who are permanently in the health center.

Furthermore, from all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternate C2 route. The Cedars bird sanctuary would probably be destroyed. I hope those who make the final decision on the route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land treasure will be lost forever.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

Please **support the C2 alternative** (and by rejecting C1 save our health center access and bird sanctuary).

Thank you for your attention.

Sincerely,

Marjorie S. Combs

232 Cedar Breeze Lane

Chapel Hill NC 27517

COMID: 751

138

From: Rolander99@aol.com
To: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Tuesday, May 29, 2012 10:26:34 AM

C. Arthur Rolander
203 Cedar Berry Lane
Chapel Hill, North Carolina 27517
Ph: 919-259-7445
Fx: 919-259-7446
May 29th, 2012

Triangle Rapid Transit Program
P.O. Box 530
Morrisville, NC, 27560

Dear Sir:

We have followed with great interest the studies to construct a light rail transit between Chapel Hill and Durham. We are very much opposed to the C1 route and urge that route C2 be selected.

We are fortunate to reside at the Cedars of Chapel Hill, one of the finest retirement communities in the South. Route C1 would make some parts of the community almost unlivable for the sick and elderly. Route C1 would also do irreparable harm to the surrounding wooded and wetland areas.

We understand that the C2 Route would be less costly, would accommodate more users, and would not have the same serious impact on the sensitive environmental areas.

We urge that the C2 Route be selected.

Sincerely,

Mr. and Mrs. C. Arthur Rolander

COMID: 752

139

From: Greg Northcutt
To: Maryann Battista
Cc: Yu Robinson, Cyndy; Weisner, Jeff; PMC
Subject: FW: Planning for Light Rail in The Triangle area
Date: Tuesday, May 29, 2012 8:51:03 AM

Doc control comments for scoping.

Greg Northcutt
Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: Rod James [mailto:rodjames112@cochill.net]
Sent: Monday, May 28, 2012 4:52 PM
To: Greg Northcutt
Subject: Planning for Light Rail in The Triangle area

Mr. Greg Northcuutt
Director of Capital Development
Triangle Transit
Research Triangle Park, NC

Dear Mr. Northcutt,
The Condominium Board of The Cedars of Chapel Hill has asked me to correspond with you about certain decisions you must make relative to The Light Rail routing in and near Chapel Hill.

You and others will be considering the two possible light rail transit routes called C1 & C2 near Meadowmont Village,

Those of us who oppose the C1 route know that it has been the preferred route in planning by the Triangle Transit Authority.
However circumstances in 2011-2012 clearly suggest that C2 should be thoroughly vetted and hopefully chosen as the updated preferred route.

Please continue to consider the environmentally sensitive wetlands during your evaluation. The negative aspects are quite clear. An example is a November 15 letter by The North Carolina Department of Environmental and Natural Resources stated: "We are particularly concerned about Alternative C1, since it crosses the SNHA .....and is therefore likely to have a more significant impact on wildlife than C2, ..."

Of course other factors will also be considered, such as the studies that show that route C2 would cost substantially less than C1 and might even attract greater potential ridership than C1. If these and other considerations are adequately thought through, the previously preferred route (C1) might not be the best decision after all.

COMID 752 page 2

Thank you for taking the time to read our appeal. It is intended to be helpful.

Sincerely,
Rodney L. James
President of Condominium Board
The Cedars of Chapel Hill

COMID: 753

140

From: Greg Northcutt
To: Maryann Battista
Cc: Yu Robinson, Cyndy; Weisner, Jeff; PMC
Subject: FW: Chapel Hill C2 Preference
Date: Tuesday, May 29, 2012 8:49:35 AM

Comments for the Scoping process. Doc control.

Greg Northcutt
Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: L Nolta [mailto:lwnolta@cochill.net]
Sent: Monday, May 28, 2012 4:50 PM
To: Greg Northcutt
Subject: Chapel Hill C2 Preference

Dear Sir:

I am in favor of the light rail transit as a way to ease congestion and I strongly favor the C2 Route for several reasons.

1. The adverse impact of C1 on the environment would forever damage the natural resources and the damage done to these wetlands and wooded areas could never be reversed.

2. It would change Meadowmont Village into a less desirable address, in my opinion. It would not be a plus for this community.

3. It would ruin The Cedars, the Retirement Community that is part of Meadowmont Village, dividing the
the Health Center from the "mainland" of housing for the Seniors.

Please support the C2 Route as the more sensible Route. I thank you for your consideration.

Best Regards,

Lynda Nolta, a concerned Chapel Hill resident.

COMID: 754

141

From: Neal Wolgin
To: info@ourtransitfuture.com
Subject: Transit railyard - former Pepsi site
Date: Monday, June 04, 2012 9:09:44 AM

I am writing to express my concern over the proposed location of a transit maintenance railyard.

1) The former Pepsi property is adjacent to a school, community center, and synagogue. This presents an attractive nuisance to children that are present year-round and is therefore dangerous.

2) I have concerns about the inevitable noise, vibration, and light pollution, as well as the potential for other pollutants associated with maintenance operations.

3) The proposed facility will have aesthetic impact on the existing adjacent uses that include education, religious worship, athletics, swimming (the pool at the Levin JCC facility is directly adjacent), and community-building activities.

4) There are previously proposed uses for the former Pepsi site that could lead to greater economic benefits for the city (mixed use, senior housing that could have easy access to the Levin JCC, etc.). A railyard should be located in an exiting industrial location or a much more remote location.

Regards, Neal

Neal B. Wolgin
Tillman Wright PLLC
PMB 108
105 West Hwy 54, Suite 265
Durham, NC 27713
Tel: 919.321.6245

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COMID: 755

142

GERDA G. HUROW

541 Cedar Club Circle
Chapel Hill, NC 27517-7214

Ph. (919) 933-5366
E-mail: kanart541@yahoo.com

June 1, 2012

Triangle Rapid Transit Program
P.O. Box 530
Morrisville, NC 27560

Re: Light Rail Transit Plans C1 and C2

Dear Sir,

I have lived in The Cedars since 2005 and in Chapel Hill since 1970 and am alarmed at the prospect of the C1 plan for light rail running through the Meadowmont community. Besides doing far more damage to the surrounding wooded and wetland areas than the alternative C2 route, C1 will also bring the light rail train directly in front of the DuBose Health Center, severing access to the Health Center for our residents in need of medical services.

My husband, now deceased, and I have experienced dependence on the present unimpeded access by foot, wheelchair, and car. I cannot envision being cut off from the vital support system provided by the DuBose Health Center and shudder at the thought of another move.

I am in favor of light rail transit between Durham and Chapel Hill hospitals as a way to ease congestion. However, the impact of the C1 route on The Cedars retirement community would be far greater than that of C2 would be for any other community. I urge you to give the C2 route your serious consideration.

Sincerely,

Gerda G. Hurow

(Mrs. Arthur Hurow)

From:	Greg Northcutt
To:	Maryann Battista
Cc:	Yu Robinson, Cyndy; Weisner, Jeff; Brad Schulz
Subject:	FW: Light Rail Transit
Date:	Monday, June 04, 2012 8:58:32 AM

COMID: 756

143

Public comment for scoping process...doc control

Greg Northcutt
Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: elederman1@aol.com [mailto:elederman1@aol.com]
Sent: Sunday, June 03, 2012 2:45 PM
To: Greg Northcutt
Subject: Light Rail Transit

Dear Mr.Northcut

I have lived at the Cedars since 2004. I am alarmed at the prospect of a light rail train going through our property, separating our DuBose health center from our residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center.

Hoping all this will be taken into consideration while making further decisions regarding the construction of the light rail train.

sincerely yours,
Esther Lederman
324 Cedars Berry La
Chapel Hill, NC 27517,.

COMID: 758

144

From: Steven Prince
To: info@ourtransitfuture.com
Subject: maintenance facility at cornwallis site
Date: Friday, June 01, 2012 5:11:27 PM

To Whom it May Concern-

I wish to start by saying that I am a strong supporter of expanded public transportation, including light rail. I write to object to the placement of light rail maintenance and storage facility at the Cornwallis site. My children attend the Lerner School, which is immediately adjacent to the proposed site. In addition, we are members of the JCC. Our family spends a huge amount of time outdoors in these spaces. In addition to the Lerner School and JCC, the Judea Reform synagogue would suffer from noise that could interfere with the services conducted there and would certainly be harmful to students and their learning. This site could be developed in a way that would provide greater benefits to the city as far as tax revenues (housing, etc) and maintain the community focus of the adjacent space.

Noise and visual disturbances are minor concerns, however, air pollution is a major concern. The potential for air pollution at this site is too great, given the number of people (and children in particular) who spend so much time here. I am a Cognitive Neuroscientist at Duke University with over 11 years of experience in studying human memory and brain imaging. I have seen enough research to know that brain differences in early development and reduced memory scores are only precursors of more negative health outcomes in later life. I have pasted a reference below from a group that studied the impact of pollution on brain development and memory in 7 year old children. I ask you to please consider the potential negative outcomes on the brain and cognitive development of my children and all other children who learn and play in these spaces. I say this as a parent, but also as a citizen of Durham: There is nothing more detrimental to our future than doing damage to our children.

Please consider alternate sites that are not near children. Patterson Place would seem to be a less residential/educational area. Additionally, on 15-501, I saw a sign just today advertising 15 acres for sale. Better sites than Cornwallis are available and would provide more space. I strongly encourage the consideration of other spaces. I would be happy to provide additional information about cognitive and neurological damage that results from pollution. The reference below is one of a massive number of studies that have investigated these issues.

Brain Cogn. 2011 Dec;77(3):345-55. Epub 2011 Oct 26.
Exposure to severe urban air pollution influences cognitive outcomes, brain volume and systemic inflammation in clinically healthy children.
Calderón-Garcidueñas L, Engle R, Mora-Tiscareño A, Styner M, Gómez-Garza G, Zhu H, Jewells V, Torres-Jardón R, Romero L, Monroy-Acosta ME, Bryant C, González-González LO, Medina-Cortina H, D'Angiulli A.
SourceInstituto Nacional de Pediatría, Mexico City 04530, Mexico.

Abstract
Exposure to severe air pollution produces neuroinflammation and structural brain alterations in children. We tested whether patterns of brain growth, cognitive deficits and white matter hyperintensities (WMH) are associated with exposures to severe air pollution. Baseline and 1 year follow-up measurements of global and regional brain MRI volumes,

COMID 758 page 2

cognitive abilities (Wechsler Intelligence Scale for Children-Revised, WISC-R), and serum inflammatory mediators were collected in 20 Mexico City (MC) children (10 with white matter hyperintensities, WMH(+), and 10 without, WMH(-)) and 10 matched controls (CTL) from a low polluted city. There were significant differences in white matter volumes between CTL and MC children - both WMH(+) and WMH(-) - in right parietal and bilateral temporal areas. Both WMH(-) and WMH(+) MC children showed progressive deficits, compared to CTL children, on the WISC-R Vocabulary and Digit Span subtests. The cognitive deficits in highly exposed children match the localization of the volumetric differences detected over the 1 year follow-up, since the deficits observed are consistent with impairment of parietal and temporal lobe functions. Regardless of the presence of prefrontal WMH, Mexico City children performed more poorly across a variety of cognitive tests, compared to CTL children, thus WMH(+) is likely only partially identifying underlying white matter pathology. Together these findings reveal that exposure to air pollution may perturb the trajectory of cerebral development and result in cognitive deficits during childhood.

--

Steven E. Prince, Ph.D.
Postdoctoral Fellow
Center for Cognitive Neuroscience
Duke University
Box 90999
LSRC Building, Room C03J
Durham, NC 27708-0999
tel: (919) 684-1132
e-mail: sprince@duke.edu

COMID: 759

145

From: Susan Montani
To: info@ourtransitfuture.com
Subject: Opposed to site!
Date: Friday, June 01, 2012 3:29:27 PM

Hello,

I would like to go on record saying I oppose the new site you are looking at (the Pepsi site). There is a beautiful campus nearby where there are lots of children!!! After all of the hard work of the Jewish Community to bring this wonderful JCC building to fruition I cannot believe you are considering this site.

Your proposed facility does not belong so very close to an elementary school or a community center!!

Please consider another site, this one would be much better served if it were to be used for seniors who'd have access to the JCC.

Sincerely,
Susan Montani
Durham Resident
Judea Reform Member
Pledge Donor to the JCC
Alumni of Lerner School

4912 Centerway Drive
Durham, NC 27705

COMID: 760

146

From: pegreen@earthlink.net
To: info@ourtransitfuture.com
Subject: C1 vs. C2 options at Chapel Hill
Date: Friday, June 01, 2012 10:55:49 PM

Gentlemen,

I am writing you out of concern that Triangle Transit and other controlling parties will pick an option for routing light rail traffic in our Chapel Hill, NC neighborhood that will have an adverse effect on the health of those of us retirees that live in the area and will also damage the local forest and lake environments.

The plan of record has been to bring the future light rail system either right through the middle of our retirement village (Cedars of Chapel Hill), or down NC Route 54. The latter seems much the wiser choice, since the right-of-way is already defined as the median of NC-54, and since that area, unlike ours has not been built up.

A third option has recently reared its head in the deliberations, namely to continue past The Cedars without cutting through it. This option is almost as destructive of the health and well-being of our community members as the one that cuts right through The Cedars because of safety risks to pedestrian traffic and the likely destruction of forest resources.

I and many of my fellow citizens here urge you to choose Option C2, the one that runs along NC-54.

Thank you.

Sincerely,

Paul E. Green, Jr.

COMID: 761

147

From: Lissa Mohr
To: info@ourtransitfuture.com
Subject: light rail Cornwallis maintenance site
Date: Friday, June 01, 2012 3:12:09 PM

To whom it may concern,
I am writing to express my concern about the current TTA plans to site a storage and maintenance facility next to both the Durham-Chapel Hill Jewish Federation property and the Judea Reform Synagogue.
There are alternative sites available that would be a better fit for more industrial use, like the area behind South Square. More specific reasons for opposing this site are:

1) Site is not conducive to a campus where children are present year-round
2) Concerns about pollution (air, noise, vibration & light)
3) Aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities
4) Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, etc.

Sincerely,
Lissa

--
Lissa Mohr
919-261-7666 h
919-966-8645 w

COMID 763 148

THE CEDARS OF CHAPEL HILL
Condominium Board
RODNEY L. JAMES, PRESIDENT
534 CEDAR BERRY LANE
CHAPEL HILL, NC 27517



Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree St., NW, Suite 800
Atlanta, GA 30303

Dear Mr. Smart,

The Condominium Board of The Cedars of Chapel Hill has asked me to correspond with you about certain decisions you must make relative to Light Rail routing in and near Chapel Hill. You and others will be considering the two possible light rail transit routes called C1 & C2 near Meadowmont Village.

Those of us who oppose the C1 route know that it has been the preferred route in planning by the Triangle Transit Authority. However circumstances in 2011-2012 clearly suggest that C2 should be thoroughly vetted and hopefully chosen as the updated preferred route.

Please continue to consider the environmentally sensitive wetlands during your evaluation. The negative aspects are quite clear. An example is a November 15 letter by The North Carolina Department of Environmental and Natural Resources stated: "We are particularly concerned about Alternative C1, since it crosses the SNHA .....and is therefore likely to have a more significant impact on wildlife than C2, ..."

Of course other factors will also be considered, such as the studies that show that route C2 would cost substantially less than C1 and might even attract greater potential ridership than C1. If these and other considerations are adequately thought through, the previously preferred route (C1) might not be the best decision after all.

Thank you for taking the time to read our appeal. It is intended to be helpful.

Rodney L. James

Sincerely,
Rodney L. James
President of Condominium Board
The Cedars of Chapel Hill

COM ID 7641 149

RECEIVED
MAY 15 2012

Suggestions for comments during the Scoping process

xpress your opposition to the C1 route.
or write your own e-mails or letters.
You can find information on the Scoping
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coping process now underway, the focus
he choice of route for the Light Rail
studied. The extension of Meadowmont
art of the Scoping process at this time.

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property, separating our DuBose Health
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tirement Communities, we at The Cedars
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Hill, Carrboro and Durham areas as excellent

****

From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. The Cedars bird sanctuary would probably be destroyed. I hope those who make the final decision on the route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land treasure will be lost forever.

****

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established

- Car Ser 5-18-12

All of the included reasons for C2 seemed important to me, so I am sending them to you.

Thank you for your consideration and attention

Sincerely,
Shirley B. Little
104 Cedar Pond Ln.

COM ID 764 page 2
received 21-May-2012

Suggestions for comments during the Scoping process

Below are suggestions for ways to express your opposition to the C1 route. Use one or more of them as guides or write your own e-mails or letters. Please write before the end of May. You can find information on the Scoping process at www.ourtransitfuture.com.

Note: During the Environmental Scoping process now underway, the focus of concern to Cedars Members is the choice of route for the Light Rail Transit. Both C1 and C2 are being studied. The extension of Meadowmont Lane as a connector route is not part of the Scoping process at this time.

****

I have lived at The Cedars since 2004 I am alarmed at the prospect of a light rail train going through our property, separating our DuBose Health Center from the residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center.

****

Unlike most Continuing Care Retirement Communities, we at The Cedars pay our own property taxes to Durham County. If the C1 route should go forward, we will watch our property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro and Durham areas as excellent places to live.

****

✓From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. The Cedars bird sanctuary would probably be destroyed. I hope those who make the final decision on the route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land treasure will be lost forever.

****

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established

and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

****

I am in favor of light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill Hospitals is vital to its success. Whatever location is chosen is bound to affect a number of people, but the impact of C1 on The Cedars retirement community would be far greater than C2 would be for any other community.

****

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed.

****

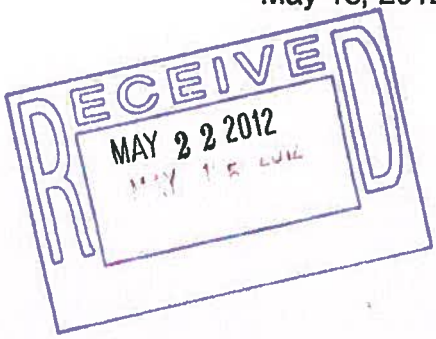
The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

****

Having spent some time recuperating in one of the 48 beds in The Cedars DuBose Health center, I hate to think how having trains going by just a few yards from my window would have affected me.

COM ID 765 150

104 Cedar Meadows Lane
Chapel Hill, N.C. 27517
May 18, 2012



Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree St., NW
Atlanta, GA 30303

Dear Mr. Smart:

I am writing as the owner (since 2004) of a home at The Cedars of Chapel Hill retirement community to share my views on the proposed light-rail transit between Durham and Chapel Hill. i understand that an Environmental Scoping process is now under way to determine the viability of the two alternate routes.

As you know, C-2 is the overwhelming preference of the residents of this area and our local government authorities. Route C-1 would cut through the Cedars property, severing our Health Center from the adjacent homes and isolating the Cedars as a whole from the shops and services in Meadowmont Village, of which we are an integral part. Unlike most CCRCs we at the Cedars own our homes and pay property taxes accordingly to county and city. If C-1 goes forward our property values would decline as would those of homes and businesses in Meadowmont. The Meadowmont Community Board of Advisors agrees.

In addition, the C-1 route would pass through currently protected and environmentally sensitive wetlands and a bird sanctuary, probably destroying them forever.

When these transit routes were proposed many years ago, Meadowmont was essentially undeveloped farmland. The area is very different now, and I believe earlier plans should also evolve to reflect changes in population and landscape.

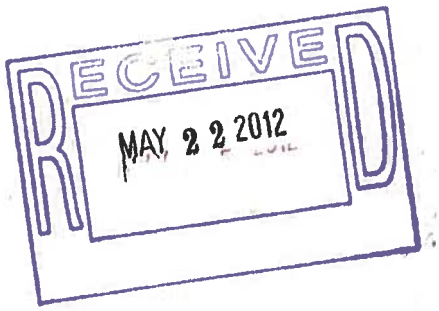
The alternate, C-2, would be built along Rt. NC 54, which is already largely commercial. Thus it would have nothing like the adverse impact on the community as construction of C-1. I urge you to decide that route C-2 is far more sensible and less destructive to the community.

Sincerely yours,

Beverly B. Rutstein

COM ID 766

151



May 17, 2012

Mr. Brian C. Smart,

Unlike most Continuing Care Retirement Communities, we at The Cedars pay our own property taxes to Durham County. If the C1 route should go forward, we will watch our property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro and Durham areas as excellent places to live.

Concern Citizen of Chapel Hill,

Libby Lefkowitz

Libby Lefkowitz
513 Cedar Club Circle
Chapel Hill, NC
27517

COM ID 767
152

CIN 20137

MR Greg Northcutt
Director of Capital Development
Triangle Transit
P O Box 13787
Research Triangle Park NC 27709

Dear Mr Northcutt:

From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 Route. I live at the Cedars, and our Bird Sanctuary would probably be destroyed. I hope those who make the final decion on the Route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land will be lost forever.

Sincerely

Margaret Rook
202 Cedar Pond
Chapel Hill NC 27517

From:	Triangle Regional Transit Program
To:	info@ourtransitfuture.com
Subject:	New comment notification
Date:	Sunday, June 10, 2012 2:08:31 PM

COMID: 768

153

Hello,

A new comment has been submitted to your website on 2012-06-10 01:08 PM.

Attachments: 0
Form Name: Comment Form
Name: Simi Singh
Email: SimiRSingh@gmail.com
Phone 1: 919-384-1234
Comment: I think you should not do this, or at least find a different place for it. It is causing a lot of air and noise pollution and will VERY much harm the children that come here.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID: 769

154

From: Inessa Fannin
To: info@ourtransitfuture.com
Subject: Light rail maintenance station behind JCC
Date: Sunday, June 10, 2012 2:06:25 PM

I'm writing to voice my objection to the light rail maintenance station that is being proposed near the site of the JCC, Lerner School and Judea Reform Congregation. It seems that is not an ideal use of land which is adjacent to a facility where children play outside year-round, go to school and where families worship. I would be concerned about excessive noise and possibly air pollution which would considerably diminish the experience of paying members of the community center. This facility would also substantially reduce the prospects of that area for further development, making it less attractive for housing, for example.

Regards,
Inessa Fannin

From:	Triangle Regional Transit Program
To:	info@ourtransitfuture.com
Subject:	New comment notification
Date:	Sunday, June 10, 2012 2:06:17 PM

COMID: 770

155

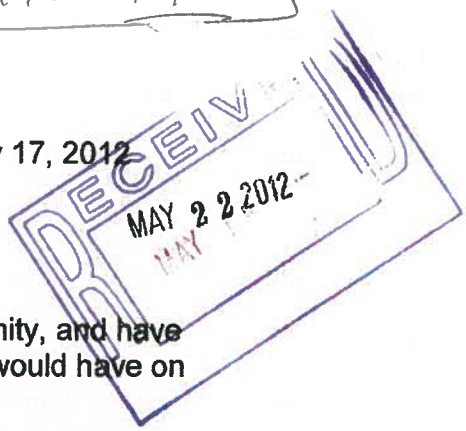
Hello,

A new comment has been submitted to your website on 2012-06-10 01:06 PM.

Attachments: 0
Form Name: Comment Form
Name: Raj Singh
Email: RajSingh@POBox.com
Phone 1: 919-384-1234
Comment: Requesting you find a less populated spot for your train maintenance center. Your proposed one is not a good one. It's located a mere feet from children - located right next to a school and community center. It's VERY unhealthy for the children. You need to find another spot.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID 771 | 156



May 17, 2012

Dear Mr. Smart:

My husband and I are residents of the Cedars retirement community, and have become very aware of the impact the C1 and C2 light rail routes would have on the Meadowmont area and our community.

C1 would cross the precious wetlands and natural area that is so rare, treasured, and used in and near Chapel Hill.

C1 would cut directly through our retirement facility. There would be double tracks, possibly with trains going by every 3 minutes, separating the Health Center from the main campus. This would make it difficult for residents to get to the Health Center to be with their spouses, or to receive medical care.

These same tracks would cross Meadowmont Lane, with gates possibly stopping traffic every 3 minutes. This is a main thoroughfare, with an elementary school at one end, and homes with young children throughout the neighborhood.

Property values at the Cedars and in Meadowmont would probably be profoundly affected, negatively, by C1. Thus the taxes collected from residents in Orange and Durham counties would suffer.

Studies show that C2
--would have far less impact on the environment
--would not affect property values
--would be less expensive to build (because it follows Hwy 54, an existing traffic lane)
--and would have higher ridership.

We thank you for giving careful consideration to these issues when you are discussing and deciding on the future of light rail in this area. It is so very important to many people.

Sincerely,

Eleanor H. Lamb

Eleanor and Hal Lamb

Hal Lamb

From:	Triangle Regional Transit Program
To:	info@ourtransitfuture.com
Subject:	New comment notification
Date:	Sunday, June 10, 2012 2:04:25 PM

COMID: 772

157

Hello,

A new comment has been submitted to your website on 2012-06-10 01:04 PM.

Attachments: 0
Form Name: Comment Form
Name: elizabeth ruben
Email: elizabeth.ruben@gmail.com
Phone 1: 919-384-1234
Comment: We're saying NO!!! to a light rail maintenance next door to our school and community center. There are a lot of children here. Consider the law suits you will incur by placing noise and air pollution within feet of so many children. You need to find another spot.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID: 773

158

From: Triangle Regional Transit Program
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Sunday, June 10, 2012 2:02:27 PM

Hello,

A new comment has been submitted to your website on 2012-06-10 01:02 PM.

Attachments: 0
Form Name: Comment Form
Name: Jeff Gordon
Email: koufax1969@yahoo.com
Phone 1: 919-323-1431
Comment: I am opposed to the location of the light rail maintenance station proposed for the Cornwallis site. My child attends Lerner and the JCC camps, and this location is not conductive to these activities. The various types of potential pollution are a concern as well as folks attempt to enjoy the JCC/Lerner campus area. Please consider other options! Thanks for considering my input.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID: 774

159

From: Triangle Regional Transit Program
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Sunday, June 10, 2012 10:44:36 AM

Hello,

A new comment has been submitted to your website on 2012-06-10 09:44 AM.

Attachments: 0
Form Name: Comment Form
Name: Sonya Fischer
Email: sonyafischer@gmail.com
Phone 1:
Comment: I am very supportive of having a light rail maintenance station in the Triangle and there are several sites that seem like good options. The area behind the Lerner School, JCC, Judea Reform and surrounding neighborhoods is not a good site for a maintenance station. There are children and adults inside and outside that area on a year round basis and the noise, lights and pollution from a maintenance station would negatively impact those communities. Please consider putting the light rail maintenance station in an alternate location. Thank you!

Best regards,
The friendly Triangle Regional Transit email daemon

COMID: 775

160

From: John Trimpi
To: info@ourtransitfuture.com
Date: Wednesday, June 06, 2012 9:40:50 AM

Dear sirs,

I am writing on behalf of the Levin JCC where both my wife and I are happily employed. This is a truly special organization, and the sense of community that has developed is a gift.

I have a special affinity for the area in which the proposed maintenance facility will go. I take campers on hikes through the woods directly abutting the Pepsi plant and teach mycology workshops in these woods. Additionally, I spend much of my time outside around the Lerner playground and gardening inside the JCC poolside garden that I helped to build.

I think it would be a crime to build a maintenance facility so close to these (Lerner School, Judea Temple, Levin JCC) appreciative and environmentally conscious organizations. The atmospheric degradation (loud noises, smells,reflection of light, and vibration) that would occur would certainly detract from everyone in the vicinity's experience in whatever capacity they are enjoying themselves and the area.

I truly believe that building this facility elsewhere will work wonders for helping Durham be a more desirable area to reside. I cannot tell you how many prospective residents I have taken on tours to who have departed with a feeling of awe and gratitude that such a place exists and a new-found desire to live in Durham. I do not think a 24-7 maintenance facility next door will foster this same response.

Thanks for your time and consideration of my voice. I truly hope and believe building elsewhere will be in everyone's best interest.

Sincerely,

John Trimpi
Welcome Center Staff
1937 West Cornwallis Road, Durham, NC 27705
(919) 354-4936

COMID: 776

161

From: Jonathan Fischer
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance Facility
Date: Friday, June 08, 2012 10:06:28 PM

I would like to strongly object to a proposal that would place a light rail maintenance facility adjacent to the Lerner Jewish Community Day School and the Jewish Community Center.
I am very concerned about this proposed site and have several objections:
1) Children are present at this site year round and the maintenance facility would pose a significant nuisance and potential hazard.
2) Pollution would be a significant risk whether it be via air, noise or light.
3) This is a community campus created for education, religious worship, and community-building activities and the maintenance facility would be a significant imposition.
4) My understanding is that future development of the Cornwallis site could lead to greater economic benefits for the city including mixed use, or senior housing that has easy access to the Jewish Community Center.

I would greatly appreciate it if more sincere consideration is given to other possible sites rather than this one which can have such a detrimental effect on the surrounding community campus.
Thank you

Jonathan Fischer, MD
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COMID: 777

162

From: Jonathan Fischer
To: info@ourtransitfuture.com
Subject: Light rail maintenance facility
Date: Friday, June 08, 2012 10:08:37 PM

I would like to strongly object to a proposal that would place a light rail maintenance facility adjacent to the Lerner Jewish Community Day School and the Jewish Community Center.
I am very concerned about this proposed site and have several objections:
1) Children are present at this site year round and the maintenance facility would pose a significant nuisance and potential hazard.
2) Pollution would be a significant risk whether it be via air, noise or light.
3) This is a community campus created for education, religious worship, and community-building activities and the maintenance facility would be a significant imposition.
4) My understanding is that future development of the Cornwallis site could lead to greater economic benefits for the city including mixed use, or senior housing that has easy access to the Jewish Community Center.

I would greatly appreciate it if more sincere consideration is given to other possible sites rather than this one which can have such a detrimental effect on the surrounding community campus.
Thank you

Eli Fischer

Whenever documents accompanying an e-mail contain confidential health information, such documents are legally privileged. The authorized recipient of this information is prohibited from disclosing this information to any other party unless required to do so by law or regulation. Recipients are required to destroy such information after its stated need has been fulfilled.

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COMID: 778

163

From: Robert and Barbara Jacobson
To: info@ourtransitfuture.com
Subject: light rail maintenance and storage facility
Date: Friday, June 08, 2012 4:47:07 PM

To Whom It May Concern:

Your plans for the light rail maintenance and storage facility next to the Judea Reform synagogue, its Lerner School, and its new community facility would be a big mistake. Since the maintenance and storage will probably be in operation 24/7, it will certainly impact on worship, other ceremonies, and the children who attend the Lerner School. There will be noise, vibrations, pollution and a distinct negative-aesthetic impact on the adjacent campus.

Please reconsider, and place the light rail maintenance and storage facility elsewhere.

Thank you for your attention.

Sincerely,
Barbara Jacobson

121 Carlion Court
Durham, NC 27713

From:	EmailMeForm
To:	TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject:	Feedback via the Durham-Orange Light Rail Transit Project
Date:	Sunday, June 10, 2012 2:24:38 PM

COMID: 779

164

Contact information:

Name*: April Springer

Organization:

Address:

,
United States

Email:

Best way to keep you informed: Email

Number of years living in the Triangle:

Zip code for where you work:

Zip code for where you live:

Comments:

Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : I am a 5th grade student at the Lerner School and my education is very important to me and many others. I figure it would be quite a bit hard for me to hear my teacher, (or learn) if there is a loud Light Rail Maintenance Station next-door. Please think about this and the other reasons why we should not have a Light Rail Maintenance Station in this location.

What environmental and other issues should we consider when When fixing trains, you may need to use different gasses. These gasses will mix with pure oxygen and pollute the earth. You should be thankful to the Earth, because it gives you air, a home, and food. Without Earth, you would not be alive.

COM ID 779
page 2

evaluating the project alternatives?:

Please share any comments you have regarding regional transit.:

How did you hear about today's workshop?:

How was the meeting time? :

Workshop location? :

Workshop organization? :

What was most helpful? :

Powered by EmailMeForm

COMID: 780

165

From: Joshua Klein
To: info@ourtransitfuture.com
Subject: Light Rail Station Next to the JCC
Date: Sunday, June 10, 2012 2:52:04 PM

Hi. My name is Joshua Klein. I am a 12 year old kid who is a member at the JCC. I am really not happy with the idea of putting anything near our pool that could polute and make the JCC an unpleasant place to be. I heard you are looking at 3 places to put the center. I know that the JCC's backyard is not a place to put a transit center. I know many people put their hard work into building our JCC. I do not want their hard work to be wasted because if you decide to fix trains next to a recreational pool and gym people will leave the JCC. I want to be able to have fun in a safe and clean environment. If you put the center next to the JCC it will not be clean and it will be less safe. Please do not consider building a transit center in our backyard, I will be very angry if you do. I know I have little control what will happen, but please consider not putting this center at the JCC. Do not put the center there, many people will not be happy.

Thanks for reading,

Joshua Klein

COMID: 781

166

From: David Klein
To: info@ourtransitfuture.com
Subject: Don"t Build It Near The JCC
Date: Sunday, June 10, 2012 3:05:40 PM

Hi my name is David Klein I'm a 12 year old boy who goes to the JCC. The thought of there being a transit center right behind the pool is not a good one. People like me enjoy the pool and the nice peaceful tone of it. Adding a transit center would make the air around thpool polluted and noise would disrupt the calmness of just hanging by the pool. The transit center will also have many people coming and going and every day constantly there will be trains and other things will be departing. That would be an anoymant to everyone no one likes constant noise like that. Please don't put the transit center by the JCC it will cause unhappieness with the members here and will be an extream anoyance. Please don't put it there,

Thanks, David Klein

From:	Dawn Paffenroth
To:	info@ourtransitfuture.com
Subject:	Comment on Durham-Orange Light Rail Transit Project
Date:	Sunday, June 10, 2012 3:12:09 PM

COMID: 782

167

This comment concerns the timing of the Alston Avenue/NCCU Station. Rather than waiting for the D-O Corridor, the Alston Avenue/NCCU Station should be built in the first phase of the Light Rail Transit. The Alston Avenue/NCCU area is predominately low wealth and really needs access to public transportation ASAP. Delaying the station will only hinder their access to light rail.

Dawn L Paffenroth
919-471-9911
Independent Associate
Small Business & Group Benefits Specialist
LegalShield™

COMID: 783

168

From: Lauri Klein
To: info@ourtransitfuture.com
Subject: rail
Date: Sunday, June 10, 2012 3:26:35 PM

I am writing this e-mail to voice my concern about the proposal to build a light rail maintenance station next door to the JCC, Judea Reform and Lerner School Campus. This area is a campus for social, education and religious activities. Children and adults come to this space for quiet enjoyment and peace. Building a maintenance station would interfere with the quiet enjoyment of the property. It would be an attractive nuisance and might hinder people comng to the property for activities that they love. Please consider building it elsewhere away from children and adults.

Thank you.

--
Lauri M. Klein
Bachman & Swanson, PLLC
1402 Broad Street
Durham, NC 27705
Telephone: (919) 286-0240
Facsimile: (919) 286-0530

COMID: 784

169

From: Susan Kudler
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance and Storage Facility
Date: Monday, June 11, 2012 1:52:43 AM

I am in whole hearted agreement that the "Cornwallis" site would be an excellent location for the proposed Maintenance Facility for the Light Rail.
None of the objections listed in the correspondences that you are receiving are valid and are all overshadowed by the importance of our getting
a light rail system built asap.

Thank you. Please continue with your efforts on the behalf of all environmentally concerned Light Rail supporters.

Susan Kudler

From:	Al Wineman
To:	info@ourtransitfuture.com
Subject:	NO to the light rail facility
Date:	Sunday, June 10, 2012 10:08:23 AM

COMID: 785

170

I am against the light rail facility behind the JCC center on Cornwallis

The Site is NOT conducive to a campus where children are present year round.

The noise pollution is unacceptable to me and my family
There are future development opportunities with greater economic benefit to the city

Kelly Robinson
5208 Lakedale Drive
Durham NC 27713

From:	Paul Feldblum
To:	info@ourtransitfuture.com
Subject:	TTA maintenance facility in Durham
Date:	Monday, June 11, 2012 12:17:22 PM

COMID: 786

171

To the TTA:

I have learned that the TTA plans to build a light-rail maintenance facility adjacent to Judea Reform Congregation and the JCC in Durham.

I urge you to find a more appropriate location for the facility. The campus is a green place for reflection, recreation, and education. A semi-industrial maintenance facility would be a poor neighbor.

Thank you.

Paul Feldblum
TTA bus rider

My new email address is pfeldblum@fhi360.org. Please update your address book.

Paul Feldblum | Senior Epidemiologist, Clinical Sciences, FHI 360
tel: 919.544.7040 x11237 | fax: 919.544.7261 | **pfeldblum@fhi360.org**
FHI is now FHI 360. Visit us at www.fhi360.org

From:	A Hurwitz
To:	info@ourtransitfuture.com
Subject:	AGAINST proposed maintenance facility at Pepsi property
Date:	Monday, June 11, 2012 1:32:52 PM

COMID: 787

172

To whom it may concern:

Please accept this comment AGAINST the proposed maintenance facility being built at current Pepsi property.

1) building such an industrial complex next to 2 schools and a community center is a terrible idea

2) this is a rural/suburban area that benefits from being such -- the air/noise/vibration/and light pollution would harm this enviroment

3) other uses for the Pepsi property (senior housing, for example) would better serve the community.

thank you for your time,

Amy S. Hurwitz
3412 Olney Drive
Durham, NC 27705

From:	Matt Springer
To:	info@ourtransitfuture.com
Subject:	Cornwallis/Western Bypass Mainenance Depot
Date:	Sunday, June 10, 2012 2:40:35 PM

COMID: 788

173

My name is Matt Springer and I am the Past President of the Durham Chapel Hill Jewish Federation. We have spent the better part of the past 2 decades building a beautiful campus nestled right in the heart of Durham which fosters education, culture, and religious practices for Jews and non-Jews alike. Over the past 16 years, we have built the Lerner Day School (over 150 students from pre-school through 5th grade), Judea Reform synagogue (with almost 600 families), and or brand new Jewish Community Center with over 700 families (30% of which are non-Jewish) that has an array of cultural, educational. and fitness programs -- including a Summer camp that gets over 200 kids. In addition, we have two regular senior citizen educational programs (the Jewish Family Services Seniors Program and The Duke OLLI Program) which attract hundreds of seniors every week in a variety of learning programs. ALL OF THESE PROGRAMS would be greatly impaired by the noise, pollution and overall nuisance associated with a light rail maintenance depot immediately in our backyard. I hope you will please reconsider the location of the depot.

Thank you for your consideration.

Sincerely,
Matt Springer
919.720.6938

COMID: 789

174

Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303

Greg Northcutt
Director of Capital Development
Triangle Transit
P.O. Box 13787
Research Triangle Park, NC 27709

Gentlemen and LRT Project scoping team:
I am among the large number of Orange and Durham County residents who strongly oppose the proposed C1 light rail alignment from UNC's Friday Center in Chapel Hill to Leigh Village in Durham.
The C1 alignment would cut a 50-foot-wide corridor through almost three-quarters of a mile of mature forest and wetlands in the Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA), which includes federal land managed as wildlife habitat and state game lands.
According to the N.C. Natural Heritage Program, which designates SNHAs in the state, this area "contains one of the last remnants in the state of the large bottomland forests that once dominated the Triassic Basins and still supports a high diversity of the wildlife typical of this region…The upland buffers surrounding the wildlife impoundments…are particularly important…This buffer could be completely eliminated, drastically affecting the entire ecosystem associated with the floodplain forest." [i]
The C2 alternative would minimize environmental impact by following existing roads (NC 54 and George King Rd.) outside the SNHA.
SNHAs are critically important for conservation of the state's biodiversity because they contain rare natural communities, rare species, and/or special animal habitats.
I assume the Natural Heritage Program, the U.S. Army Corps of Engineers, and other state and federal agencies will submit scoping comments documenting the likely adverse impacts the C1 alignment would have. A 2011 letter from NCDENR conservation office director Linda Pearsall to the DCHC MPO stated, "We are particularly concerned about Alternative C1, since it crosses the SNHA along a currently undisturbed alignment and is therefore likely to have a more significant impact on wildlife than C2, which lies within the already disturbed transportation corridor along NC 54."
Craig Shoe of the U.S. Army Corps of Engineers, which stewards the Little Creek federal wildlife lands, raised similar concerns about the "adverse impacts to government property" of alignment C1 in his 2011 letter to the DCHC MPO. Shoe described the integral connection between these wetlands and Jordan Lake, the Congressionally authorized purposes of which are "flood control, water supply, water quality, recreation, and fish and wildlife conservation."
Area citizens and local officials have made their environmental priorities clear in recent years. The comprehensive plans of Durham City and County, Orange County and Chapel Hill each contain specific language emphasizing protection of critical natural areas. Carrboro, Hillsborough and Chatham County also have high environmental standards. Local governments have made commendable zoning decisions and substantial financial investments to protect SNHAs.
There are also compelling, non-environmental reasons why the C2 alignment is preferable to C1. Triangle Transit's analysis estimates the cost of C2 will be at least $30 million less than C1, and predicts higher ridership for C2 than C1. C2 has 200 dedicated parking spaces for its proposed Woodmont station on NC 54, while C1 has none for its Meadowmont Lane station. Finally, C1 would close most feeder streets into busy Meadowmont Village every five minutes, raising significant traffic and safety concerns.
Given these environmental and non-environmental factors, the Chapel Hill Town Council, Orange

County Board of Commissioners, and DCHC MPO have each officially expressed a preference for C2 over C1.
UNC and UNC Healthcare expressed in writing their preference for alignment C2. The C1 alignment would bisect and devastate the forested tract of UNC land that the University concluded in 2011 was too environmentally significant a location on which to build its business school's proposed Rizzo Conference Center expansion.
Public comment was overwhelmingly in favor of the C2 alignment and opposed to C1. Comments compiled by Town of Chapel Hill staff for Town Council meetings in 2011-12 ran approximately six comments in favor of C2 for every one comment supporting C1.
There would have been even more C2 support and C1 opposition if Triangle Transit's alternatives analysis, released to the public in July 2011, had included even basic information about the likely environmental impacts of C1. According to Federal Transit Administration guidelines, this information *should* have been obtained from state and federal resource agencies and included in the alternatives analysis. [ii] Unfortunately, during the alternatives analysis process Triangle Transit did not consult multiple state agencies with known interests in the Little Creek Bottomlands and Slopes SNHA, including the N.C. Wildlife Resources Commission and the N.C. Natural Heritage Program. Also, there was no written comment in the alternatives analysis from the Army Corps of Engineers, which stewards the Little Creek federal wildlife impoundment.
Light rail should not come at the expense of our state's Significant Natural Heritage Areas and federal wildlife lands.
The C1 alignment is fatally flawed. C2 is the clear local preference.
Thank you for considering my comments.

John Wilson
Friends of the Little Creek Bottomlands and Slopes SNHA
305 Madera Lane
Chapel Hill, NC 27517
(919) 968-1641
JohnWilsonProductions@gmail.com

ENDNOTES

[i] http://townhall.townofchapelhill.org/agendas/2010/03/15/1d/1d-7-2010_february_nc_heritage_site_report-rizzo_center.pdf

[ii] http://www.fta.dot.gov/12304_2416.html

John Wilson
JWP, Inc.
(919) 968-1641
http://vimeo.com/album/220893

opposition to the light rail maintenace ctr

Al Wineman [awineman@shalomdch.org]

Sent: Monday, June 11, 2012 5:18 PM
To: info@ourtransitfuture.com

COMID: 790

175

I am writing to oppose the light rail maintenance station being built across from the JCC/Judea Reform. I believe there are other places the facility can be built.

Thank you,
Staci Marcus Spransy

Comid: 792

received 15 June
176

Bonnie Simms
415 Cedar Club Circle
Chapel Hill, NC 27517

Triangle Rapid Transit Program
P. O. Box 530
Morrisville, NC 27560

As a resident of The Cedars of Chapel Hill, I am very concerned about the proposal to build a light rail system through our community.

Granted, the C-1 alternative has been on the books since our neighborhood was conceived. However, if one looks at the way that Meadowmont Village, the UNC Wellness Center, and The Cedars have developed, most reasonable people would be convinced of the folly of proceeding with this route.

The C-1 alternative would run through The Cedars, separating our 48 bed DuBose Health Center from the rest of our community of senior citizens. Our residents frequently walk or drive to the Health Center to visit patients or for clinic appointments; crossing a double track with trains every five or ten minutes would pose a dangerous challenge, particularly for those with the disabilities of age. For that matter, walking anywhere in Meadowmont would be difficult for many of our 400 residents, since the C-1 route would effectively separate The Cedars from the shops and walking paths.

Because of the age and sometimes fragile state of The Cedars' residents, emergency service vehicles make frequent visits, when speed often means the difference between life and death. A stop at the tracks could delay these vehicles by several important minutes.

The C-2 alternative route is preferable to the C-1 route for several other reasons.

- C-2 would be considerably less expensive, by $30 to $60 million.
- C-2 would have less impact on the wetlands of Little Creek since it would cross this watershed at the established Highway 54 corridor over a channelized portion of the creek rather than through virgin bottom land.
- C-2 is projected to have a greater ridership potential due to the proposed office/commercial/residential development and parking facility at the Woodmont Station location on Highway 54. Conversely, parking at the suggested Meadowmont Station site on the C-1 route is limited to the lot servicing the Harris Teeter store.

I would be happy to take you on a tour of our community so that you can visualize the potential negative impact of the C-1 alternative.

Thank you for your attention.

Bonnie Simms
919-259-7111, jbsimms@cochill.net

Light Rail- Right Idea, WRONG location

Elyza Halev [elyzahalev@mac.com]
Sent: Monday, June 11, 2012 5:40 PM
To: info@ourtransitfuture.com

COMID: 793

171

Dear TTA-
I'm writing today to ask you to consider that the Jewish Community has invested considerable time, financial and emotional energy to develop the thriving Jewish campus that we have backed up to the Pepsi property. It would be a debilitating detriment to what we have built to install a maintenance station for light rail adjacent to this campus. The noise, air and light pollution would adversely impact the very nature of our religious worship, children's education and community recreational activities that happen there on a daily basis. I STRONGLY urge you to consider more industrial options for this facility.
I look forward to hearing back from you on your plans.
Thank you very much.
Elyza Halev

178

Comid: 794

received 15 June

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concerned Citizen of Chapel Hill,

Martha Oppenfeldt
614 Cedar Creek Circle
Chapel Hill, NC

179

Comid: 795

received
15 June

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concerned Citizen of Chapel Hill,

512 cedar Club Circle
Chapel Hill N.C. 27517

COMID: 796

180

proposed use of Pepsi facility

John Rutledge [johnrutledge.john@gmail.com]
Sent: Wednesday, June 13, 2012 9:30 AM
To: info@ourtransitfuture.com

Hello,

I am writing to express my opposition to the proposed use of the Pepsi facility as a transit maintenance facility. I largely agree with the points raised by the Jewish Community Center, which opposes the proposed use.

The JCC opposes this use of the facility because
1) it sees a maintenance facility--a few hundred feet away---as an "attractive nuisance" to children;
2) it has concerns about noise and air pollution;
3) negative aesthetic and visual impact so close to an educational/relgious campus;
4) other uses of the site might have greater economic benefits for the city.

As a resident of nearby Colony Park, I feel that a transit maintenance facility is out of character with the surrounding neighborhoods, which are largely residential in nature. It could add to the level of noise and pollution and could impact negatively on property values.

John B. Rutledge
2951 Friendship Road
Durham, NC 27705

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John Rutledge_,.-:*_,.-:*--__,.-:*_,.-:*--_
johnrutledge.john@gmail.com _,.-:*_,.-:*--_.<_>
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Comid: 797

received
15 June

181

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concerned Citizen of Chapel Hill,

634 CEDAR CLUB CIRCLE
CHAPEL HILL, NC 27517

Compid: 798

received June 182

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concerned Citizen of Chapel Hill,

John T Bauman
532 Cedar Club Circle
Chapel Hill
NC 27517

Compid: 799

183

received
15 June

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concerned Citizen of Chapel Hill,

Gayla Hattrecht
515 Cedar Club Circle
Chapel Hill, NC 27517

Comid: 800

184

received 15 June

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concerned Citizen of Chapel Hill,

Maia Saaremaa
221 Cedar Club Circle
Chapel Hill, N.C. 27517

Pete.

COM ID 801 | 185

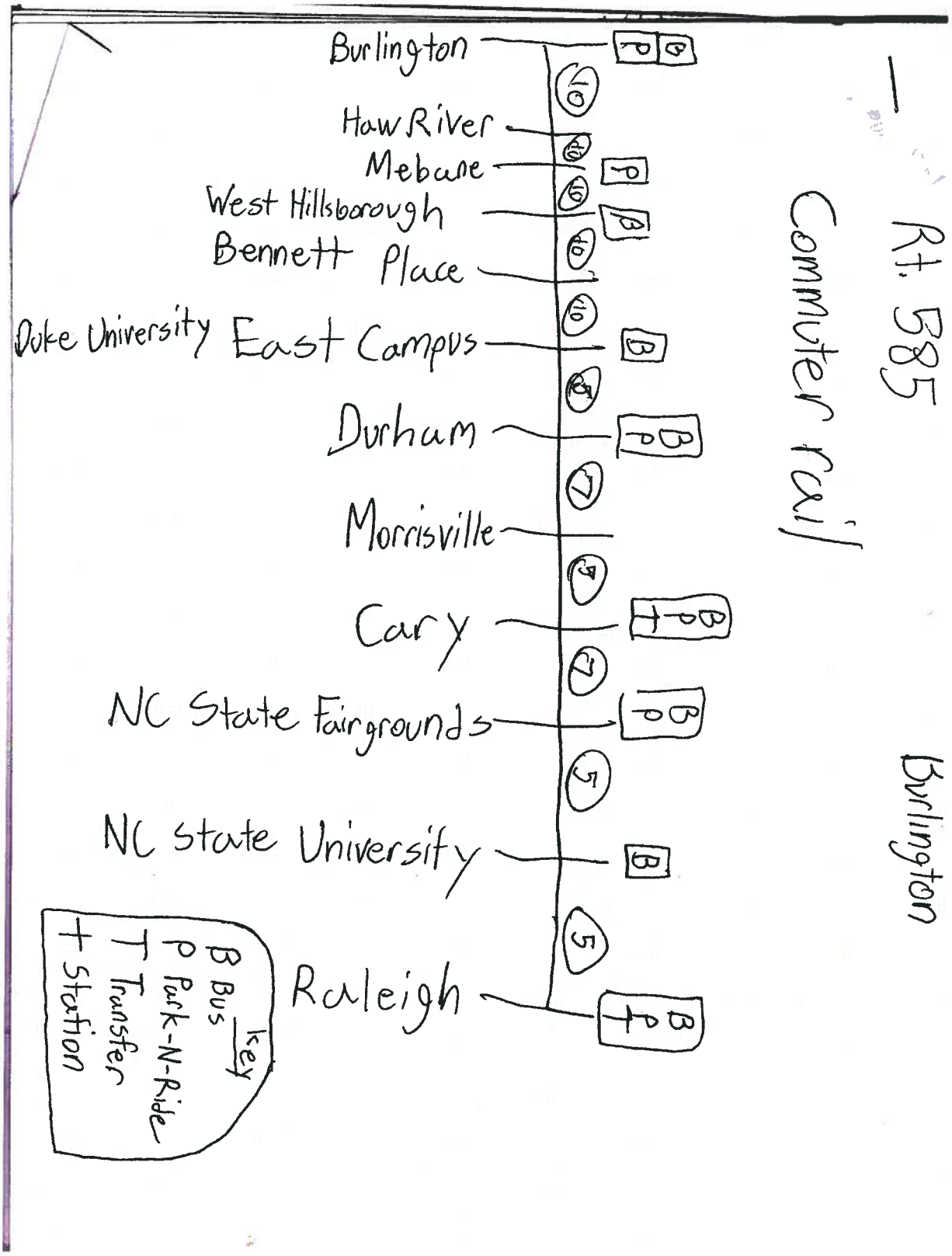
Red Line LTR

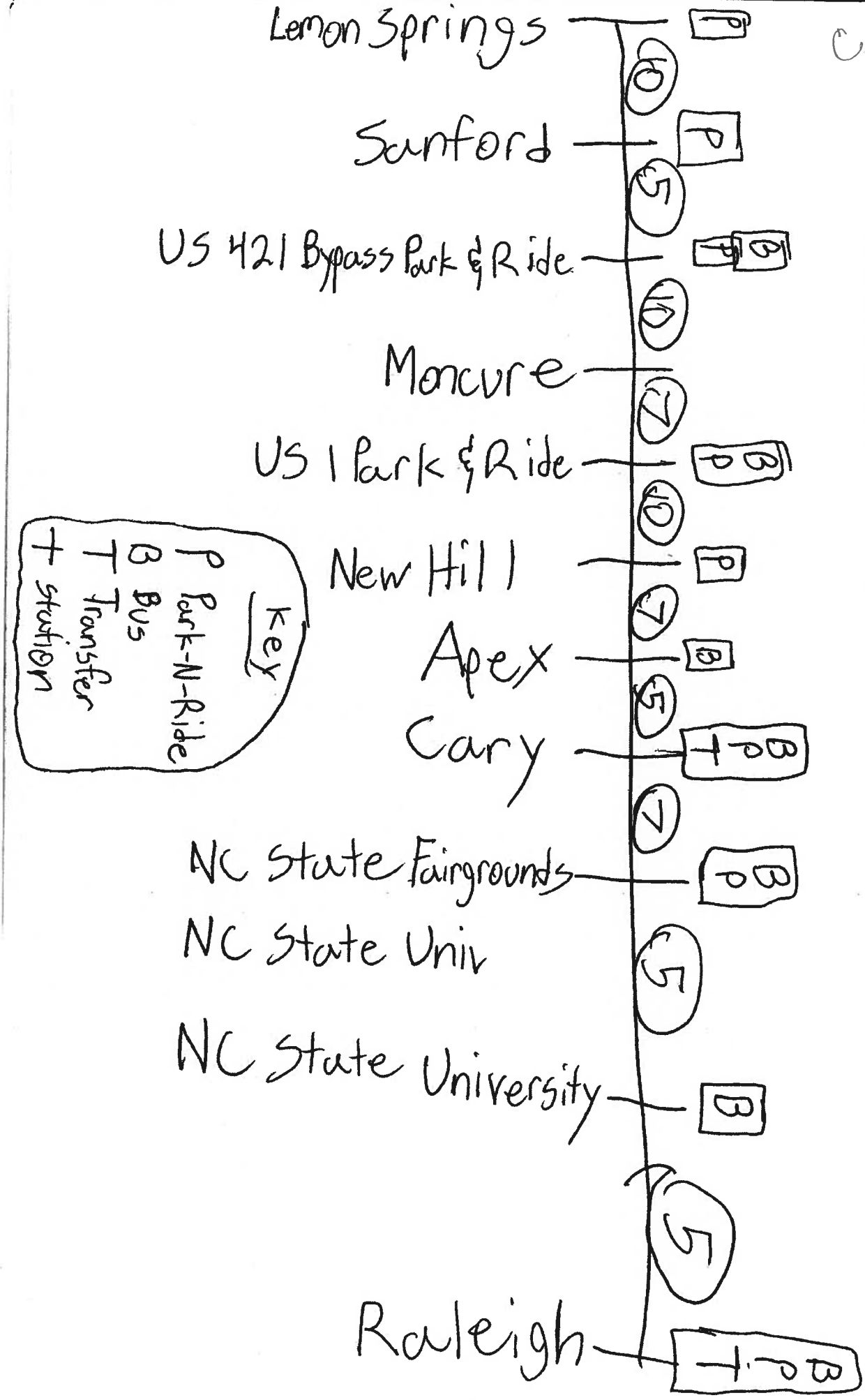


COM ID 801
page 2

Blue Line LTR (Triangle)

COM ID 801
page 3

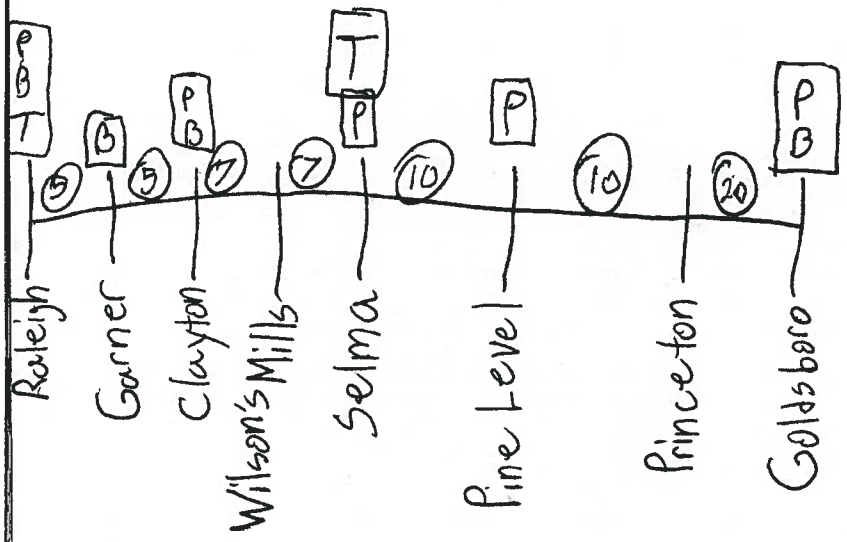


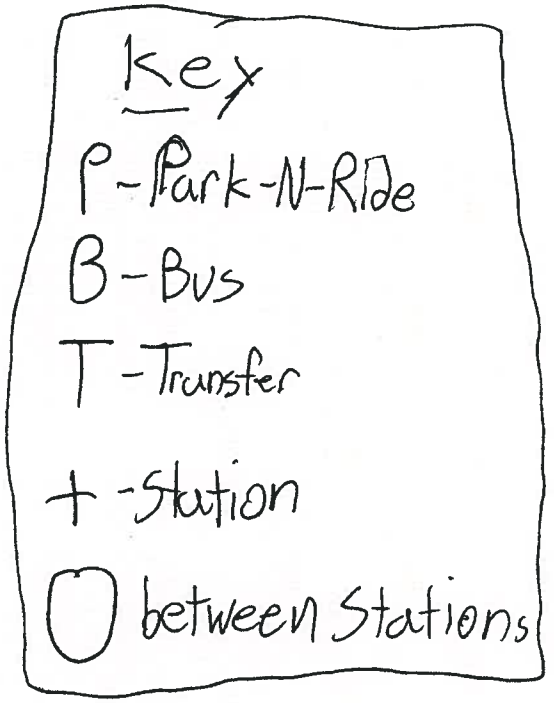

Lemon Springs
Sanford
US 421 Bypass Park & Ride
Moncure
US 1 Park & Ride
New Hill
Apex
Cary
NC State Fairgrounds
NC State Univ
NC State University
Raleigh
Key
P Park-N-Ride
B Bus
T Transfer station
Rt. 545
Commuter Rail
Lemon Springs

COM ID 801
pages

Rt. 570 Commuter Rail

Goldsboro





COM ID 802 186
received 15 June

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concerned Citizen of Chapel Hill,

c/o Mary Patton
512 Cedar Club Circle
Chapel Hill N.C. 27517

COM 10 803
187

received
15 June

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concerned Citizen of Chapel Hill,

Alexander C. Nagle
525 Cedar Circle Club
Chapel Hill, NC 27517

COM ID 804/
188

received 15 June

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concerned Citizen of Chapel Hill,

Marie Hall
248 Cedar Club Dr
Chapel Hill
NC 27517

COMID: 805

189

the Cornwallis site

Connie Margolin [cmargolin@nc.rr.com]

Sent: Wednesday, June 13, 2012 11:43 PM

To: info@ourtransitfuture.com

Dear planners,

Last Friday evening I learned of the possible plan to build a light rail storage and maintenance facility on the site of the old PepsiCola plant. I have lain awake trying to think how I can express to you what a terrible idea this is. The site is zoned as commercial, but it really is a large natural area with an old building on it. In some of the plans I have just seen, the area that abuts this property is described as "institutional". I feel that it is essential that you understand what that "institutional" use is.

Over the past several years, the Jewish communities of Durham and Chapel Hill have invested millions of dollars to create a campus where people can come together for educational, social, recreational and religious functions.

A brief tour: at the bottom of the hill is the old Judea Reform Temple, now the Maureen Joy charter school. As you come up over the rise, the first building on your right is the Lerner Jewish Community Day School. Here, some 150 young students gather daily in a bright, airy, and joyful building designed by architect Richard Gurlitz (who also designed the JCC and Orange County's Seymour Senior Center), to study both secular and religious subjects. Much of their time is spent out of doors in the garden area and playground, which face the Pepsico property. The children also walk outside to reach the new Jewish Community Center, where they have music and art classes, as well as PE in the gym.

While the kids are using one end of the new JCC, at the other end, Jewish Family Services is providing psychological counseling to people in distress. They are offering support groups for those with chronic illness, for caregivers of late-stage Alzheimer's patients and (in coordination with the Alzheimer's Association) for caregivers and their early-stage family members from throughout the community. Many of these clients are not Jewish; many pay nothing for the services they receive. Support groups for older men and women meet regularly; there is help for people searching for work. There are programs for children and young adults with special needs. Community members can congregate in the Senior Lounge or in the Cafe in the glass-walled Atrium, which opens onto an outdoor area with tables and chairs. Meanwhile, in the community room, there may be an educational, musical, or holiday-themed program provided, along with hot lunch, for the most frail and elderly in the community, who are driven to the JCC by volunteers. This is the only social contact some of these people have, except for their Friendly Visitors, also coordinated by JFS.

At the same time, the Judea Reform Educational Building is in use by hundreds of members of the Duke University's Osher Lifelong Learning Institute, active seniors who come together to take classes on history, literature, current events, Chinese brush painting, exercise, and more. The parking lot is full. In between classes, one can see little knots of people standing together in the sunshine, continuing to discuss the class that just ended. When school hours are over, this building reverts to the children of the Judea Reform congregation for religious and cultural education.

Meanwhile, in the center of the JCC, people have been filtering in and out, coming to meetings, using the exercise room, taking exercise classes. As evening comes on, the music room upstairs, which looks out over the trees of the Pepsico property, becomes a rehearsal space for the Triangle Jewish Chorale, whose music director, accompanist, and several members are not Jewish, and who recently gave a very well-

received performance at the Durham Library. At the same time, a group of African-American men have a game on the basketball court downstairs. There is a board meeting in the Israel Center, which also houses a lending library, and offers educational and cultural programs, some of which attract hundreds of participants.

On Friday evening and Saturday morning, Judea Reform Congregation, which counts a membership of over 600 families, fills with congregants coming to Sabbath religious services -- prayer, singing, sermons. On a weekend when there is a wedding or Bar Mitzvah, there may also be a party in the Social Hall. On sad occasions, the sanctuary will be filled for a funeral. JRC, too, has a glass-walled atrium, which houses a museum, as well as art shows and cultural events.

Now it is summer. The Lerner school and JCC house the inclusive Camp Shelanu ("belonging to all of us"). Behind the JCC, overlooking the Pepsico property, is a lovely outdoor pool, shaded at the edges by large trees. In the daytime, it is used by both camp and community. In the evening, it is not unusual to find several families (Jewish, Chinese, African-American) having a picnic supper at poolside while little children splash happily in the kiddie pool, older children take swim lessons, and adults swim laps. Soon, several area congregations will have Friday night potlucks and religious services at poolside, enjoying the quiet of the evening as they observe the Sabbath.

For over twenty years, I have dreamed of building congregate housing for senior citizens who do not have the means to live in one of our many very elegant retirement communities, but who would benefit from living together and from proximity to programming to which they must now be driven. We now, finally, have a potential location for this housing: the land that the current owner of the Pepsico property is donating to the community, which abuts directly onto the site of the proposed light rail facility.

You can use your own imagination to picture how dreadful the effect would be on all of this if the campus -- quiet, safe, green -- found itself directly beside a storage and maintenance facility, with its noise, vibrations, chemicals and the like.

Picture, instead, a light rail stop there. Imagine surrounding this light rail stop not only with some tree-shaded parking spaces, but also with moderately-priced housing, a neighborhood grocery and pharmacy, a daycare, a modest park.....

You may have heard already from community leaders -- I am not among them. But if any of you has not seen first-hand how beautiful and serene the campus is, and understood the role it plays in bringing together diverse parts of our community, I will be happy to give you a personal tour.

Sincerely,

connie margolin

COM ID 806 19

Received 15 June

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concerned Citizen of Chapel Hill,

Mrs. D Scott Sayler
531 Cedar Club Circle.
Chapel Hill N.C. 27517

Comid: 807

Received
13 June 2012

191

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concerned Citizen of Chapel Hill,

Dorothy K. Lavine
232 Cedar Club Circle
Chapel Hill 27517

Re: Lightrail and Commuter Rail Ideas

COMID: 808

192

Pete Pete [magoopete86@gmail.com]
Sent: Thursday, June 14, 2012 12:15 AM
To: info@ourtransitfuture.com
Attachments: IMG.pdf (622 KB) ; IMG_0001.jpg (1 MB)

Well my only comment is are you guys going to make a Lightrail route that goes out to RDU Airport? Or at least have more then one bus route going out to the Airport? I have made up a good number of citybus routes that go to the airport but have not been plane on how many minutes the route is though. Here is the idea for the Lightrail route that goes to RDU. Here is the other lightrail route as well. I have also made six Mall Hop Express routes and three Black Friday routes. I have also made a NC/I-540 Park and Ride Express routes, NC 147 Park and Ride route, and even a NC 55 Park and Ride route. I have also made three R Line routes for Downtown Raleigh. Hope to hear back on this.

On Wed, Jun 13, 2012 at 2:12 PM, <info@ourtransitfuture.com> wrote:

> Dear Pete,
>
> Thank you for providing comments on the Durham-Orange Light Rail Transit project. All comments received by the deadline of June 18, 2012 will be incorporated into the Scoping Report which will be released to the public via the OurTransitFuture.com website later in the year.
>
> Sincerely,
> The OurTransitFuture
> Public Involvement Team
>
> Website: www.ourtransitfuture.com
> Facebook: www.facebook.com/ourtransitfuture | Twitter: @TheTRTP
>
> -------- Original Message --------
> Subject: Lightrail and Commuter Rail Ideas
> From: Pete Pete <magoopete86@gmail.com>
> Date: Fri, May 11, 2012 2:05 pm
> To: info@ourtransitfuture.com
>
> Dear Transit Future,
>
> I have here are two other lightrail plans for the area. One of the two lines goes out to RDU Airport from the Eastside of Raleigh. The other line goes north and south of Raleigh with one of the starting points at Triangle Town Cnter Mall. Then i have three coummuter rail ideas that go outside of Wake, Durham, and Orange Counties. These three routes are about 40 miles long. I also have 111 transit bus routes as well. I even have a plan for a Morisville Bus Transfer Station that would be on Morrisville Carpenter Road. Thank you for your time and i hope to hear from you soon.

Comid: 809

193

From: Raina Elsner
To: info@ourtransitfuture.com
Subject: Opposed to the ROMF at the Cornwallis Site
Date: Friday, June 15, 2012 11:25:43 AM

Dear Sirs and Madams,

I am writing to express my opposition to placement of the ROMF at the Cornwallis site, adjacent to the Jewish Community Campus.

One of the major factors that influenced my decision to send my children to The Lerner School when my family moved here last year from Brooklyn was the nature beauty of the surroundings. It is a peaceful, quiet and healthy environment.

Lerner students are outside everyday—for recess, Physical Education class, while working in their gardens, exploring nature and working in their newly built outdoor classroom. Students are outdoors everyday when in transit from Lerner to the JCC for art, music, and PE. And students are outdoors on Field Day and at special community events. The preschool spend a great deal of time outdoors in the playground, exploring and learning.

Construction of a Regional Operations and Maintenance Facility at the Pepsi property would bring pollution (air, noise, & vibration) to our campus. The noise and air pollution would negatively impact the learning environment and health of the students and faculty.

The Jewish Community Campus is an important center for Jewish life in Durham and the Triangle area at large. Many of our programs, services and volunteer efforts support and benefit so many diverse programs throughout Durham and the surrounding area. We wish to keep our campus an attractive and healthy and thriving community center.

Please find a different location for the ROMF. Please do not construct it next to the Jewish Community Campus.

Thank you for your time and consideration.

Sincerely,

Raina Elsner

COM ID 811

194

From: Allison Eisner
To: info@ourtransitfuture.com
Subject: Proposed new light rail maintenance facility at Pepsi plant in Durham
Date: Friday, June 15, 2012 11:32:16 AM

To whom it may concern:

I am writing to protest the proposed construction of a light rail maintenance facility on the site of the old Pepsi plant in Durham.

First and foremost, **The Lerner Jewish Community Day School, a school for children ages 3 through fifth grade, sits right next to the site of the proposed facility. The children would be exposed to the noise, vibration, noxious fumes, light pollution, disruption from increased truck traffic and potential environmental contamination during both the construction and operation phases of the plant.**

Secondly, **the Jewish Community Center,** a newly opened facility that offers cultural, athletic, recreational and social services programs for all members of the Durham community (not only the Jewish community) **would be subjected to the same disruptions and pollution.** The local Jewish community spent over FIVE YEARS raising enough money to make the JCC a reality. A light rail maintenance facility would have a significant negative impact on the appeal of the JCC to current and potential members. It could put the JCC into precarious financial straits and potentially result in its closure. This would ruin years of hard work by the members of the Durham and Chapel Hill Jewish communities.

Also, **Judea Reform Congregation** sits next to the JCC and would also suffer from the same disruptions and pollution as both The Lerner School and the JCC. **Judea Reform Congregation is a place for peaceful worship and fellowship. It is completely inappropriate to subject a house of God to this kind of indignity.**

Finally, the local Jewish community has invested significantly in the Jewish Community Campus with an eye toward benefitting not only the Jewish community but also the City and County of Durham. The City of Durham would be foolish to jeopardize future opportunities that would benefit the Durham community as a whole, whether it is future expansion of the Campus itself or higher density residential development that would benefit from the institutions on our Campus.

PLEASE THINK ABOUT THIS AS IF IT WERE YOUR CHILDREN, YOUR COMMUNITY CENTER AND YOUR HOUSE OF WORSHIP.

Sincerely,
Allison Eisner
Durham Resident
Parent and former board member, The Lerner School
Member, Jewish Community Center

COM ID 812

195

From: Lou Kolman
To: info@ourtransitfuture.com
Subject: light rail maintenance facility along Western Bypass
Date: Friday, June 15, 2012 8:06:19 AM

To whom it may concern,

I am writing you to say that I am against the building thelight rail maintenance facility along Western Bypass behind the Lerner school, Judea Reform synagogue and the Jewish Community Center.

- Children, adults and seniors of many cultures use these facilities year round. This construction project will pollute a vibrant community.

- The Pepsi land was bought by a developer who spoke to us about expanding our vision by building mixed use housing for families and seniors who could make use of our school, our JCC and our synagogue. The developer has promised our Federation 2.5 – 3.5 acres of the land to be used to expand services

- While we are civically minded, we are concerned that a maintenance facility will hamper this vision.

Your facility should be built somewhere else.

Sincerely,
Lou and Claire Kolman

COM ID 813

196

From: Michael Kornbluth
To: info@ourtransitfuture.com
Subject: New Light Rail Maintenance Facility
Date: Friday, June 15, 2012 8:56:17 AM

To whom it may concern:

I am writing to express my opposition to the light rail maintenance facility proposal to place it at the former Pepsi site. My children attend the Lerner school and my family belongs to the Jewish Community Center. I believe it would impact on the children's ability to enjoy both the Lerner school and the Jewish Community Center due to the noise and air pollution.

I look forward to the light rail system, but believe that the maintenance facility should not be located so close to a school or community center. Please find another location.

Thank you.

MICHAEL A. KORNBLUTH
TAIBI KORNBLUTH LAW GROUP, P.A.
3100 TOWER BLVD., STE. 800
DURHAM, NC 27707
TEL: 919-401-4100
FAX: 919-401-4104

****
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COM ID 814
197

From: Jeff Spinner-Halev
To: info@ourtransitfuture.com
Subject: Light rail
Date: Friday, June 15, 2012 1:05:16 PM

Please do not put the light rail maintenance center right next to the Jewish community campus. It promises to be an important center of community life in Durham, with many children on the campus.

Thanks, Jeff Spinner Halev

COM ID 815

198

From: Jeffrey Peppercorn
To: info@ourtransitfuture.com
Subject: light rail
Date: Friday, June 15, 2012 8:02:30 AM

I just want to register my objection to the proposal to consider a site adjacent to a Jewish preschool and to the newly built Jewish community center for a light rail maintenance facility. There are abundant industrial sites, and land that is not near any school or community center for any group. Sends a terrible message to consider this site, given its proximity to the preschool - and if built there would contribute to making Durham less livable - and less desirable. Please find another site - thanks for your consideration.

Jeffrey Peppercorn, MD, MPH
Associate Professor of Medicine
Duke University Medical Center

COM ID 816
199

From: Kelly Asher
To: info@ourtransitfuture.com
Subject: Light rail maintenance facility opposition
Date: Friday, June 15, 2012 8:43:09 AM

I am opposed to housing the maintenance facility for light rail at the old pepsi plant, which backs up to lerner school. There are outdoor classes at lerner (not including recess/outdoor play); noise pollution from the maintenance facility can hinder that learning environment.

Kelly Asher

COM ID 817

200

From: Lewis Margolis
To: info@ourtransitfuture.com
Subject: Cornwallis site
Date: Friday, June 15, 2012 1:28:25 PM

As a frequent user of the educational and community facilities at 1937 Cornwallis, I would like to say that I oppose the Cornwallis site for the TTA maintenance facility. It seems inappropriate to place this facility where so many children and families gather for educational, religious, and recreational activities, not to mention that other plans for further economic development of the site would be compatible with these activities and add to the economic vitality of the site.

Lewis Margolis
134 Hunters Ridge
Chapel Hill, NC 27517

COMID 818

201

From: Wilcox, Dirk
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance Facility
Date: Friday, June 15, 2012 9:40:53 AM
Attachments: image004.png
image005.png
image006.png

To whom it may concern,

I'm writing to share my concern regarding the location of the proposed Light Rail Maintenance Facility. As an active member in the local Durham Jewish community, let me share a couple of thoughts. The newly realized Jewish "Campus" should, over time, be a tremendous draw to the area. With the completion of the JCC, in combination with Judea Reform and the Lerner School, the Durham area can boast community amenities that can rival anything in the South, to be certain, and even across the country. Being a relatively small minority, having a vibrant local community is critical to people as they consider relocation. It would be unfortunate, I believe, if the physical attraction of the Jewish campus were to be compromised by the location of the Light Rail Maintenance Facility.

As a member of the Durham community, I think it's important that we nurture the pockets of Durham that are amazing draws! In the 10 years that I've lived here, the wonderful development that has happened around the Ballpark, the addition of the DPAC and the addition of the SouthPoint area make me VERY proud. I love when out of town guests visit and we can catch a great meal before walking to a game or a show, just as I love spend an afternoon with them at the JCC. I hope the joy of the time at the JCC and the draw to the area that the JCC provides can continue, uncompromised.

Regards,
Dirk

I'm happy to discuss this further, if anyone has any questions. My office and cell numbers are below.

KeneXa®
TO US, BUSINESS IS PERSONAL
4800 Six Forks Road Suite 200
Raleigh, NC 27609
Direct: 919.760.1268
Mobile: 919.280.3441
www.kenexa.com



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COM ID 819
202

From: Jeff Fischer
To: "info@ourtransitfuture.com"
Subject: Light rail near JCC
Date: Friday, June 15, 2012 8:04:30 AM

I just wanted to register my and my family's opposition to the proposed light rail facility adjacent to the JCC and Lerner school in Durham.

Specifically, I feel it is disruptive to our community and brings industrial elements into a peaceful, natural environment that is best suited for education, recreation, and worship.

Thanks,

Jeff

Jeffrey M. Fischer, Ph.D.
1709 Legion Rd, Suite 212
Chapel Hill, NC 27517
Tel (914) 584-0466

jeff@jmfischerphd.com
http://jmfischerphd.com/

COM ID 820

203

From: Noah Pickus
To: info@ourtransitfuture.com
Subject: Opposed to ROMF Siting near Jewish Campus
Date: Friday, June 15, 2012 1:49:32 PM

Dear Transit Authorities:

I write to express my hope that the new ROMF will NOT be situated near the Jewish Campus (synagogue, day school, community center), as the location of an industrial site so close to these venues will clearly have a significant negative impact on one community.

Sincerely,

Noah Pickus

COM ID 8211
204

From: Jesse Kalisher
To: info@ourtransitfuture.com
Cc: Helen Kalisher
Subject: please consider another spot for your light rail maintenance facility
Date: Friday, June 15, 2012 8:47:20 AM

To Whom it May Concern,

You're currently considering putting your light rail maintenance facility along the Western Bypass at the site of the former Pepsi Plant - please find a more suitable location with less damaging impact on the local community. This location, slated for commercial development, abuts the Durham - Chapel Hill Jewish and Community Center. At this site are a well established school that goes from pre-k through 5th grade, a popular synagogue and the newly opened Jewish Community Center (with outdoor swimming pool) that is a gathering point with summer camps and after school programs and more that are open to everyone. Indeed a wide rage of folks, Jewish and non-Jewish, have taken advantage of the JCC and all it has to offer. There are tens of millions of dollars invested in the JCC, the school and temple - and an entire social fabric on which a price cannot be placed.

Putting the light rail maintenance facility alongside this campus will, ultimately, put all of this investment at risk. Most of all, as parents who send our two children to school at the Jewish Day School, we may have to pull our kids from that school if we determine that the noise and other pollution are detrimental to our children's health and eduction.

Of course light rail is important to our community. And, of course, you need a light rail maintenance facility. I'm not schooled in the options, but I can assure you that putting the maintenance facility at the Western Bypass site will do serious damage to an important part of the Durham-Chapel Hill community.

Here's hoping there's another option.

Peace,
Jesse

Jesse Kalisher
Email: jesse@kalisher.com
Office: (919) 967-4300, xt.21
Fax: (919) 929-4833
Cell: (919) 923-4070

www.kalisher.com

COM ID 822
205

From: Elaine Marcus
To: info@ourtransitfuture.com
Subject: opposed to vote
Date: Friday, June 15, 2012 1:48:10 PM

Writing to express my opposition to the proposed use of the old Pepsi building as a rail maintenance shed. I add my voice to those who recognize that proposed site is close to 2 schools, a playground, and a community center. I encourage you to consider a different placement to help avoid noise and air pollution so close to three sties that can be negatively impacted.

Thanks you.
Elaine Marcus

COM ID 823

206

From: Julie Shermak
To: info@ourtransitfuture.com
Cc: Jon Bellman
Subject: Location of light rail maintenance facility along Western Bypass behind Lerner, Judea Reform and the JCC.
Date: Friday, June 15, 2012 9:44:08 AM

Please locate the light rail maintenance facility elsewhere. It is not fair to the children to have to deal with the noise and pollution that will necessarily be associated with this venture. They are kids who are trying to learn and you should not interfere with that development.

Thank you,

Julie Shermak

COM ID 824
207

From: Chuck Solomon
To: info@ourtransitfuture.com
Subject: Opposed to "Cornwallis" site proposed Maintenance Facility
Date: Friday, June 15, 2012 2:39:56 PM

I write to express my opposition the the proposed Maintenance Facility at the current Pepsi property (known as the "Cornwallis" site).

The Cornwallis site would present an extreme nuisance to the existing neighbors which include a charter school, day school, community center, and house of worship.

Please find a more suitable location in perhaps an already established industrial area.

Thank you.
Sincerely,
Chuck Solomon
Durham Resident

COM ID 825

208

From:	Gregory Louie
To:	info@ourtransitfuture.com
Subject:	Comment: 19.0 D-O LRT project with community resources data
Date:	Friday, June 15, 2012 10:25:42 AM
Attachments:	108804.pdf

Hello Triangle Transit Team:

First of all, I want to thank you for all the work you to bring light rail to the Triangle area.

I have some comments in regards to the need to *"identify additional environmental areas and specific resources (in addition to what is already known) that may be affected by the project."*

I've tried to follow the format of the online comment form, but as I needed to attach a file, I had to use email. I hope that following the format on the online form makes it easier for you to compile any data you need.

About myself and my contact information

Name: Gregory Louie
Address: 110 Solterra Way, Durham, NC 27705
Email: gregory.louie@gmail.com
Best way to contact: email
Number of years living in Triangle: 7
Work zipcode: 27705
Live zipcode: 27705

Although, I currently work, live and play in Durham and frequently visit Chapel Hill, Carrboro and Raleigh. I would use light rail at least 3-4x roundtrip/week.

Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I fully agree with the draft purpose and need. Prior to that I lived in NYC and Westchester, NY and used either the subway and/or the light rail (Metro North) daily. I would love to see light rail flourish in the Triangle.

Although, it wasn't specifically stated in the scoping information booklet. I and other citizens are deeply concerned about climate change for our children and our children's children. We understand that the impacts we have on earth have lasting effects and wish to support mass transit as one of many necessary means for reducing our burgeoning human population's impact on the earth.

Regarding the D-O LRT project environmental & community resources map (Spring 2012): Please include the following community resources, which are missing on your map, all of these are next to the private school (Lerner Jewish Day School) on Cornwallis Road:

1. As of Spring 2012, the public school: Maureen Joy Charter School still occupies that campus.
2. Levin Jewish Community Center

COM ID 825 page 2

3. Judah Reform Synagogue

Regarding the proposed Light Rail Maintenance Facility at the old Pepsi Plant:

The proposed Light Rail Maintenance Facility abuts the Levin Jewish Community Center. Construction and daily operations will result in increased noise, light, air and ground pollution.

I imagine alternative sites of the light rail maintenance facility exists. For example, Durham GIS reveals a 12 acre property at 1102 Moreene Road owned by the City of Durham and designated as "vacant community service." I have attached a .pdf file describing the property.

Please consider this alternative as you work on the final environmental impact statement.

Thank you for fully considering these comments and placing them into the environmental impact and planning process.

I wish you the best of success.

Blessings and All Good!

Gregory Louie

"Whatever you can do or dream you can, begin it. Boldness has genius, power, and magic in it." - Goethe

COMID 826

209

From: Sally Brown
To: info@ourtransitfuture.com
Subject: against light rail maintenance facility
Date: Friday, June 15, 2012 2:44:56 PM

To whom it may concern:

As a teacher at The Lerner Day School and member of the Levin JCC I am opposed to locating the light rail maintenance facility adjacent to these properties. I can not imagine that the increased traffic and noise from the maintenance station would not negatively impact the school and JCC. Please consider locating this facility in another spot!
Sally Brown

Comid: 835

210

From: Jessica Finelt Leff
To: info@ourtransitfuture.com
Subject: NO LIGHT TRASIT
Date: Saturday, June 16, 2012 7:18:35 PM

Hello,

This site, next to the JCC, is not conducive to a campus where children are present present year-round .....
PLEASE NO LIGHT RAIL

Thanks,
Jessica Leff

Comid: 836

211

From: Jacquelyn Floreen
To: info@ourtransitfuture.com
Subject: light rail transit project C1 and C2 comments from a citizen at The Cedars Retirement Village, Chapel Hill NC
Date: Saturday, June 16, 2012 4:52:43 PM

Gentlemen:

Due to adverse impacts of C1 on the Cedars citizens, I wish you to understand my vote for C2.

I have lived at the Cedars since 2004, and am alarmed at the prospect of a light rail train going through our property, separating our "DuBose Health Center" from the residences. Aging residents having to navigate across tracks of a commuter trai, either in autos or walking, to go to the health clinic for treatment or to visit family recuperating or spending their last days there, gives me cause for alarm. The operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center and those who visit from their home in the Cedars Retirement Village. We have approximately 300 citizens who use the DuBose Health Center. Not all at once, however many go there to see the Doctor for treatment or medicine, etc. returning to their Cedars home on the same day. The bird sanctuary is also across the C2 railroad from the residents homes.

The C2 route should go forward to save damage to the surrounding wooded and wetland areas, the "Cedars Bird Sanctuary," and possible death of Cedars aging residents.

The Meadowmont Community Association Board of Directors has voted to support C2, Not for C1 that would do so much damage for the Cedars and Meadowmont village.

Please read and hear our concerns.

jacquelyn s. floreen

Comid: 837

212

From: Jennifer Shweky
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance Facility
Date: Saturday, June 16, 2012 2:18:59 PM

To whom it may concern:

I am writing to express my opposition to the light rail maintenance facility proposal to place it at the former Pepsi site. My children attend the Lerner school and my family belongs to the Jewish Community Center. I believe it would impact on the children's ability to enjoy both the Lerner school and the Jewish Community Center due to the noise and air pollution.

I look forward to the light rail system, but believe that the maintenance facility should not be located so close to a school or community center. Please find another location.

Thank you.
Jennifer Shweky

****

Jennifer Shweky
Environmental Scientist
ERG
1600 Perimeter Park, Morrisville, NC 27560
Tel: (919) 468-7843, Fax: (919) 468-7801

Comid: 838

213

From: Kim Weaver
To: info@ourtransitfuture.com
Subject: Against Placing Maintenance Facility at Cornwallis Site
Date: Saturday, June 16, 2012 4:14:37 PM

To whom it may concern,

I am writing to request that you do NOT place the light rail maintenance facility at the proposed Cornwallis site directly next to the Jewish Community Campus. My child goes to the Sandra E. Lerner Jewish Community Day School which is directly adjacent to that location, and I know that myself and many other parents will be extremely disappointed and concerned if such a location were to be chosen. People have worked very hard to make that whole area into a community center. There is a synagogue there as well as a recreational site serving numerous families in the area. The school itself is a wonderful place that encourages learning and that enrolls over 150 children. It would be such a shame to place a noisy and disruptive transit facility right in the middle of all this! Please don't let that happen.

Respectfully yours,

Kim Weaver
935 Ivy Meadow Lane
Durham, NC 27707

Print | **Close Window**

COMID: 839

214

Subject: light rail maintenance in Durham

From: "Lynne Koweek, M.D." <lynne.koweek@duke.edu>

Date: Sat, Jun 16, 2012 3:39 am

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

To Whom It May Concern,

I am writing in regards to the proposed light rail maintenance facility being considered along 15-501/Western Bypass. Due to the close nature of this facility with two elementary schools and a place of worship (temple) we ask that you kindly reconsider the location of this facility to a more commercial area that will not impact the education and quiet worship (multiple days during the week) of members of the Durham community.

Thank you for your consideration,

Lynne M. Hurwitz

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COMID: 840

215

From: Maddie Springer
To: info@ourtransitfuture.com
Subject: PLEASE DON"T BUILD A RAIL MAINTENANCE STATION NEXT DOOR TO OUR COMMUNITY!!!
Date: Saturday, June 16, 2012 1:17:28 PM

Dear Railroad Maintenance People,
PLEASE do not build a railroad station next to our community! This is a place where little children - from the JCC, the Lerner School and Maureen Joy School, play and learn all year round, and a railroad maintenance yard would be loud and a distraction. Railroads also pollute our environment. Our campus is created for education and religious worship, and that would be a huge negative impact on our community. Would you please consider an alternative location that would not impact our youth?

Thank you for your consideration!

Sincerely,

Madison Springer
Age 12

--

Luv

UNC
Popcorn
Hockey
Jumproping
Lady GaGa
Polar Bears
Roller Coasters

MADDIE!!! :)

Comid: 841

216

From: Bob Healy
To: info@ourtransitfuture.com
Subject: Comments on TTA Scoping Process
Date: Sunday, June 17, 2012 4:42:02 PM
Attachments: Comments on TTA Scoping Document (Autosaved).docx

---

Dear TTA Staff:

I am attaching some detailed comments on TTA's plan for an LRT system between Durham and Chapel Hill. I intend for them to be issues to be raised and analyzed during
the upcoming EIS process as well as in your general planning efforts. I appreciate the detailed information that has been provided on your website. I would appreciate it if you would acknowledge receipt of this email, as well as notify me that the attached electronic document (in MS Word) opened correctly. Many thanks.

--

Robert G. Healy
Professor Emeritus of Environmental Policy and Public Policy Studies
Nicholas School of the Environment and Sanford Institute of Policy
Duke University
Durham, NC 27708-0328
ph. (919) 416-4543
healy@duke.edu

CoM 17 841 page 2

Comments Submitted for Impact Scoping Study, Light Rail Investment Proposed by Triangle Transit Authority Between Durham and Chapel Hill, NC

Robert G. Healy, healy@duke.edu

June 18, 2012 (corrected version)

These comments are submitted to aid the analysis of the "proposed premium high-capacity transit investment in the Durham-Orange County corridor" consisting of improved bus service and a fixed guideway between downtown Durham and Raleigh, and downtown Durham and Chapel Hill. My comments are limited to the fixed guideway (LRT) portion of the proposal. Indeed, I think that improved bus service, combined with some new technologies, would provide better transportation options for our residents, with lower costs and fewer impacts on the environment.

For information, I am Professor Emeritus of Environmental Policy and Public Policy Studies at the Nicholas School of the Environment and the Terry Sanford Institute of Public Policy, Duke University. My specialty is land use and land use policy. I have taught and done research in that subject since 1970, including seven books and dozens of professional papers. I hold a Ph.D. in urban and regional economics from the University of California, Los Angeles. I am a 26 year resident of Durham and was a participant in the original 15-501 study (which found that none of the several transit alternatives studied would divert more than a tiny percentage of future traffic.)

Purpose and Need for the Project

A large amount of the money raised will be used for a fixed guideway connection (light rail) between Durham and Chapel Hill.* I have strong reservations about this idea, and would like to pass on the following things to consider-

(1) **The Need for Transit.** Good public transit has an important role in any efficient and compassionate society. Transit provides access to jobs, shopping, medical care and other activities to the young, the elderly (a rapidly increasing group), the poor, the disabled, and those whose immigration status prevents them from driving. In my opinion, transit in Durham should have a wide range of routes, comfortable vehicles, frequent and predictable schedules, time-to-next-vehicle signs and seating and shelters at stops. A system of buses, perhaps hybrid, electric or natural gas, and of a variety of sizes would provide this kind of service.

(2) **The dream of rail transit.** It's easy to love the dream of rail transit. We think of it as quiet, fast, comfortable. But when it comes to actually taking it, some non-trivial

problems arise. We have to walk from our home to the stop, then from stop to work or shopping. If we are shopping, we have to carry heavy bags. We cannot use LRT to make the sort of combined trips that most of us make daily—drive to work, pick up the cleaning, get the kids from day care. The fact is that high transit use (and it's still not very high) is found among (a) those who have no alternative (b) in cities where downtown commuting is congested for miles from the destination, e.g. New York, Washington, and where parking downtown is extremely expensive. The latter is simply not true of the Durham-Chapel Hill corridor, nor is it likely to be so even as the area grows.

For those who cannot drive individual cars, and thus have no alternative to transit, a high quality bus system serves their needs far better than fixed guideway transit, simply because it goes many more places.

People love the idea of rail transit, but mostly for other people to ride.

Impacts of the Project

(3) **Linking the Duke and UNC campuses.** A significant justification for building the LRT project and a major traffic generator is that it will link the campuses of Duke University and the University of North Carolina at Chapel Hill. Unfortunately, the station location near the Duke campus is far inferior to that now used by the hourly Robertson bus, which already provides free nonstop service between the campuses. The Duke stop for the Robertson bus is the traffic circle in front of Duke Chapel—this location is very near the student center (Bryan Center), main university library, and major concentrations of classrooms and dormitories. The circle is also the terminus of the East Campus bus, and various intra campus shuttles. Robertson service is very popular. The proposed TTA light rail stop is near the entrance to Duke Medical Center, at least a 15 minute walk from the circle and its ridership. Substituting LRT for the Robertson bus would significantly reduce transit service quality for students and faculty on the non-medical part of the Duke campus. Counting these students as patrons of the LRT system is not correct if the idea is to improve the quality of life of the target population.

(4) **The project is alarmingly expensive.** TTA estimates a capital cost of $1.4 **billion** for this project, with yearly operating costs of $15 million. They further estimate ridership of 12,000 trips per day by 2030. Note that Charlotte, whose LYNX light rail system is considered wildly successful in attracting passengers, with weekday ridership of 14,300, has a metropolitan area population more than three times that of Durham-Chapel Hill.** If one accepts this very optimistic TTA figure, and [using weekday/yearly coefficients from Charlotte] converts it to a yearly basis, then yearly ridership would be 3.9 million trips.

The operating cost would thus be $15 million/3.9 million = $3.85 per trip. But one must also consider two aspects of capital cost (a) interest on the funds used and (2) depreciation and replacement of infrastructure. The U.S. Army Corps of Engineers is currently using an interest rate of 4.15 percent for its long term investments. That would make annual interest cost on $1.4 billion = $58.1 million or $14.90 per trip.
In addition to interest cost, equipment and even track gets physically old and has to be replaced. A very conservative lifetime would be 40 years. I believe—see below—that technological obsolescence would make this replacement period much shorter. But if one uses 40 years (or 2.5% per year), one gets a depreciation charge of $1.4 billion x .025 = $35 million per year or $8.97 per trip.

The above makes the total cost of a trip on the fixed guideway system
$3.85 + $14.90 + $8.97 = $27.72 (!)

(If one uses Federal Transportation Administration guidelines for annualizing capital cost, the cost per trip is $32.56. The true cost per trip is even higher than this because much of the capital will have to be in place while the system is being built and while it reaches its predicted ridership.)

Not much of this will be recovered at the fare box. Nationwide, the average cost per boarding for light rail systems is $0.74.

(5) This is not an atypical figure for transit systems nationwide. (Not a single one of the 20 light rail systems nationwide studied by Gordon and Kolesar did not run an operating deficit.)***
Economists are fond of saying that "at the price of this kind of transit system, you could have a taxi pick up every rider at their home, and still save money".

(6) Won't 50% of capital costs **come from the federal government** and 25% **from the state of North Carolina?** That's what the plan for the system says. There are two problems with this assumption: (a) as an economist, I care quite a bit about how the federal and state government spends its revenues. These funds have alternative uses—education, medical research, national defense—with greater social and economic return and appropriations for these uses are under grave threat; (b) the money is very unlikely to be there in the future. With the deep budget cuts at federal and state levels, and the prospect of more, it is doubtful that transit systems, particularly new and expensive ones, will have much chance of getting funded. It will be difficult enough for current operating transit systems to get federal or state grants to cover their operating and maintenance deficits.

COMID 841 page 5

(7) The system could be **technologically obsolescent before it's built**. Improvements to the bus system could be put in place quite quickly. But a fixed guideway transit system will take at least a decade before it starts operating. But by then it will very likely be technologically obsolete. Development of an "intelligent car," that can essentially drive itself for all or part of the journey has proceeded very rapidly. Already, some models can self-park and avoid many kinds of collision. Recently, Google has been testing a "driverless car" on public streets. (and Google is only one of many firms looking seriously into this concept). A "driverless highway" is also being investigated. For the route we are dealing with, it is irrelevant whether the technology is embedded in the car or the roadway. By the end of a decade, it is very likely that cars (and buses) can travel on 15-501 and other arterial streets at high speed, either in all lanes or a designated lane, with little space between vehicles. This will raise average speed and will also reduce congestion by doubling or trebling the number of vehicles that can be accommodated by the road's current width. It would be ironic—but by no means impossible-- to see vehicles moving along 15-501 more rapidly than the rail vehicle! Please note that electric and hybrid electric automobiles are capable of extremely rapid acceleration.
With specific reference to avoiding environmental impacts, a "smart car/smart highway/smart train" could allow mixing of trains and privately owned "smart cars" in the 15-501 corridor between South Square and Patterson Place, either on a new or existing highway lane or a new lane built immediately alongside the existing roadway. This could minimize or eliminate damage to sensitive wetlands and natural areas.
I would note that if cars and "trains" could be mixed there or on other parts of the LRT corridor, the private vehicles could be charged for the privilege, raising funds for system construction and maintenance.

(6) **"But won't it get people out of their cars and reduce carbon emissions and congestion"?** Many of the users of the proposed fixed guideway system are already bus users. University of Southern California transportation expert Peter Gordon has (2010) calculated that even if all transit riders would otherwise have driven, and the social cost ("externality") of their driving was 40 cents per mile, the average cost of the nation's 20 major light rail systems would still be $19 per round-trip.****

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Moreover, transit is not a free ride with respect to carbon. The trains, either electric or diesel, have emissions. Moreover, the amount of carbon embedded in the construction process and construction materials is immense. Consider what went into building Charlotte's 9.6 mile LYNX Blue Line:

- 60,000 feet of steel "H" shaped columns
- 50,000 cubic yards of concrete
- 450,000 tons of stone -- not including stones in the railroad bed
- 8 million pounds of rebar
- 18 million pounds of structural steel
- 300,000 sq ft of MSE (mechanically stabilized earth) retaining walls
- 40,000 concrete railroad ties
- 600,000 feet of electrical wiring
- Approximately 210,000 linear feet of rail (almost 40 miles)

I request that any energy or climate impact analysis of the proposed LRT line include not just the carbon associated with operating costs, but also the carbon related to construction. And both construction carbon and operating carbon should be discounted to the present, using a reasonable discount rate. (i.e. the construction carbon releases will occur several years before the carbon savings associated with movement of drivers from automobiles to LRT)

(7) What about all the **development envisioned around the stops**? This argument is often used to justify rail transit, despite its breathtaking cost. A recent report on development induced by Charlotte's LYNX line will no doubt be used to make this case. There was indeed a significant amount of development. But almost all of it has been in downtown Charlotte, which was in the last decade in the midst of a quite unusual building boom associated with the expansion of the banking and financial services sector. The report itself concludes that (emphasis added):

"The majority of development that occurred along the new lines in the Minneapolis - St. Paul and Charlotte regions was in and around the two downtowns. In both regions, the introduction of light rail coincided with a boom in downtown development that appears to be in large part an outgrowth of long-standing efforts at revitalization." Center for Transit Oriented Development. 2011. *Rails to Real Estate: Development Patterns Along Three New Transit Lines.*

Other than downtown, there has been remarkably little development along the other transit stops in Charlotte, certainly not enough to call it a major investment stimulating success story. (see map)

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Downtown Chapel Hill has always been economically healthy. Over the years, whenever increases in density have been proposed for the downtown area, they have engendered great citizen disapproval. Downtown Durham, after many years of unsuccessful public and private efforts at turning it around, is in the midst of a major revival, both residential and commercial. It will not need the help of a transit connection to Chapel Hill that will not open for a decade or more.

(8) **The proposed "park and ride" lots** (to the extent that they are used, which is doubtful since parking in downtown Durham and Chapel Hill is relatively cheap) will encourage urban sprawl by facilitating long distance commuting. The park and ride lots on the Washington, DC metro have made it possible for commuters to live in Fredericksburg, VA, Frederick, MD and even around Harpers Ferry, West Virginia.

(9) The system, as the route was initially proposed, would have **a major negative environmental impact on New Hope Creek**, specifically on the "15-501 bottomlands", identified as being of statewide ecological significance by the North Carolina Natural Heritage Program. One version of the currently proposed "locally preferred alternative" would provide for an elevated structure crossing the main stem of New Hope Creek, between Garrett Road and SW Durham Parkway directly through the creek's broad floodplain. This would fragment habitats, interfere with species movement up and down the stream and its banks, and introduce noise and vibration to an area in which there is currently a trail, and plans are underway for environmental education displays highlighting the function of the bottomlands ecosystem.

The New Hope Creek Corridor Advisory Committee has prepared a detailed analysis of environmental concerns with the present cross-corridor route. It is hoped that further consideration by TTA, responding to public comment, will cause a re-routing of this crossing to immediately parallel the south side of the new 15-501 bridge over New Hope Creek.

(10) **Won't this create jobs?** Of course it will. But the cost-per-job and the local-jobs-created figures are likely to be very unfavorable. The system will be designed by highly paid planners and engineers, very likely with firms outside Durham. It would be built by Skansa, or Bovis or Fluor-Daniel or some other huge company, using lots of materials produced outside the area, perhaps outside the U.S. The alternatives to this project seem more promising from a local jobs standpoint—(a) let people keep the money that would be spent through the sales tax (b) use sales or other taxes of equivalent amounts to hire teachers, police, social workers, court employees and others who aren't highly paid, who live locally, and who provide much needed public services.

(11) **Shouldn't Durham be a leader in transit?** My judgment is that Durham desperately needs funds for a wide variety of programs, particularly those that provide human services (help with housing, education, mental health,). An expensive LRT system, financed by a local tax dedicated only to transit, will make it very difficult to have a future sales tax increase for housing or some other important purpose. Durham can't afford to be a leader in constructing a light rail line that will be breathtakingly expensive, will damage important wetlands, will require immense amounts of carbon dioxide release even before the first train runs, will be technologically obsolete before it opens, and will produce jobs at a very high cost per job. I would be happy to pay more taxes—for programs that give better economic and social value.

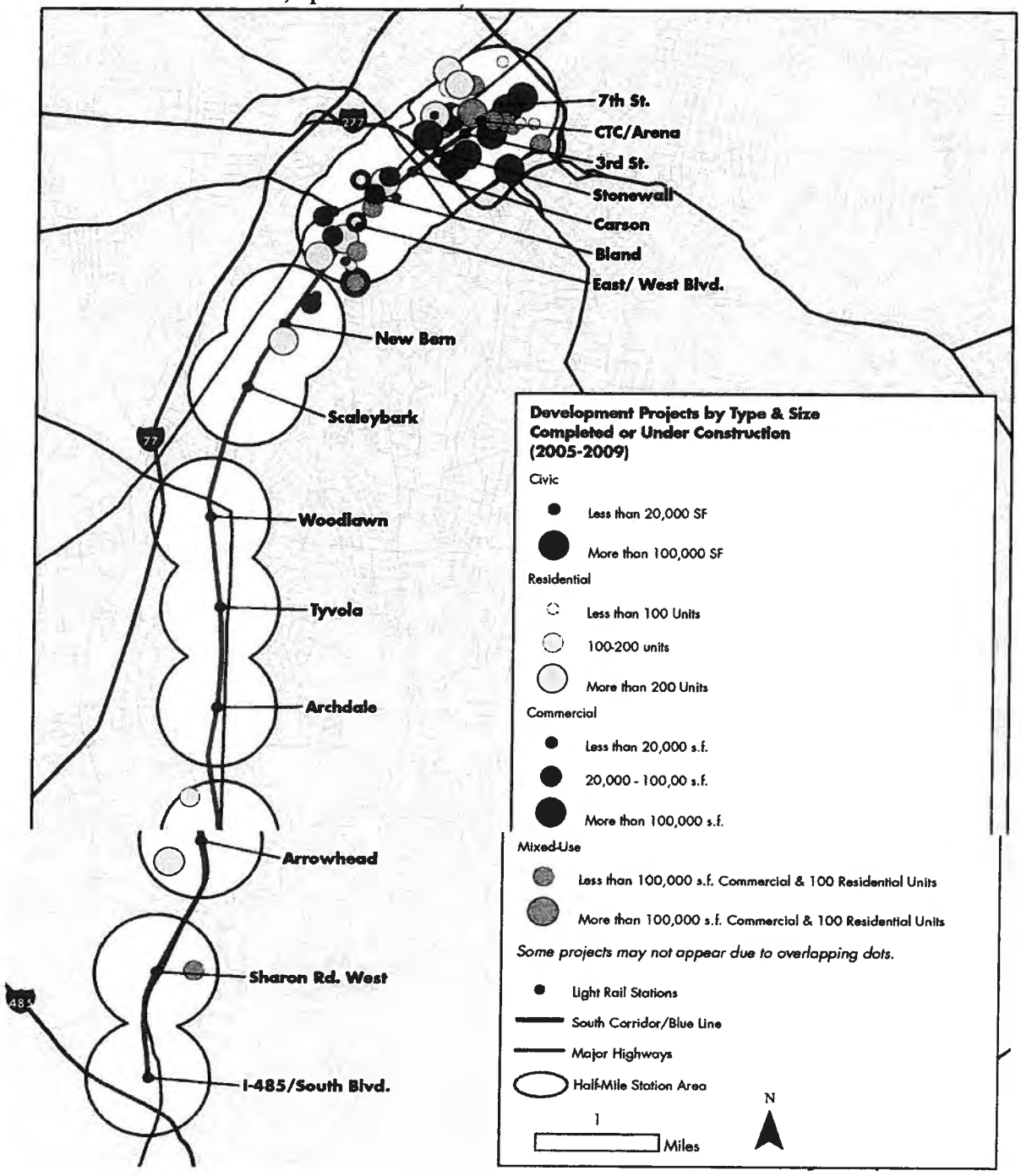
*I will make no comment on the economics of the proposed Durham-Raleigh rail connection. However, some of the questions asked here should also be posed in order to get a picture of its economic and other impacts.

**2010 Population—Charlotte MSA 1.7 million; Durham-Chapel Hill MSA 504,000

***Peter Gordon and Paige Elise Kolesar 2010. A Note on Rail Transit Cost Benefit Analysis: Do Non-User Benefits Make a Difference. Unpublished paper. Department of City and Regional Planning, University of Southern California.

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http://www-bcf.usc.edu/~pgordon/pdf/RAIL_TRANSIT_CBA_OCT_14.pdf
****Gordon and Kolesar, op.cit.



Map is from Center for Transit Oriented Development publication cited above. See

http://www.ctod.org/portal/sites/default/files/CTOD_R2R_Final_20110321.pdf

Comid: 842

217

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Sunday, June 17, 2012 10:09:13 PM

Contact information:

Name*: Avery Goldstein

Organization:

Address:

United States

Email: jagoldy@earthlink.net

Best way to keep you informed: Email

Number of years living in the Triangle: 10

Zip code for where you work: 27707

Zip code for where you live: 27517

Comments:

Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :

Yes - what is the timeline for this project? I am also concerned about the fact that I am a member of Judea Reform Congregation, and heard through word of mouth that a maintenance facility is being planned literally in our backyard. Surely this violates an ethical principle concerning the right we have to worship in peace. The site could be used for the benefit of Durham - perhaps people would like to live near the JCC campus as opposed to ruining the area with industrial traffic and noise. The whole project seems to have no respect for anyone - except the rich people who live in Meadowmont who don't want it. have some respect, Durham. Look out for the people who want to live, worship, and send their kids to YOUR public schools. Send the rail up 15-501 which is already a business area - NOT in the backyards of the people who are trying to make Durham a good place to live.

What

Com ID 842 page 2

environmental and other issues should we consider when evaluating the project alternatives?:	Your website is unclear and difficult to glean information from. What is the best way to voice concerns about the proposed path of the light rail system? I live near Creekside Elementary school and it is unclear where the rail will be in relation to the school. Whom do I contact regarding the safety of children attending this school?
Please share any comments you have regarding regional transit.:	
How did you hear about today's workshop?:	Other
How was the meeting time? :	
Workshop location? :	
Workshop organization? :	
What was most helpful? :	

Powered by EmailMeForm

Comid: 843

218

From: Carol Krucoff
To: info@ourtransitfuture.com
Subject: NO to light rail maintenance at Pepsi
Date: Sunday, June 17, 2012 10:08:36 PM

PLEASE do not allow a light rail maintenance station right next door to the Lerner School, Jewish Community Center and Judea Reform Congregation. This would create a safety hazard for our children, and we're concerned about pollution--noise, air, vibration and light--on a campus created for education, religious worship and community-building activities.

We STRONGLY urge you NOT to put the station here.

Sincerely,

Ms. Carol Krucoff

--
Carol Krucoff
(919) 260-4374 cell
www.healingmoves.com

Comid: 844

219

From: Dorothy Gianturco
To: info@ourtransitfuture.com
Subject: Proposed Rail Maintance Facility
Date: Sunday, June 17, 2012 4:27:38 PM

The proposal to use the old Pepsi Building (off of Cornwallis R.) for a rail maintenance facility is out of order for the neighborhood. For the most part it is residential, school and Duke property. The Herald Sun does little to upset the balance of the area. But to put such a maintenance facility there is defiantly out of order! In the past the Pepsi trucks did create problems, but it was tolerated. But this industrial facility is definitely a danger to the school next to it as well as to the residents who live in the area. Please reconsider this proposal.

Dorothy Gianturco
Colony Park

Comid: 845

220

From: Kim Sampson
To: info@ourtransitfuture.com
Subject: No TTA light rain station on Pepsi property
Date: Sunday, June 17, 2012 10:31:45 PM

I am writing as a tax-paying citizen of Durham to ask you to please not build the rail maintenance station at the location of the Pepsi building, next to property where the Judea Reform Congregation, the Jewish Community Center, and the Lerner School reside. This complex is the center of Jewish life in the Triangle area, and having this maintenance station right next to the synagogue, community center with pools, and school would greatly diminish the quality of this entire property by bringing noise, pollution, traffic, 24 hour light and other things that would make the entire area less appealing.

There are other options for this site, please do not put it adjacent to a place that is used by so many families and so many children year round. It would affect the quality of life for an entire segment of the population of Duhram. A segment that is highly supportive of local government and give back to the greater Durham community in soapy ways.

Thank you for considering putting this TTA maintenance station in a place that will not affect so many families and so many children.

Kim Sampson
Durham, NC

Comid: 846

221

From: KC Cloud
To: Info@ourtransitfuture.com
Subject: Fwd: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties
Date: Sunday, June 17, 2012 9:45:42 PM

Please consider an alternate site to the one suggested adjacent to the jewish community center

---------- Forwarded message ----------
From: "Laurie Scott" <laurie.scott.mail@gmail.com>
Date: Jun 17, 2012 8:25 PM
Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties
To: <info@ourtransitfuture.com>
Cc: "KC Cloud-Borgstedt" <cloudkc@gmail.com>, <diggie.the.mango@gmail.com>

Dear Triangle Transit Authority,

I would like to add my voice to the public comment period currently open regarding the proposed Light Rail Maintenance station at the current Pepsi facility.

I am a member of the Levin Jewish Community Center, which is part of an active campus on Cornwallis Road. I oppose placing the LR Maintenance Station near this vibrant property because it will add air, noise, vibration and light pollution to a campus dedicated to education, religious worship and community-building activities.

I hope that you will consider other locations which will not interfere with this important community location.

Laurie Scott
JCC member

Comid:847

222

From: Laurie Scott
To: info@ourtransitfuture.com
Cc: KC Cloud-Borgstedt; diggie.the.mango@gmail.com
Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties
Date: Sunday, June 17, 2012 8:25:37 PM

Dear Triangle Transit Authority,

I would like to add my voice to the public comment period currently open regarding the proposed Light Rail Maintenance station at the current Pepsi facility.

I am a member of the Levin Jewish Community Center, which is part of an active campus on Cornwallis Road. I oppose placing the LR Maintenance Station near this vibrant property because it will add air, noise, vibration and light pollution to a campus dedicated to education, religious worship and community-building activities.

I hope that you will consider other locations which will not interfere with this important community location.

Laurie Scott
JCC member

Comid:848

223

From: Sonkoff@aol.com
To: info@ourtransitfuture.com
Subject: Durham- Orange Light Rail Transit
Date: Sunday, June 17, 2012 7:22:12 PM

To: Triangle Regional Transit Program
As a long time resident of Downing Creek, I am very concerned about the effects the Light Rail Local Preferred Alternative C2 might have on the Barbee Chapel Road intersection, entrance and egress from the Downing Creek neighborhood, pedestrian and bicycle safety, and access to the station from both sides of Highway 54.neighborhood entrance.

I am quite concerned about the negative impact on entrance and egress from the Downing Creek subdivision should the rail line cross our main entrance at ground level as currently proposed. Congestion along Highway 54 and Barbee Chapel road already makes it challenging to exit Downing Creek during certain parts of the day - the very times at which the rail traffic will also be the most intense. It is extremely important that Downing Creek exit to Hwy 54 not be blocked at any time. The maps show that the C2 rail line will cross into the center of Hwy 54 a bit east of our entrance at ground level. I would suggest that the issues could be avoided by simply running the rail line in the center of Hwy 54 between the east and westbound lanes of Hwy 54. Rail lines located in center median of highways are common in many metropolitan areas.

As a daily commuter, I also do not believe that the intersection of Barbee Chapel Road and Highway 54 can tolerate a ground level rail crossing. This intersection already has too many lanes, is far too congested with cars, and is much too dangerous for pedestrians to cross at all -- and time will only make it worse. The thought of adding a new intersection of the rail line at ground level on top of the existing problems seems to make little sense and is inconsistent with the NC 54/I-40 Corridor study proposal of a "super intersection" at this same location. A pedestrian bridge over Highway 54 is greatly needed. As more land is developed on both sides of the road, it becomes even more desirable for pedestrians to cross. A bridge would also make your rail station accessible from both sides of the road, helping to eliminate the question of which side of the road should get rail service.

The maps for the C2 route show it passing through the area along Stancell Drive. This area is already used by pedestrians and bicyclists, including children, as a safe way to access the Meadowmont trail system, and planning maps already show that pedestrian and bicycle improvements in this area are recommended for future developments such as Hillmont . Therefore, some form of significant barrier is in order to ensure safety and preserve this as a bike and pedestrian friendly area if the train passes through here.

Please do not cut corners on a southern route. There are very vocal contingents in local newspapers that seem to feel that C2 is slam dunk solution. I would strongly disagree. Remember that Meadowmont was planned, approved and developed to be a transit oriented neighborhood and has a the largest concentration of residents and business in the area. I urge you to really think about all of the implications of the both routes route and work toward a solutions that work positively for all stakeholder that does not compromise safety of a very complex area

Susan Sonberg

COMID: 849

224

From: Caryn Louie
To: info@ourtransitfuture.com
Subject: Please DO NOT build the Maintenance Facility at the current Pepsi property!
Date: Monday, June 18, 2012 2:38:39 PM

To Whom It May Concern:

I am writing to express my strong request that the Maintenance Facility **NOT** be built on the current Pepsi property.

I am a parent of a 9 year old Lerner student and a member of the JCC. We spend a significant amount of time outdoors on the Lerner/JCC property A Maintenance Facility would be **extremely** detrimental in terms of air and noise pollution. It would also have negative aesthetic and visual impact on a community campus that was created for education, religious worship and community-building activities.

Furthermore, future development of the Cornwallis site could lead to greater economic benefits for the city e.g. mixed use, senior housing that has easy access to the JCC etc.

Please continue searching for a more appropriate site for the building of the Maintenance Facility.

Thank you for your attention to this serious matter.

Caryn Rossi Louie, MA
Instructor of Chinese
North Carolina School for Science and Mathematics
Durham, NC

Comid: 850

225

From: Catherine Dhongade
To: info@ourtransitfuture.com
Cc: Nikhil Dhongade
Subject: Durham-Orange County Corridor for the Light Rail
Date: Monday, June 18, 2012 12:57:56 AM

To Whom It May Concern:

As home owners in the Pickett Park subdivision, we have reviewed the proposed Durham-Orange County Corridor for the Light Rail and would like to express our preference for **Alternative 1 route** for the South Square Station. Our concern with Alternative 3 is that it comes rather close to our properties and would negatively impact our living environment.

Thank you for taking our concern into account as further discussions are held.

Catherine and Nikhil Dhongade
2822 Pickett Rd., Unit 120
Durham, NC 27705
catherine_dhongade@hotmail.com

COMID: 851

326

From: Carrie Muh, M.D.
To: info@ourtransitfuture.com
Subject: Proposed Maintenance Facility at Pepsi property next to Lerner School on Cornwallis
Date: Monday, June 18, 2012 1:10:26 AM

To whom it may concern at the TTA:

This letter is to register my objection to the proposed light rail maintenance facility next to the Lerner School and the JCC on Cornwallis.

The Lerner School and JCC campus has been built as a welcoming community center for people to pray, for children to play in peace, and for students to learn. Building a noisy, busy maintenance facility next door to this campus would significantly impact our community's ability to pray, play and learn there.
Churches and synagogues should be peaceful, calm, beautiful and welcoming places. Maintenance facilities are not known for their quiet, beautiful, peaceful atmospheres.

This space would be much more productive for the community as a whole, and would lead to more economic benefits for the city, if it were developed in a different manner. The JCC was just recently built, and the space next to it would be ideal for a Senior housing complex due to easy access to the amenities at the JCC. Or, as Lerner School grows, this space could become a higher level of school so that our children could continue their religious education beyond 5th grade.

Please reconsider the location of the proposed light rail maintenance facility, and do not place it on this beautiful religious and community campus.

Thank you for your consideration.
Sincerely,
Carrie Muh

Carrie R. Muh, MD, MS
Assistant Professor of Surgery (Neurosurgery) and Pediatrics
Duke University Medical Center
Box 3272
Durham, NC 27710
office: 919-684-5013, ext 3
fax: 919-684-8274

Sent from my Droid using TouchDown

COMID: 852

227

From: Deepak Voora
To: info@ourtransitfuture.com
Subject: Light rail route
Date: Monday, June 18, 2012 7:35:45 AM

To whom it may concern,

My name is Deepak Voora and I am a Pickett Park resident at 2822 Pickett Rd.
I have reviewed the proposed Durham-Orange County Corridor for the Light Rail
I prefer **Alternative 1 route** for the South Square Station Alternative 3 comes too close to my property.

Thank you for you consideration,
Deepak

COMID: 853

228

From:	EmailMeForm
To:	TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject:	Feedback via the Durham-Orange Light Rail Transit Project
Date:	Monday, June 18, 2012 8:16:48 AM

Contact information:	
Name*:	Matthew McConnel
Organization:	
Address:	2514 State Street Durham, NC 27704 United States
Email:	matthewmcconnel@hotmail.com
Best way to keep you informed:	Email
Number of years living in the Triangle:	4
Zip code for where you work:	27713
Zip code for where you live:	27704
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	I grew up in Portland, Oregon, and loved the light rail there. I have no doubt that my wife and I would use a Triangle light rail, not only for work but also for day-trips as well.
What environmental and other issues should we consider when	

Com ID 853 page 2

evaluating the project alternatives?:	
Please share any comments you have regarding regional transit.:	I reiterate, please. I want to take the train to work and to show the country how forward we are.
How did you hear about today's workshop?:	Radio
How was the meeting time? :	
Workshop location? :	
Workshop organization? :	
What was most helpful? :	

Powered by EmailMeForm

COMID: 854

229

From: Marjorie Soforenko
To: info@ourtransitfuture.com
Subject: light rail maintenence station
Date: Monday, June 18, 2012 8:22:06 AM

To Whom It May Concern:

Please do not put the light rail maintenance station behind or near the Jewish Community Center, Lerner School or Judea Reform Synogogue.

Thank you.

Yours truly,

Marjorie S. Soforenko

Comid: 855

230

From: Lanier DeGrella
To: info@ourtransitfuture.com
Subject: South Square light rail route
Date: Monday, June 18, 2012 10:42:09 AM

Hello,
I am a resident of Pickett Park town home community at 2822 Pickett Rd. The **Option 3 route would be a disaster** for many in our community as it would put the rail directly behind their homes. Option 1 would be on the other side of The Herald office building and offer some buffer to the noise. Please consider the people who live in Pickett Park when making decisions about the route. I support the project and would love to have alternative transportation available nearby, but having the trains run immediately behind our properties would be disruptive to our peaceful community and lower the value of our homes even more than our depressed economy has.
Thank you,
Lanier DeGrella
Unit 136
--

CHILD CARE SERVICES Association
CCSA helping families educating teachers supporting children
Lanier DeGrella, *Manager, Statewide Infant/Toddler Project*
Child Care Services Association
1829 E. Franklin St., Suite 1000, Chapel Hill, NC 27514
www.childcareservices.org -
main 919.967.3272 **fax** 919.967.7683

This email, including any documents, files, or previous email messages attached to it, has been sent from an email account of Child Care Services Association and may contain confidential, proprietary, or legally privileged information belonging to CCSA. If you are not the intended recipient, any dissemination, distribution, or copying of this email or its attachments is strictly prohibited. If you have received this email in error, please immediately notify the sender by email and destroy the original email and any attachments.

COMID: 856

231

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 11:41:33 AM

Contact information:	
Name*:	James Doughty
Organization:	
Address:	2058 Carriage Way Chapel Hill, NC 27517 United States
Email:	jdoughty6@nc.rr.com
Best way to keep you informed:	Email
Number of years living in the Triangle:	4.5
Zip code for where you work:	27607
Zip code for where you live:	27517
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	

Hello,

I am a resident of the Downing Creek neighborhood writing in support of the original C1 route for future light rail development, and in opposition to the alternate C2 route.

In my view, advocates of the faulty C2 route – in particular, the residents and managers of Meadowmont – believe that volume and repetition are substitutes for logic in this planning process. I am confident your body will see the issue more clearly.

I'd like to elaborate on three elements of this decision.

1. "Walkability" or hypocrisy?

C1 brings direct light rail access to Meadowmont, a community whose marketing is based largely on "walkability" and pedestrian amenities. The community's own website goes out of its way to evoke "the old town square [...] dotted with shops, cafés and offices — a place with a friendly atmosphere where you didn't need a car to get from one place to another." Bringing a passenger rail station into the heart of such a community makes sense.

C2 brings a passenger rail station to a site (Woodmont) that is peripheral to residential areas that do not tout "walkability" as their core ethic. Neither Downing Creek nor Falconbridge even have sidewalks away from their main arteries. There are no shops on this side of the highway – no mixed-use pedestrian environment. Bringing a passenger rail station to the periphery of such communities makes no sense.

2. A 19th-century crossing for a 21st-century system? Seriously?

C1 carries the light rail line over N.C. Route 54 via a grade-separated crossing, which preserves both safety and vehicular traffic flow.

What environmental and other issues should we consider when evaluating the project alternatives?:

C2 cannot exist without a grade crossing at Barbee Chapel Road. Railroad grade crossings are recognized as outdated and dangerous, and there is a nationwide movement to eliminate them wherever possible. The Federal Railroad Administration reports that collisions between trains and highway vehicles are historically "the greatest source of injuries and fatalities in the railroad industry."

So: A brand-new, 21st-century transit system... in one of the nation's most forward-thinking regions... is going to go out of its way include a new grade crossing? Will the trains have cow catchers and steam whistles too?

3. It's all in the timing

C1 places the rail corridor and passenger station in a community that was planned after the corridors were first mapped – a community that was not only intended to be built around a future rail line, but which was required to plan for one as part of

Com ID 856 Page 3

its approval.

C2 places the rail corridor in a community that predates the mapping of the rail right-of-ways – a community whose design did not anticipate this use.

I've seen this kind of thing before. I grew up in another part of the country not far from a regional airport that had existed since the early 1940s. We always got a chuckle when the airport received noise complaints from people who had moved into the neighborhood... in the 1980s.

The common element in both scenarios is: noise. That's what the Meadowmont contingent has on its side. Not sense. Not safety. Not even the intent of their community's own planners. Just noise.

This letter is my request to you, on behalf of my family and my neighbors: Don't let noise defeat common sense. Please move forward with light rail planning for Orange and Durham counties using the C1 route through Meadowmont as originally planned. Please abandon the danger and inefficiency of the C2 alternative.

Thank you for your attention.

Please share any comments you have regarding regional transit.:

How did you hear about today's workshop?: Word of Mouth

How was the meeting time? :

Workshop location? :

Workshop organization? :

What was most helpful? :

COMID: 857

232

From: laurieedwards
To: info@ourtransitfuture.com
Subject: Light Rail system concerns
Date: Monday, June 18, 2012 11:43:16 AM

To whom in may concern:

Hello. I am a resident of Pickett Park in Durham. I have had a chance to look at the proposed Durham-Orange County Corridor for light rail system. As someone who wishes to maintain an element of privacy, keep down the noise and light levels during the day and night, I would much rather the Alternative 1 route for the South Square Station, than the other proposed routes. Alternative 3 appears tocome very close to my property line and would be right in my backyard. I fear that this would impact my quality of home ownership and take away from the privacy and quiet atmosphere that I enjoy.

Sincerely,
Laurie E. Edwards
Pickett Park resident

Comid: 858

233

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 11:56:39 AM

Contact information:	
Name*:	Joshua Brandstadter
Organization:	
Address:	2822 Pickett Rd #105 Durham, NC 27705 United States
Email:	joshua.brandstadter@gmail.com
Best way to keep you informed:	Email
Number of years living in the Triangle:	5
Zip code for where you work:	27701
Zip code for where you live:	27705
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	I am a resident of Pickett Park at 2822 Pickett Rd in Durham. I have reviewed your plans for the light rail in the Durham-Orange County Corridor and would like to inform you that: I strongly prefer Alternative 1 for the South Square station. The other proposed route, Alternative 3, would come just behind my small backyard and there would be no way to prevent the route from irreparably ruining the enjoyment and privacy of my own home. I strongly urge you to use Alternative 1, which would be at a more respectable distance. I appreciate any response you can provide and would be happy to have a conversation with you by email or phone (516-286-1380).

What

COM ID 858

environmental and other issues should we consider when evaluating the project alternatives?:	
Please share any comments you have regarding regional transit.:	
How did you hear about today's workshop?:	Word of Mouth
How was the meeting time? :	Unacceptable
Workshop location? :	Unacceptable
Workshop organization? :	Unacceptable
What was most helpful? :	Video, Maps

Powered by EmailMeForm

From:	EmailMeForm
To:	TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject:	Feedback via the Durham-Orange Light Rail Transit Project
Date:	Monday, June 18, 2012 12:16:30 PM

COMID: 859

234

Contact information:	
Name*:	Roger Henderson
Organization:	citizen
Address:	8728 Davishire Drive Raleigh, NC 27615 United States
Email:	completestreetsroger@gmail.com
Best way to keep you informed:	Email
Number of years living in the Triangle:	16
Zip code for where you work:	27615
Zip code for where you live:	27615
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	No
What environmental and other issues should we consider when	Consider the economic effect on the region if we do NOT implement LRT and Commuter Rail as proposed. I believe the region will not succeed as we all hope and expect unless there is

COM ID 859

evaluating the project alternatives?:	
Please share any comments you have regarding regional transit.:	I've lived in the DC area, in Chicago, in Oakland and San Francisco and regularly used rail and bus in all of those regions. My wife and I will be downsizing now that our youngest child will be attending college in Chapel Hill. We can easily see ourselves moving near a rail station and using rail and bus regularly. Please build it.
How did you hear about today's workshop?:	
How was the meeting time? :	
Workshop location? :	
Workshop organization? :	
What was most helpful? :	

Powered by EmailMeForm

Durham Bicycle & Pedestrian Advisory Commission

Durham Department of Transportation • 101 City Hall Plaza • Durham, NC 27701

Received
18 June 12

June 13, 2012

COMID: 860

235

TO: The Federal Transit Administration (FTA) and Triangle Transit

FROM: Durham Bicycle and Pedestrian Advisory Commission (BPAC)

RE: Scoping Comment - Incorporation of Multi-use Trail along Durham-Orange County Light Rail Project

The BPAC thanks you for the opportunity to comment on the Environmental Scoping for the Durham-Orange County Light Rail Project. We agree that this project will expand transit options between Durham and Chapel Hill.

We note that in the adopted Durham Bicycle Transportation Plan (2006), as well as the adopted NC 54-Interstate 40 Corridor Study, a multi-use trail is recommended along the transit corridor. We request incorporation of this trail in the upcoming Preliminary Engineering and Draft Enviromental Impact Statement, especially between the former South Square area in Durham and the Meadowmont Area in Chapel Hill.

Please let us know if you have any questions about this request.

tlc
TRIANGLE LAND CONSERVANCY

received 18 June 12

June 14, 2012

COMID: 861

236

Cindy Yu-Robinson
Public Outreach Coordinator
Durham-Orange LRT Project
P.O. Box 580
Morrisville, North Carolina 27560
By fax to 919.461.1415
By email to info@ourtransitfuture.com

RE: Comments on Scoping for Durham-Orange LRT Project: NEPA requires that locating the tracks within the Right of Way of 15-501 be evaluated

Dear Ms. Yu-Robinson,

Thank you for your service to our region in helping to expand public transit opportunities. As your transit plan correctly identifies, there is a need for more options for public transit as projected growth increases traffic on our roads and pollution of our air. Planning for this growth puts pressure on the remaining green space and wildlife habitat remaining in the Triangle, space that local land trusts and conservation organizations have fought hard to protect. As we plan for new transit options it is critical that we not plan on damaging what remains of wildlife habitat and green space.

The mission of Triangle Land Conservancy (TLC) is to protect important open space - stream corridors, forests, wildlife habitat, farmland and natural areas - in Chatham, Durham, Johnston, Lee, Orange, and Wake Counties to help keep our region a healthy and vibrant place to live and work. For this reason, we thank you for your commitment to fully analyze a track alignment that would place the tracks within the existing right of way of 15-501 for the Durham-Orange LRT Project as an alternative under the NEPA process.

On the edge of two of the fastest-growing cities in North Carolina, New Hope Creek is a gift of nature within an hour's drive of a million people. In its upper reaches north of Chapel Hill, the New Hope tumbles like a rugged mountain stream, boulder-strewn and wild, twisting below rock bluffs and snaking through a narrow valley in Duke Forest. Below, the lower New Hope changes character abruptly. There, in the highly developed corridor between Durham and Chapel Hill, New Hope becomes a lazy floodplain stream meandering its way south to Jordan Lake, the drinking water supply for thousands of Triangle residents. Miraculously, New Hope remains clean and forested for almost its entire length, a haven for hikers and wildlife, even as it winds between the two towns' shopping centers, offices, and subdivisions. But it will stay that way only through concerted public and private action.

The New Hope Creek Corridor south of 15-501 [the "15-501 Bottomlands"] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down

1101 Haynes Street • Suite 205 • Raleigh NC 27604
T 919.833.3662 F 919.755.9356
www.triangleland.org

C&M ID 861 page 2

the center of it. The Scoping Booklet you produced acknowledges the value of these lands. The Scoping Booklet says:

> "New Hope Creek: Because of the ecologically sensitive wetlands associated with New Hope and Sandy Creeks and potential impacts to nature trails and publically owned lands, reasonable alternative design options including, but not limited to a LRT alignment in the New Hope Creek area that is adjacent to, or within the existing US 15-501 right-of-way, will also be studied in the DEIS to investigate ways to minimize or avoid impacts to environmental resources." See Booklet at pages 8-9.

While the maps in the Scoping Booklet show that the route through the 15-501 bottomlands is the only "Route to be Studied Further," the text of the Scoping Booklet indicates that you have committed to evaluating an alternative routing within the right of way of 15-501. We understand this to mean that the text supersedes the map legend and that routing within the right of way of 15-501 will be studied further within the DEIS itself. You may wish to clear up this point on your maps as you go forward.

In the scoping process, all reasonable alternatives must be considered and evaluated, even if the agency has already decided it prefers another alternative. Analysis of alternatives is the "heart" of an environmental impact statement. See 40 C.F.R. § 1502.14. Indeed, this is true *especially* when an agency has identified a preferred alternative. While some residents may not wish to have US 15-501 right of way routing considered, it is not reasonable to exclude it from consideration. NC DOT specifically designed aspects of the 15-501 bridge over New Hope Creek to allow this possibility.

The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the "New Hope Creek Bottomland Forest," which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Most of the adverse environmental impacts associated with "locally preferred alternative" crossing of New Hope Creek could be avoided by locating the tracks within the Right of Way of 15-501 with the main New Hope Creek transit crossing at the new highway bridge. This alternative has been supported by many local organizations including the Durham Open Space and Trails Commission (DOST) and the New Hope Creek Corridor Advisory Committee.

We thank you for committing to evaluate this alternative in your scoping booklet. We look forward to further opportunities to partner with you in future to protect this valuable resource.

Sincerely,

Tom McGuire

Thomas H. McGuire
Interim Executive Director
Triangle Land Conservancy

received 18 June 12

COMID: 862

237

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Marsha Jane Tipton

Concerned Citizen of Chapel Hill,

518 Cedar Club Circle
Chapel Hill NC 27517

received 18 June 2012

COMID: 863

238

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Ruel W Tyson

Concerned Citizen of Chapel Hill,

518 Cedar Club Circle
Chapel Hill N.C. 27517

COM ID 864

239

Date: May 1, 2012

To: D-O LRT Project Comment/Response Database

From:

Start Time: 3:03 PM

End Time:

Reference: D-O LRT Project

Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Eric Solomon

Summarized Comment:

Rabbi of Beth Meyer Synogogue in Raleigh, children go to Learners Jewish Community Day School in Durham. Although he supports the LRT project, he is very concerned proximity of rail line to the Center and noise. Supports for spiritual, moral and environmental reasons - Community Center used all year round.

Phone call was summarized and not transcribed

Caller contact info:

rabbi@bethmeyer.org; 919 389 2889

COM ID 865
240

Date: May 21, 2012

To: D-O LRT Project Comment/Response Database

From:

Start Time: 9:00 AM

End Time:

Reference: D-O LRT Project

Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Ivy Hoffman

Summarized Comment:

Expressed concern over the location of the Maintenance Facility at Cornwallis. "Don't use Cornwallis" due to proximity to Jewish Community Center Campus - safety for the children and noise disruption of occasional weekday services at the synagogue

Phone call was summarized and not transcribed

Caller contact info:

919.542.7498

URS

DIN #: URS-XXXXX

COM ID 866

241

PHONE RECORD

Date: June 12, 2012

To: D-O LRT Project Comment/Response Database

From:

Start Time: 8:19 AM

End Time:

Reference: D-O LRT Project
Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

No Name/ "voter in Durham area"

Summarized comment:

Expressed opposition to the Light Rail Staiton next to the Community Center Campus because it would: interfere wit hthe progress; pollute noise; hamper future development

Comment is summarized, not transcribed.

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

COM ID 867

URS

DIN #: URS-XXXXX

242

PHONE RECORD

Date: June 12, 2012

To: D-O LRT Project Comment/Response Database

From:

Start Time: 10:33 AM

End Time:

Reference: D-O LRT Project
Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Mary Alexrod
919.383.4848

Summarized comment:

Opposed to the ROMF near the JCC and Learner School

(message was accidentally deleted)

Comment was summarized, not transcribed.

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

COM ID 868

Received
13 June 2012

243

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concerned Citizen of Chapel Hill,

Dorothy K. Lavine
232 Cedar Club Circle
Chapel Hill 27517

URS

COM ID 869

DIN #: URS-XXXXX

244

PHONE RECORD

Date: June 16, 2012

To: D-O LRT Project Comment/Response Database

From: Jeff Weisner

Start Time: 3:22 PM

End Time:

Reference: D-O LRT Project
Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Judith Segal
919.942.8138

Summarized Comments:

Called to object to the inappropriate placement of the ROMF due to proximity to the school for the children and community center for the elderly. Also, not a good use of the land.

Comments are summarized, not transcribed.

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

COM ID 869

URS

DIN #: URS-XXXXX

245

PHONE RECORD

Date: June 17, 2012

To: D-O LRT Project Comment/Response Database

From:

Start Time: 2:35 PM

End Time:

Reference: D-O LRT Project
Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Edith Cannon

Comment Summary:

Taxpayer and opposes the ROMF near the JCC and school. She is concerned about the pollution in the form of oil, noise, air, vibration, light and visually. Feels the site could have a better economic use and future development.

Comment is summarized, not transcribed

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

COM ID 871
246

From: Kim Weaver
To: info@ourtransitfuture.com
Subject: Against Placing Maintenance Facility at Cornwallis Site
Date: Saturday, June 16, 2012 4:14:37 PM

To whom it may concern,

I am writing to request that you do NOT place the light rail maintenance facility at the proposed Cornwallis site directly next to the Jewish Community Campus. My child goes to the Sandra E. Lerner Jewish Community Day School which is directly adjacent to that location, and I know that myself and many other parents will be extremely disappointed and concerned if such a location were to be chosen. People have worked very hard to make that whole area into a community center. There is a synagogue there as well as a recreational site serving numerous families in the area. The school itself is a wonderful place that encourages learning and that enrolls over 150 children. It would be such a shame to place a noisy and disruptive transit facility right in the middle of all this! Please don't let that happen.

Respectfully yours,

Kim Weaver
935 Ivy Meadow Lane
Durham, NC 27707

From:	EmailMeForm
To:	TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject:	Feedback via the Durham-Orange Light Rail Transit Project
Date:	Tuesday, June 19, 2012 2:20:01 AM

COMID: 872

247

Contact information:	
Name*:	John Smith
Organization:	
Address:	, United States
Email:	
Best way to keep you informed:	None
Number of years living in the Triangle:	7
Zip code for where you work:	27703
Zip code for where you live:	27514
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	I have several comments on the over all project. Not just the Durham-Orange county project.
What environmental and other issues should we consider when	I think that the environmental issue evaluting the project are pretty well already dictated by the EPA, state, county, and local manucipalities

COMID 872 page 2

evaluating the project alternatives?:

I am former military and have traveled a lot and seen a lot of effective public transportation in U.S. Cities, Europe, and Asia. I have lived in the south now 12 years and have resided in North Carolina for seven years now. I also have not been able to drive due to some developments from my last deployment to Iraq. I have had a growing awareness of issues with the system now and with the future projects.

I would like to first start by saying that I'm in full support of public transportation. I have seen a lot of concerns from my fellow tax payers that don't understand and are concerned about cost. I think one thing that has lacked in this initiative has been an explanation of basic projected cost. Which can be explained without a comprehensive plan. Such as subsidize and how they work. I hear a lot from fellow conservatives about how subsidized public transportation is.

I think the word needs to get out about how subsidized road projects are as well. They seem to believe that gas tax covers building bigger roads that can't keep up with growth. Also, I hear a lot about how transit doesn't improve business growth prospects. I think that the tax payers need to hear how the system would improve growth of business, not only that but improve choice of college for students. I think a lot of people are unaware that most university now do not allow cars for certain year students and how that may impact choice of college due to the lack of transportation.

Another thing I hear a lot is how no one uses the in place bus system now. I have tried to explain and think it needs to be voiced by this organization that the system is not in well working order because of separation of municipalities, bus flow, running time, and stops. It is my understanding this new project would work in conjunction with Orange, Durham, and Wake county which would improve use.

Things I have noticed since I haven't been able to drive. That the public may not be aware of that they need to know and also what needs to be thought about in planning.

One a lot of my tax paying friends, workers, and family that live in this area are unaware that at certain times and places that even private taxi companies will not take you from one place to another no matter how much you are willing to pay. Also the public transportation system stops around 10 P.M. That you can't within a reasonable time go to highly visited areas from another in a decent amount of time. For example, to go from chapel hill to the RTP where I am employed it is impossible for me to get there by work time. This needs to be convey to the

Please share any comments you have regarding regional transit.:

public in a way because they seem to think that isn't the case.

It would be a good case to make about travel time compared to now with the project.

Major future problems I see if not thought about are there are a lack of sidewalks from already existing bus stop. The transit bus drops you off at the moment and you have to walk along busy roads and pray to not get hit.

Also the system does not seem to be effect per travel time. For myself to go from Chapel Hill to South Point Mall. It takes over an hour and half. If I chose to eat a late meal or take in a movie. It better not go past 8 p.m. or I will never get home.

In my experience in places like Chicago, San Diego, St. Louis. If people are concerned about getting home they aren't going to use the system. They would rather drive.

I was concerned because in current plans it doesn't seem there is going to be 24 hour service. I understand increased travel times as it gets later and cutting down to min. running light rail and bus. Although if it doesn't run 24 hours there is no point. A lot of RTP business run 24 hours if not they run a first and second shift. I would imagine RTP workers are planned into being a major ridership. As well as medical staff for hospitals which also work late hours. If there is not a service for those, they will probably never use the service.

At the current moment I have also seen bus stops that all there is, is a sign identifying a stop on some grass and not even a platform. This to me is a problem.

Any where else in the world I see with public transportation, has sidewalks to businesses, store fronts, hotels, apartment, and housing areas. Also there is a place designed for taxi service stops to get off a bus or rail and catch a cab. Also, in these areas the boarding and off loading is well marked and identified.

These are improvements that need to be made already just to improve bus ridership. If it isn't done then no one will want to stand in the grass on the side of a busy road that they already walked along to get there, to catch a bus to be dropped off to walk once again along a busy road way to get to their destination or to a light rail line. Just to know they will have to do the same upon their return.

Those are some of the issues I have noticed. It needs to be communicated on funding compared to expanded road way projects. How improvements are going to be made to the current system. Also, how having all three counties work together are going to improve transit lines. Improve

ComID 872 page 4

	transportation to actual work locations, shopping, and living areas a crossed county lines. Projected job creation for the project and length of time to build also needs to communicated to the tax payers. As well as estimated growth in the area and car congestion if nothing is done.
How did you hear about today's workshop?:	there was no workshop
How was the meeting time? :	
Workshop location? :	
Workshop organization? :	
What was most helpful? :	

Powered by EmailMeForm

Comid: 873

248

From: Sally Curtis
To: info@ourtransitfuture.com
Subject: Comments re proposed Lightrail System and Maintenance Facility
Date: Monday, June 18, 2012 11:50:10 PM

To Whom it May Concern;

I am new to the Durham community and am thrilled to find out that there are plans for a lightrail system in the area. I am an architect and a lifelong downtown city dweller (Washington, DC, Paris, NYC, Providence, SF, Baltimore, Durham). I cannot emphasize enough how much I believe in alternative modes of transportation as an essential investment in our communities. I realize I am an extreme case as I have never owned a car - I own a bicycle, I take the bus, the train, Zipcar, I walk... The Triangle is a beautiful place, and it's growth going forward should be focused on transit oriented development. Let's stop designing for the car! It is not sustainable, it is not attractive, it is not healthy. The plans for a lightrail to connect the vibrant and thriving communities of the Triangle is an awesome step in the right direction.

I did not attend the workshop only having heard about it this evening by a concerned citizen. This person, the concerned mother of a student at the Lerner School, alerted me to fact that there is a proposal for a Lightrail Maintenance Facility on the Pepsi property behind the Levin Jewish Community Center, the Lerner School and Judea Reform Congregation. Without the benefit of understanding the plans being proposed, I would like to say that I would not be in support of a maintenance facility if it were in any way to cause a disruption to the JCC Campus. This is an amazing community resource with programs (indoor and outdoor) for children and the community at large. Obvious concerns would be for pollution (air, noise, vibration & light). This campus is nestled into an attractive natural setting that deserves to have neighbors that share in and contribute to its value as a community resource. Future development of the Pepsi site should consider the benefit of this attractive neighbor and not detract from it.

Sincerely,
Sally Curtis

COMID: 874

249

From: Tal Wittle
To: info@ourtransitfuture.com
Subject: Concern about Rail Maintenance Facility at Cornwallis Site
Date: Monday, June 18, 2012 11:22:16 PM

Dear Triangle Regional Transit Planners,

I am writing to voice my concern over the proposed placement of a light rail Maintenance and Storage facility at the Pepsi property ("Cornwallis site"). My concern stems from the proximity of the Cornwallis Site to the Jewish Community Campus which houses the Levin Jewish Community Center, Jewish Family Services, Jewish Federation of Durham-Chapel HIll, the Lerner School, and Judea Reform Congregation.

- The newly opened Levin JCC (June 2011) is immediately adjacent to the proposed Cornwallis Maintenance Facility. Noise and light pollution from the maintenance facility would impact the over 700 members (jewish and non-jewish) who regularly use the JCC facilities. These include children who use the outdoor pool and attend various programs and summer camps at the JCC. Also, seniors visit the JCC daily to receive food and care from Jewish Family Services and to participate in special JCC programs.
- The Cornwallis Maintenance Facility will detract from the peacefulness of the JCC which are rented currently by a church for weekly Sunday services.
- The Cornwallis Maintenance Facility will also have a negative visual and aesthetic impact on the JCC which was constructed to retain as much of the natural wooded surroundings as possible
- The Cornwallis Maintenance Facility will negatively impact the future growth of Jewish Federation services. The current owner of the Pepsi property will gift 2.5-3.5 acres for future expansion of the Jewish Federation community services (senior day care center or Lerner School expansion).
- The Lerner School is home to 150 students in pre-school through 5th grade. The noise and air pollution from the 24hr/7day a week operation of the proposed Cornwallis Maintenance Facility would negatively impact the learning environment and health of students at the Lerner School. Students and faculty are outside everyday utilizing the outdoor classroom, gardens, and greenhouse, enjoying recess on the fields and playgrounds, and walking to the JCC for art and music instruction.
- The Cornwallis Maintenance Facility would also negatively impact Judea Reform Congregation. As with many places of worship, Judea Reform holds weekly Sabbath services (both morning and evening) and is a place for celebrating weddings and Bar Mitzvahs. The noise, vibration, air, and light pollution would detract from the current peaceful nature the surroundings provide for meaningful prayers and celebrations.

I have lived most of my life (30 years) in Chapel Hill and Durham and have watched the area grow and change in many ways and the proposed Light Rail is another avenue for growth and development in the region. I am not objecting to the Light Rail program, rather the siting of a 24/7 maintenance facility adjacent to a Community Center, School, and Place of Worship. Other locations located away from community and residential areas would seem preferable.

To summarize: The placement of the Cornwallis Maintenance Facility will be an attractive nuisance to the entire Jewish Community Campus, a place that was created for worship, education, and community support activities. Please consider an alternate location.

Thank you for arranging a comment period to get input from community members.

Sincerely,

Tal Lewin Wittle

COMID: 875

250

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 11:22:05 PM

Contact information:

Name*: Akio Sone

Organization:

Address: 2822 Pickett Rd APT 163
Durham, NC 27705
United States

Email: m440221@gmail.com

Best way to keep you informed: Email

Number of years living in the Triangle: 3

Zip code for where you work: 27599

Zip code for where you live: 27705

Comments:

Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :

I support the D1 (Westgate Drive) of South Square Alignment Options instead of the D3 (Shannon Road) because the D1 is cheaper and easier/faster to be built besides it does not run immediately behind my housing unit. The Alternative Analysis, volume 1 (July 2011), p. 3-43 recommended the D3 over the D1 based on its higher ridership estimate, not its costs nor its property-impacts. I think this recommendation overestimated the uncertain effects of the planned University Marketplace. Even if this project is finished within next few years, it is highly doubtful its tenant shops would be attractive/distinct enough to constantly contribute to higher ridership because of the oversupply of retail space in this area (see vacant retail spaces in near-by Patterson Place) and completions with other near-by malls. Also, unless its proposed housing units in the University Marketplace are mainly marketed to low-income households, the estimated "up to 650 additional boardings" would be unlikely based on my daily TTA-bus commuting experience (routes

COMID 875 page 2

	400/405). If the D1 is chosen, parking spots in front of Target or Burger King could be officially used for car-pooling (currently there are TTA-bus-riders who park their car in front of the SuperTarget in South Square Mall). I think it is a bad idea to promote a stalled development project by twisting the rail route, which costs more and impacts properties more for taxpayers in Durham in return for its uncertain future benefits.
What environmental and other issues should we consider when evaluating the project alternatives?:	Generally speaking, the past rail transit projects in the US have underestimated its final costs due to its delays and unexpected events and overly optimistic ridership estimation. Therefore, it is very important for this light rail project not to underestimate its costs and not to overestimate its ridership and side-effect benefits.
Please share any comments you have regarding regional transit.:	
How did you hear about today's workshop?:	
How was the meeting time? :	
Workshop location? :	
Workshop organization? :	
What was most helpful? :	

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COMID: 876 251

Yu Robinson, Cyndy

From: Kenny Levine <therapy@kennylevine.com>
Sent: Monday, June 18, 2012 11:01 PM
To: info@ourtransitfuture.com
Subject: TTA Maintenance Facility site

I am writing this message to oppose the proposed building of a TTA maintenance facility at the current Pepsi property, behind the Levin Jewish Community Center, the Lerner School, and Judea Reform Congregation. While I am generally not very sympathetic to NIMBY sorts of arguments, the fact is this isn't just my back yard; this is the back yard of countless children, families, adults and seniors whose lives would be drastically and negatively impacted by placing the maintenance facility at this site. I support the construction of the light rail as a way of improving the quality of life in the Triangle. I hope you will proceed with the planning in a manner that minimizes any negative impact of the light rail's construction.

Thank you for your consideration.

Sincerely,
Kenny Levine

****

Kenny Levine, LCSW
Counseling for Adults, Adolescents & Couples
Tel 919.475.3068
www.kennylevine.com

Private Practice Address
1502 Highway 54 West
Suite 505
Durham, NC 27707

Changes By Choice Address
909 Broad Street
Durham, NC 27705

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From:	Juanita Shearer-Swink
To:	"kaberman@nc.rr.com"
Cc:	Patrick McDonough; Weisner, Jeff; Yu Robinson, Cyndy; Greg Northcutt; Brad Schulz
Subject:	Jewish Federation Future Plans for Pepsi Property
Date:	Tuesday, June 19, 2012 10:46:10 AM
Attachments:	image001.png Plan C-Uses1-Model.pdf

Comid: 877

252

Ms. Berman:

This is to confirm that we have received your comments on the Durham/Orange Light Rail Transit Project. All comments received by the June 18, 2012 deadline will be incorporated into the final published Scoping Report.

We appreciate your interest in this project.

Please do not hesitate to contact one of us if you would like some additional information.

Juanita

Juanita Shearer-Swink, FASLA
Project Manager
Triangle Transit
Phone: (919) 485-7412
Fax: (919) 485-7541
jshearerswink@triangletransit.org
www.triangletransit.org
PO Box 13787, Research Triangle Park, NC 27709
4600 Emperor Blvd. Suite 100, Durham, NC 27703

Learn more about future Bus and Rail Options for the Triangle at www.ourtransitfuture.com

From: Karen Berman <kaberman@nc.rr.com>
Date: June 18, 2012 12:16:59 AM EDT
To: Patrick McDonough <pmcdonough@triangletransit.org>
Subject: Jewish Federation Future Plans for Pepsi Property

Dear Patrick,

Attached is a plan for potential future use of the anticipated donation of a 2 1/2 acre parcel from the Pepsi property. This plan includes additional parking, three tennis courts, outdoor gathering space with shelter, a softball field and a 50 ft. buffer between the JCC and the remainder of the property. The Jewish Federation also hopes to work with the owner of the Pepsi property to develop multifamily or senior housing. Multifamily housing with close proximity to the JCC and all of its services would be a benefit to both the community (seniors in particular) and the JCC. Thanks so much for all your attention to this matter.

Regards,
Karen Berman

COMID 877 page 2

253

COMID: 878

Yu Robinson, Cyndy

From: Brian Lowinger <brianlowinger@yahoo.com>
Sent: Monday, June 18, 2012 4:49 PM
To: info@ourtransitfuture.com
Subject: JCC

Please do not put the light rail service station next to the JCC.
There's tons of better suited land in Durham for that service facility.
Thanks.
Brian Lowinger

COMID: 879

254

Yu Robinson, Cyndy

From: Bryce Reynolds <brycereynolds@hotmail.com>
Sent: Monday, June 18, 2012 10:51 PM
To: info@ourtransitfuture.com
Subject: comments on the light rail maintenance station proposal at the Pepsi propery

Importance: High

I am opposed to building a maintenance facility at the Pepsi property that is behind the JCC, the Lerner school and Judea Reform Congregation. I believe there are more appropriate sites that would have less impact on the campus where children are present in regards to noise, pollution and visual impact. My hope is that another site would be considered that would ultimately have less negative impact. I do hope that you will take this into consideration. thank you.

Mark "Bryce" Reynolds, MD

COMID: 880

255

Yu Robinson, Cyndy

From: ceciliap.lerner@gmail.com on behalf of Cecilia Payne <cecilia@lernerschool.org>
Sent: Monday, June 18, 2012 8:59 PM
To: info@ourtransitfuture.com
Subject: Light rail Machinery Site

June 18, 2012

Dear Sir:

I am very pleased that light rail is being considered for the Raleigh /Durham/Chapel Hill area. However, as word of the possible acquisition of land to perform maintenance on light rail machinery at the site of the old Pepsi plant on Western Avenue has appeared, several concerns need to be addressed.

1) The teachable geological formation within the grounds of the former Pepsi plant: a thin diabase dike, a "baked" zone that was created when igneous intrusions scorched and altered the rocks surrounding them. Although these exist in the Durham area, they are hard to see, and are generally not as compact and easy to observe as the diabase dike in the Pepsi property. Teachers at local schools utilize the local geology in explaining the earth's history and continental geophysical processes, and these aspects of the curriculum are part of the "Big Ideas" component of the North Carolina Department of Public Instruction 2009 Earth/Environmental Science Clarifying Objects for K-12.
2) The potential effects of an industrial complex with regard to the usage of the property for outdoor environmental lab space for local schools.
3) There is an inherent safety concern for students at the adjacent Lerner School and members of Judea Synagogue and the Jewish Community Center as well as Duke University's Continuing Education Department.

Light, noise, air, and chemical pollution would also increase due to the nature of the operation, and the proximity to students at the Lerner School, Durham Academy, Duke School, and the Hill School would be detrimental to their learning opportunities. Certainly, there are viable alternatives in the Durham area.

Thank you.
--
Cecilia Payne
Kindergarten Teacher
Sandra E. Lerner Jewish Community Day School
1935 West Cornwallis Road
Durham, NC 27705
919-286-5517
www.lernerschool.org

COMID: 881
256

Yu Robinson, Cyndy

From: Kaitlin Rawluk <krawluk@gmail.com>
Sent: Monday, June 18, 2012 9:13 PM
To: info@ourtransitfuture.com
Subject: Proposed light rail near Pickett rd and Pickett park

Hello there
I am a Pickett park resident who is opposed the the alternative 3 route for south square station for the proposed Durham-Orange County corridor for the light rail. Mainly I prefer route 1 because route 3 comes very close to my backyard (meters). While both routes will create noise pollution, route 3 is so close that our second floor windows will overlook the tracks creating light pollution, a lack of privacy and an eye sore.

I understand some of the benefits of having a station to the side of Sams club but the other location on West drive maybe more accessible given that it is already the site of a bus stop (so people could connect too the train by bus). Furthermore, several of the stores on the west drive side are not thriving or went out of business (ashley furniture) and would either be able to be removed or be renewed with a train stop.

I am interested in any further developments on the light rail so if a list serve is being developed, I give permission to have my email added to the list. Thank you

Kaitlin Rawluk
Pickett Park 2822 Pickett rd.

Sent from my iPad

257

COMID: 882

Yu Robinson, Cyndy

From: EmailMeForm <burst@emailmeform.com>
Sent: Monday, June 18, 2012 4:41 PM
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project

Contact information:	
Name*:	Mabel McElhaney
Organization:	retiree
Address:	Hillsborough, NC 27278 United States
Email:	treely@nc.rr.com
Best way to keep you informed:	Email
Number of years living in the Triangle:	21
Zip code for where you work:	00000
Zip code for where you live:	27278
Comments:	
Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :	
What environmental and other issues should we consider when evaluating the project alternatives?:	

COM ID 882 page 2

Please share any comments you have regarding regional transit.:	I am a staunch supporter of public transportation, especially rail. However, while this proposal is worthwhile, the only portion of Orange County served is a minimal corner limited to the UNC Hospitals. Bus connections also serve the towns of Chapel Hill and Carrboro, but no one else in Orange County benefits in the least. We will have only vestigal service to Durham and Chapel Hill, and those north of Hillsborough will have none. Therefore, no one outside Chapel Hill/Carrboro should pay for any of this proposal. The unserved majority of Orange represent the least able to pay for this project and cannot be expected to invest in a plan that may not benefit them in their lifetime. When the plan is extended to connect residences countywide, then we should share the cost. Good public transportation needs to come within two blocks of every residence and involve no more than twenty-minute waits 24/7. I know such a thing is a long way off, but planners must not lose sight of it as the Golden Snitch (the goal).
How did you hear about today's workshop?:	Newspaper
How was the meeting time? :	
Workshop location? :	
Workshop organization?:	
What was most helpful?:	

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COMID: 883 258

Yu Robinson, Cyndy

From: Muriel Roll <azalea1@cochill.net>
Sent: Monday, June 18, 2012 8:40 PM
To: info@ourtransitfuture.com
Subject: Light Rail Transit

Muriel G. Roll
421 Cedar Club Circle
Chapel Hill, NC 27517

June 18, 2012

I am in favor of light rail transit as a way t0 ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill Hospitals is vital to its success. The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

A significant further consideration is that we at The Cedars, unlike the residents of most Continuing Care Retirement Communities, pay our own property taxes to Durham County. If the C1 route should go forward, we will watch our property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro, and Durham areas as excellent places to live.

Also, the C1 plan for a light rail system would do far more damage to the wooded and wetland areas surrounding The Cedars and Meadowmont Village than the C2 route. The Cedars bird sanctuary would probably be destroyed. I urgently hope the impact of this environmental issue will be thoughtfully weighed when you make your decision.

Sincerely,
Muriel G. Roll

259

COMID: 884

Yu Robinson, Cyndy

From: Michele Dubow <mdubow@earthlink.net>
Sent: Monday, June 18, 2012 10:19 PM
To: info@ourtransitfuture.com
Subject: Comments rejecting Maintenance Facility at Pepsi property, Durham

To Whom It May Concern:

I am voicing my objection to a rail maintenance facility at the current Pepsi property, behind the Levin Jewish Community Center in Durham, along 15-501.

This site is not appropriate for the level of disruption (noise, pollution, commotion, visual interference) that will be created (continuously) by the coming and going of rail cars and the associated maintenance activities.

I recently joined the Jewish Community Center and have been thrilled with the diverse, inclusive, **peaceful** atmosphere and the diversity of programs and opportunities offered to so many people and different kinds of people from the Triangle area and beyond. This place is truly a treasure, and it is just getting started. It has enhanced my life in a huge way, and I don't say this lightly, to be able to go there regularly for exercise, support groups, special programs (including renting the facility for a college alumni function I helped host, that brought people from as far away as Greensboro), and general camaraderie. I know the facility means this much to many people. Triangle Transit and Durham should do everything possible to protect and nourish the environment of this community center that is truly a community center. "JCC Membership is open to everyone regardless of age, race, color, sex, faith, national origin, disability, or sexual orientation."

(In the last two years, two health clubs I belonged to close to my home folded, leaving me with the expense but no service. It's nice to know the JCC isn't going anywhere!)

Similarly, the JCC is part of the larger complex that includes Judea Reform Congregation synagogue and the Lerner Day School, a children's school. This community campus was created for education, religious worship, and community-building activities. **It is not appropriate to have the maintenance facility immediately adjacent to this special complex! The noise, visual impact, and pollution would be extremely disruptive to religious worship, enjoyment of the outdoor pool and exercise facilities, and to children at camp and at school, especially playing outdoors.**

I understand that the Pepsi site is under consideration for future development as part of expansion to the existing complex next door, or in another fashion where businesses or residents could interact directly with and benefit from the complex. The Pepsi site should be maintained for this higher purpose, which would bring greater economic benefits to Durham.

Thank you for considering these comments and for considering better options for locating the maintenance facility.

Michele Dubow
3210 Lassiter St
Durham, NC 27707
(919) 493-7878

COMID 884 page 2

mdubow@earthlink.net

260

COMID: 885

Yu Robinson, Cyndy

From: Richard Lucas <sillyl@mindspring.com>
Sent: Monday, June 18, 2012 10:48 PM
To: info@ourtransitfuture.com
Subject: Re the Light Rail Maintenance Station

About a month ago, we heard the news about a maintenance station for maintaining light rail service in the Triangle. With the number of schools including Durham Academy and Trinity School nearby to the old Pepsi Warehouse that would be developed for such use, it strikes us as especially disheartening that such a station would be built so close to those schools (JCC, the Lerner School and the Judea Reform Congregation and their educational buildings. The area is already congested more than enough with Highway 15-501 intersecting with Cornwallis Road and Pickett Street intersecting with Western Blvd and passing over 15-501 heading toward Durham Academy and Trinity School.

To us it would make more sense for Durham and our densely residential neighborhood to consider more economic gains for the city that could be made to consider senior housing—as is already nearby at 2 residential retirement facilities immediately across the way on Pickett Rd. And other mixed uses considerably more attractive could be considered in developing that property that the old Pepsi Warehouse is on now.

To us, a maintenance facility only means a property that would only bring more traffic, pollution in noise, air toxins emitted by more vehicular activity in that immediate neighborhood.

We've just not heard nor read any info that has made us in anyway supportive of a maintenance station being developed at that Pepsi Warehouse site.

Sincerely,

Richard Lucas, Ph.D.
Phone 919-401-2006

COMID: 886 216

Yu Robinson, Cyndy

From: Rachel Raney <teamraney@gmail.com>
Sent: Monday, June 18, 2012 9:08 PM
To: info@ourtransitfuture.com
Subject: proposed maintenance facility near Levin JCC

My name is Rachel Raney, I'm a Durham resident and member of the Levin JCC. My six year old son attends camp at the JCC for multiple weeks in the summer, my familiy swims at the outdoor pool, and we use the other facilities year round.

I voted for the transit tax and support the development of light rail and other public transit in Durham County.

However, I'm concerned about this proposed maintenance facility, because of its proximity to a community center, school, and synagogue.
I'm worried about potential pollution and the limitations it place on the JCC in terms of future growth.

I'm not aware of what other sites might be available for this kind of facility, but I encourage the Transit Authority to carefully weigh other options, taking into account the community that would be affected by placing it at the Pepsi property.

Thank you for your attention, Rachel Raney

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COMID: 887

Yu Robinson, Cyndy

From: Stan Paskoff <paskoff@duke.edu>
Sent: Monday, June 18, 2012 5:19 PM
To: info@ourtransitfuture.com
Subject: light rail maintenance station

As president of the Board of Trustees of Judea Reform Congregation I wish to let you know that we believe that the proposed Cornwallis site for a light rail maintenance station is incompatible with the present and future programs and functioning of the Judea Reform Congregation and the overall Jewish Community Campus, which are located adjacent to this proposed site of the light rail maintenance facility.

The visual impact of a facility of this nature, as well as its inevitable contribution of noise, vibration, after-hours illumination and danger to children will unalterably compromise and damage the spiritual and educational environment that our campus presently enjoys.

The recent construction of the Jewish Community Center building on our campus had many unanticipated water run-off issues that have taken a great deal of effort to control and endangered our foundation and electrical equipment. The proposed facility would be many times larger than the community center and pose potentially larger water issues.

Our most serious concern, however, is the "attractive nuisance" that this facility would represent for the many children on our campus seven days a week. The January 2012 death of a student climbing the electrical tower near Jordan High School highlights the need to seriously consider locating such a potentially dangerous facility near a full time school (150 children), a large Sunday school (330 children), a full time family recreation facility (over 250 children year round), and summer camp(110 children) that are used seven days a week.

We are fully in favor of light rail, and would not even mind a stations at this location, but the Board of Trustees of Judea Reform Congregation strongly opposes the development of a light rail maintenance station at the Cornwallis site because of the danger it presents to the hundreds of children on our campus and we respectfully request that a more appropriate location be selected.

Stan Paskoff, President
Judea Reform Congregaion, 640 families

COMID: 888 263

Yu Robinson, Cyndy

From: Sissi Schulmeister <sissi@audiomedialab.com>
Sent: Monday, June 18, 2012 9:33 PM
To: info@ourtransitfuture.com
Subject: No to a light rail maintenance station at the current Pepsi property

To whom it may concern,

We are against the building of a light rail maintenance facility at the current Pepsi site, the site is not conducive to a campus where children are present-year-round. I'm also concerned about the pollution , noise and vibration this facility would create.

Sincerely,

Sissi Schulmeister-Antona, Member of the JCC

264

Yu Robinson, Cyndy Comid:889

From: Trudi Abel Ph.D. <tabel@duke.edu>
Sent: Monday, June 18, 2012 8:33 PM
To: info@ourtransitfuture.com
Subject: Concerns re: Location of Light Rail Maintenance Facility on Western Bypass

To Whom It May Concern,

I am a Durham resident who used Light Rail extensively to commute in Los Angeles from South Pasedena to downtown LA. I think that the Triangle will benefit greatly from the adoption of light rail.

I am concerned, however, about the current proposal to place a LR maintenance facility on the western edge of the Jewish community campus which features an elementary school, a recreational facility and a house of worship. As a parent of a young child who plays and studies, at the Lerner school, I value the solitude that the school's greenery affords its children during the school day. A Light Rail Maintenance Facility will inevitably bring noise, vibrations, and light to an otherwise tranquil educational setting. Worshippers at Judea Reform and individuals who swim and practice yoga at the JCC also value the tranquility that this community campus now affords.

I am writing to ask the rail planners to select an alternative site for the Light Rail Maintenance Facility, ideally one that is in an industrial part of our city.

-Trudi Able

Trudi Abel, Ph.D. Director, Digital Durham Project http://digitaldurham.duke.edu

Comid: 890

265

From: beccacyberlily@gmail.com on behalf of Rebecca Board
To: info@ourtransitfuture.com
Subject: Light Rail C1/C2 Comments
Date: Monday, June 18, 2012 11:51:12 PM

I'm not always good at explaining things, so I'm trying something new and sending you an image of my thoughts regarding the C1/C2 alignments. Basically, I've had the Hwy 54 Corridor Study and the Light Rail Alignments on my mind for a long while now, and have come to believe that the best solution cannot be designed until we are willing to unite these two plans at the Barbee Chapel Road intersection. So, I have taken images from both these plans, merged them together and added a new alignment suggestions that I think has a lot of promise.

Before I get the the image details, let me be clear about my starting position.

- I support both the Hwy 54 Corridor Study Plan, and the need for a light rail system to support growth in the area.
- I have no objections to the C1 alignment. It has a lot of positive reasons to support it, though I acknowledge there are some issues. Only the C1 alignment fully supports the existing commercial center in Meadowmont.
- I cannot support the C2 alignment has it has been envisioned so far due to a range of safety and utilization issues around Barbee Chapel Rd. You can read the letter from Downing Creek for more details about them.
- I firmly believe that moving the C2 alignment to the area between east and west bound lanes of Hwy 54, when combined with the much needed Barbee Chapel Rd overpass from the Hwy 54 Corridor Study, addresses the objections to the C2 alignment.

Specifically, these are the suggestions which I attempt to show in the attached image.

- Bring the elevated rail line at the Friday Center over the southern half of intersection with Friday Center Lane, and lower it to grade level east of the intersection before it reaches Barbee Chapel Road.
- Construct the Barbee Chapel Road super-street overpass, including pedestrian walkways.
- Place the Woodmont Station under the bridge at the Barbee Chapel Road overpass. The bridge will provide a free cover to protect waiting riders from rainy weather.
- Place stairs and an elevator from the Barbee Chapel overpass pedestrian paths to the rail station below. This allows safe access to this station from BOTH SIDES of NC54.
- If there is room, put a bus station on top of the overpass to a quick hop over to Meadowmont Village. If no room for a bus station, then place bus stations on either side of the bridge.

By leveraging both of these plans and visions for improving transit along the Hwy 54 corridor, we can create a solution which is better than either plan alone, and win the support of most citizens living both north and south of NC 54 who currently object to either C1 or C2.

Yes, this will cost more than C2 as it is now envisioned, but the elevated section

Com ID 890 page 2

seems no worse than the elevated section in C1 Furthermore, given that there are both existing residents and opportunities for future development on both sides of Hwy 54, the pedestrian bridge is going to be needed anyway to make either the C1 or C2 stations accessible from both sides of the road to reach the full potential of the rail line.

Perhaps this will give you some food for thought as you move forward comparing the two alignments. It seems like a great idea to me, but then I'm not a transit engineer so there will of course be additional issues to consider.

Thanks for listening

Rebecca Board
10 Winslow Place
Chapel Hill, NC 27517
919 968 4297
rboard@cyberlily.com

COM10 890
page 3

Print | Close Window

Subject: Light Rail Transit Project Comments from the Downing Creek Community Association
From: Rebecca Board <rebecca@downingcreek.org>
Date: Mon, Jun 18, 2012 4:41 pm
To: info@ourtransitfuture.com
Cc: DCCA Board <board@downingcreek.org>
Attach: LightRailJune2012.pdf
LightRailJune2012.docx

Attached you will find the comments from the Downing Creek Community Association regarding the C-1/C-2 alignments of the Durham-Orange Light Rail Corridor. For your records, you may reach the entire Downing Creek Board of Director's using the board@downingcreek.org address, or you may use me as your contact.

Rebecca Board
10 Winslow Pl
Chapel Hill, NC 27517
rebecca@downingcreek.org
919 968 1303

If possible, please reply to indicate receipt of these comments.
Thank you,
Rebecca Board,
for the Downing Creek Board of Directors

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Downing Creek Community Association

10 Winslow Pl
Chapel Hill, NC 27517

(919) 968-1303

June 18, 2012

Triangle Regional Transit
Post Office Box 530
Morrisville, NC 27560

Dear Planners:

We, the Directors for the Downing Creek Community Association, submit this letter and supporting Memorandum of Concern in opposition of the proposed C-2 light rail alignment and how it relates to the NC 54/I-40 Corridor Master Plan. On February 8, 2012, the Durham-Chapel Hill-Carrboro MPO stated its preference for the proposed C-2 alignment when approving the Locally Preferred Alternative for the Durham-Orange Light Rail Transit Corridor. This letter is to voice our strong opposition to this proposal - as more fully detailed in our attached memorandum. The following is a summary of our concerns with regard to the present configuration of C-2:

1.) The C-2 proposal shows a grade (ground) level rail crossing over Barbie Chapel Road and the Downing Creek subdivision's entrance. This will restrict the flow of traffic passing between Barbie Chapel Rd. and NC 54, contrary to the goals of the NC 54/I-40 Corridor Study Master Plan. The C-2 alignment will both compromise and detrimentally restrict Downing Creek's only ingress/egress access to NC 54.

2.) The C-2 proposal runs contrary to the "super street" (overpass) plan for the interchange at Barbie Chapel Road and NC 54. If the tracks are laid at grade level, the intersection may need to be retro-actively reconfigured for additional cost, or it may prevent the development of the overpass all together.

3.) Placing the light rail station south of NC 54 will fail to properly service the higher concentration residential, commercial and governmental services lying north of NC 54. The inconvenience of accessing a southerly light rail station will result in reduced ridership by Meadowmont residents (who are more numerous and highly concentrated), reduced ridership by commercial shoppers wishing to reach the Meadowmont Commercial District and failure to reduce congestion on NC 54 - since Meadowmont residents and outlying consumers will continue to use NC 54 for their transportation needs.

4.) Since the area north of NC 54 contains a higher population density and the Meadowmont Commercial District, this will significantly increase pedestrian traffic crossing NC 54 to reach a light rail station to the south. This increased pedestrian traffic will increase the risk of severe bodily injury (or death) to pedestrians and riders being forced to cross NC 54. Further, the increased risk of harm will discourage use of the light rail system and, therefore, will fail to reduce dependence on NC 54.

5.) The Meadowmont Subdivision is the population, social and commercial center of the NC 54/I-40 Corridor. It is unlikely that this will change even if the area South of NC 54 is developed. A failure to properly service Meadowmont, for the benefit of all, will severely undermine and may even negate the usefulness of the nascent public transportation system and NC 54/I-40 Corridor Plan.

6.) The C-2 proposal could increase the potential liabilities to approving and operating bodies since C-2 would increase the risk of injury to light rail riders (by increasing foot traffic across NC 54) when C-1 would seem to be a safer alternative.

7.) The C-2 proposal could lead to future unknown government expenditures in order to retrofit the Barbie Chapel Rd. and NC 54 interchange. Possible expenditures to include

pedestrian bridges over NC 54, retroactively having to reconfigure the roads to accommodate the planned super-street overpass and failure to reduce congestion on NC 54 (implying a need for other future projects).

8.) That all environmental studies comparing C-1 and C-2 must be properly weighed against the increased threat to public safety and future capital expenditures needed to rectify the shortcomings of pursuing the C-2 proposal.

9.) That all environmental studies should seek to find alternative routes which will accommodate all public safety and expenditure concerns, as well as environmental concerns.

10.)That decision makers should select the proposal which best weighs the interests of all stakeholders involved and act in the best interest of all citizens of Durham and Orange Counties to achieve the goals of the NC 54/I-40 Corridor Master Plan; namely, encourage the use and access of public transportation, reduce congestion on NC 54 and create an efficient and functional public transportation system.

We strongly encourage you to take these concerns in consideration. Though we have an interest in protecting our neighborhood, we also, as residents of the local area, have an interest to ensure that we have a well-designed and functional public transportation system.

Downing Creek Community Association
Board of Directors,

Susan Sonberg, President
Rebecca Board
Brian Burke
Eric Butler
Michael Douglas

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MEMORANDUM OF CONCERN RE: PROPOSED C-2 LIGHT RAIL ALIGNMENT

DATE: **JUNE 18, 2012**

FROM: **BOARD OF DIRECTORS**

DOWNING CREEK COMMUNITY ASSOCIATION

TO: **TRIANGLE REGIONAL TRANSIT**

This is to document the concerns and issues related to the recent approval of the proposed C-2 light rail line running on and along the southerly side of NC 54 across Barbie Chapel Road and Downing Creek Parkway. We think that it would be a grave mistake to pursue the C-2 proposal for the reasons below. In steering our discussion we think that it is helpful to reflect on the following questions:

1.) Which proposal (C-1 or C-2) will have the least impact on established uses and on residents of the local area?
2.) Which proposal will provide the greatest benefit and utility to local residents and the public at large?
3.) Finally, which proposal will best promote public safety and mitigate the potential liability and costs associated with the light rail system?

I. Statement of Purpose

In general, we are concerned that the C-2 alignment runs contrary to the stated goals of the NC 54 Corridor Master Plan (the "Plan") to reduce traffic congestion caused by increased use of NC 54 as a primary road between Chapel Hill, South Durham and Raleigh. The Durham-Orange Light Rail Transit Project shares these goals, calling for the construction of a light rail line to carry riders/commuters in order to decrease the dependence on individual forms of transportation. However, the C-2 proposal seems to undermine the smart, long term development of the NC 54/I-40 Corridor (the "Corridor") as called for in the NC 54 Corridor Master Plan. In particular, the C-2 configuration could decrease public safety, increase public liability, may introduce future unnecessary public expenditures and still fail to alleviate traffic congestion. The Final Report of the Highway 54 Corridor Study clearly states "Alignment C1 will have no adverse impacts along the NC 54 corridor" but additional costs will be incurred to configure the C2 alignment to make it work with a grade level separation. Thus any cost benefit presently indicated for the C2 alignment should be disregarded at this time.

These comments are intended to widen the discussion between the alternate light rail routes so as to produce the best result for the residents of Durham and Orange Counties. Failure to produce an efficient and functional Corridor will equate to an inefficient and ineffective use of public funds. Further, said failure could result in the later reconfiguration of the Corridor to meet public needs causing unnecessary future delay and expenditures. This memo is meant to ensure that the best decision is made prior to implementing the Plan in earnest.

II. Ingress and Egress from NC 54 to Downing Creek and Little John Road Neighborhoods

The C-2 alignment will have an immediate detrimental effect on ingress and egress on properties lying south of Hwy. 54. The C-2 alignment calls for a grade level light rail crossing at Barbie Chapel Road (south of the Hwy. 54 Intersection), and continuing across the entrances of the Downing Creek and Little John Rd (Sherwood Forest) neighborhoods and the future Hillmont development project (the "South Section"). This will cause an immediate detrimental impact to South Section Residents and commuters using Barbie Chapel Road. This configuration would cause additional delays and would provide no relief for the congestion problems plaguing the Corridor. On the contrary, the C-1 alignment would have much less effect on the ingress and egress to the Meadowmont Subdivision (the "North Section") since the rail

line would cross prior to reaching Meadowmont Lane over an area presently used for both commercial and residential traffic. Further, Meadowmont possess two other entrances along NC 54 while Downing Creek and Sherwood Forest contain only one entrance on NC 54. In other words, the C-1 proposal would have little impact to ingress/egress to Meadowmont residents while the C-2 proposal could have a severe impact on the ingress/egress of Downing Creek and Sherwood Forest residents.

More significantly, the C-2 proposal seems to run contrary to the "super street" planned for the intersection of Barbie Chapel Road and NC 54. The Highway 54 Corridor Study calls for replacing the present intersection with an overpass. This would allow traffic from Barbie Chapel Road to pass over NC 54 and freeing NC 54 traffic from the existing intersection. Said overpass could also be constructed to accommodate foot traffic from the South Section to the North Section at a seemingly small cost.

However, it seems antithetical to place grade level light rail tracks over Barbie Chapel Road (as shown in the C-2 proposal) impeding the use and utility of the planned overpass to both commuter and pedestrian traffic. Further, if the tracks are laid across Barbie Chapel prior to the overpass construction, it could require later reconfiguration of the rail line, or worse, prevent the intersection improvements as planned. Simply put, under the C-2 proposal, there seems to be no coordination between the Durham-Orange Light Rail Transit Plan and the Highway 54 Corridor Study Plan's for construction and development.

III. Population Density and Commercial Development Is Already Concentrated in the North Section

The North Section, which includes Meadowmont, was planned, approved and developed in 1995 as a Mixed Use Community. Meadowmont has existing retail (restaurants/grocery), office and governmental facilities (school/ABC Store) as well as high-density and single family residential uses. This present and existing use will likely continue in perpetuity. Meadowmont's Commercial District is the focus of the community and the area containing the highest density of residents. As such, it has become a focus of commercial and social activity for the surrounding Corridor community, which includes the South Section and well as neighborhoods located west on NC 54 going toward Chapel Hill. Further, the Lloyd Property, which lies just east of Meadowmont, is zoned for additional mixed use development. As such, the North Section is likely to see a continuing development and concentration of commercial uses and, therefore, will continue to maintain its focus as the center of commercial and social activity in the surrounding Corridor community.

On the contrary, Downing Creek was approved and developed in the early to mid-1980s as a residential community, with no intent or plan for commercial and mixed use development, and the Sherwood Forest neighborhood predates that. Neither neighborhood contains business, office or commercial development as part of their planning, and do not contain the facilities nor infrastructure needed to accommodate a commercial use. Though a small part of the South Section is zoned for mixed use and part is slated for development (Hillmont), there is no significant commercial use currently in this area. Further, the commercial/mixed use planned on the South Section is diminutive in stature as compared to the present and future commercial/mixed use planned for the North Section - which might also include a mixed-use development on the Lloyd Property. Even if development of the South Section proceeds as planned, it will never reach the level of development which presently exists on the North Section.

Simply put, the North Section is and will remain the center of commercial and civic development for the Corridor. Logically, a transit plan must properly service the area of highest utility and need; a failure to do so will equate to the diminished usefulness of the whole system and lead to future costs and other unintended consequences. Construction of a light rail station on the South Section (as contemplated under the C-2 proposal) will do nothing to service the higher population density and continued commercial vibrancy and usefulness of the North Section.

Failure to leverage the existing and planned use of the North Section will diminish the utility to all. Failure to properly service the North Section's residential population and commercial uses will diminish the purpose of the light rail system, namely decreasing traffic congestion on the Corridor, decrease automobile traffic into Meadowmont's Commercial District and increase accessibility of the area to other light rail users. Logically, making it more difficult to access Meadowmont's Commercial District will

discourage use of the light rail system and encourage use of personal transportation and, therefore, continued use of NC 54 as a primary transportation route.

IV. Increased Pedestrian Traffic Crossing of NC 54

By far, our greatest concern with the C-2 proposal is that of public safety. An unavoidable consequence of constructing a light rail station on the South Section is that it will increase pedestrian traffic across NC 54. First, since the North Section has (and will continue to have) a higher population density, a greater number of commuters living in the North Section will be forced to cross NC 54 to access the light rail line. Second, light rail riders will be forced to cross NC 54 to access the North Section's retail, commercial and professional businesses. Regardless of the proposed or eventual development of the South Section, light rail riders still must reach the North Section's shopping and services (Meadowmont's Commercial District/Lloyd Property) which will propagate an unnecessary need for pedestrians to cross NC 54.

With the C-1 alignment, South Section residents would be required to cross NC 54; this is most certainly an insignificant percentage to those potential Meadowmont resident commuters and Corridor community consumers desiring access to the North Section.

It goes without saying that a South Section station will unnecessarily increase pedestrian crossings of NC 54. Logically, and most disturbingly, additional pedestrian crossings will also increase the risk of grave bodily harm (or even death) by automobile collision to citizens using the light rail system. In addition, at present, there is no plan to construct a pedestrian bridge over NC 54 which means a grade level crossing must be attempted - thus further exasperating the risks. It certainly begs the question of whether pursuing the C-2 proposal, over the seemingly less risky C-1 proposal, unnecessarily increases the liability exposure of the approving municipalities and/or Triangle Transit tasked to run the light rail line? This statement is not meant to be provocative or place worry in the minds of decision makers; rather, it is meant to reveal the unforeseen consequences and potential costs of the C-2 proposal and to allow for the best decision to be made for the Corridor as a whole.

Due to the increased burden (and peril) to pedestrians of having to cross NC 54 to access the proposed South Section station or access the Meadowmont Commercial District, fewer people will chose to use the station. This will undermine the central purpose of the light rail line and the Plan; namely, decrease auto traffic on NC 54, decrease auto traffic into Meadowmont's Commercial District (both commercial and residential) and increase access to other light rail riders.

Most tragically, crossing NC 54 will be particularly burdensome on the elderly and handicapped who may have the greatest need to use the light rail system. Furthermore, the presence of an elementary school in Meadowmont raises the possibility that students might use the rail line and, therefore, have to cross NC 54.

V. Unknown Additional Government Expenditures Associated with C-2 Proposal

The C-2 proposal could require additional and unneeded government expenditures to deal with increased foot traffic across NC 54 and reconfiguration of streets to accommodate a future overpass. More than likely, construction of a pedestrian bridge would be necessary to accommodate the increased foot traffic. Also, it is possible a second pedestrian bridge would be needed to provide convenient and safe access to any future development located on the Lloyd Property. The cost of a pedestrian bridge is presently unknown.

Please note, the burden and inconvenience of crossing NC 54 to access the North Section would remain. Since the C-2 proposal would remove the light rail station from the local area's focal destination - Meadowmont's Commercial and Residential Districts - the inherent inconvenience would equate to decreased participation and use of rail services in the local area. If the area is made less accessible, more citizens will choose to drive as opposed to using public transportation. Logically then, increased rail usage would reduce Corridor congestion and, therefore, reduce the risk of injury to those who would still

have to cross NC 54 to access the Meadowmont Commercial District and the North light rail station (i.e. the South District Residents).

Most significantly, from a cost standpoint, it is uncertain how the C-2 proposal will affect or inhibit the Plan's improvements for the Barbee Chapel Road intersection. It is possible that a grade level rail crossing over Barbie Chapel Road could result in later costs associated with moving the light rail line, further elevation of the Barbie Chapel overpass (to accommodate the tracks) or, worst of all, make it impossible to implement the Highway 54 Corridor Study recommendations. All of these possibilities would result in unknown and uncertain future government expenditures needed to alleviate past developmental missteps.

In short, the transportation system should deliver its users to the locations where they desire to go. Any failure to match the needs of transit users will produce unforeseen additional capital costs, reduced efficiency, decreased rider participation and undermine the system's mission and purpose.

VI. Environmental Impacts

There is concern that the C-1 proposal will have a negative impact on the Little Creek Conservation Area located just north of the Meadowmont Subdivision. It is agreed that a full environmental study of both C-1 and C-2 is needed in order to determine the costs associated with pursuing the C-1 Route. In addition, possible alternative routes through the Corridor Area (Center of NC 54 or North of NC 54 Bridge over Lloyd Property) should also be included.

However, any conclusions reached by the upcoming environmental studies must be weighed against the great costs associated with pursuing the C-2 proposal. Notwithstanding the utilization difficulties and potential future costs discussed above, the C-2 proposal could significantly and substantially increase risks to general public safety. In essence we must ask, how extreme must the environmental impacts be to be to justify the increased risks associated with pedestrians crossing NC 54 to access mass transit? We would venture to say that the environmental impact would have to be so extreme, with no possibility of mitigating that impact, as to leave the nature preserve uninhabitable by its flora and fauna. Anything less than this standard would seem to unnecessarily place the public at risk.

VII. Impacts on Area Residents

The construction of the light rail system will have major impacts (both positive and negative) on residents surrounding the Corridor. Many of these impacts will affect area residents' economic interests and quality of life. However, said impacts would affect both the North and South Sections in the same manner. For example, the noise produced by the rail line could be considered a nuisance by nearby residents. Or, some argue that a nearby rail line will decrease adjoining property values. However, these externalities and costs will have the same impact on both areas, depending on which proposal is pursued. These are merely the costs that must be paid for developing the light rail system which only one group can bear. Since only one group can bear the cost and the burden would be equal between the two, said costs should be held equal when comparing the other benefits and burdens associated with the competing proposals. A failure to hold these unavoidable impacts constant would result in favoring one group over another, to the disadvantage of all stakeholders involved.

As noted above, Meadowmont was envisioned, approved and developed with the intent and understanding that it would be the Corridor's premier residential and commercial center and the Corridor's hub of public transportation. This is the reason that Meadowmont has bus stops and additional parking! In effect, a public use was envisioned for Meadowmont; its Commercial District, wide streets and present access to public transportation echo this planned use.

On the other hand, a public transportation hub was never a contemplated use when the Downing Creek and Sherwood Forest neighborhoods were created. Conversely, neither has wide streets, bus stops or a commercial center. Due to these distinct differences, it would seem that any effect on housing prices, would be more significant to South Section Residents.

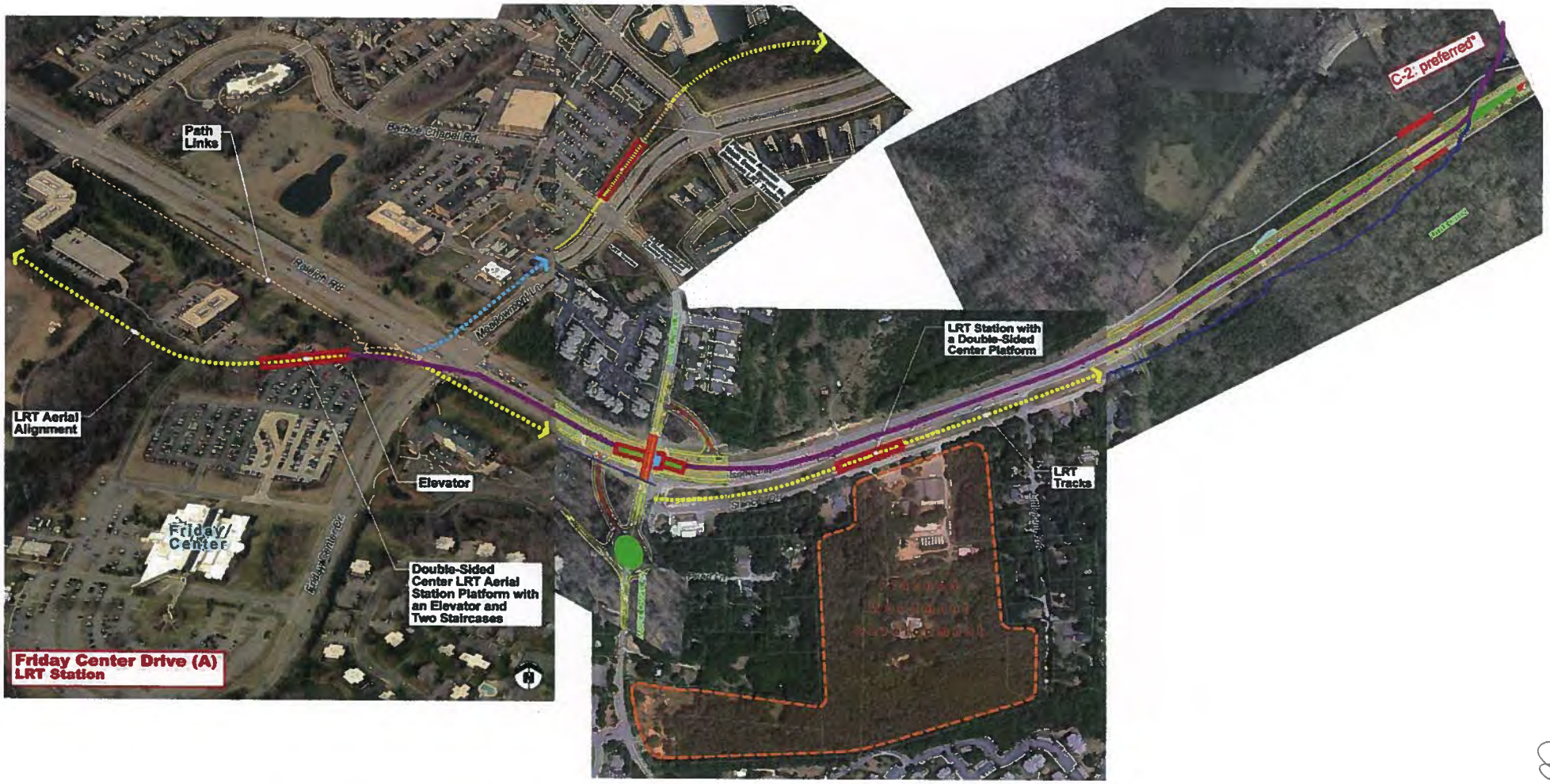
VIII. Alternative Routes

It is possible that alternative routes could alleviate the issues raised to the C-1 and C-2 proposals. A route running north of the future Barbee Chapel Road bridge taking the light rail track over and across the Lloyd Property is one possibility. Such a route would eliminate the need for pedestrians to cross NC 54 to gain access to the Meadowmont Business District, would not restricts in the ingress/egress to the South Section Subdivisions, would not interfere with the Intersection Plan and would provide transit access to future development on the Lloyd Property. Further, it could not be argued that a route running just north of the Barbee Chapel Road intersection/overpass would have any greater environmental impact on the adjoin wetland than that of the present C-2 proposal.

Also, a route running the middle of NC 54 would partially eliminate some concerns raised by the C-2 proposal and make the station accessible to both sides of NC 54. However, it would require additional costs to build a pedestrian overpass with central access since it would not eliminate the need to cross Highway 54.

VIII Conclusion

In conclusion, we are gravely concerned that pursuing the C-2 proposal would be a mistake to the detriment of all. In addition to the added burdens on the South Section Residents, the C-2 proposal would undermine the mission and purpose of the NC 54/I-40 Corridor Plan - reducing the Corridor's ever increasing congestion. Further, it could compromise public safety by requiring riders to cross NC 54 to access the North Section. Finally, it could lead to additional government expenditures need to rectify problems associate with pursuing the C-2 proposal. We hope that our efforts allow the committee to reach a studied and equitable decision with regard to light rail corridor. We truly wish for the best result for the citizens of Durham and Orange counties and the future of mass transit between Durham and Chapel Hill.



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Yu Robinson, Cyndy

From: Bob Healy <healy@duke.edu>
Sent: Monday, June 18, 2012 4:54 PM
To: info@ourtransitfuture.com
Subject: Comments of New Hope Creek Corridor Advisory Committee on Portions of the Transit Corridor within the New Hope Creek planning area
Attachments: Resolution by New Hope Creek Corridor Adv. Comm. in Response to Proposed TTA Route v.2.doc; Letter for Natural Heritage Program August 9, 2011.rtf; Letter from NC Natural Heritage program Sept 9, 2011.pdf; New Hope Creek--Minutes for January 12 2012corrected.docx; NHCCAC suggestions for less damaging LRT route.rtf; Map of current and proposed trails in New Hope bottomlands Helen map.png

Dear TTA staff:

(You may have received New Hope Creek Corridor Advisory Committee comments from John Kent. If so, please regard those as the official submission, and ignore these).

I am attaching comments relevant to the TTA scoping process for the Durham-Chapel Hill portion of the proposed project (specifically, the area between MLK and Patterson Place stations) as submitted by the New Hope Creek Corridor Advisory Committee. The committee, set up by the City of Durham, County of Durham, Orange County, and Town of Chapel Hill, advises local governments on the implementation of the 1992 New Hope Creek Corridor Plan.

I would appreciate an acknowledgement of receipt and notification that the attachments have opened correctly.

Many thanks.

--
Robert G. Healy
Professor Emeritus of Environmental Policy and Public Policy Studies Nicholas School of the Environment and Sanford Institute of Policy Duke University Durham, NC 27708-0328 ph. (919) 416-4543 healy@duke.edu

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Resolution by the New Hope Creek Corridor Advisory Committee in Response to Proposed "Locally Preferred Alternative" for a TTA Transit Corridor Between South Square and SW Durham Drive, as passed by unanimous vote August 11, 2011 and reaffirmed June 14, 2012

For the last 19 years New Hope Creek Corridor Advisory Committee has worked to advise its four constituent local governments on the implementation of the New Hope Creek Plan, which each adopted in 1992. Those four "founding" local governments are: the Counties of Durham and Orange, the City of Durham and the Town of Chapel Hill. The Committee has, consistent with the Plan, endeavored to keep development out of the floodway and floodway fringe, provide for buffers to protect water quality, maintain or improve wildlife habitats, keep open the corridors that allow wildlife of all types free movement down the streams and stream banks, provide high quality recreational trails for visitors, and encourage educational use of the New Hope ecosystem, which was identified as one of Durham's most important natural resources in the Durham County Inventory of Important Natural Areas, Plants and Wildlife. Financial support of our efforts by governments at all levels, dedication of public land to park use, park and trail development and purchase and donation of land and access rights by developers have to date been well over $5 million.

We have assumed from the start of our work that some sort of transportation corridor might in the future connect Durham and Chapel Hill. In furtherance of that objective, we have tried through negotiation with developers and testimony at public hearings to encourage increased density along Old Chapel Hill Road and 15-501 [e.g. the apartment complex on Garrett Rd. just north of the Oak Creek Village Shopping Center] and discourage it within the corridor of New Hope Creek and its principal tributaries and along Erwin Road and Garrett Road.

We note that the Corridor on the south side of 15-501 [the "15-501 Bottomlands"] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down the center of it. The stream very frequently leaves its defined channel after rain events and the area, part of it in wildlife significant floodplain pools, stays wet for long periods of time. This constant overflow has created a large block of wetland forest, more particularly a hardwood bottomland forest, which is our special type of wetland in the North Carolina Piedmont. The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the "New Hope Creek Bottomland Forest," which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Sandy Creek, a tributary of the New Hope, and covered in the New Hope Creek Plan, enters the New Hope from the east in the 15-501 Bottomlands area and also frequently spreads over its banks and creates a distinctive vegetative zone.

The Committee is profoundly concerned about the damage to natural systems and to recreational uses that would be created by any crossings of New Hope Creek or Sandy Creek other than on existing roads and bridges or on elevated structures that are immediately adjacent and parallel to them. We note that the proposed "locally preferred alternative" as mapped (see footnote) would run a rail corridor directly across the heart of the wetland area. The New Hope Creek Corridor

Advisory Committee believes that this routing would produce major and negative impacts on the environment and on recreational use in the New Hope corridor. Specifically—

--the construction of an elevated track on pylons or other structures within the 100 year floodplain south of 15-501 would severely damage the function of wetlands and even the stream course, both by the erection of new structures and by the heavy equipment and temporary roads that would have to built during construction;

-- The New Hope Advisory Committee, with the support of all the local elected bodies, worked at length to ensure that the newly completed 15-501 replacement bridge over New Hope Creek was re-designed to have a higher and wider opening underneath to allow for people and wildlife to safely pass under the fast and voluminous highway traffic in this area. Any structure built for transit use through the 15-501 Bottomlands at "mid-block" and away from 15-501 or structures along Sandy Creek would present a new barrier to wildlife movement. Removing vegetation, particularly large trees from this high-canopied, mature forest, during and after construction, would make an incursion into the area and fragment contiguous forest interior habitats, which are increasingly rare in urban environments. The area now, in spite of the power line cut essentially parallel to the Creek, offers a macrosite favorable to "large guilds" of interdependent species. Fragmentation would have very significant impacts on these guilds, and would favor common "edge" species over those requiring unbroken forest and den trees;

-- Nearly15 years ago, the Committee worked with volunteers and with the City and County of Durham to build a nature trail in the bottomlands. It was built with $30,000 in funding from the National Recreational Trails program, matching funds from Durham, and private donations. The trail now receives significant recreational use, and the NHCACC has plans to increase its educational value through signage and other materials based on a "bottomland hardwoods" theme and consistent with the nature of the land. We have since then collaborated with Durham County and volunteer and community groups to keep it maintained. A transit routing across the corridor near or over this trail would produce noise, vibration, visual distraction and interference with the educational value of our proposed interpretation of the bottomland forest;

--the route as mapped would also require permanent structures and damage during construction in the floodplain of Sandy Creek east and west of Garrett Road;

--according to the Triangle Transit draft Alternatives Analysis, an 18 acre train maintenance facility is proposed for a portion of Patterson Place very close to both the wetland area and to 15-501. This is a quasi-industrial use, with a rail line spur, to and from the LRT mainline, along the slope at the west edge of the 15-501 Bottomlands. Activities at this complex will include washing of transit vehicles and storage and use of a variety of chemicals. It also would surely involve a high degree of impervious surface. Ironically, this property, which is close to a proposed station, would seem to be better suited to high density residential or similar use that would be passenger generating;

----the location of the proposed Patterson Place Station could encourage new development (and its run off) on sensitive lands, in particular from the proposed location just west of SW Durham

Drive onto the 15-501 Bottomlands (and the slopes above them) and downstream onto the New Hope Creek Corridor lands south of Old Chapel Hill Road.

--In general, station location in the vicinity of the New Hope Creek Corridor, including areas near lower Sandy Creek, must foster more intensive use of already developed land and avoid the creation of pressure to develop sensitive lands.

--from a procedural standpoint, members of the NHCCAC participated in public meetings sponsored by TTA and raised these concerns. We also invited TTA representatives to attend our April meeting and discussed our concerns with them. Despite this input, the corridor listed as the "preferred alternative" has not changed, and we believe it will cause much greater negative environmental impact as compared with another routing (see below). We intend to participate in subsequent environmental impact analyses of corridor alternatives. We respectfully request that the corridor routing described below, adjacent to 15-501 be included among the locally preferred alternatives to be analyzed.

--we believe an alternative routing exists that would allow multiple transit technologies, including bus, bus rapid transit, and rail, without producing the negative impacts described above. (see attached PDF) Most of the problems associated with "mid-block" crossing of New Hope Creek could be avoided by locating the transit route immediately adjacent to the south side of 15-501, with the main New Hope Creek transit crossing at the new highway bridge. We understand that the FONSI (environmental impact analysis) for the bridge provided for future construction of a transit corridor directly adjacent to the bridge, on the south side. This is a recently cleared area, the result of construction of the new bridge, that could provide much of the right-of-way. Equally important, access to the site for construction could be obtained by using this cleared area, or (for very large equipment) 15-501 itself. A transit crossing, with an underpass opening as high and wide as the bridge itself, would have a de minimis impact on animal migration routes down the corridor. In addition, instead of adding two new, long, edge areas on either side of a new swath across the 15-501 Bottomlands, as the currently proposed "locally preferred alternative" would produce, the already cleared area along the south side of the 15-501 right-of-way could be used. In addition to reducing disturbance to vegetation, any transit noise and vibration would be confined to an area of existing noise and vibration. There should also be ways to avoid intrusion into the Sandy Creek wetlands and the encouragement of increased density in that environmentally sensitive area.

--Another crossing with fewer environmental impacts would be parallel to Old Chapel Hill Road. It is, we note, the route proposed for the BRT-Low Alternative. (If this technology and route are favored, the Committee would want to be further consulted as the project progressed, especially with regard to the area near the bridge over New Hope Creek.)

In conclusion, the Committee has long been supportive of non-automobile transportation alternatives within the New Hope Corridor. But we are very much opposed to placing transit where it destroys valuable community resources. What we need are transit alignments that will complement, rather than compromise, the wildlife, open space, and recreational values of the New Hope Creek Corridor.

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Note: See "Durham-Orange Corridor" (at: http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/) and in particular "Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41, and "Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf pp. 17-19 (download version) or pdf pp. 58-60 (DVD version) aka Sheet D-6 through D-8.

Attachments:

(1) NHCCAC Suggestions for Less Damaging LRT Route in New Hope Corridor
(2) Letter from NHCCAC to State Natural Heritage Program, August 9, 2011
(3) Letter to NHCCAC from State Natural Heritage Program, September 8, 2011
(4) Map of current and proposed trails in New Hope Bottomlands area
(5) NHCCAC Minutes of Meeting of January 12, 2012

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New Hope Creek Corridor Advisory Committee
\http://newhopecreek.org/
839 Sedgefield Street Durham, NC 27705

Suggestions for a Less Damaging LRT Route in New Hope Corridor

Consistent with its "Resolution by the New Hope Creek Corridor Advisory Committee in Response to Proposed 'Locally Preferred Alternative'" for a TTA Transit Corridor between South Square and SW Durham Drive, as passed by unanimous vote August 11, 2011 and reaffirmed on June 14, 2012, the NHCCAC has identified the following as an alignment for either of the proposed, fixed guideway, alternative technologies (LRT or BRT-High*) that would minimize direct, secondary and cumulative impacts on resources identified in the 1992 New Hope Plan:

(1) Across the New Hope Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the 15-501 south side R/W (as close as 13 feet away from the south side of the new, New Hope Creek bridge pair**), using the 1994 transit route reservation.

The distance from the roadway to the limit of the highway right of way is between 71 and 79 feet along the south side of 15-501. (About 64 ft. are mowed, indicating the limited environmental impact that an LRT corridor would have.) There is another 25 feet separating the right of way from the Oak Creek Village Apartments.. We estimate that only feet are required for the transit corridor. Moreover, since fill was placed on the approaches when the 15/501

bridge was rebuilt and widened in 2009, the damage to wetlands will be minimal, and costs of construction will be reduced.

2. Across the Sandy Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the south side R/W of the eastbound off ramp from 15-501 to MLK Jr. Parkway, north of Larchmont Road. We want to point out that our proposal for crossing Sandy Creek is very much like the Sandy Creek crossing under "Rail Corridor B" (incorporated into "Alternative F, Fixed Guideway") from the 15-501 MIS Phase I study. (See attached map.) Further, at the Durham County Commissioners meeting when an addendum study to the AA was first discussed, it was asked by one of the Commissioners that if the study area along 15-501 in the area of New Hope and Sandy Creeks were to be broadened (into a ribbon), shouldn't the expanded study area also include South Square to the east.

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Transit Station and LRT Operation & Maintenance Facility:

3. Siting decisions for transit stations should avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation) that will result from project proposed station locations and transit oriented development. Accordingly the proposed Patterson Place station, located east of Sayward Drive and west and south of SW Durham Drive, is too close to the New Hope Creek Corridor/Floodplain and should be located, we suggest, on the west side of Witherspoon Blvd. See for example, as shown in the adopted SW Durham - SE Chapel Hill Collector Street Plan (see http://www.dchcmpo.org/dmdocuments/ApprovedCSPNetworkPoster.pdf).

4. Siting decisions for transit operation & maintenance facilities should also avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation). Accordingly the proposed Patterson Place LRT operation & maintenance facility, with its ingress/egress rail line spur from the LRT mainline,*** , is not an appropriate neighbor to the Corridor.

(5) We understand that the purpose of the LRT is both to improve transportation and to increase compact, transit oriented, development along the route. We have above expressed serious concerns both about a crossing of the corridor below 15-501 and the possibility that dense development would be encouraged on sensitive land in the half mile traffic generation areas around MLK and Patterson Place stations (in their present location). We note that running the line adjacent to the south side of 15-501 would make possible a station at the intersection of 15-501 (on the property in SE corner now occupied by Family Fare #262 service station or the vacant property in the SW corner formerly occupied by Darryl's Restaurant. This could serve a large, transit-needy population, including the residents of Oak Creek Village Apartments (aka Garrett Square Apartments and Wellington Apartments) and the recently constructed 235 unit Alta apartment complex on the NW side of Garrett Rd. as well as the second apartment complex bordering it to the north. There is a clear possibility for redevelopment of the Oak Creek Village Shopping Center (NW corner of Garrett and 15-501) and a large tract of land in low value uses along the south side of 15-501 for more than 500 feet east of Garrett Rd. Making transit accessible to people living on the north side of 15-501 would require a pedestrian bridge. However, we understand that the intersection of 15-501 will eventually be rebuilt as an overpass or underpass (just because of automobile traffic) and a pedestrian crossing, and perhaps the station, could be incorporated into the design.

Notes:

* LRT (Light Rail Transit) or BRT-High (Bus Rapid Transit on a fixed guideway)

** As spelled out in the NEPA FONSI document for the 15-501 bridge replacement project

*** The proposed facility would be located up slope from the NHC Corridor's "Mt. Moriah Bottomlands & Slopes" and "15-501 Bottomlands." The ingress/egress spur would be located east of SW Durham Drive and south of US 15-501 and along the face of the slope just to the west of the "15-501 Bottomlands."

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August 9, 2011

Linda Pearsall, Program Director
The North Carolina Natural Heritage Program
1601 Mail Service Center
Raleigh, NC 27699-1601

(919) 715-4195 linda.pearsall@ncdenr.gov

Dear Ms. Pearsall,

The New Hope Creek Corridor Advisory Committee is a body set up in 1992 by the City and County of Durham, Orange County and the Town of Chapel Hill to advise them on implementation of the New Hope Corridor Plan. (1) The Committee is presently reviewing a Triangle Transit draft Alternatives Analysis (AA) study that will identify a "Locally Preferred Alternative (LPA)" for a Light Rail Transit (LRT) "mainline" between Chapel Hill and Durham. (2)

The route currently identified as "preferred" is shown crossing the bottomlands of the New Hope Creek Corridor at a new "mid-block" location, south of 15-501 and north of Old Chapel Hill Road, and running east-west between the vicinity of Garrett Road and Southwest Durham Drive (previously known as Watkins Road). (3) The area of this proposed crossing is identified in the NCNHP's Durham County Inventory of Important Natural Areas, Plants and Wildlife as "the 15/501 Bottomlands," a significant natural area occupying "a highly strategic location within the New Hope Wildlife Corridor... between the New Hope Gamelands and the Korstian and Durham Divisions of Duke Forest." The Executive Summary of the Inventory goes on to state that, the "New Hope Creek Bottomland Forest [which includes the 15/501 Bottomlands as an internal section] contains some of the best Piedmont/Mountain Swamp Forest and Piedmont/Mountain Bottomland Forest remaining in North Carolina. ... The 800-acre site also provides important wildlife habitat." (4)

The Inventory also states (pdf p. 77) that the "15/501 Bottomlands" area is an "extensive tract of bottomland hardwood forest providing habitat needed by forest-interior species," and that it is a "critical link in the New Hope and Mud Creek Wildlife Corridors." It says (pdf p. 21), "the sites that comprise the New Hope Corridor...combine to create a macro-site that is ranked as Regionally Significant, based not only on its overall size and habitat values, but also on its connections to other key refuge areas in Orange and Chatham counties.") It further states (pdf p. 46) "that the sites identified in [the Inventory, of which the 15/501 Bottomlands is one,] still possess functioning ecosystems is probably as much a reflection of the strength of the connection between them as their intrinsic features such as size, forest maturity, of lack of internal fragmentation. In a connected system of natural areas, population loses at any one site can to some degree be compensated by animals moving in from sites where reproduction has been more successful."

The Inventory expresses its concern about threats to connectivity in the area in question. In describing the "Mount Moriah Bottomlands and Slopes," the next New Hope Corridor natural area site up stream (and across US 15-501) from the 15/501 Bottomlands, it states the area's "proximity to the rapidly developing US 15-501 commercial strip also makes it the link in this [corridor] system most likely to break, at least with regard to the more disturbance-sensitive species of wildlife." (pdf p. 58) It speaks of the openness to wildlife of this section of the New Hope Wildlife Corridor being kept, in part, by "the existence of large tracts of unfragmented bottomlands on either side of the highway." (pdf p. 59)

There is an additional concern expressed in the Inventory regarding the floodplain nature of most of the Corridor lands in the area in question. "Buffers areas are ...needed to protect key tracts along even some of the largest expanses of forested habitat found in the region. Despite their size and fairly high level of protection, most of the protected sites along New Hope Creek ... are essentially bottomlands. During the winter floods, most of their acreage can be under water,... [One] of the main consequences of development of the adjoining uplands is that all the habitat available to certain terrestrial species will again become "edge," at least during the late winter - typically during the time when stresses on animal populations are at their greatest." (pdf p. 45)

The New Hope Advisory Committee is concerned that building the mainline of a transit system directly through this wetland ecosystem would have significant negative impacts on the natural functions that have been identified by the Inventory.

The draft TTA document also proposes up slope and to the west of the 15/501 Bottomlands, an 18 acre "Patterson Place Maintenance Facility" with a rail line spur, along the western edge of the New Hope Creek floodplain, to connect the Facility with the LRT mainline, LPA, route mentioned above. In addition to the problem of its covering land up slope from the 15/501 Bottomlands with a significant amount of impervious surface we feel a facility that would wash rail cars and store and use lubricants and other chemicals, a "spill" type land use, could pose special long term negative impacts to the Corridor. (5)

There is also proposed, also up slope and to the west of the 15/501 Bottomlands, a "Patterson Place" LRT station, just to the west of SW Durham Drive. . This is the easternmost, and nearest to the 15/501 Bottomlands, of the several locations considered. (6) It is our opinion that any LRT station area will be the focus of intense development, "crucial to the viability of the LRT project" (as the project proponents put it) and will have potential long term negative impacts on the Corridor. This would be especially so for a LRT station area located just west of SW Durham Drive.

The Committee is profoundly concerned about the impacts to natural systems and to recreational and educational uses that would be created by any crossings of the New Hope Creek Corridor, except where crossings currently exist. (7) Any rail line structures built for a transit system, even elevated, will permanently fragment the Corridor and introduce noise and vibration into it. (8)

The Committee believes there is an alternative route with much less environmental impact. It would go directly adjacent to the south side of new US 15-501 bridge. One clear advantage of this route for an LRT alignment across the New Hope Creek floodplain is that it would avoid not only the new break in the forest canopy but also the two additional edge areas that the proposed "mid-block" alignment would impact, since it would use the existing edge area along the south side of the existing US 15-501 right-of-way. (9) We also believe there are better areas, away from the slopes above the Corridor lands, than those proposed for an LRT maintenance facility and a transit station.

The Committee is writing to request the NC Natural Heritage Program to review and comment on the transit corridor proposed by Triangle Transit as it relates to the resources identified in the NHP natural resources inventory studies. It would be most helpful if the Program could answer the question of impacts to the New Hope Creek Corridor of the proposed "mid-block" transit route and an alternative route directly adjacent to the south side of new US 15-501 bridge. Also, comments on impacts to the New Hope Creek Corridor of the sites proposed for an LRT maintenance facility (and connecting rail spur) and a transit station would be appreciated.

Yours truly,

Robert G. Healy
Chair, New Hope Creek Corridor Advisory Committee

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Notes

1) For the New Hope Corridor Open Space Master Plan, see:
http://newhopecreek.org/history.html#planpdf and
http://newhopecreek.org/pdf/masterplanpg45.pdf

2) For the Triangle Transit draft Alternatives Analysis, see:
http://www.ourtransitfuture.com/index.php/get-involved/reports/

In particular, see:

Purpose & Need documents

•Durham-Orange Corridor (PDF, 70 pages, 3.9 MB) and

Conceptual Definition of Alternatives documents

•Durham-Orange Conceptual Alternatives (PDF 61 pages, 3.7 MB)

and for the relevant part of the draft AA report see:

"Durham-Orange Corridor" (at
http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/).

3) For the preferred LRT route, see "Durham-Orange Corridor"
(http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/) and in particular

"Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41, and
"Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf pp. 17-19 (AKA Sheet D–6 through –8).

Note two transit technologies, other than LRT, are also considered in the draft AA for crossing the New Hope Creek Corridor: Bus Rapid Transit (BRT)–High Alternative and BRT–Low Alternative. The first generally follows the LRT Alternative alignment (Fig. 2-3, pdf p. 32, Vol. 1) and the second follows an alignment along Old Chapel Hill Road (Fig. 2-4, pdf p. 34, Vol. 1). (LRT route proposal also at Fig. 2-2, pdf p.24.)

4) For the Executive Summary of the Inventory, see:
http://www.ncnhp.org/Images/Durham%20Exec%20Summary%2011-4-2008.pdf

5) For the proposed 18 acre, "Patterson Place Maintenance Facility," see "Durham-Orange Corridor"

(http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/) and

"Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41,

and see the label "Patterson Place Maintenance Facility," on the aerial map. Also see pdf p. 127 of Vol. 1 for an aerial oblique of the area. In addition see

"Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf p. 10 (AKA Sheet GD–10) and pdf p. 87 (AKA Sheet DO–4).

As to "spill" type land use, like a filling station or a car wash, see item 7, p. 109 of Guidance for Preparing SEPA Documents and Addressing Secondary and Cumulative Impacts (Guidance)(http://portal.ncdenr.org/web/guest/rules-policies-laws-and-regulations).

6) For the draft AA proposed LRT "Patterson Place" station see pdf p. 127 of Vol. 1, the above mentioned aerial oblique. For locations from previous studies:

First, from the the US 15-501 Phase I Major Investment Study (MIS), see page 2-2 (pdf page 6) of the "Durham-Orange Conceptual Alternatives (PDF 61 pages, 3.7 MB)" mentioned above in note 2, where the proposed station locations are shown as circles. For rail Alignment A, note the circle at the intersection of Old Chapel Hill Road and Mt. Moriah Road. For rail Alignment B, note the circle at the intersection of US 15-501 and Mt. Moriah Road.

Second, from the US 15-501 Phase II MIS, see location near Watkins Road (SW Durham Drive) in "Exhibit VI-II(5 MB)" (http://www.dchcmpo.org/index.php?option=com_content&task=view&id=38&Itemid=35).

And third, see the Southwest Durham - Southeast Chapel Hill Collector Street Plan(http://www.dchcmpo.org/index.php?option=com_content&task=view&id=35&Itemid=35), where the proposed Patterson Place LRT station location is west of Witherspoon Blvd.

7) See p. 102 and item 3, p. 103 of the Guidance which state, respectively: "The maintenance of riparian habitat may yield the greatest gains for aquatic and terrestrial wildlife across the landscape while involving the least amount of area." "All utility crossings ...[and we consider an LRT rail line as a type of utility]...should be kept to a minimum, which includes careful routing design and the combination of utility crossings into the same right-of-way... Discontinuous buffer segments can impair riparian functions disproportionate to the relative occurrence of the breaks in the buffer..., and multiple crossings can result in cumulative impacts."

8) Because the Charlotte "Blueline" is an existing North Carolina LRT system, which TTA staff has referenced as being similar to the proposed for Durham-Orange, one may want to check "CHAPTER 13.0 NOISE AND VIBRATION (1.8mb)" in the DEIS for the extension of that system at:
http://www.charmeck.org/city/charlotte/cats/planning/BLE/Pages/deisstudy.aspx

9) There is a provision on the "green sheet" for the US 15-501 for a route as closeas 13 feet away from the south side of the new bridge. See just below:

"Project Commitments ('green sheet')

US 15-501
From North of SR 2294 (Mt. Moriah Road) to South of SR 1116 (Garrett Road)
Durham County
WBS Element 35012.1.1
Federal Project No. NHF-15(8)
State Project No. 8.1352301
TIP PROJECT U-4012

...

Structure Design

The Triangle Transit Authority (TTA) is planning for a railway corridor near the project area. One alternative may be located parallel to US 15-501. If this alternative is chosen, TTA would like their railway to be positioned as close as possible to the bridge over New Hope Creek. Therefore, replacement bridge structures will use a standard wing-wall design, which calls for the wing-wall to extend approximately 3 feet (0.91 m) away from the superstructure. This would allow the railway bridge superstructure to be placed as close as 13 feet (4.0 m) to the U-4012 bridge superstructure.

...

U-4012 Finding of No Significant Impact
November, 2003
Page 1 0f 2"

In addition, in 1994 land on the south side of US 15-501 west of New Hope Creek was reserved for a transit corridor. See the plat at Plat book 132, Page 142.

Go to: http://rodweb.co.durham.nc.us/
Click: "Click here to begin search."

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Click: "Maps/Plats."
After "Book:" type 132 and after "Page:" type 142. (Leave "Grantor" area blank.)
Click on the html "Instrument Number" (2004907418).
Click on the page icon after "Image: ."
Click: "Retrieve as PDF."
Click: "View the image in PDF format."

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NCDENR
North Carolina Department of Environment and Natural Resources
Office of Conservation, Planning, and Community Affairs
Beverly Eaves Perdue, Governor | **Linda Pearsall, Director** | Dee Freeman, Secretary

September 9, 2011

Robert G. Healy, Chair
New Hope Creek Corridor Advisory Committee
839 Sedgefield Street
Durham, NC 27705

Re: Locally Preferred Alternative Study, Light Rail Transit, New Hope Creek Corridor

Dear Mr. Healy,

Thank you for bringing this matter to our attention. Although we attended meetings during an earlier phase in the development of this project, we have not been informed of any recent progress, including the implementation of a Locally Preferred Alternative Study. You are correct that the selection of alternative routes across the natural area we have identified along New Hope Creek is an issue that concerns us.

In cooperation with Durham and Orange counties, the Natural Heritage Program has documented the ecological significance of the New Hope Creek Corridor in reports going back to 1987. The portion of the corridor that occurs in vicinity of the proposed project is described in both our general natural areas inventory of Durham County (Hall and Sutter 1999) and in a survey of the Corps lands surrounding the Jordan Lake project (LeGrand 1999). Sections upstream are included in our inventory of Orange County natural areas (Sather and Hall 1988; Sorrie 2004) and sections downstream in our inventory of Chatham County (Hall and Boyer 1992). These surveys document the presence of a number of exemplary natural communities and rare species of plants and animals within the New Hope floodplain. Within the immediate vicinity of the proposed project, we have recorded high quality occurrences of the Piedmont/Mountain Levee Forest and Piedmont/Mountain Bottomland Forest natural communities and the State Threatened Big Shellbark Hickory (*Carya laciniosa*). Equally important, these surveys have all noted that New Hope Creek floodplain is an integral part of a much larger system of natural areas, extending from Duke Forest in the headwater area down to the Jordan Lake Game Lands and even farther downstream along the Cape Fear all the way into the Coastal Plain.

As you note in your letter, the citizens, conservation groups, and local governments in the Durham area, along with the State, have already made major investments in protecting the continuity of this corridor. The construction by NC DOT of the new bridge at the US 15-501 crossing of New Hope Creek is one of the most noteworthy examples in the state where efforts were made to accommodate the passage of wildlife beneath the span. The ongoing acquisition of conservation preserves and easements to bridge the gap between Duke Forest and the Jordan Lake Project lands, involving the efforts of multiple parties, has also strongly contributed to maintaining the connectivity along this vast natural landscape.

We hope that these examples will be matched by the careful selection of a route for the Light Rail Transit across the New Hope Floodplain that will minimize as much as possible the disruptive impacts to its wildlife and natural

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ecosystems. We strongly prefer an alignment that adjoins the existing US 15-501 corridor, keeping the disturbance within an already highly disturbed area.

In addition to the direct impacts of the alignment across the floodplain, we have concerns about the potential for significant secondary and cumulative impacts to result from this project. In particular, we note in the Addendum to the Alternatives Analysis that a transit station (Patterson Place Station) has been proposed to be located immediately adjoining the New Hope floodplain on the western side of the LTR alignment that crosses the floodplain to the south of the existing US 15-501 corridor. We also understand that a LTR maintenance facility is being considered for the same general area. Both of these projects have the potential to contribute a significant amount of noise and traffic to this area, as well as other impacts such as water quality degradation. We believe that the selection of sites for these additional projects will be strongly linked to the selection of the preferred alignment of the LTR and should be considered – along with their potential impacts -- as part of the Locally Preferred Alternative Study.

We are glad to provide information for the Alternatives study directly, and to work with the Durham City-County Planning Department, NC Department of Transportation, Triangle Transit Authority, Army Corps of Engineers, and local conservation organizations, such as your own, to try to identify an alternative that poses the least harm to the New Hope ecosystems. Please let us know if there is any other information that we can supply to you.

Sincerely,

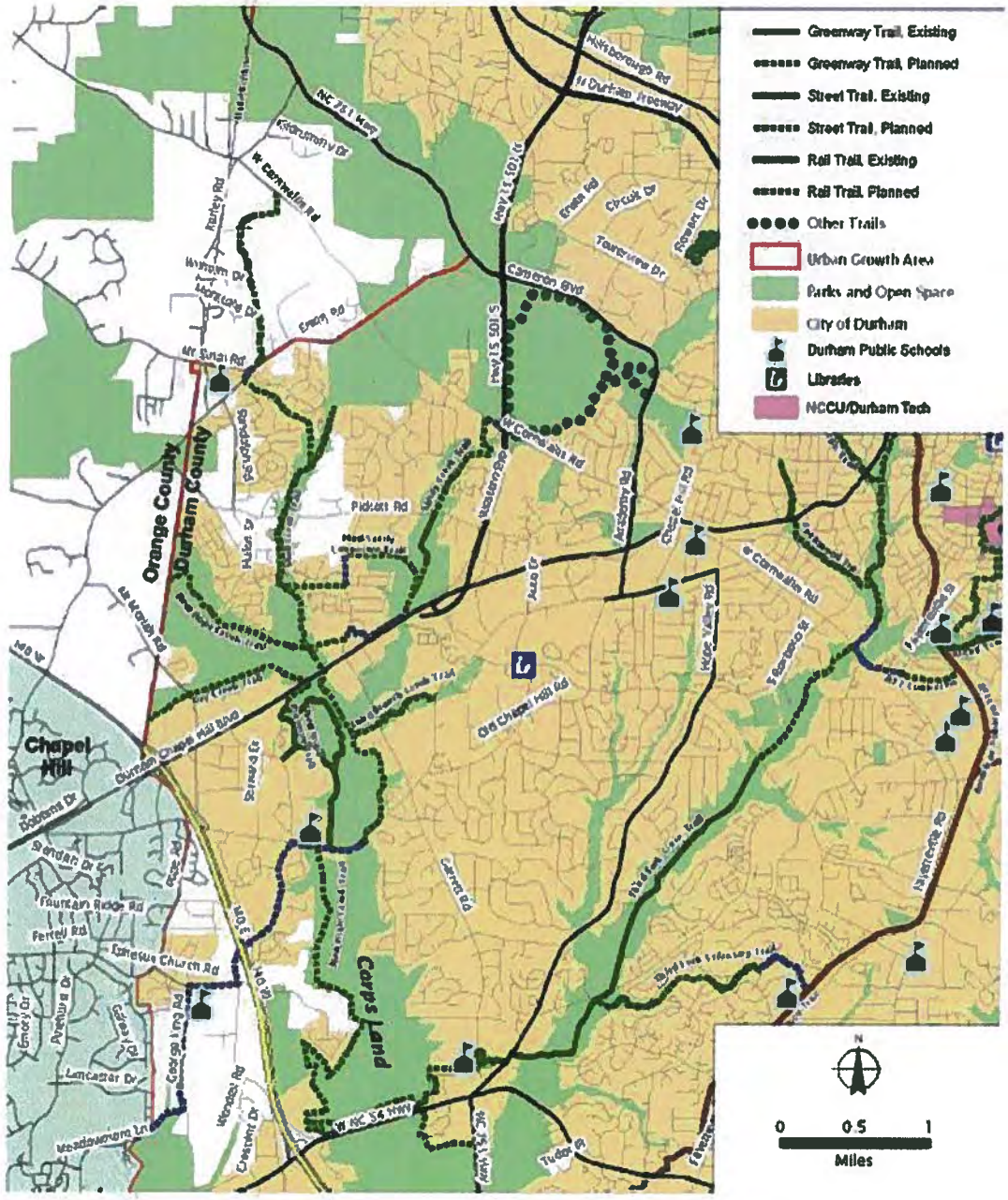
Linda Pearsall

Linda Pearsall, Director

Cc: Andy Henry, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
David King, Triangle Transit Authority
Helen Youngblood, Durham City-County Planning Department
Sheri Bryant, NC Wildlife Resources Commission
Francis Farrell, US Army Corps of Engineers

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Map 5, New Hope Greenway



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Suggestions for a Less Damaging LRT Route in New Hope Corridor

Consistent with its "Resolution by the New Hope Creek Corridor Advisory Committee in Response to Proposed 'Locally Preferred Alternative'" for a TTA Transit Corridor between South Square and SW Durham Drive, as passed by unanimous vote August 11, 2011 and reaffirmed on June 14, 2012, the NHCCAC has the following comments for the scoping process:

1. An alignment, for either of the proposed, fixed guideway, alternative technologies (LRT or BRT-High*) should minimize direct, secondary and cumulative impacts on resources identified in the 1992 New Hope Plan.

1.a Across the New Hope Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the 15-501 south side R/W (as close as 13 feet away from the south side of the new, New Hope Creek bridge pair**), using the 1994 transit route reservation.

1.b Across the Sandy Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the south side R/W of the eastbound off ramp from 15-501 to MLK Jr. Parkway, north of Larchmont Road.

We also note that our proposal for crossing Sandy Creek is much like the Sandy Creek crossing under "Rail Corridor B" (incorporated into "Alternative F, Fixed Guideway") from the 15-501 MIS Phase I study. (See attached map: MIS15-501PhaseI_Rail_Corr_B.pdf) We feel that route in this area, Garrett Rd east, should be revisited in the EIS effort.

The alignments above involve routes along and within the south side right-of-way of 15-501. Near the 15-501 intersection with Garrett Rd.,

the distance from the south side of the roadway to the limit of the highway right-of-way is 71 feet (west of Garrett) and 79 feet (east of Garrett). At the Oak Creek Village Apartments*** there is also 25 feet separating the outside extremity of the right-of-way from the face of the apartments. At the 15-501 bridge over New Hope Creek, from the outside surface of the wing walls on the bridge end bents, there is a distance of about 64 feet to the edge of the adjoining forest. The area between the bridge and the bordering forest is mowed, indicating the limited environmental impact that an LRT corridor would have. We estimate that only 64 feet are required for the transit corridor, using as reference "Section 07A, LRT adjacent to 15-501; Option with Outside North-Bound Lane Widening," SHEET: Typical Sections (TS) – 04 (pdf page 23 of 33) of: "Durham-Orange Vol 2 Plans and Profiles - Index, Key Index & Typ Sect." from Ourtransitfuture). Moreover, since fill was placed on the approaches when the 15-501 bridge was rebuilt and widened in 2009, the damage to high quality wetlands will likely be minimal, and costs of construction will be reduced.

2. Transit Station and LRT Operation & Maintenance Facility:

2.a Siting decisions for transit stations should avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation) that will result from project proposed station locations and transit oriented development. Accordingly the proposed Patterson Place station, located east of Sayward Drive and west and south of SW Durham Drive, is too close to the New Hope Creek Corridor/Floodplain and should be located, we suggest, on the west side of Witherspoon Blvd. See for example, as shown in the adopted SW Durham - SE Chapel Hill Collector Street Plan (see http://www.dchcmpo.org/dmdocuments/ApprovedCSPNetworkPoster.pdf).

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Notes:

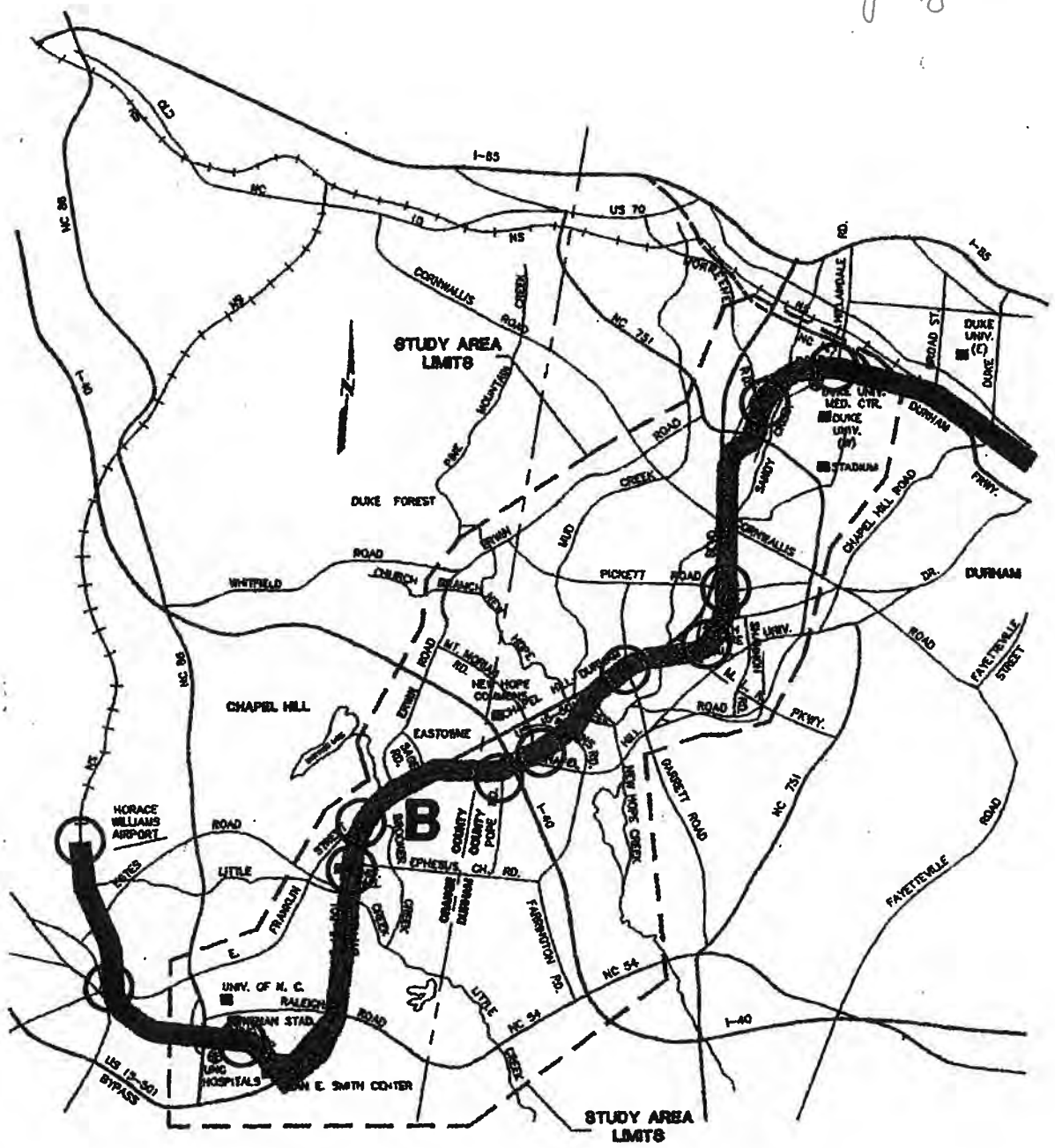
* LRT (Light Rail Transit) or BRT-High (Bus Rapid Transit on a fixed guideway)

** As spelled out in the NEPA FONSI document for the 15-501 bridge replacement project

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LEGEND

CORRIDOR CONCEPT

STATION

CORRIDOR BEYOND STUDY AREA

EXHIBIT VIII-3
RAIL CORRIDOR B

267 COMID: 892

Yu Robinson, Cyndy

From: John Kent <jnkent25@gmail.com>
Sent: Monday, June 18, 2012 10:56 PM
To: info@ourtransitfuture.com
Cc: Robert Healy
Subject: Scoping Materials
Attachments: Suggestions for a Less Damaging LRT Route in New Hope Corridor2.docx; MIS15-501PhaseI_Rail_Corr_B.pdf

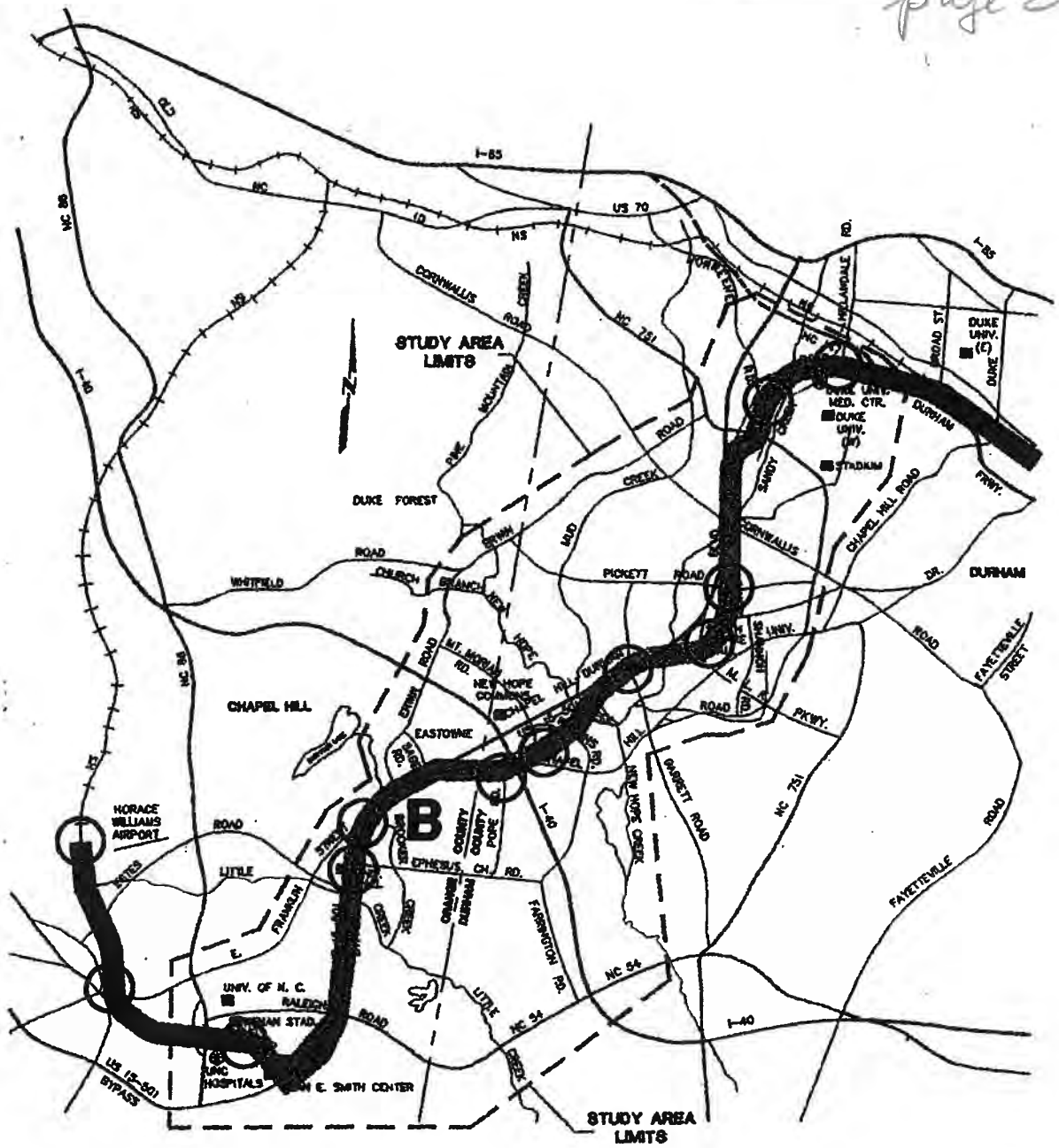
Dear TTA staff:

FYI

John Kent
919-933-5650

John Kent

COM ID 892
page 2



LEGEND

- CORRIDOR CONCEPT
- STATION
- CORRIDOR BEYOND STUDY AREA

EXHIBIT VIII-3
RAIL CORRIDOR B

23446/DRAFT MIS REPORT/GRAPHICS/railb1197.dwg

John Kent

COM ID 892
page 3

Suggestions for a Less Damaging LRT Route in New Hope Corridor

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We also note that our proposal for crossing Sandy Creek is much like the Sandy Creek crossing under "Rail Corridor B" (incorporated into "Alternative F, Fixed Guideway") from the 15-501 MIS Phase I study. (See attached map: MIS15-501PhaseI_Rail_Corr_B.pdf) We feel that route in this area, Garrett Rd east, should be revisited in the EIS effort.

The alignments above involve routes along and within the south side right-of-way of 15-501. Near the 15-501 intersection with Garrett Rd.,

the distance from the south side of the roadway to the limit of the highway right-of-way is 71 feet (west of Garrett) and 79 feet (east of Garrett). At the Oak Creek Village Apartments*** there is also 25 feet separating the outside extremity of the right-of-way from the face of the apartments. At the 15-501 bridge over New Hope Creek, from the outside surface of the wing walls on the bridge end bents, there is a distance of about 64 feet to the edge of the adjoining forest. The area between the bridge and the bordering forest is mowed, indicating the limited environmental impact that an LRT corridor would have. We estimate that only 64 feet are required for the transit corridor, using as reference "Section 07A, LRT adjacent to 15-501; Option with Outside North-Bound Lane Widening," SHEET: Typical Sections (TS) – 04 (pdf page 23 of 33) of: "Durham-Orange Vol 2 Plans and Profiles - Index, Key Index & Typ Sect." from Ourtransitfuture). Moreover, since fill was placed on the approaches when the 15-501 bridge was rebuilt and widened in 2009, the damage to high quality wetlands will likely be minimal, and costs of construction will be reduced.

2. Transit Station and LRT Operation & Maintenance Facility:

2.a Siting decisions for transit stations should avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation) that will result from project proposed station locations and transit oriented development. Accordingly the proposed Patterson Place station, located east of Sayward Drive and west and south of SW Durham Drive, is too close to the New Hope Creek Corridor/Floodplain and should be located, we suggest, on the west side of Witherspoon Blvd. See for example, as shown in the adopted SW Durham - SE Chapel Hill Collector Street Plan (see http://www.dchcmpo.org/dmdocuments/ApprovedCSPNetworkPoster.pdf).

2.b Siting decisions for transit operation & maintenance facilities should also avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation). Accordingly the proposed Patterson Place LRT operation & maintenance facility, with its ingress/egress rail line spur from the LRT mainline**** is not an appropriate neighbor to the Corridor.

Notes:

* LRT (Light Rail Transit) or BRT-High (Bus Rapid Transit on a fixed guideway)

** As spelled out in the NEPA FONSI document for the 15-501 bridge replacement project

*** Also known as the Wellington Apartments and as the Garrett Square Apartments

**** The proposed facility would be located up slope from the NHC Corridor's "Mt. Moriah Bottomlands & Slopes" and "15-501 Bottomlands." The ingress/egress spur would be located east of SW Durham Drive and south of US 15-501 and along the face of the slope just to the west of the "15-501 Bottomlands."

COM ID 893
268

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:38 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (1/x)
Attachments: University Place Station'JMW.PC9.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 1 (out of a series of comments to be sent with separate emails, all with the above subject line)

There could not be a worse station location than that which has been proposed for the "MLK Station", backing it into the corner at the intersection of Martin Luther King and University Drives.

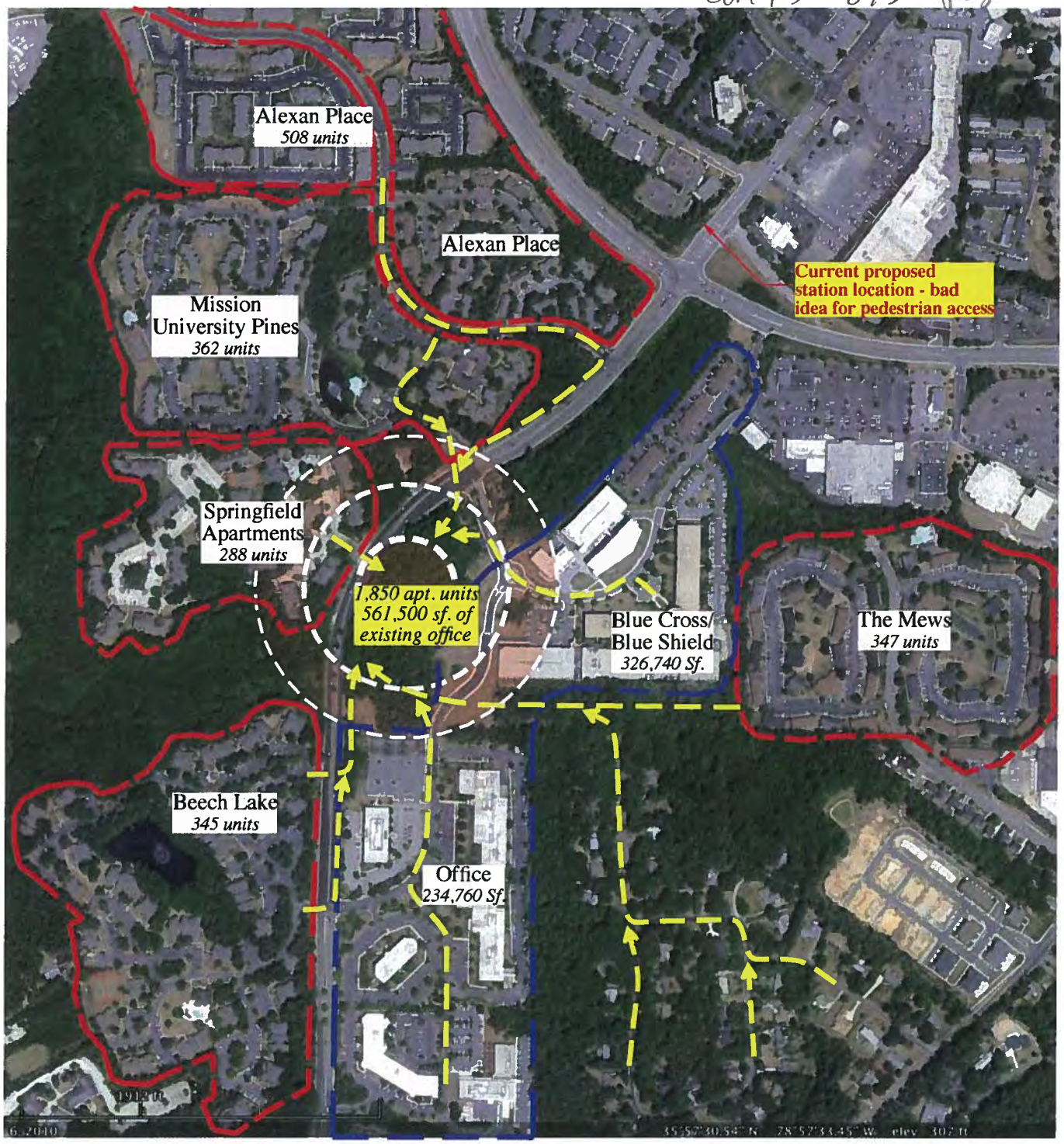
That station should be located as far down University Drive to the west of MLK, as close to the center of the bulls-eye shown on the attached.

It should be placed as centrally as possible within the already good station area that at present - without any redevelopment/intensification of development - puts:

1,850 apartment units;
the residential communities off Chapel Hill Road, particularly if pedestrian pathways to the station can be created;
and almost 600,000 existing square feet of office space (with considerably more possible)

within convenient walking distance of the 'bulls-eye' shown on the attachment.

comment + attachment
Univ Place Station, MVSPC9.pdf
COM ID 893 page 2



The optimum location for the western-most South Square area station is to the **west** of the proposed station at the intersection of Martin Luther King Drive and University Drive.

It should be placed as close to the center of the 'bulls-eye' shown above, to take advantage of the easy pedestrian access to/from the station from (i) an existing **1,850 apartment units,** (ii) **additional residential units** in the neighborhoods to the SE of the 'bulls-eye' center, (iii) the already **structured-parking-supported BCBS office space** and (iv) the **surface-parked office space** extending south from the bulls-eye (*where 235,000 sf. of office already exists*).

With transit service, the large-acreage apartment complexes, some of them already quite old, and the surface-parked office represent very valuable TOD re-development opportunities.

COMID 893
page 3

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:39 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (2/x)
Attachments: South Square Station.PC9.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 2 (out of a series of comments to be sent with separate emails, all with the above subject line)

Relocation of the "MLK Station" to a point further west on the other side of MLK Drive allows the option of 'sliding' the South Square Station closer to the intersection of Shannon and University Drives, which then allows for considerably more convenient pedestrian access from existing large-acreage apartment complexes in the area, which represent future opportunities for redevelopment at higher, more "TOD-friendly" densities.

One of the prime criteria to be used for station siting is convenient proximity to existing multi-family complexes which can provide large numbers of potential 'choice' riders as currently configured, or which represent even greater opportunities to generate ridership if redeveloped at higher, transit supportive densities.

Large apartment complexes in the University Drive corridor represents a form of '**land-banking**' that has occurred naturally over the years, and their maintenance of large 'chunks' of land over that time represents **an incredible asset for building ridership** Durham-Chapel Hill corridor.

Contact information is below.

FYI - I respond most rapidly to **text messages** and **phone calls** - *I respond to email only when I am back at my desk.*

J Michael Waldroup
Boulevard Properties LLLP/
BP Phase2 LLC
5324 McFarland Dr., Suite 450
Durham, NC 27707
(919) 403-5300
mikewald@mindspring.com

Comment 2 attachment
South Square station PC9.pdf
CM 10 893 page 4



South Square Station Location

optimized for pedestrian access from existing large-acreage apartment complexes, which represent significant future TOD redevelopment opportunities in addition to what may occur with redevelopment of the South Square commercial areas.

COM ID 893
Page 5

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:39 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (3/x)
Attachments: LHD_SWDD ultimate design.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 3 (out of a series of comments to be sent with separate emails, all with the above subject line)

It appears that the study group/consultant does not have the attached drawing overlaid onto their base mapping. It is based on the recommendations of the "15-5501 Corridor Study", and is an engineering of a feature of the plan that was only presented very schematically in the plan itself.

I strongly suspect that the City of Durham Transportation Department has this same information in an electronic CAD file.

Here is something that should give you some 'handles' on what to ask for from them.

Contact information is below.

FYI - I respond most rapidly to **text messages** and **phone calls** - *I respond to email only when I am back at my desk.*

J Michael Waldroup
Boulevard Properties LLLP/
BP Phase2 LLC
5324 McFarland Dr., Suite 450
Durham, NC 27707
(919) 403-5300
mikewald@mindspring.com

Comment 3 attachment

LHD_SWDD ultimate design

COM ID 893 page 1

Com ID 894 page 1

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:43 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (4/x)
Attachments: Alignment alts. through PattPl.PC9.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 4 (out of a series of comments to be sent with separate emails, all with the above subject line)

A corridor has been built into the Master Plan for Patterson Place since its inception - shown as (1) on the attached - and represents the **least disruptive** and very much the **least expensive** alternative for getting from the New Hope Creek floodplain to Mt. Moriah Rd.

(1) is also the alignment selected by the Phase II Major Investment Study.

(2) is an alignment that cuts across the SE corner of the Witherspoon property, requires the removal of Building B-3, cuts future Building B-2 (3) off from its parking, crosses SW Durham Drive at (4), raising separation ("plan") and vertical ("profile") concerns between that crossing and the future on/off ramps of the interchange (5) adopted for SW Durham Dr. x US 15-501.

(6) is an alignment that increases the separation between the interchange and the transit line crossing of SW Durham Drive, with (i) less impact on the Witherspoon property, (ii) more impact on the commercial area across Witherspoon Blvd. and (iii) certainly a very dramatic (to put it mildly) impact on Kroger and its parking.

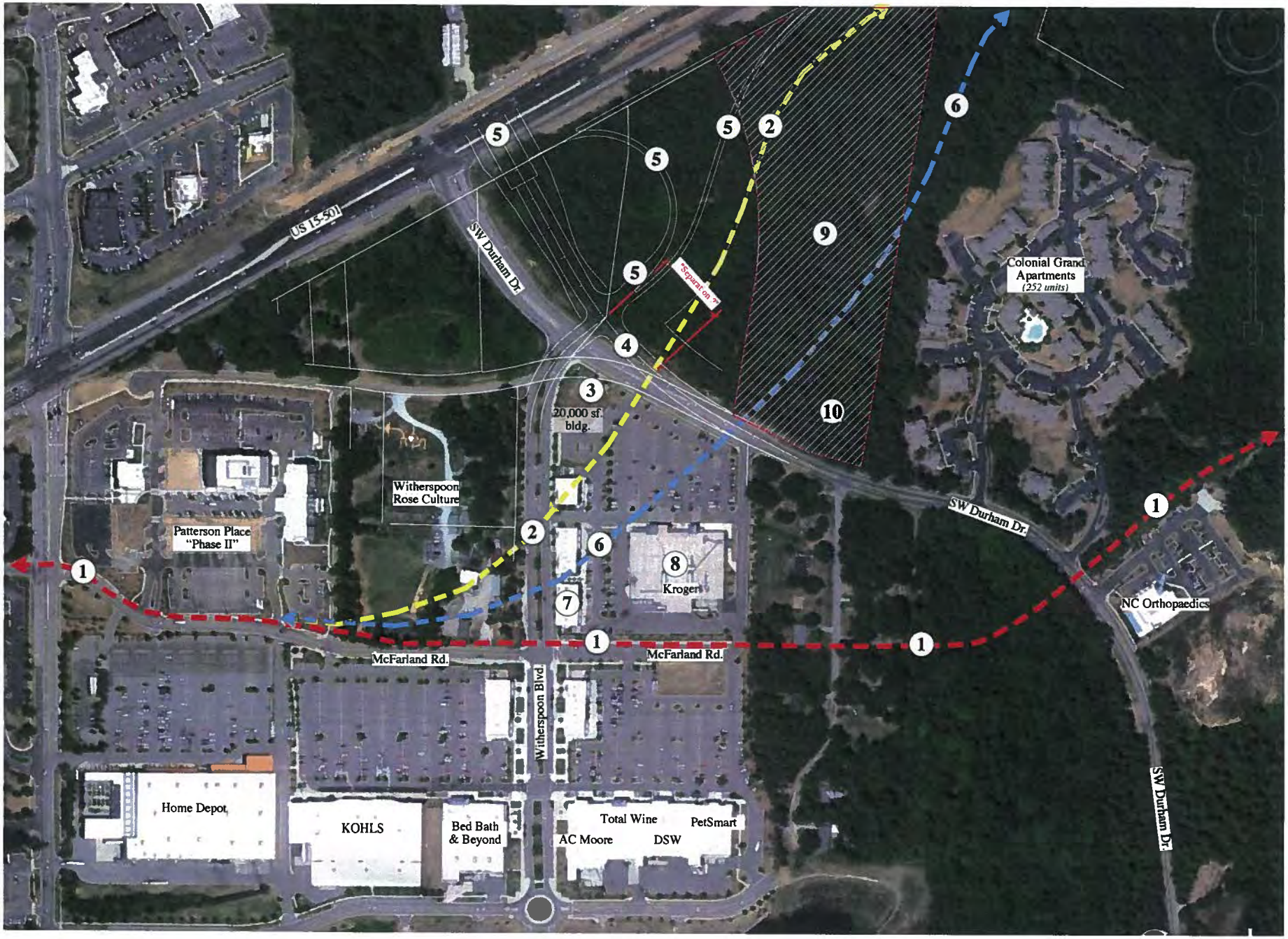
(6) also splits the hatched 15.4 acre property indicated with (9) and (10), creating the two pieces which have access and "shape" problems. (9) + (10) is shown as being suitable for "commercial" on the Durham Future Land Use Map; an even more valuable use would be for uses that would support either "origin" or "destination" transit trips, putting either "rooftops" or "jobs" on the property and helping drive transit ridership.

Given the very disruptive impacts of the yellow or blue routes, right-of-way acquisition for either the yellow or the blue alternatives can be expected to be considerably more expensive than the alignment identified by the MIS, where some owners would to see it go and could be more helpful in the process of gaining control of the necessary right-of-way.

Contact information is below.

FYI - I respond most rapidly to **text messages** and **phone calls** - *I respond to email only when I am back at my desk.*

J Michael Waldroup
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Durham, NC 27707
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Alternative Alignments Across Patterson Place

Comment 4 attachment
Align mult alts, through Path Pl
COM 11
893
Page

Note this page has comments 5 and 6

CoM ID 893 page 9

Yu Robinson, Cyndy

From:	Michael Waldroup <mikewald@mindspring.com>
Sent:	Monday, June 18, 2012 5:02 PM
To:	Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject:	Comments regarding Durham-Orange Transit Alignment scoping process (5, 6/6)
Attachments:	Path to station.PC9.pdf

Juanita/David - please see that these comments get to the right place. - note that I actually completed the final sentence before comment 6 with this version

Comment # 5 (out of a series of comments)

If one has the objective of making a station area optimally accessible to pedestrians and cyclists, the **western end of the Patterson Place station (9)** should be located at the at the head of the corridor **(2)** which has been embedded in its 'master plan', which creates an very direct and convenient corridor linking the station with Five Oaks residential area to the south, allowing existing multi-family development - "Level 51ten" **(3)**, "Lenox at Patterson Place" **(5)**, a future MF site **(4)**, along with zoned but undeveloped areas of Patterson Place **(8)**.

If the station goes in where shown and the spine along (2) is developed, it can become the slow-speed 'heart' of high-density transit-oriented development (TOD), and the future locus for many of the finer-grained retail, food and other services that the surrounding population could gravitate to and sustain.

The extension of Danziger Drive to the east, across SW Durham Drive, creates a corridor that allows pedestrian/bike access to this main spine **(2)**, making the station conveniently accessible along that route or along what will undoubtedly be a busier SW Durham Drive.

The current multi-family residential count shown - developed or approved - totals **1,186** units.

The addition over time of the type of **'liner' apartments wrapped around structured parking** that one sees in the Erwin Square and Road areas could easily add another **1,600** + residential units, for an approximate total of **2,800** units, while still allowing for the development of the office and retail/service space approved with the original Patterson Place mixed-use rezoning. At what is probably a conservative 1.5 occupants/DU, that translates into **4,200** residents, many of whom will choose to live in Patterson Place because it is served by transit, with their employment destinations at one end of the line or the other.

I haven't taken the time to company how any of these figures compare with with the S/E projections for the station area, but I suspect that, at these levels, the Patterson Place station area and its environs could make a significant contribution to system ridership.

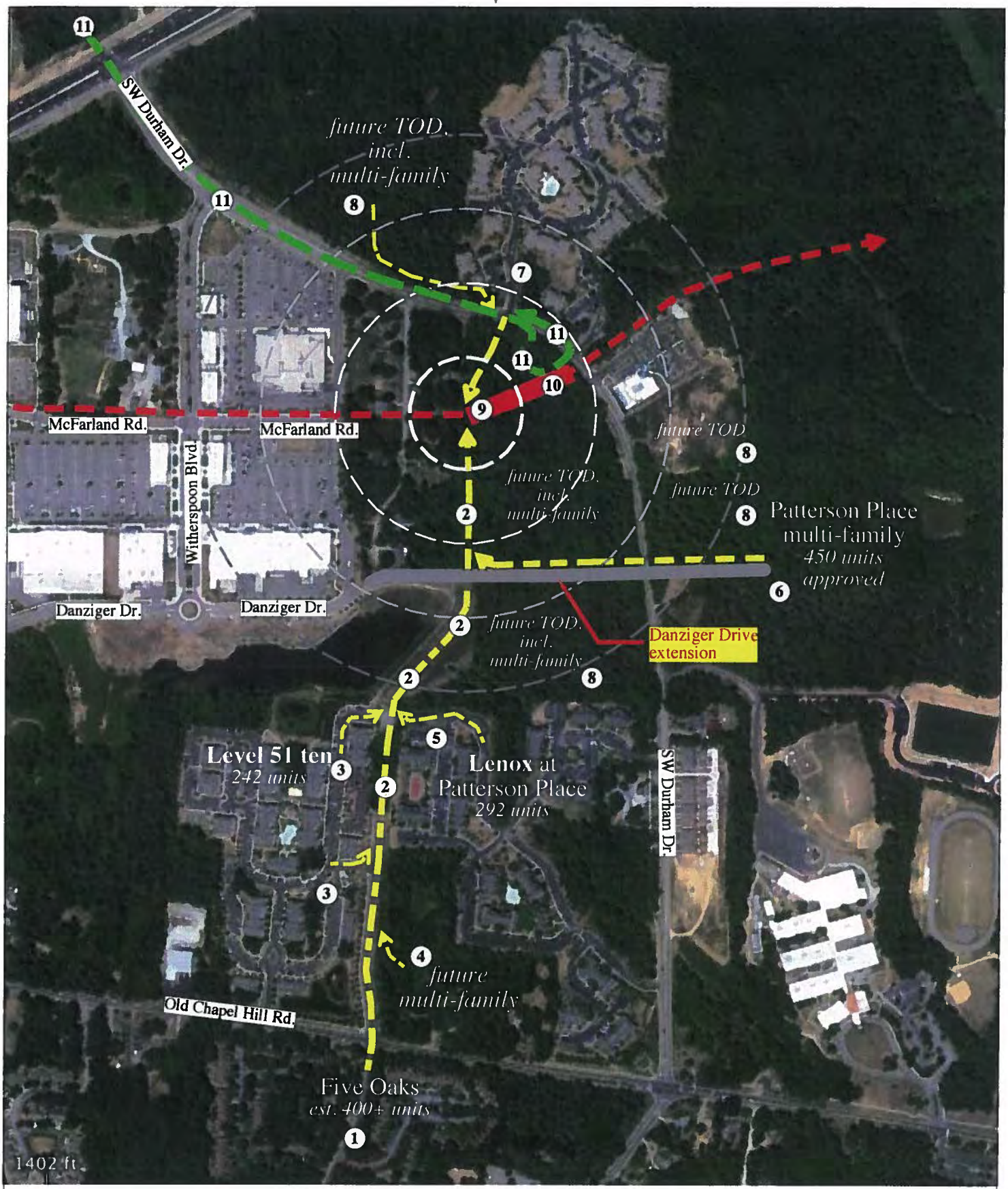
Comment # 6 (out of a series of comments)

The current transit corridor proposal contemplates serving the SW and the SE quadrants of the I-40 x 15-501 interchange.

One of the best strategies for serving the other two quadrants would be to run a **high-frequency shuttle (11)** between the Patterson Place Station and the Gateway Station through the other two quadrants (assuming that the bridge across I-40 recommended by the 15-501 corridor study is built).

Having the **eastern end of the station (10)** close to SW Durham Drive, allowing for a quick drop-off and turn around would allow for high-quality service through the other quadrants.

COM ID 893 page 11 Path to Station.pdf



The Optimal Patterson Place Station Location for Bike/Ped/Shuttle Access

Note this page / Email has Comments 7 and 8 with photos
COMID 893 page 12

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Tuesday, June 19, 2012 10:42 AM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (7, 8/8)
Attachments: Duke Power transmission line.pdf; Human impacts in NHC area2.PC9.pdf

Comment # 7 - The New Hope Creek (NHC) floodplain

Having been appointed as a "landowner's representative" to the New Hope Creek Corridor Advisory Committee in the 90's, and having had property that bordered New Hope Creek since the 80's, I am not unfamiliar with New Hope issues, particularly those affecting the stretch between US 15-501 and Old Chapel Hill Road.

While I can understand the appeal of the arguments advanced by some members of the Committee if all one were interested in was minimizing impacts to what exists in the floodplain along that stretch of the Creek, there is a bigger environmental picture with considerably greater environmental benefits that I hope elected officials and members of the public can keep in mind when considering how to cross NHC.

American city development since the end of WWII has been shaped by the car, and has left us with cities surrounded by suburbia which is proving to be both economically and ecologically unsustainable, and which are now slowly being vacated in favor of more walkable urban alternatives as the demographic tsunami of the 'baby-boomers' migrates into more urban environments where they are choosing to live the rest of their active lives.

The best thing we can do is rapidly adopt strategies that allow for a substantially less car-dependent way of life for an increasing percentage of the population, reducing demand for endless road/highway expansion, parking lot development and low-density sprawl running to the horizon, the latter of which consumes natural areas 100s and 1000s times the extent of impacts of transit in the New Hope Creek basin.

The greatest environmental good:

IMHO, The greatest environmental good is served by (i) developing good transit, (ii) using such transit to re-shape our cities that substantially eliminate the need to own/operate a car and (iii) thereby significantly shifting trips away from SOV use which makes such a high percentage of total trips.

To have the most impact, transit needs to either (i) go where people already are or (ii) where they will be, once transit-friendly development has occurred to support transit service.

Transit should run through the heart of station areas - not be pushed into corners or against barriers to easy bike and pedestrian access from a full 360° of surrounding area.

Putting stations in

(i) the **South Square area close to the intersection of Shannon and University Drive,**
(ii) where suggested in my earlier email - **opposite the University Drive entrance to BCBS** at University Place, and

(iii) where suggested **in the area between SW Durham Drive and Sayward Drive** in Patterson Place

places them where convenient pedestrian/bike access is maximized from existing and future development.

Once one has chosen **the best station areas**, then one **must** link them along an alignment and in a manner that allows for **rapid movement** between them. That short distance between South Square and Patterson Place, while a relatively small percentage of the total UNC < > Duke distance, clearly traverses areas criss-crossed by a variety of creeks but jiggering the transit corridor around so that it doesn't cross any of them will significantly degrade its operations and diminish its ability to attract riders.

If one is going to commit to transit as a user, one wants the system to deliver you to your destination as efficiently and quickly as possible, which translates into making the most direct connections between stations reasonably possible. Such alternatives as one which puts three near-90° curves in the Garrett Rd x 15-501 intersection area, near the midpoint of a run between stations, where vehicles should be moving their fastest, are unrealistic to the point of absurdity.

If this community is going to participate in the investment of more than a Billion dollars in transit between Durham and Chapel Hill, we better build the best 'mousetrap' for catching riders, and that includes making the route as direct and as 'time-efficient' as possible.

The nature of NHC environmental impacts:

Having attended as many public forums and other meetings as I have, I understand that there are objections to a new alignment based on concerns about:

- hydrology and impact of the structures on water flow; *I have to believe that with an elevated crossing, this will be negligible and immaterial.*
- breaks in the forest canopy and that impact on various species; *this has already occurred with the Duke Power line clearing*
- breaks in the canopy and the introduction of invasive plant species; *this has already occurred with the Duke Power line clearing*
- impacts of noise and light associated with transit service; *this will occur, but the impacts will be intermittent and of limited duration, and should be no more 'traumatizing than a host of other non-transit development impacts, the sort of which occur every day along the various creek corridors . As opposed to a road, which typically supports 1,000s of trips per day, this transit line should not run more than a few hundred trips through this area per day.*
- various impacts on or impediments to animal movement parallel to the Creek - *movement under a 30' wide elevated structure is likely to be less of a barrier than having to negotiate the several hundred feet of 'tunnel' at the 15-501 crossing of NHC.*
- the risk of spillage of chemicals associated with operations into waterways - *if the system is electrified, or if it is electrified crossing the Creek, this risk should be close to zero*

Quality of the Creek area midway between 15-501 and Old Chapel Hill Road:

The flood plain area to be traversed by the corridor best suited to link the above three station areas is **subject to significant human impacts**, which is to say that **it is no longer pristine and in anything close to its original natural state, and this will further change with development already approved for areas adjacent to the Creek.**

• Most significant, both as a **break in the forest canopy** and as an area **subject to periodic 'bush-hogging'** is the **Duke Energy power line easement (1)** running for 1,000's of feet in the New Hope Creek corridor from north of 15-501 to north of NC 54. The easement is 68' wide crossing Patterson Place lands, and that much, if not more is kept cleared of significant vegetation by tractors that periodically shred everything in their path.

•

As old as it is, I am not surprised to find that **Oak Creek Apartments (2)** has no apparent stormwater treatment facilities on site, despite it being located very close to both Mud and New Hope Creeks and as such, it probably represents one of the larger contributors of untreated runoff to New Hope Creek in its entire basin. The scope of construction of the **transit corridor (3)** should also consider including the installation of new or improved BMPs, if possible, serving Oak Creek, giving it state-of-the art stormwater treatment for the first time in the existence of this **501 unit** complex.

• **Colonial Grand Apartments (4) (252 units)** is built on the rise immediately above the flood plain and serves as sources of light, noise and human/pet impact on the trail system installed by the County et al. on floodplain lands below it extending south to the City Park.

• **Patterson Place (5) is approved for 450 residential units** and additional square footage for non-residential uses on the east side of SW Durham Drive; a very approximate development envelope is shown on the attached; it will come close to tripling the total number of residential units located above the NHC floodplain.

• The new **SW Durham Park (6)** has put a lighted soccer field down at the edge of the floodplain, contributing light and noise to the floodplain edges.

Atonement for environmental transgressions:

I asked Durham GIS for watershed areas within the City of Durham for New Hope Creek and its tributaries, and was provided with the following areas:

Mud Creek - 3,660.77 acres
Sandy Creek - 4,412.66 acres
New Hope Creek - 10,436.09 acres

for a total of **18,509.53** acres, or **28.92 square miles**. *Note that this is only for those parts of the watershed that are within the Durham City limits.*

If the New Hope Creek transit crossing is going to be (i) 'in the air' - on elevated tracks, and (ii) built 'top-down', with concrete supports placed 80-100' apart, for a total distance of xx feet, then it is hard to believe that one cannot find mitigation projects in any of the above three watershed areas which will more than offset any and all of the environmental impacts of the abutments supporting the fixed guideway.

Given all the long-term benefits of delivering the best-possible transit system - which boils down to changing the pattern of future development and getting people out of their cars - there is almost no degradation of the NHC corridor which could sufficiently offset the benefits which should cause the alignment crossing the Creek to be moved from where it was proposed by the Major Investment Study.

COM ID 893
page 15

Comment # 8 - Evaluate the use (and cost) of modern 'rubber-tire' vehicles on the LRT alignment

In the twenty years since the 15-501 Corridor Study created the necessity of studying alternatives to "major investments" in the 15-501 Corridor, including transit service, the "transit world" has evolved, meaning a variety of new vehicles, utilizing new materials, new propulsion and guidance systems have been developed, and variants will continue to evolve.

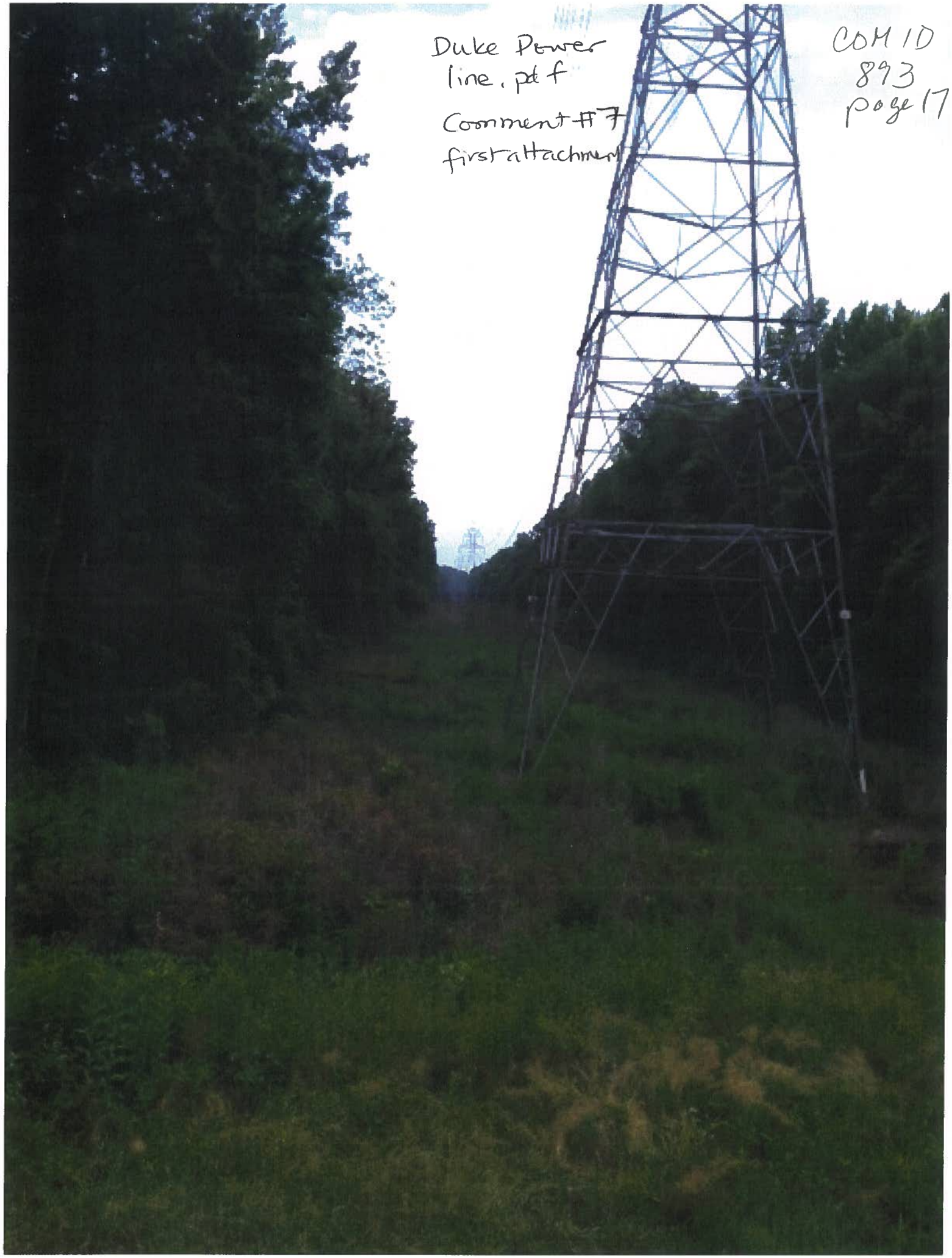
I make the final strong comment that I think that once a "light rail" alignment has been established, it should also be considered (and priced) for service by **'rubber-tire' transit vehicles** similar to what is shown with the two attachments below, and that a 'staging plan' be developed showing how transit service could 'grow', using **rubber-tire' vehicles** and **the universal medium of asphalt surfaces**, starting with a higher percentage of the total distance consisting of service in mixed-traffic with traffic signal pre-emption and migrating over time to an almost 100% exclusive 'fixed-guideway' for stabilized service, matching what is shown for LRT.

As I understand it, some of these vehicles are 'hybrids', meaning that they can use catenary-sourced electricity, or they can run on power generated on-board, which could also save on construction costs, if a catenary system does not have to be installed over the entire length of the corridor.



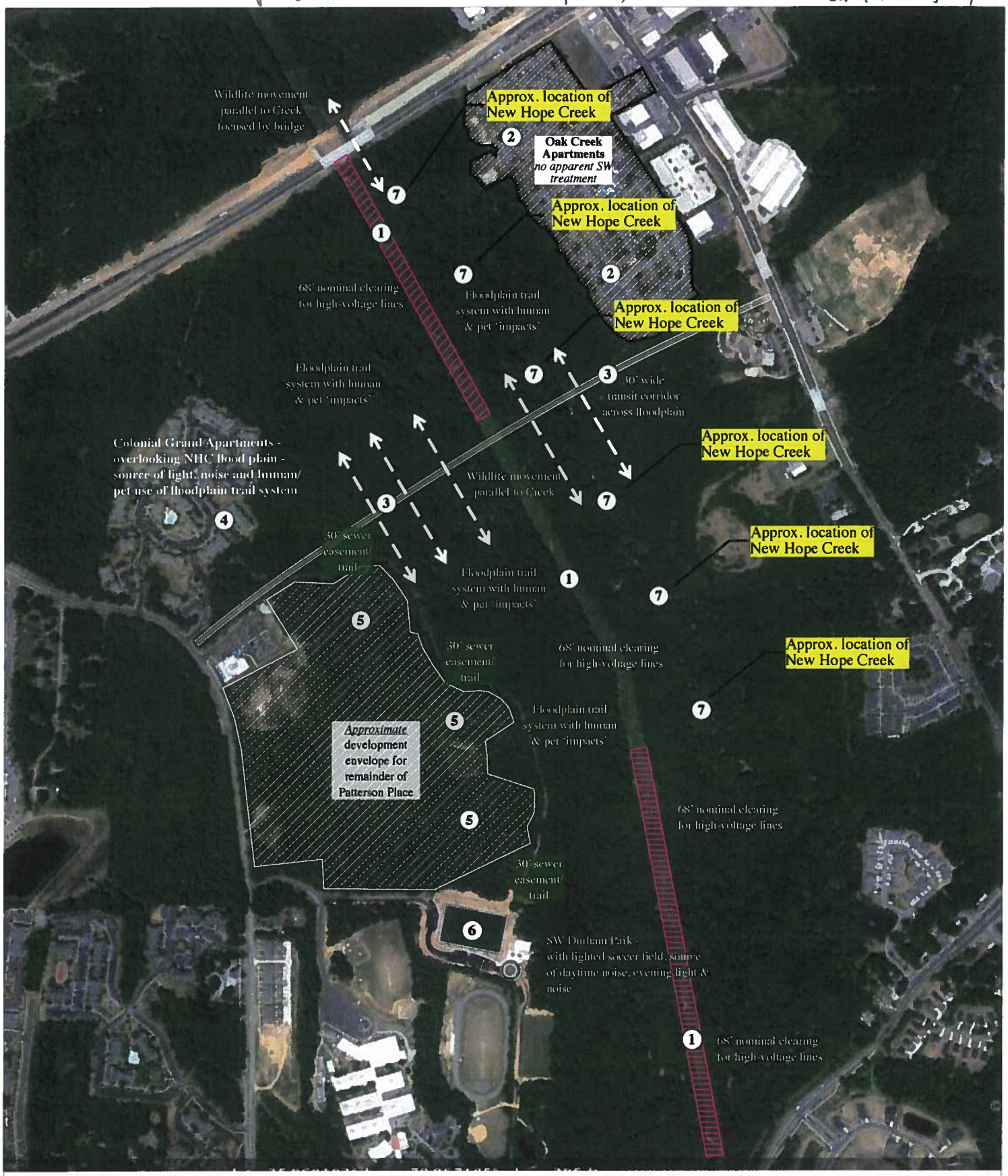
COM ID
893
page 16




Duke Power
line. pdf
Comment #7
first attachment
COM ID
893
page 17

COM ID 893 page 18

Comment #7 2nd attachment human impacts in NHC area 2, PC9.pdf



Existing and Future Impacts on NHCCorridor in vicinity of Major Investment Study recommended transit alignment

COM ID 893 page 19

Yu Robinson, Cyndy

From: Juanita Shearer-Swink <jshearerswink@triangletransit.org>
Sent: Wednesday, June 13, 2012 3:44 PM
To: Yu Robinson, Cyndy
Cc: Weisner, Jeff; Henry, Andrew
Subject: RE: MLK JR Station
Attachments: 2012 04 20 Univ Place Station'JMWaldroup PC9.pdf

Cyndy:
Assuming that we have a way of recording comments which we receive through conversations at the public meetings, etc. . .

The following generally represents input which I have received from Mike Waldroup:

As an alternative to the current location, the DEIS should look at the opportunities presented by moving the MLK Jr. LRT station to the south side of MLK Blvd and the east side of University Drive

- The attach map (with all information sent to me by Mike) identifies residential developments including apartments and townhouses; residents from these developments would be more likely to walk to a station located on the south side of MLK because of the barrier created by the Blvd. The general vicinity of this station and its connectivity network are indicated by the yellow arrows.
- Some of the residential developments are older; market opportunities enhanced by the LRT station could/would increase the likelihood that redevelopment, new development and infill would take place on some sites
- Moving the station south of MLK would increase the spacing between the South Square and MLK Stations which are currently about a ½ mile apart

Juanita

Juanita Shearer-Swink, FASLA
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---

From: Yu Robinson, Cyndy [mailto:cyndy.yu.robinson@urs.com]
Sent: Wednesday, June 13, 2012 12:56 PM
To: Juanita Shearer-Swink
Cc: Weisner, Jeff
Subject: RE: MLK JR Station

COM ID 893
page 20

Juanita,
For now, I'm not going to enter the image provided and wait for an official response from M.W. If he doesn't respond, please let me know what to do with the image. Would you dictate and we annotate it? (I realize the MLK station concept is one that the URS-contractors team produced.)
Thanks, Cyndy

From: Juanita Shearer-Swink [mailto:jshearerswink@triangletransit.org]
Sent: Wednesday, June 13, 2012 11:25 AM
To: 'Michael Waldroup'
Cc: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; 'Henry, Andrew'; Patrick McDonough
Subject: RE: MLK JR Station

Mike:
June 18th is the deadline for scoping comments related to the Durham-Orange LRT Project.

Some time ago you provided us with the attached drawings and in subsequent conversations you have indicated that you thought consideration should be given to an alternative (s) location for the MLK Jr. LRT Station.

Unless you have already sent these comments directly to info@ourtransitfuture.com (or other options listed in the Scoping Information Booklet) I encourage you to send us an email with your ideas and comments related to the attachments.

We look forward to hearing from you.

Juanita

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From: Juanita Shearer-Swink
Sent: Friday, April 20, 2012 11:40 AM
To: 'Michael Waldroup'
Cc: Greg Northcutt; 'jeff.weisner@urs.com'; 'cyndy.yu.robinson@urs.com'; 'Henry, Andrew'
Subject: MLK JR Station

Mike:
Having received the attached University Place Station image from you, I want to make sure that we correctly record the issue/concept that you want us to consider. In the DEIS we will be evaluating alternatives to the current LRT route so this kind of input is very helpful.

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page 21

At your convenience would you please put your thoughts down in an email and send it to us? Please copy the other people on this email so that your input is correctly recorded.

Thanks

Juanita

Juanita Shearer-Swink, FASLA
Project Manager
Triangle Transit
Phone: (919) 485-7412
Fax: (919) 485-7541
jshearerswink@triangletransit.org
www.triangletransit.org
Mail: PO Box 13787, Research Triangle Park, NC 27709
Site: 4600 Emperor Blvd. Suite 100, Durham, NC 27703
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From: Michael Waldroup [mailto:mikewald@mindspring.com]
Sent: Friday, April 20, 2012 11:01 AM
To: Juanita Shearer-Swink
Subject: Fwd: Please call to discuss

It seemed like a good idea at the time…….

Looking back to 1992, patience has been absolutely necessary for sanity…..

Begin forwarded message:

From: Juanita Shearer-Swink <jshearerswink@triangletransit.org>
Subject: RE: Please call to discuss
Date: April 10, 2012 3:17:06 PM EDT
To: 'Michael Waldroup' <mikewald@mindspring.com>
Cc: Greg Northcutt <gnorthcutt@triangletransit.org>

Mike:
I know that I owe you a phone call.

I am leaving for a meeting this afternoon and will be at another meeting out of the office all day tomorrow.
I plan to try and call you on Thursday.

COH ID 893
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Thanks for your patience

Juanita

Juanita Shearer-Swink, FASLA
Project Manager
Triangle Transit
Phone: (919) 485-7412
Fax: (919) 485-7541
jshearerswink@triangletransit.org
www.triangletransit.org
PO Box 13787, Research Triangle Park, NC 27709
4600 Emperor Blvd. Suite 100, Durham, NC 27703



Learn more about future Bus and Rail Options for the Triangle at ***www.ourtransitfuture.com***

From: Michael Waldroup [mailto:mikewald@mindspring.com]
Sent: Thursday, April 05, 2012 9:33 AM
To: Juanita Shearer-Swink
Subject: Please call to discuss

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269

Comid: 894

Print | Close Window

Subject: NO to a light rail maintenance station
From: Sylvia Leibel <sylvialeibel@gmail.com>
Date: Fri, Jun 15, 2012 11:04 pm
To: info@ourtransitfuture.com

A NO to the proposal that the TTA build a
maintenance facility at the current Pepsi property behind a school and a House of Worship.
Our concerns are:
Not conducive to a campus where children are present year round
Pollution
Future development of the Cornwallis site could lead to a greater economic benefits
for the city of Durham.

Thank you for your consideration and interest

--
Sylvia and Bernie Leibel

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Comid: 895

From: adi@vt.edu
To: info@ourtransitfuture.com
Subject: Location of transit maintenance facility
Date: Saturday, June 16, 2012 2:26:08 PM

6/17/2012

To whom it may concern,

Ref: A location for the transit maintenance facililty

I am writing to voice my deep concerns over the inclusion of a site near the Jewish congregation as a possible site for the location of a transit maintenance facility. The center of activity of the Jewish community of Durham is located 200 feet away from this site, including a synagogue, a school for for ages 3-12, as well as a community center. The noise, fumes, and 24 hour activity coming from such a facility would have a very negative effect on the well being of our community. It would disrupt the peaceful nature of a worship place. It would be a detriment to the children at school. It might cause families that use the communal resources to leave and find alternatives elsewhere, thus leading to a loss of jobs for school teachers and community organizers. In fact, this seems to me to be one of the worst places for a transit cleaning facility. It is natural that a choice to build in that location may be seen as disrespectful to a religious community even if unintended as such. I surely hope that such a situation, which may result in bitter feelings for residents, could be avoided. We will be very appreciative of your taking our well being into consideration.

Sincerely,

Adi Livnat
935 Ivy Meadow Lane,
Durham, NC 27707

271

Comid: 896

From: ahl
To: info@ourtransitfuture.com
Cc: info@priceforcongress.com; atilghman@priceforcongress.com
Subject: Light Rail
Date: Saturday, June 16, 2012 5:04:17 PM

To whom it may concern

My husband and I have been living in Chapel Hill for over 35 years but our lives very much are divided between Chapel Hill and Durham. We have always felt that we are, and continue to consider ourselves to be, e part of "the Durham-Chapel Hill community". We have been part of the developments in this community, which we have welcomed and enjoyed. But now we need to express our serious reservations to locating the large ROMF (Rail Operations and Maintenance Facility) for the proposed regional light rail line between Chapel Hill and Durham at what used to be the Pepsi plant off Cornwallis Road. My husband and were informed that this is one of the locations being considered but were surprised to find no mention of service and maintenance on the website for the proposed Durham-Chapel Hill light rail. Likewise, when we attended the information session on May 2 in Chapel Hill, none of the posters, videos, handouts etc. made mention of service and maintenance in spite of the fact that a document entitled "Resolution to approve the locally preferred alternative for the Durham Orange County transit corridor" stated that, and I quote " the location of f a Rail Operation and Maintenance facility will be further studied in the scoping and PD/EIS phase..." We did speak to some of the representatives present at the May 2 in scoping session and, in response to our questions, they confirmed that the above-mentioned site is one of several (4 or 5) being considered. They were not forthcoming as to which other locations were being considered, although we suggested that in evaluating options, it would be useful to have this information. I was subsequently told that one of the other locations being considered is in the area of the proposed Patterson Place station. We don't know whether this is correct, since we have been unable to find information on line. But, if true, this would be an ideal location since it is already a business site with lights on all night, lots of traffic etc.

Our reservations about locating the ROSF on the site of the former Pepsi plant are due to its proximity to a place of worship (Judea Reform Synagogue), a school (the Lerner Jewish Day School) and the newly constructed Jewish Community Center (JCC). The effect of a maintenance facility, which by definition would have to be operational 24/7, on activities associated with worship and learning would be devastating. Moreover, the developer who purchased the Pepsi property has plans to develop a residential community in this mid-point between Durham and Chapel Hill. Recognizing the value of the JCC to the Durham-Chapel Hill community, he has proposed to donate three acres to the JCC. The proposed rail maintenance yard will most certainly halt these ambitious plans, which will be a loss to the Durham-Chapel Hill community.

My husband and I became founding members of the JCC because it is a community asset. Its establishment was welcomed and supported by the Mayor of Durham, as well

COM ID 896
page 2

as by Representative David Price. The opening of the JCC took place one year ago and already appears to be fulfilling its expected role as a community resource. For example, a significant number of members are not Jewish, diverse groups such as the RTI basketball team, are consistently taking advantage of this community resource. We respectfully ask you to please be considerate of our center or worship, our learning facility and of our gift to the Durham Chapel Hill community in the form of the JCC. Please, don't jeopardize the future of this community resource..

Arie and Anita Lewin
P.O.Box 3483
Chapel Hill NC 27515
919-967-6407

From: Celeste
To: info@ourtransitfuture.com
Subject: Light rail
Date: Saturday, June 16, 2012 4:32:00 PM

272

Comid: 897

To whom it may concern:

I am a Pickett Park resident and I support Alternative 1 for the light rail. The other initiative comes too close to our homes here.

Thank you for your consideration.

Celeste King
2822 Pickett Road #135
Durham, NC 27705

273

Print | **Close Window**

Comid: 898

Subject: Proposed light rail ROMF
From: Eric Wittle <ericw@wittle.net>
Date: Sat, Jun 16, 2012 6:59 am
To: info@ourtransitfuture.com

I'm writing to oppose the Western Bypass proposed site for the light rail regional operations maintenance facility (ROMF). My children attend the Lerner Jewish Community Day School immediately adjacent to this proposed site, and I am a member of the Levin Jewish Community Center also located immediately adjacent to the proposed site. I share the concerns of many others that the ROMF will be a disruptive to the educational and community environments that our community has worked for years to establish. I strongly recommend that you pursue other alternatives for the ROMF.

-Eric Wittle

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L 274.
Comid: 899

From: Aaron Leff
To: info@ourtransitfuture.com
Subject: no light rail
Date: Saturday, June 16, 2012 7:15:24 PM

We don't not want the light rail maintenance station at the cornwallis location.

Thank you

--
"Living better through better living...."

APPENDIX F COOPERATING AGENCIES CORRESPONDENCE

U.S. Department of Transportation
Federal Highway Administration

North Carolina Division
310 New Bern Avenue, Suite 410
Raleigh, NC 27601
(919) 856-4346
(919) 747-7030
http://www.fhwa.dot.gov/ncdiv/

July 24, 2012

In Reply Refer To:
HDA-NC



Ms. Yvette G. Taylor, Ph.D.
Regional Administrator
Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303

Dear Ms. Taylor:

This is in response to your June 27- letter to our office inviting the Federal Highway Administration (FHWA) to be a Cooperating Agency for the Durham-Orange Light Rail Transit Project, Durham and Orange Counties, North Carolina. We accept your invitation to be a Cooperating Agency because the proposed light rail transit project alignment contains a section that runs parallel to I-40 and subsequently crosses Interstate I-40 on an aerial structure west of the interchange of I-40 and US 15-501 in Durham County. Protecting the integrity of the I-40 highway corridor is our main interest in this project.

We appreciate the opportunity to participate in this project. If you have any questions or comments regarding this response, please contact Clarence Coleman, Director of Preconstruction and Environment for the NC Division Office, at (919) 747-7014. For the environmental document, Mr. Felix Davila, Preconstruction and Environment Engineer, will be acting as the designated contact and can be reached at (919) 747-7021 or felix.davila@dot.gov.

Sincerely,

Clarence W Coleman, Jr.

For John F. Sullivan, III, P.E.
Division Administrator

cc: Brian C. Smart, Environmental Protection Specialist, FTA

Brian:
FYI

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
69 DARLINGTON AVENUE
WILMINGTON, NORTH CAROLINA 28403-1343

REPLY TO
ATTENTION OF:

July 26, 2012

Regulatory Division

SUBJECT: Action ID. 2012 00957, Durham-Orange Light Rail Transit Project



Ms. Yvette G. Taylor, Ph.D.
Federal Transit Administration
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

Dear Ms. Taylor:

Reference your letter dated June 27, 2012, in which you invited us to participate as a Cooperating agency in the development of the Environmental Impact Statement (EIS) for the proposed Durham-Orange Light Rail Transit Project located on new linear alignment from UNC Hospitals in Chapel Hill, Orange County, North Carolina, to Austin Avenue in Durham, Durham County, North Carolina. In addition, you have also requested that we participate as a Participating Agency pursuant to Section 6002 of SAFETEA-LU.

In accordance with the Council on Environmental Quality, (40 CFR 1501.6 Cooperating Agencies), we agree to participate as a Cooperating Agency. It is our intention to formally adopt the Federal Transit Administration (FTA) National Environmental Policy Act (NEPA) document, in whole or in part, provided it meets our requirements relative to Section 404 of the Clean Water Act and NEPA when the Record of Decision (or Finding of No Significant Impact, as appropriate) is completed.

Please note that other program commitments will preclude us from funding or writing any portion of the subject document. However, it is our intention to fully participate in the development of the necessary document throughout the NEPA process. It is also our intention that at the end of this process, our requirements pursuant to Section 404 of the Clean Water Act, including our Public Interest Review, and Section 10 of the Rivers and Harbors Act would be fully satisfied. Regarding these identified regulatory requirements, please reference our letter to you dated June 19, 2012. This letter responded to your request for comments concerning your scoping review of the identified project. Please be aware that as a cooperating agency, we would have the same concerns that were identified in our June 19th letter including, but not limited to, the evaluation of alternatives which may have less environmental impact. In the event that your NEPA analysis does not adequately address our program responsibilities, a supplemental NEPA document may become necessary.

Finally, we also agree to Participating Agency status, pursuant to Section 6002 of SAFETEA-LU, and will provide you with issues of concern regarding environmental or socioeconomic

impacts as early as possible in the planning process that could substantially delay or prevent our agency from granting a permit for the project.

Thank you for your time and cooperation. Questions or comments may be addressed to Mr. James Lastinger, Raleigh Regulatory Field Office, 3331 Heritage Trade Drive, Wake Forest, North Carolina, 27587, or telephone 919-554-4884, extension 32.

Thank you in advance for completing our Customer Survey Form. This can be accomplished by visiting our web-site at http://per2.nwp.usace.army.mil.survey.html and completing the survey on-line. We value your comments and appreciate your taking the time to complete a survey each time you interact with our office.

Sincerely,

Jean B. Gibby
Acting Chief, Regulatory Division

Copy Furnished:

Mr. Michael Hosey
B. Everett Jordan Dam and Lake
P.O. Box 144
Moncure, NC 27559

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

July 27, 2012

Mr. Brian Smart
Transportation Planner
Federal Transit Administration, Region IV
230 Peachtree Street NW, Suite 800
Atlanta, Georgia 30303

SUBJ: Cooperating Agency Request for the Durham-Orange Light Rail Transit Project, Durham and Orange Counties, North Carolina

Dear Mr. Smart:

The U.S. Environmental Protection Agency (EPA) received your letter on July 12, 2012, offering this Agency an opportunity to be a cooperating agency for the subject EIS. Scoping has been initiated on the project and a scoping meeting was held on May 2, 2012. The cooperating agency request document includes a scoping information booklet and maps. The document also provides a reference to project background and details including the Alternatives Analysis Final Report.

The proposed Durham-Orange Light Rail Transit Project involves light rail transit and station planning in a 17-mile corridor in Durham County and Orange County, North Carolina. The purpose of the proposed transit investment in the Durham-Orange County (D-O) Corridor is to provide solutions that address the need to enhance mobility, expand transit options between Durham and Chapel Hill, serve populations with high propensity for transit use and foster compact development

EPA accepts Federal Transit Administration's (FTA's) offer to act as a cooperating agency. EPA will provide NEPA comments, early review for key environmental sections of the document, and we can also participate in teleconferences or meetings with stakeholders to discuss important milestones, as appropriate. It should also be noted that our status as a cooperating agency has no effect on our review responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) or Section 309 of the Clean Air Act.

We appreciate your coordination with us. EPA will submit comments on the project as a follow-up to this letter. The NEPA contacts will be Ntale Kajumba (404/562-9620) of my staff in the NEPA Program Office.

Sincerely,

Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

APPENDIX G AGENCY SCOPING FOLLOW-UP MEETING
(Meeting Minutes, Coordination Plan, Annotated EIS Outline)

URS

URS DIN # 00728

MEETING MINUTES

Date Distributed: 31 August 2012

Prepared by: Adam Migliore Meyer / Jeff Weisner

Meeting Date/Time: August 21, 2012 – 1:00 PM

Meeting Subject: Durham-Orange Light Rail Transit (LRT) Project
Regulatory Agency Scoping Follow-up Meeting

Place: The William & Ida Friday Center, Sunflower Room, Chapel Hill, NC

Attendees:

Agency attendees:
Michael Hosey, US Army Corps of Engineers*
Francis Ferrell, US Army Corps of Engineers *
John Thomas, US Army Corps of Engineers*
Felix Davila, Federal Highway Administration*
Sarah McRae, US Fish and Wildlife Service
Rob Ridings, NC Division of Water Quality
Travis Wilson, NC Wildlife Resources Commission
Mark Ahrendsen, TCC Chair of Durham-Chapel Hill-Carrboro MPO, Director of Durham Department of Transportation
Meg Scully, Durham County Manager's representative
Jane Korest, Durham Open Space and Trails Commission
Hannah Jacobson, Durham City-County Planning Department
Helen Youngblood, Durham City-County Planning Department
Brian Strong, NC Department of Environment and Natural Resources
Stephen Hall, NC Department of Environment and Natural Resources
Allison Weakley, NC Department of Environment and Natural Resources
Chuck Edwards, NC Department of Transportation Division 7
Phillip Vereen, NC Department of Transportation – Public Transportation
* signifies cooperating agencies

Attendees participating electronically:
Brian Smart, Federal Transit Administration Region 4 (Atlanta)
Myra Immings, Federal Transit Administration Region 4 (Atlanta)
Adam Denton, Federal Transit Administration (Washington, DC)

URS/Triangle Transit project team:
Greg Northcutt, Triangle Transit
Juanita Shearer-Swink, Triangle Transit
Brad Schulz, Triangle Transit
Eileen Philips, Triangle Transit
Jeff Weisner, URS
Cyndy Yu-Robinson, URS
Paul Himberger, URS
Adam Migliore Meyer, URS

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

Minutes of Durham-Orange LRT Project Regulatory Agency Scoping Follow-up Meeting
August 21, 2012 / 1:00 PM

Members of the public:
Ed Harrison, Chapel Hill Mayor Pro Tem and Triangle Transit Board Member
John Kent, Citizen

Discussion items:
Meeting Purpose
Introduction
Project Background
Project Coordination
Review of Scoping Comments
EIS Outline
Next Steps

Meeting Purpose
To review the project scoping input and comments to date, collectively process them and formally develop the final scope of the Environmental Impact Statement (EIS); discuss and provide input on the: Scoping Report, Draft Coordination Plan, and the annotated outline for the EIS.

Presentation Materials
A PowerPoint presentation was made with web conference access for those participating electronically. References were made to the following materials distributed prior to the meeting:

- Draft Coordination Plan
- Draft Scoping Report
- Draft Annotated EIS Outline

Introduction
Ms. Shearer-Swink opened the meeting with welcoming remarks, and introductions were made by all attendees, including the attendees participating electronically.

Project Background
Mr. Smart also provided opening remarks with a review of the Federal Register Notice of Intent published on April 3, 2012, which opened the scoping comment period. For the Durham-Orange LRT Project, the various alternatives that would be studied include alignments C1 and C2, the No-Build, and Transportation System Management (TSM) including existing and enhanced bus service.

Mr. Weisner summarized past and current transit efforts and put them into context with a timeline showing the transportation plans and studies completed since 2002. Focusing on the Durham-Orange Corridor, Mr. Weisner mentioned the key project milestones to date: Alternative Analysis with the Recommended Locally Preferred Alternative (LPA) (July 2011); the DCHC-

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August 21, 2012 / 1:00 PM

MPO adoption of the LPA (February 2012); publication of the Notice of Intent; opening of the Scoping Comment Period (April 2012); Scoping Meetings and Public Workshops (May 2012); closing of the Scoping Comment Period (June 2012); Scoping Report (June 2012); and Draft Coordination Plan (August 2012).

He briefly discussed the proposed technology for the Durham-Orange Corridor: electric light-rail vehicles traveling on 17 miles of double-tracks in dedicated and shared rights-of-way. He also reminded attendees of the resources available on the project website: www.ourtransitfuture.com.

Project Coordination
Mr. Weisner gave a synopsis of the Draft Coordination Plan, which is intended to "ensure that early and on-going coordination with interested agencies is achieved and to facilitate permitting and construction in the long-term" (Draft Coordination Plan, Page 1). The Plan identifies the Lead Agencies: Federal Transit Administration (FTA) and Triangle Transit; Cooperating Agencies: US Army Corps of Engineers (USACE), Federal Highway Administration (FHWA), and Environmental Protection Agency (EPA); as well as the federal, state, and local Participating Agencies. The list of Participating Agencies can be found on page 11 of the Draft Coordination Plan. The Plan proposes a coordination structure to facilitate interagency participation, which includes five interagency coordination meetings. There may also be individual meetings with specific agencies. In addition, the Plan outlines the responsibilities of the agencies, which Mr. Weisner noted during the meeting. He also explained how this structure fits into the overall project timeline.

There were no comments on the Draft Coordination Plan or project timeline.

Mr. Weisner asked that agencies respond with any comments related to the Draft Coordination Plan by Friday, September 7.

Review of Scoping Comments
Mr. Weisner summarized the comments received during the Scoping Comment Period with a bar chart of the comments organized by topic area. This chart is Figure 1 of the Scoping Report Appendix E, which is available on the project website. He noted that the topic areas receiving the most comments were Social Aspects and the Rail Operations Maintenance Facility (ROMF). Among the topic areas receiving the least comments were Service and Purpose and Need.

Comments were geocoded in addition to being catalogued. Mr. Himberger presented ESRI ArcGIS Online — a Geographic Information System (GIS) tool which the project team has used to display comments visually and facilitate the comment review process. He began by providing a context for this new tool by explaining how it overcomes the limitations of Google Earth used at previous meetings. It also expands the opportunities for agency coordination and public involvement.

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To illustrate the capability of ESRI ArcGIS Online, Mr. Himberger projected a map of the Durham-Orange LRT Project, displaying scoping comments received from all agencies. He noted that by visualizing comments by location, we see that comments were clustered around the C1 and C2 alternatives of the Durham-Orange LRT Project as well as wetland areas. These clusters identify portions of the proposed LRT alignment that are of particular concern with regard to environmental review.

Mr. Himberger explained that in addition to being geocoded, comments were also categorized according to Agency and NEPA categories. The map also shows the proposed LRT alignment, stations, environmental features, project study area, wetlands, national register boundaries and other data layers.

Mr. Himberger emphasized that the ESRI ArcGIS Online tool will continue to evolve with the project and requested that agencies provide feedback on any inaccuracies in the data or how the tool could be improved.

Ms. Jacobson asked how the map with the geocoded comments could be accessed; Mr. Himberger responded that the link to the online map will be provided to Participating Agencies. [Provided as attachment to these minutes].

After the overview of the ESRI ArcGIS Online tool, Mr. Himberger and Mr. Weisner reviewed several comments along the corridor to illustrate the variety and thoroughness of agency responses. For example, EPA had a comment on impacts to schools, and the proposed LRT alignment crossing New Hope Creek received comments from multiple agencies about the impacts of crossing the sensitive natural systems associated with the Creek.

While reviewing a comment regarding noise impacts, Mr. Hosey asked how areas will be determined for noise studies. Mr. Weisner responded that these areas will be decided during the project kickoff and data collection phases. Ms. Weakley then asked whether developed areas would be the only ones included in noise studies. Mr. Weisner responded that natural areas could be included as well.

EIS Outline

Mr. Weisner presented the annotated EIS outline consisting of 24 chapters and accompanying appendices. He then identified chapters of the EIS with issues of particular significance: Transportation (Chapter 3); Neighborhoods, Community Services, and Environmental Justice (6); Cultural Resources (8); Natural Resources (10); Water Resources (11); Secondary & Cumulative Impacts (19); and Climate Change Adaptation Planning (20).

Mr. Weisner then asked for comments, and specifically if there were other chapters that should be identified for issues of significance.

Mr. Smart responded that Section 4(f) Resources should be highlighted because of the effect on Little Creek, USACE lands, and the waterfowl refuge near the C1/C2 alternatives.

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August 21, 2012 / 1:00 PM

Ms. Immings asked whether the second bullet point under the Water Resources chapter of the annotated outline intended to *exclude* water resources other than Jordan Lake, Little Creek, New Hope Creek and Sandy Creek, or if there was a typo. Mr. Weisner responded that it was a typo and that the second bullet point should read: "…Specific floodplain/flood storage areas include, but are *not* limited to, those associated with the Jordan Lake watershed in the vicinities of Little Creek and New Hope and Sandy Creeks."

Mr. Davila asked where logical termini would be included in the EIS, and Mr. Weisner responded in the Alternatives Considered chapter.

Ms. Weakley asked which lands are included in the chapter on Parklands. Mr. Weisner replied that all public lands will be included in this section. She also asked what was meant by "irreversible & irretrievable commitments of resources." Mr. Weisner gave the example of wetland and noise impacts being irreversible. Mr. Smart added that studying irreversible and irretrievable commitments of resources is required under the New Starts program, and would include commitments of resources such as finances and land. He also noted that the evaluation of commitments of land would include coordination with local planning departments to determine if there is a higher and better use of the land.

Ms. Immings recommended adding a problem statement ahead of the chapter on Purpose and Need to explain the impetus for the project. Mr. Weisner replied that this could be added to the outline and included in the EIS.

A representative from DENR asked if mitigation is included in the outline and Mr. Weisner replied that most chapters have a section concerning mitigation and referred to the annotated Draft Outline, which he displayed on the screen.

Ms. Immings pointed out that the Visual and Aesthetic Consideration chapter did not include a description of coordination or consultation and that it should be added. She also stated that social values need to be communicated. She requested that a fourth section regarding consultation with community leaders be added to the chapter on Neighborhoods, Community Services, and Environmental Justice. Ms. Immings asked when a Public Involvement Plan (PIP) would be available and that she would like to provide input. Mr. Weisner responded that the PIP will be an update of the existing PIP prepared for and documented in the Alternative Analysis and that it would be available in time for the as yet unscheduled EIS project kickoff meeting.

Mr. Harrison asked who would develop the PIP; Mr. Weisner responded that the URS/Triangle Transit project team would update the PIP currently in place and Mr. Smart added that all will have input in that process.

Mr. Smart and Ms. Immings emphasized FTA's commitment to streamlining the EIS process and producing a user-friendly EIS for public review. As part of the commitment to streamlining, the EIS should not exceed 150 pages. Appendices and technical memoranda would not count towards the page maximum. Additionally, FTA requests only electronic copies of the appendices and technical memoranda. Mr. Weisner stated that the EIS will be provided in electronic and

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hard copy format as described by FTA and added that electronic communication and commenting is also strongly encouraged between agencies as the EIS process moves forward. He suggested the use of SharePoint as a tool for electronic collaboration. Agency representatives will have access to SharePoint and will soon receive log-in information via email.

Mr. Ahrendsen asked about the status of the recently passed MAP-21 legislation and its resulting impact on the EIS process. Mr. Smart responded that MAP-21 will become effective October 1. FTA has a website with preliminary information regarding MAP-21, but specific guidance is not available at this time. Mr. Smart added that FTA Region 4 has been successful with streamlining the EIS process and that streamlining measures will continue to be followed. For example, the Record of Decision (ROD) for the Charlotte LYNX Blue Line extension was delivered 15 days ahead of schedule. The EIS/ROD for the Detroit light-rail project was completed in 16 months as opposed to the average of 4 years needed to complete an EIS and obtain a ROD.

Mr. Davila asked if there would be a document or technical memorandum concerning traffic volumes and travel demand management on Interstate 40. Mr. Weisner replied that this information would be included in the Transportation chapter, but that a separate document could also be produced.

Ms. Weakley asked when the project kickoff meeting for the EIS would be held. Mr. Weisner and Ms. Shearer-Swink replied that a date has not been set. Advancing the Durham-Orange LRT Project is predicated on the outcome of the November 2012 referendum on a ½ cent sales tax for transit in Orange County and authorization from the FTA to begin Preliminary Engineering (PE) and the preparation of an EIS. Spring 2013 is the earliest that the EIS Kickoff Meeting for this project could be held.

Next Steps
The Scoping Report will be updated to include the results of this Regulatory Stakeholders Follow-up Meeting. The Draft Coordination Plan and EIS Outline will be revised in response to comments received by agencies.

Mr. Weisner reminded agencies that comments on the Draft Coordination Plan are due on Friday, September 7.

Action Items:

- URS will develop an Agency SharePoint site for the project and provide log-in information for Participating Agencies.
- URS will update the Scoping Report to include documentation of the Regulatory Agency Scoping Follow-up Meeting.
- URS will provide the ESRI ArcGIS Online URL to Participating Agencies.
- Project Team will revise the Project Coordination Plan per input received by September 7.

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Minutes of Durham-Orange LRT Project Regulatory Agency Scoping Follow-up Meeting
August 21, 2012 / 1:00 PM

- Project Team will revise the draft Annotated EIS Outline per comments received during the meeting and input received by September 7.
- Revised Scoping Report, Coordination Plan and Annotated EIS Outline will be placed on SharePoint site.

Meeting was adjourned at 2:15 PM.

Meeting Adjourned
The above Meeting Minutes are the author's synopsis of what was stated. The program will rely on these minutes as the record of all matters discussed and conclusions reached during this meeting unless written changes are sent to the author within seven calendar days of receipt of these Minutes.

JW/amm
cc: Attendees
PMC@TriangleTransit.org
URS File

Attachments:
Agenda
Meeting sign-in sheet
Presentation slides
Durham-Orange LRT Project ESRI ArcGIS Online instructions

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

FTA / TTA Meeting
Tuesday, August 21, 2012 – 1:00 – 3:00 pm
Friday Center, Sunflower Room

Scoping Agency Follow-up Meeting

Agenda

A. Introduction

B. Project Background

C. Project Coordination

D. Review of Scoping Comments

E. EIS Outline

F. Next Steps

Sign-in Sheet **Meeting Date:** _____

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Organization	Affiliation (please circle one)
John Thomas	john.t.thomas.jr@saw02.usace.army.mil	Wilmington District Corps of Engineers	a. private citizen **b. official** c. non-profit representative d. other
Travis Wilson	travis.wilson@ncwildlife.org	NCWRC	a. private citizen **b. official** c. non-profit representative d. other
Michael Hosey	michael.l.hosey.iii@usace.army.mil	USACE	a. private citizen **b. official** c. non-profit representative d. other
Felix Davila	felix.davila@dot.gov	FHWA	a. private citizen **b. official** c. non-profit representative d. other
CHUCK EDWARDS	CNEDWARDS@NCDOT.GOV	NCDOT	a. private citizen **b. official** c. non-profit representative d. other
Brian Strong	brian.strong@ncdenr.gov	NCDENR	a. private citizen **b. official** c. non-profit representative d. other
Rob Ridings	rob.ridings@ncdenr.gov	NC Division of Water Quality	a. private citizen **b. official** c. non-profit representative d. other
Meg Scully	mscully@durhamcountync.gov	Durham County	a. private citizen b. official c. non-profit representative d. other
Helen Youngblood	Helen.youngblood@DurhamNC.gov	Durh Cit/Co planning	a. private citizen **b. official** c. non-profit representative d. other
Allison Weakley	allison.weakley@ncdenr.gov	NCNHP	a. private citizen b. official c. non-profit representative **d. other**
Frances Ferrell	frances.e.ferrell@usace.army.mil	USACE	a. private citizen **b. official** c. non-profit representative d. other

Sign-in Sheet **Meeting Date:** _____

Our Transit Future
Triangle Regional Transit Program

Name	Email Address	Organization	Affiliation (please circle one)
Jan Korest	jkorest@durhamcountync.gov	Durham County	a. private citizen **b. official** c. non-profit representative d. other
Sarah McRae	sarah_mcrae@fws.gov	USFWS	a. private citizen **b. official** c. non-profit representative d. other
Hannah Jacobson	hannah.jacobson@durhamnc.gov	Durham Planning	a. private citizen **b. official** c. non-profit representative d. other
MARK AHRENDSEN	mark.ahrendsen@durhamnc.gov	DCHC MPO TCC chair	a. private citizen **b. official** c. non-profit representative d. other
Ed Harrison	ed.harrison@mindspring.com	TTa TRUSTEE conservation biologist	a. private citizen b. official c. non-profit representative d. other
Phillip Vereen	NCDOT-PTD pluvereen@ncdot.gov	NCDOT PTD	a. private citizen **b. official** c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other
			a. private citizen b. official c. non-profit representative d. other

Our Transit Future

Durham-Orange Light Rail Transit Scoping Follow-up Meeting

August 21, 2012

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Meeting Agenda

Our Transit Future

- **Introduction**
- **Project Background**
- **Project Coordination**
- **Review of Scoping Comments**
- **EIS Outline**
- **Next Steps**

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Introduction

Our Transit Future

Purpose of the Meeting

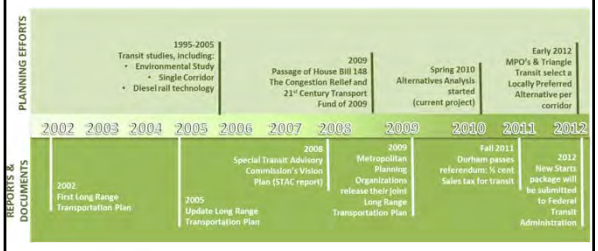
To review and receive input on the:

- Draft Coordination Plan
- Scoping Comments
- Outline for the EIS

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Project Background

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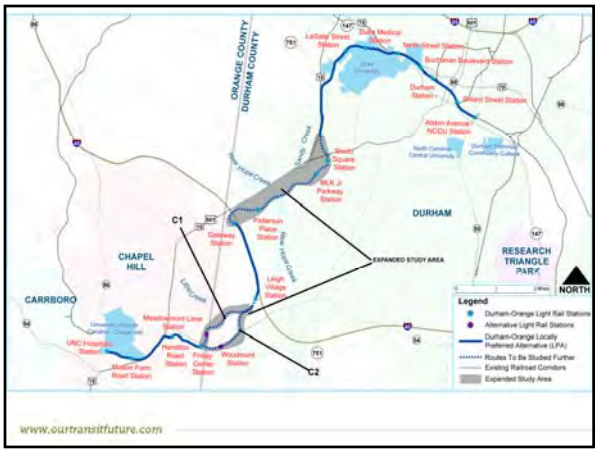
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Project Background

Our Transit Future

- July 2011 – Alternative Analysis with Recommended Locally Preferred Alternative (LPA)
- February 2012 – DCHC MPO Adoption of LPA
- April 3, 2012 - Notice of Intent (NOI)
- May 2 and 3, 2012 – Scoping Meetings
- June 18, 1012 – Scoping Comment Period
- July 2012 – Scoping Report
- August 2012 – Draft Coordination Plan

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Durham-Orange Light Rail Transit (LRT) Project

Our Transit Future

- LRT service between UNC Hospitals and Alston Avenue in east Durham (17 miles)
- 10-minute frequencies during peak hour; 20-minute off-peak
- Estimated end-to-end travel time is 35 minutes
- Double-tracked (one track for each direction of travel)
- Primarily at-grade in a dedicated and shared right-of-way
- Elevated sections throughout to avoid or mitigate impacts to traffic and environmental features
- 17 stations are proposed for the LRT Alternative
- Station location refinements and station layouts and designs will occur during the Preliminary Engineering/EIS phase

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Project Coordination

Our Transit Future

Draft Coordination Plan



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Project Coordination

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- **Lead Agencies**
  - Federal Lead Agency: Federal Transit Administration (FTA)
    - Brian Smart – Environmental Protection Specialist
  - Local Lead Agency: Triangle Transit
    - Damien Graham – Government Affairs
    - Greg Northcutt – Capital Program Manager

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Project Coordination

Our Transit Future

- **Cooperating Agencies**
  - US Army Corps of Engineers
  - Federal Highway Administration
  - US Environmental Protection Agency
- **Participating Agencies**
  - Federal
  - State
  - Local

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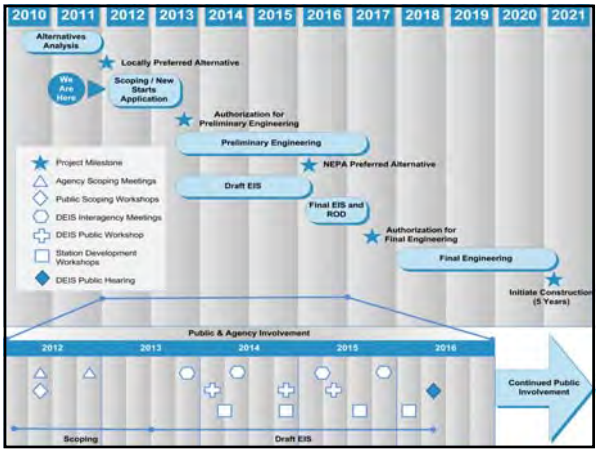
What is your role?

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Responsibilities of Participating Agencies:

- Early identification of issues of concern; potential human or environmental impacts
- Participate in the scoping process
- Provide meaningful and early input on project purpose and need, alternatives, and the methodologies and level of detailed required
- Participate in coordination meetings and joint field reviews as possible
- Participate in meetings to resolve issues that could delay completion of environmental review process or result in denial of required approvals under applicable laws
- Participate in the issue resolution process

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	COORDINATION MEETINGS
Preparation of Draft Environmental Impact Statement	**Meeting 1:** Project Kick-Off
	Meeting 2: Project progress update; Review of Technical Methodologies for Assessing Impacts
	Meeting 3: Project progress update; Review of Preliminary Design and Evaluation of Impacts
	Meeting 4: Project progress update; Review of Mitigation Measures
Preferred Alternative	**Meeting 5:** Review comments on Draft EIS and Select Preferred Alternative
Final EIS and ROD	**Further actions:** • Circulation of Final EIS • Issue Record of Decision (ROD)
Post-ROD	**Subsequent Meetings** Review Record of Decision for how to proceed with project

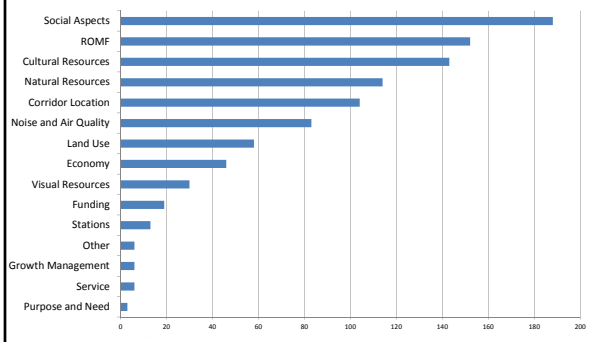
Review of Scoping Comments

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- **Scoping Report** –
  - Documents scoping process and input received from project stakeholders
  - Comments received from the public and agencies are cataloged in comment database
- **ESRI ArcGIS Online** – GIS tool used to visually represent comments intended to facilitate comment review process

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Figure 1 - Comments Received by Topic Area



Scoping Report, Appendix E: Figure 1

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EIS Outline

Our Transit Future

Proposed EIS Chapters:

1. Purpose & Need
2. Alternatives Considered
3. Transportation
4. Land Use Plans, Public Policy, and Zoning
5. Socio-economic Conditions
6. Neighborhoods, Community Services, and Environmental justice
7. Visual & Aesthetic Considerations
8. Cultural Resources
9. Parklands
10. Natural Resources
11. Water Resources
12. Air Quality
13. Noise & Vibration
14. Energy Use
15. Hazardous & Contaminated Materials
16. Safety & Security
17. Acquisitions & Displacements
18. Construction Impacts
19. Secondary & Cumulative Impacts
20. Climate Change Adaptation Planning
21. Section 4(f) Resources
22. Financial Analysis
23. Evaluation of Alternatives
24. Irreversible & Irretrievable Commitments of Resources

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EIS Outline

Our Transit Future

Proposed EIS Chapters with issues of significance:

1. Purpose & Need
2. Alternatives Considered
3. Transportation
4. Land Use Plans, Public Policy, and Zoning
5. Socio-economic Conditions
6. Neighborhoods, Community Services, and Environmental justice
7. Visual & Aesthetic Considerations
8. Cultural Resources
9. Parklands
10. Natural Resources
11. Water Resources
12. Air Quality
13. Noise & Vibration
14. Energy Use
15. Hazardous & Contaminated Materials
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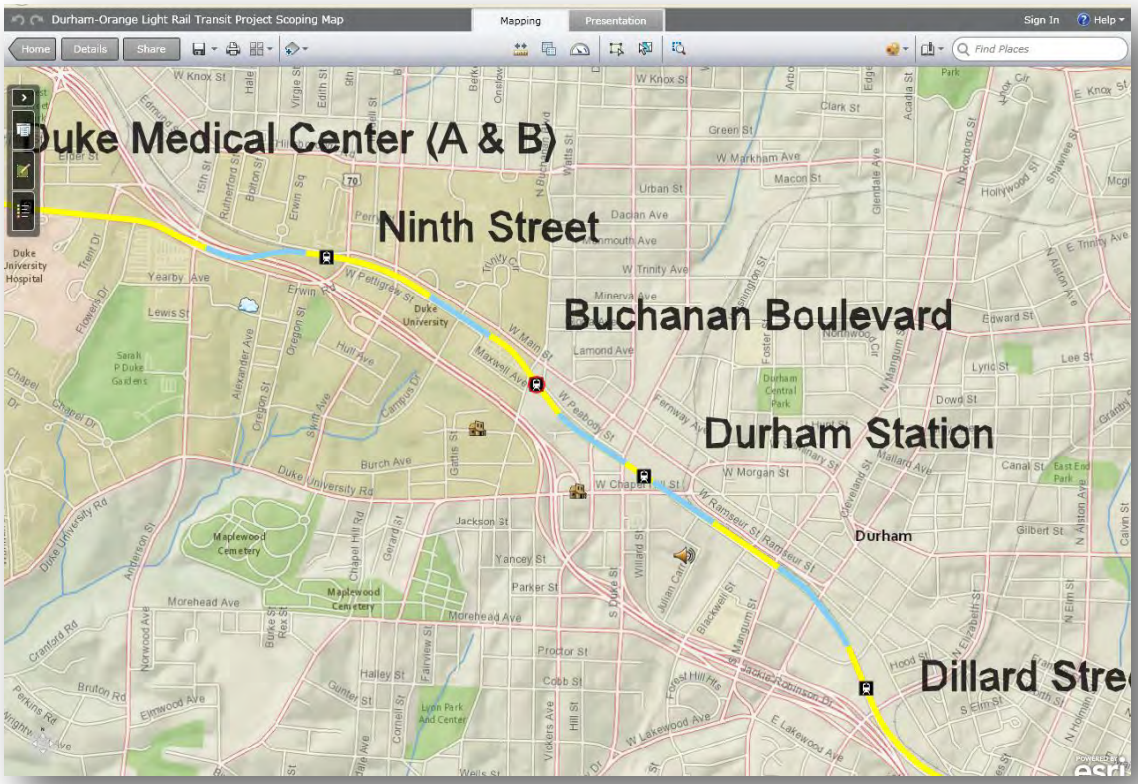
Next Steps

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- Revise Draft Coordination Plan
- Update Scoping Report to Include Results of Follow-up Meeting
- Revise EIS Outline
- EIS Kickoff Meeting

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Durham-Orange Light Rail Transit Project Map



How to access the map:

To view a description of the map, visit:
http://www.arcgis.com/home/item.html?id=1f23ec93743a47868b73caf1a1a8f470

To view the map in ArcGIS Explorer Online, visit:
http://www.arcgis.com/explorer/?open=1f23ec93743a47868b73caf1a1a8f470

Questions or Comments:

Paul Himberger, LEED Green Associate
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Coordination Plan

Durham-Orange Light Rail Transit Project



Triangle Regional Transit Program
our transit future

SEPTEMBER 2012

Prepared for: Triangle Transit

Prepared by: URS Team

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ATTACHMENT 1: Coordination Matrix **A-1**

1. INTRODUCTION

1.1. Purpose of Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) created a new Section 139 of Title 23 of U.S.C. mandating, among other requirements, that the Lead Federal Agency establish a plan for coordinating public and agency participation during the environmental review process. The process established in the plan will ensure the requirements of the National Environmental Policy Act of 1969 (NEPA) and Section 404 of Clean Water Act can be satisfied as part of a single process. The Federal Transit Administration (FTA) will provide funding and oversight for this project and will serve as the Lead Federal Agency. Triangle Transit is the lead local agency for the proposed project and will serve as the Project Sponsor. In addition, the following have been identified to date as Cooperating Agencies:

- United States Army Corps of Engineers (USACE),
- United States Department of Transportation, Federal Highway Administration (FHWA), and,
- United States Environmental Protection Agency (EPA).

The goal of the plan is to ensure that early and on-going coordination with interested agencies is achieved and to facilitate permitting and construction in the long-term. This coordination plan accomplishes this task by identifying agencies that may hold an interest in the Durham-Orange Light Rail Transit (D-O LRT) project. Also as part of the plan, a framework for regular communication between the FTA, Triangle Transit and interested agencies involved in the environmental review process is established. The communication can occur using a variety of methodologies such as small group meetings which address specific project concerns, larger agency coordination meetings which can discuss broad range topics, written or email correspondence, or a combination of these methods. The schedule for completion of the environmental review process is not established by this plan.

A conflict resolution process shall be developed by the Lead and Cooperating agencies for the Durham-Orange Light Rail Transit (D-O LRT) project as a method to effectively resolve any issues that may arise during the environmental review process and to consistently deal with any issues that may be raised by one of the agency partners.

Triangle Transit and its transit partners will continue the current policy and practice of actively encouraging members of the scoping process to participate and assist in shaping the course and direction of the D-O LRT project. This Coordination Plan is a dynamic document that is subject to change over the life of the planning process for the project. If new issues, constraints, interested parties, etc. become known during the environmental review process, this document will be revised to reflect such changes and will become final with the Draft Environmental Impact Statement (DEIS).

1.2. Project Description / History

Travel between the City of Durham and Town of Chapel Hill, North Carolina is becoming increasingly difficult as more people move to the Research Triangle Park Region (RTP). High population growth rates in the region are expected to continue over the next twenty years, adding to the existing strain on the transportation system. Traffic congestion increases with growth and the reliability of the transportation system decreases.

Approximately 15 years ago, local leaders and transportation planners began studying the need for predictable and dependable alternatives to driving in the congested corridor between Durham and Chapel Hill, two of the Triangle's prominent municipalities. The 1998-2001 US 15-501 Major Investment Study (MIS) was completed and a transit corridor was adopted and continues to be protected and preserved for transit use. In March 2010, a Transitional Analysis was completed that analyzed rail transit corridors identified in the 2035 Long Range Transportation Plan (LRTP) to determine the most appropriate initial major investment. As a result, the D-O Corridor was identified as a priority transit corridor to be evaluated in further detail through the Alternatives Analysis, the first step in the FTA Project Planning and Development process.

1.3. Alternative Analysis

An Alternative Analysis (AA) was completed in February 2012 for the Durham-Orange Corridor. The analysis evaluated alternative transit technologies and alignments that met the identified transit needs of the corridor. See Figure 1.1 Alternatives Analysis Study Area. The AA defined the alternatives that will be evaluated in the EIS to be prepared in accordance with NEPA. In accordance with this guidance, the alternatives evaluated in the AA for the D-O Corridor included No-Build, Transportation System Management (TSM) and Build Alternatives along with various alignments and transit technologies such as Bus Rapid Transit (BRT) and Light Rail Transit (LRT). The AA concluded with project stakeholders selecting a Locally Preferred Alternative (LPA), which defined the locally preferred transit vehicle technology, the general route, and termini of the proposed transit project. Potential station locations were also identified during the AA process. See Figure 1.2 for Corridor Alternatives.

On February 8, 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee (TAC) unanimously adopted the LRT as the LPA which is referred to as the Durham-Orange Light Rail Transit Project. This 17-mile route begins at University of North Carolina (UNC) Hospitals, generally follows NC 54, I-40, and the North Carolina Railroad Corridor, serves major activity centers, and ends at a proposed station known as Alston Avenue/North Carolina Central University (NCCU). See Figure 1.3 for Adopted Locally Preferred Alternative.

Figure 1-1: Alternatives Analysis Study Area

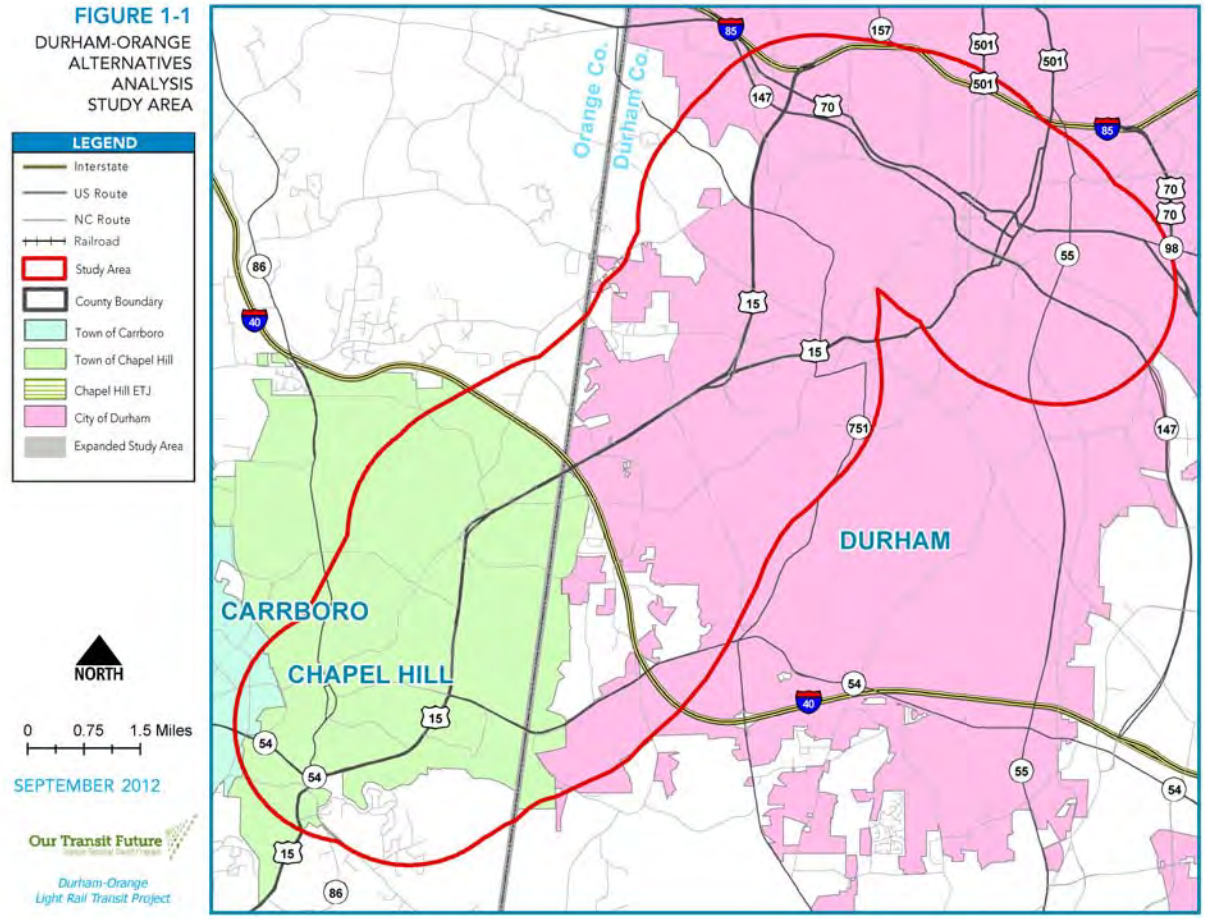


Figure 1-2: Corridor Alternatives

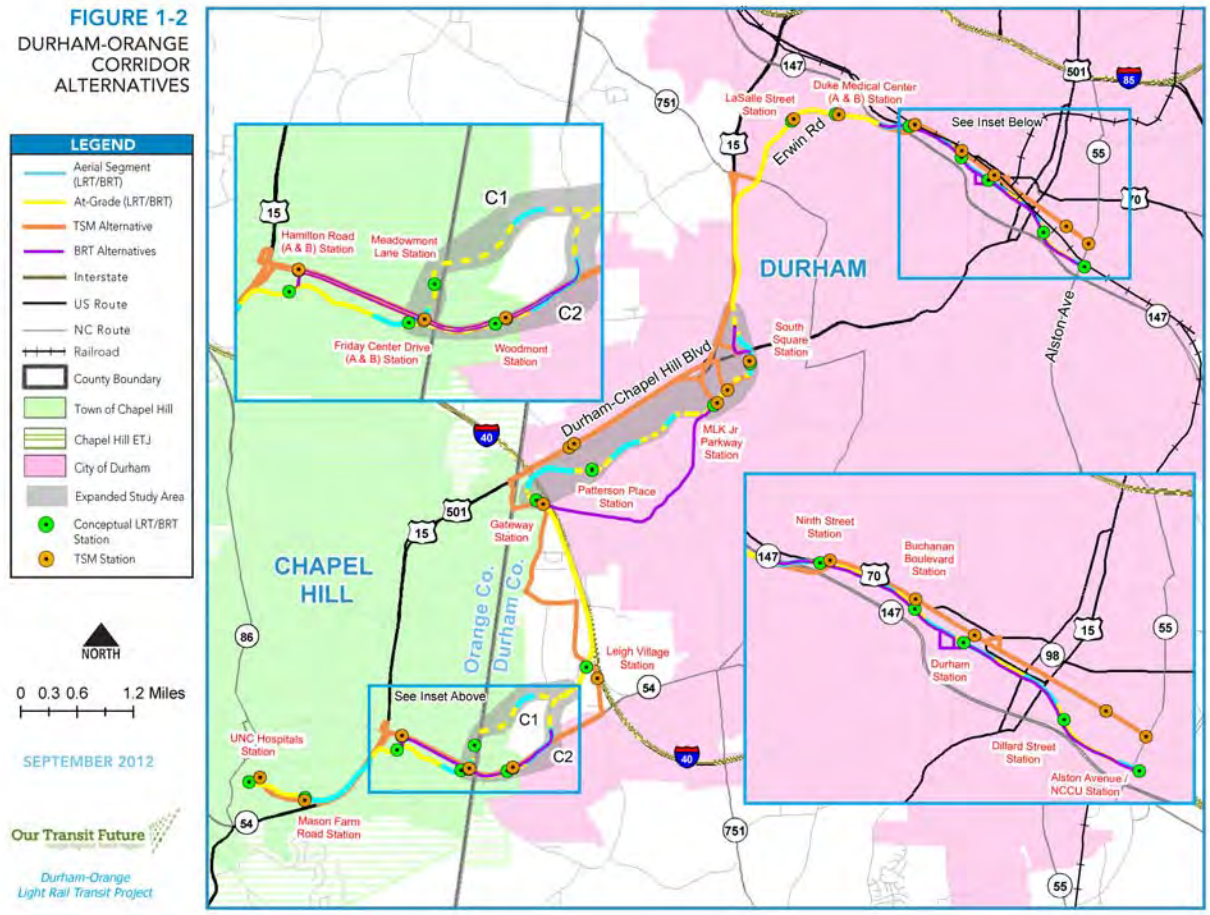
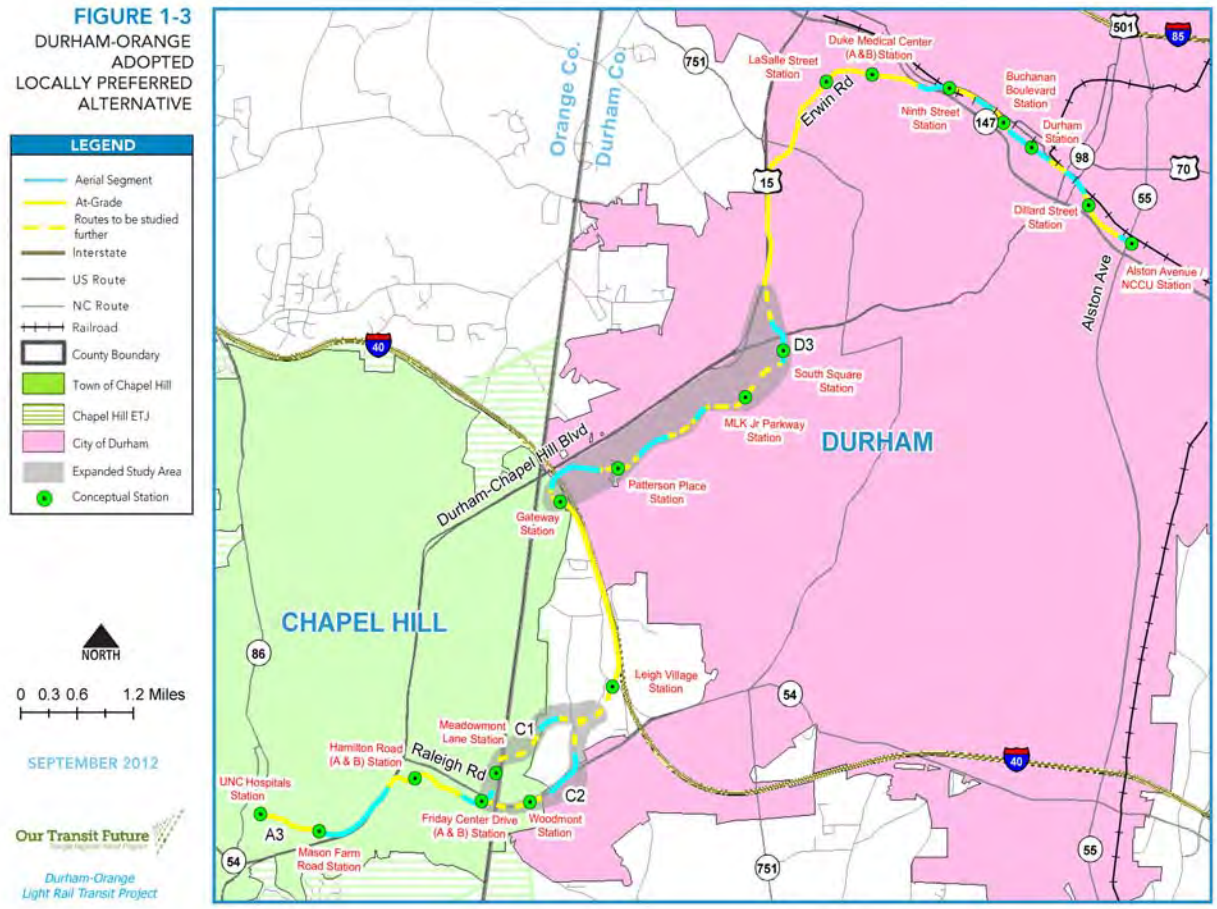


Figure 1-3: Adopted Locally Preferred Alternative



1.4. Environmental Review Process

The first step in the implementation process for projects that may be considered for federal funding is Environmental Scoping. Through the scoping process, the public, elected and appointed officials and interested government agencies comment on, 1) the proposed project's draft Purpose and Need, 2) the alternatives to be evaluated, and 3) the impacts of the identified alternatives. The scoping process is intended to define a range of issues to be studied during the Environmental Impact Statement (EIS) process.

1.4.1. Purpose and Need

Over the course of previous studies, Triangle residents and their elected officials have identified four core issues that a transportation project should address to support and advance a sustainable economy and the region's quality of life and the purpose of the project. The D-O LRT Project will provide a transportation solution which addresses these core issues. The following states the draft Purpose and Need for the project which will be finalized upon completion of the DEIS.

Purpose: The purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

- **Need to enhance mobility:** The D-O Corridor is forecast to absorb a significant share of the region's population and employment growth, which will translate into increased travel demand. By 2035, the corridor is projected to add about 56,000 people and 81,000 jobs, which is expected to generate 255,000 additional daily trips, many of which will be made on local roadways. These trips will increase congestion during the highest AM and PM travel periods. Alternatives to the automobile are needed to address the limited capacity of the roadway system to accommodate increased travel demand.
- **Need to expand transit options between Durham and Chapel Hill:** Most bus service in the D-O Corridor is concentrated in downtown Durham and downtown Chapel Hill. Transit connecting these urban centers and serving the residential areas and retail developments between them is limited to two Triangle Transit routes and the Duke University Robertson Scholars Express bus. Currently, these buses operate in mixed traffic along increasingly congested roadways, have limited capacity, and are not competitive with the auto for most trips. Furthermore, the Study Area does not currently offer the type of high quality premium transit service that is an attractive alternative to driving, particularly under congested conditions
- **Need to serve populations with high propensity for transit use:** University students and employees, as well as transit-dependent populations, are a significant percentage of the population in the D-O Corridor. Expanding transit services and increasing access to each of the university campuses and medical centers, which offer pedestrian-friendly environments, limited parking, and free transit passes, will support increased mobility options for university students, employees and other patrons. Also, expanding reliable mobility options for lower income populations and transit users who may not be able to drive will enhance economic opportunities through improved access to major jobs centers along the corridor. Providing a transit option that supports the mobility of these groups satisfies an important need within the corridor serving these communities.

- **Need to foster compact development:** Local governments recognize the need to manage growth and focus development within the Study Area. Durham City/County, Chapel Hill and Orange County have developed plans and implementation strategies that call for more compact, walkable, higher density, mixed-use development within the D-O Corridor. However, the existing transit infrastructure throughout the corridor is not fully supportive of these land use plans and implementation strategies and cannot facilitate long-term economic development. A proposed fixed guideway transit investment can channel future growth, provide a superior transit option appropriate for high density development, and help local communities realize their goals and objectives for the future.

1.4.2. Alternatives to be Evaluated

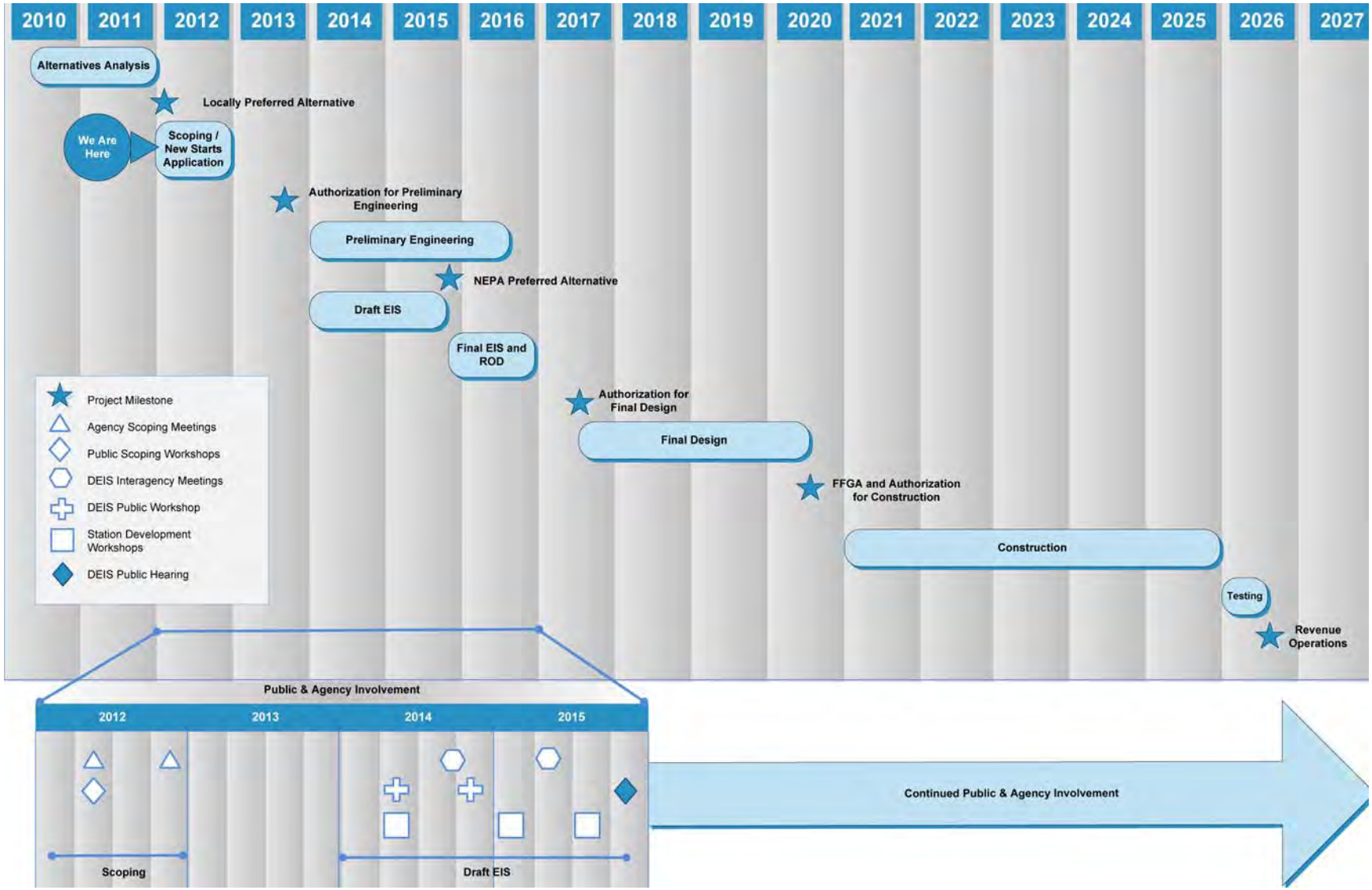
In accordance with the National Environmental Policy Act (NEPA) and FTA, the EIS will include the development and analysis of three primary alternatives between the UNC Hospitals and east Durham:

1. The No-Build Alternative;
2. Transportation Systems Management (TSM) Alternative consisting of an enhanced bus network that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway transit service; and
3. LRT alternative consisting of a new fixed-guideway rail alignment and support facilities. This alternative represents the LPA as currently proposed.

1.4.3. Project Schedule

Figure 1-4 summarizes project milestones and timeline, which may change based on funding and advancement of the FTA Project Planning and Development process. The figure also identifies approximately when public involvement activities and interagency coordination will occur.

Figure 1-4. Project Schedule including Public & Agency Involvement



2. IDENTIFICATION OF LEAD, COOPERATING, AND PARTICIPATING AGENCIES

The scoping process was initiated in order to obtain comments and input from resource agencies representing various natural, physical, and human environment agencies and the public. The responsibilities of each agency to be involved in the environmental review process for this project are described in this section and based on procedures established during the Alternatives Analysis. The role and number of agencies listed in this section may change as this plan is refined.

2.1. Lead Agencies

There are two lead agencies for the proposed Durham-Orange LRT project: the Federal Transit Administration (FTA) and Triangle Transit. The key contacts and responsibilities of each agency follow.

For the Federal Transit Administration:

Mr. Brian C. Smart

Environmental Protection Specialist

(404) 865-5607

For Triangle Transit:

Mr. Greg Northcutt

Director of Capital Development

(919) 485-7522

2.1.1. Federal Transit Administration

FTA is the lead federal agency for any environmental documents prepared in association with the Durham-Orange LRT project. As such, FTA is responsible for supervising the preparation of the EIS. In general, this requires FTA to:

- Provide oversight in managing the environmental process and resolving any associated issues;
- Facilitate the timely and adequate delivery of the environmental review process;
- Be responsible for the content of the EIS, furnish guidance, independently evaluate and approve documents, and ensure Triangle Transit complies with mitigation commitments;
- Decide in consultation with Triangle Transit whether to develop the LPA to a higher level of detail; and,
- Coordinate environmental reviews with the Cooperating Agency(s).

2.1.2. Triangle Transit

Triangle Transit is the lead local agency and is the Project Sponsor for the proposed D-O LRT project. The primary responsibilities of Triangle Transit will be to prepare the environmental documents that evaluate the following alternatives:

- The No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- The Build Alternative: Light Rail Transit

Triangle Transit's responsibilities include the following:

- Work FTA to identify and involve Cooperating and Participating Agencies;
- Develop a coordination plan (as described herein);
- Provide and gather information necessary to conduct the NEPA review;
- Facilitate public input as well as Cooperating and Participating Agency input on key decisions;
- Collaborate with Cooperating and Participating Agencies in addressing relevant issues during the NEPA review;
- Provide opportunities for public, and Cooperating and Participating Agency comment in defining the purpose and need and determining the range of alternatives to be considered as part of the NEPA review;
- Collaborate with Cooperating and Participating Agencies in determining methods for environmental review and the level of detail necessary for analyses; and,
- Coordinate and respond to comments from relevant agencies and the public regarding NEPA review.

2.2. Cooperating Agencies

Cooperating agencies are Federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. Cooperating agencies may also have a federal action or approval relative to the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agencies, also become a Cooperating Agency. Cooperating agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process than Participating agencies. The following agencies have agreed to serve as Cooperating Agencies:

- United States Army Corps of Engineers (USACE),
- United States Department of Transportation, Federal Highway Administration (FHWA), and,
- United States Environmental Protection Agency (EPA).

The responsibilities of Cooperating Agencies are as follows:

- Participate in the Scoping Process;
- Participate in meetings and field reviews;
- Make support staff available at the request of the Lead Agency;
- Use agency resources and funds to fulfill their responsibilities;
- If requested by the Lead Agency, assume responsibility for developing information and preparing environmental analyses, including portions of the NEPA review where the Cooperating Agency has a special expertise;
- Review preliminary drafts of environmental documents;
- Provide written comments within fifteen (15) business days of the receipt of information and request for comment at each of the NEPA milestones;
- If the agency has not commented within fifteen (15) business days, the lack of comment will signify that the agency has no comment on the information received;
- Fulfill the responsibilities of participating agencies; and,
- If necessary, participate in the conflict resolution process, described in Section 4 of this plan.

2.3. Participating Agencies

Participating agencies may be Federal, State, tribal, regional, and local government agencies that may have an interest in the project. Cooperating Agencies described above are, by definition, Participating Agencies, but not all Participating Agencies are Cooperating Agencies.

Agencies identified as potential Participating Agencies:

- United States Army Corps of Engineers*
- United States Environmental Protection Agency*
- United States Department of Housing and Urban Development
- United States Department of Interior*
- Federal Highway Administration*
- North Carolina Department of Transportation (NCDOT)*
- North Carolina State Historic Preservation Office*
- North Carolina Department of Environment and Natural Resources
    - Division of Water Quality*
    - Division of Air Quality*
    - Division of Land Resources*
    - Division of Water Resources
    - Division of Conservation, Planning and Community Affairs
    - Division of Parks and Recreation
- North Carolina Wildlife Resources Commission
- Durham Chapel Hill Metropolitan Planning Organization (DCHC MPO)
- Triangle J Council of Governments
- University of North Carolina – Chapel Hill
- Duke University
- North Carolina Central University
- Durham County
- Orange County
- City of Durham
- Town of Chapel Hill
- Chapel Hill Transit
- Durham Area Transit Authority
- North Carolina Railroad

*Notes regulatory/permitting agencies

The responsibilities of Participating Agencies include, but are not limited, to:

- Identify, as early as practicable, any issues of concerns regarding the potential human or environmental impacts of the project.
- Participate in the scoping process.
- Provide meaningful and early input on defining the project purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

- Participate in coordination meetings and joint field reviews as appropriate.
- Participate in meetings to resolve issues that could delay completion of the environmental review process or result in denial of approvals required for project under applicable laws, and
- Participate in the issue resolution process, described in Section 4 of this plan.

Accepting designation as a Participating Agency does not indicate project support and does not provide the Participating Agency with increased oversight or approval authority beyond its statutory limits, if applicable.

3. COORDINATION STRUCTURE

The following section explains meetings or structured opportunities that are proposed for agency participation. A list of meetings is included in Attachment 1.

3.1. Project Scoping

Environmental Scoping is part of a process required under the regulations and guidelines issued by the FTA to implement the NEPA in conformance with Council on Environmental Quality (CEQ) implementing regulations, as amended. Agency representatives were invited to attend a Regulatory Agency Meeting that was held on May 2, 2012. An Elected Officials and Partners Meeting was held on May 3, 2012. Public scoping workshops were held on May 2 and 3, 2012 in Chapel Hill and Durham, respectively. The purpose of the scoping meetings and workshops was to present the scope of the NEPA review and to invite input on defining a range of issues that will be studied during the project's EIS. A Durham-Orange Light Rail Transit Project Scoping Booklet was posted online at www.ourtransitfuture.com, and was available in hard copy format at each meeting and by request. Notice of the public scoping meetings was published in local newspapers of general circulation and posted on the project website.

A 45-day scoping comment period beginning on May 2, 2012 and ending on June 18, 2012 was provided to allow the public and agencies to review project information and provide comments on the scope of the D-O LRT project. After the close of the comment period, a Scoping Document was prepared and made available to all interested parties.

The scoping document for the D-O LRT EIS addressed the following topics:

- **Overview:** outlined the history of the project's planning and development, related projects and studies; the basis of the EIS; the scoping process; Project Participants and the proposed Schedule.
- **Purpose of and Need for the Project**: described the purpose and need for improved transportation services in the D-O Corridor and identifies the related goals and objectives of the study.
- **Alternatives:** summarized the preliminary alternatives that will be examined in the EIS.
- **Social, Economic, and Environmental Impacts**: identified the types of environmental issues that will be analyzed in the EIS.
- **Public and Agency Involvement:** summarized the public and agency participation program and identifies the public participation elements.
- **Summary of Scoping Comments:** summarized the comment collection methodology, public and agency meetings held during the scoping process, and comments from the agencies and public.

Subsequent to the completion of the Scoping Report and prior to initiation of the EIS, a concluding stakeholders meeting was held during which interested federal, state, and local government agencies collectively process all input, and formally develop the scope of the EIS and approve the Coordination Plan.

3.2. Draft Environmental Impact Statement

The FTA and Triangle Transit will lead the coordination of the Draft EIS and will lead an Interagency Coordination Team (ICT) comprised primarily of the Lead Agencies, Cooperating Agencies, and regulatory/permitting agencies. During preparation of the DEIS, a minimum of four ICT meetings will be held periodically throughout the development of the EIS. The coordination meetings will coincide with

project milestones, such as project kick-off, development of the Purpose and Need statement, Alternatives, and review of impacts and mitigation measures. The ICT collaboration meetings are listed and described in Coordination Matrix included as Attachment 1 of this Coordination Plan. Non-regulatory Participating Agencies and the public are welcome to attend ICT coordination meetings but participation will be limited to the ICT. Specific times and dates for these meetings will be determined prior to the DEIS kickoff meeting and included in an update of this Coordination Plan.

Ten working days prior to each meeting, an agenda and relevant project information will be distributed to participating agencies for review. Records of each meeting will be prepared and distributed to meeting attendees. Action items resulting from each meeting will be tracked for completion and resolution. Issue of conflict that cannot be resolved during the meeting will be resolved through the conflict resolution process described in Section 4 of this Coordination Plan.

Participating agencies will be engaged in resource specific coordination throughout the EIS. The project team will periodically need to consult with individual agencies regarding specific regulatory and non-regulatory environmental resource matters.

Cooperating agencies will be provided a 30-day period to review and submit comments on the Administrative Draft of the EIS. Upon resolution of the comments received from the Cooperating Agencies, a Notice of Availability (NOA) for the Draft EIS will be published in the Federal Register to announce the availability of the Draft EIS and begin the 45-day public review and comment period. The announcement will also be published in a local newspaper of general circulation, and on the project website. Participating agencies will be invited to review and submit comments on the Draft EIS and to attend the public hearings.

3.3. Draft Environmental Impact Statement Public Hearings

Two public hearings, one in the Durham County portion of the project and one in the Orange County portion, will be held during the public review period for the DEIS. A notice of the public hearings will be published in local newspapers of general circulation and posted on the project website. Attendees of the hearings will be able review project information, talk to the project team and formally comment on the Draft EIS.

3.4. Selection of the Preferred Alternative

Subsequent to the close of the Draft EIS comment period, an ICT coordination meeting will be held to review comments received during the public hearings and the 45-day public comment period and to identify the Preferred Alternative. Comments will be circulated to the ICT prior the coordination meeting.

3.5. Final Environmental Impact Statement and Record of Decision

Coordination of the Final EIS will be similar to coordination prior to circulation of the DEIS. Substantive comments received on the Draft EIS will be addressed in the Final EIS. A Notice of Availability for the Final EIS will be published in the Federal Register to announce the availability of the Final EIS and establish the public review and comment period. The announcement will also be published in a local newspaper of general circulation. Cooperating agencies will be invited to review and submit comments on the Administrative Draft of the Final EIS, and participating agencies will be invited to review and submit comments on the FEIS.

Subsequent to completion of the FEIS, FTA will prepare a Record of Decision (ROD). All cooperating and participating agencies will receive notification of the issuance of the Record of Decision.

3.6. Coordination Subsequent to Record of Decision

Agencies with permitting authority will continue to be consulted throughout the permit application development process. Permit applications will be submitted and data developed to support needs identified by the permitting agencies.

3.7. Durham-Orange LRT Advisory Committees

Triangle Transit will utilize a series of advisory committees to collect and gather advice, and policy guidance from the project stakeholders. This will allow Triangle Transit to gather advice and policy guidance from policy-makers, government entities, community groups, businesses and citizens throughout the project development process. The following is list of various advisory committees that would be formed as the project advances.

- Durham-Orange Management Committee
- Business and University Advisory Committee
- Community Advisory Committee
- Transportation Accessibility Advisory Committee
- Project Technical Advisory Committee
- Finance Advisory Committee
- Communications Advisory Committee
- Fire and Life Safety Committee
- Risk Management Advisory Committee
- Land Use Advisory Committee

4. CONFLICT RESOLUTION PROCESS

Agreement at critical identified points in project development and permitting is the key to the success of the proposed project. However, it is recognized that there may be instances where project specific decisions cannot be easily reached because of policy conflicts or philosophical differences. A process for resolving these conflicts will be developed by the Lead and Cooperating Agencies prior to initiation of the EIS and may result in the development of a Memorandum of Understanding between agencies. The conflict resolution process as determined by the Lead and Cooperating agencies will be documented in a subsequent version of this Coordination Plan.

ATTACHMENT 1. Coordination Matrix

	Coordination Meeting	Format	Timeframe	Purpose	Actions	Agencies Responsible for Input
Preparation of Draft Environmental Impact Statement	**Meeting 1:** Project Kick-Off	Resource Agency Meetings, Conference Calls, Phone or Email (as required), Written Correspondence	TBD	Brief Participating Agencies on project progress made to date; review scope of the project.	Review established project study area, project purpose and need, and alternatives to be studied from the completed Alternatives Analysis (2012); review update of coordination plan	Lead Agencies and Participating Agencies
	Meeting 2: Project progress update; Review of Technical Methodologies for Assessing Impacts	Resource Agency Meetings, Conference Calls, Phone or Email (as required), Written Correspondence	TBD	Provide opportunity to collaborate on the development and review of methodologies required for the analysis of existing conditions, environmental impacts, and impact evaluation	Collaboration and input through the development of methodologies, and comments on proposed methodologies	Lead Agencies and Participating Agencies
	Meeting 3: Project progress update; Review of Preliminary Design and Evaluation of Impacts	Resource Agency Meetings, Conference Calls, Phone or Email (as required), Written Correspondence	TBD	Identify potential impacts to resources as a result of preliminary design	Identification of any issues of concern regarding potential environmental or socioeconomic impacts of alternatives, including issues that could substantially delay permit approval	Lead Agencies and Participating Agencies
	Meeting 4: Project progress update; Review of Mitigation Measures	Resource Agency Meetings, Conference Calls, Phone or Email (as required), Written Correspondence	TBD	Identify potential mitigation measures in response to identified potential impacts	Document potential mitigation measures to inform the Draft EIS.	Lead Agencies and Participating Agencies

Preferred Alternative	**Meeting 5:** Review comments on Draft EIS and Select Preferred Alternative	Public hearing; notice of public availability of document; document for review and comment	TBD	Make available the Draft EIS to cooperating and participating agencies and the public with the identified preliminary Preferred Alternative	Review comments from Draft EIS Public Hearings and public comment period and incorporate into Final EIS; Select Preferred Alternative	Lead Agencies and Participating Agencies
Final EIS and ROD	**Further actions:** Circulation of Final EIS	Notice of availability of document; document for review	TBD	Make available the Final EIS to cooperating and participating agencies and the public	None	Lead Agencies
	Issue Record of Decision (ROD)	*Federal Register* and newspaper notice	TBD	Publish ROD in the *Federal Register* and local newspaper	None	FTA
Post-ROD	**Subsequent Meetings** Review Record of Decision for how to proceed with project	Resource Agency Meetings, Conference Calls, Phone or Email (as required), Written Correspondence	TBD	Comply with legal imperative to avoid or minimize environmental impact of project	Review Record of Decision and develop plans for avoiding and minimizing the environmental impact of the project	Lead Agencies and Participating Agencies

Environmental Impact Statement (EIS)

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR Parts 1500–1508) and with the Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) regulations ‘‘Environmental Impact and Related Procedures’’ (23 CFR Part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable.

These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing section 106 of the National Historic Preservation Act (36 CFR part 800), the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402), section 4(f) of the Department of Transportation Act (23 CFR 771.135), and Executive Orders 12898 on environmental justice, 11988 on floodplain management.

DEIS Outline Chapters	Contents / Data Needs
Chapter ES: Executive Summary ES.1 Project Study Area ES.2 Purpose and Need for Action ES.3 Alternatives Considered ES.4 Summary of Transportation Impacts ES.5 Summary of Environmental Consequences ES.6 Mitigation Summary ES.7 Financial Analysis and Investment Impacts ES.8 Evaluation of Alternatives ES.9 Public and Agency Coordination ES.10 Next Steps	This chapter presents a summary of the Durham-Orange Light Rail Transit Project (D-O LRT) Draft Environmental Impact Statement (DEIS). It describes the draft Purpose and Need of the proposed project, the alternatives under study, summarizes the environmental consequences associated with the studied alternatives, provides a summary of proposed mitigation measures and outlines the steps for the selection of a preferred alternative.
Chapter 1.0: Purpose and Need 1.1 Introduction 1.2 Corridor Description 1.3 Travel Demand and Transportation Deficiencies 1.4 Goals and Objectives Location map(s)	This chapter outlines the results of scoping for the project. It sets the scene for the descriptions and analyses that follow. Chapter 1 will focus on the purpose of the D–O LRT Project and the need for transportation improvements in the corridor. The D-O LRT Project will provide a transit solution which addresses these core issues which include the following mobility and development needs: • Need to enhance mobility • Need to expand transit options between Durham and Chapel Hill • Need to serve populations with high propensity for transit use • Need to foster compact development Projected ridership, transit operating plans (rail, bus), travel speeds, travel times, service coordination, transit vehicles, and level of service for each of the alternatives will be evaluated and described. The set of project goals and objectives are described, and are used to develop and evaluate transit improvement alternatives.

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Chapter 2.0: Alternatives Considered 2.1 Screening, Refinement, and Selection Process 2.2 Definition of Alternatives including No Action	This chapter provides alternative ways of meeting the objectives of the Purpose and Need statement defined in Chapter 1. Chapter 2 provides the history of the study of rail transit corridors in the 2035 LRT project, and the identification of the D-O Corridor as the priority transit corridor to be evaluated through an Alternative Analysis (AA), the first step in the FTA Project Planning and Development process. Based on NEPA regulations, the alternatives evaluated in the AA for the D-O Corridor included No-Build, Transportation System Management (TSM), and Build alternatives along with various alignments and transit technologies such as Bus Rapid Transit (BRT) and Light Rail Transit (LRT). The EIS will include the development and analysis of three primary alternatives between the UNC Hospitals and east Durham: 1. The No-Build Alternative. 2. Transportation Systems Management (TSM) Alternative consisting of an enhanced bus network that provides a level of transit service and capacity roughly equivalent to that of a fixed-guideway transit service (see pages 6-7). 3. The Build Alternative consisting of LRT on a new fixed-guideway rail alignment and support facilities. This alternative represents the Locally Preferred Alternative (LPA) as currently proposed. The LPA as currently proposed would result in impacts to environmental resources including but not limited to streams, wetlands, natural resources (Significant Natural Heritage Areas, wildlife habitats),

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	floodplains and federal lands (including those managed for wildlife). Alternative alignment options avoiding or minimizing impacts to these resources will be developed and described in this Chapter. The DEIS will address both alignment and station alternatives for crossing Little Creek and US Army Corps of Engineers (USACE) property in the vicinity of Alternatives C1 and C2 including alignment options along NC 54; and alternatives for the proposed crossing of New Hope Creek and Sandy Creek, including alignment options along US 15/501.
Chapter 3.0: Transportation 3.1 Affected Environment 3.2 Environmental Consequences 3.3 Mitigation	Chapter 3 will address existing and projected transportation conditions in the D–O Corridor, and the impact of implementation of a major transit investment as follows: • Transportation conditions will be described in terms of travel patterns, public transit service, street and highway facilities, freight and passenger rail service and bicycle and pedestrian facilities, including a proposed multi-use trail along the transit corridor. • The analysis will also focus on projected ridership, transit operating plans (rail, bus), travel speeds, travel times, service coordination, transit vehicles, and level of service for each of the alternatives. • Routes, hours, and other issues including station accessibility, insuring after-operational hours are coordinated with events (e.g., Durham Performing Arts Center [DPAC], Durham Bulls Athletic Park (DBAP)), and providing services to additional destinations in the Triangle and beyond will be addressed.

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Chapter 4.0: Land Use, Public Policy, and Zoning 4.1 Affected Environment 4.2 Environmental Consequences 4.3 Mitigation	Chapter 4 describes existing land use and proposed future land use within the study area for the proposed D-O LRT Project. This chapter includes an evaluation of transportation and land use policies, as well as the potential direct effects of the alternatives to land use as follows: • The affected environment includes several activity centers: UNC CH, Meadowmont and East 54 in Orange County, the Leigh Village planned development in Durham County, as well as New Hope Commons, Patterson Place, South Square, Duke University Medical Center, Ninth Street, downtown Durham, and east Durham. • Other land uses will be identified in the DEIS study and alternatives will be evaluated for consistency with state, county and local land use and zoning plans. • Potential economic and joint development opportunities surrounding station locations will be identified. • Properties that would be impacted by construction and/or operation of the LRT Service will be identified. • A total of 17 stations are proposed for the LRT Alternative. Refinements to station locations, layouts and designs will occur during the Preliminary Engineering (PE)/DEIS phase of the project. • For the LRT Alternative, potential Rail Operation and Maintenance Facility (ROMF) sites will be addressed. Four sites for the LRT ROMF were identified in the AA: Leigh Village, Farrington, Patterson, and Cornwallis. All of the LRT ROMF alternatives will be evaluated in the PE/DEIS phase of the project. • Other land uses will be identified in the DEIS study and alternatives will be evaluated for consistency with state, county and local land use and zoning plans. Station specific issues to be addressed include bicycle and trail improvements and suggested bicycle storage at stations, locating stations in populated areas, close to businesses (especially Patterson Place), and ensuring adequate parking at stations. Specific station issues that will be evaluated include the following: • Relocation of the MLK Jr. Station further west to better capture office developments, and relocate the South Square Station closer to University Avenue along Shannon Road.

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	• Duke Medical Center Station Option A that also supports access to the Durham VA Medical Center versus Duke Medical Center Station Option B between Trent and Flowers Drives. • Evaluate multimodal connectivity to the Alston Avenue/North Carolina Central University (NCCU) Station to serve transit dependent and low-wealth populations in this area. • An alternative location for the UNC Hospitals station that would be located southwest of the existing intersection of Mason Farm Road and East Street.
Chapter 5.0: Socio-Economic Conditions 5.1 Affected Environment 5.2 Environmental Consequences 5.3 Mitigation	This chapter describes existing population, housing and economic conditions such as employment, economic output and government finance located within the study area for the proposed D-O LRT Project as follows: • This chapter will include a discussion of the potential socio-economic effects of the project and its impact on the local economy. Potential mitigation measures will also be included, where necessary. • Project effects on economic development in the region, and cost savings for transit users vs. families using automobiles will be included. • Economic impacts will be assessed, particularly for TOD and other commercial and residential

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	development.
Chapter 6.0: Neighborhoods, Community Services, and Environmental Justice 6.1 Affected Environment 6.2 Environmental Consequences 6.3 Mitigation	This chapter addresses the neighborhoods and communities within the project study area as follows: • Neighborhoods and communities along the alignments will be addressed, most notably: the Meadowmont community and Downing Creek neighborhood, and those neighborhoods in the vicinity of the project terminus at Alston Avenue in east Durham are communities that may be affected by the LPA alignment. • The DEIS will assess project benefits and impacts on study area neighborhoods and communities, with specific attention paid to minority, low-income, and Limited-English Proficient populations, such as those already identified in the east Durham section of the project. • Potential mitigation measures are also included, where necessary.
Chapter 7.0: Visual and Aesthetic Considerations 7.1 Affected Environment 7.2 Environmental Consequences 7.3 Mitigation 7.4 Coordination	This chapter provides a general overview of visual conditions along the corridor of the proposed D-O LRT Project and will identify potential impacts to the visual environment that may arise from the alternatives under consideration in the DEIS and discuss potential mitigation measures related to visual quality. The build alternatives will be evaluated based on views from surrounding communities of the alignment, and views of the communities from the alignment. New visual elements resulting from the proposed project will also be assessed.
Chapter 8.0: Cultural Resources 8.1 Affected Environment 8.2 Environmental Consequences 8.3 Mitigation 8.4 Consultation	This chapter discusses the archaeological and historic architectural resources within the Area of Potential Effect (APE) for the D-O LRT Project as follows: • It assesses the potential effects of the alternatives under study and their associated impacts in compliance with Section 106 of the Historic Preservation Act. • Historic properties, archeological sites, parklands, and other cultural resources will be identified and best efforts will be made to minimize or avoid potential impacts. • The APE will be determined in coordination with the State Historic Preservation Office (SHPO) and field reconnaissance will be conducted to identify resources within the APE. • The DEIS will document consultation with the SHPO in the determinations of effects, and efforts to minimize potential harm during construction and operation of the proposed project.

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	Mitigation measures will also be discussed. • The study will address the location of marked and unmarked cemeteries; recognize and account for the historic Meadowmont Farm House on the Rizzo property; historic resources through downtown Durham and others that may be identified within the study corridor.
Chapter 9.0: Parklands 9.1 Affected Environment 9.2 Environmental Consequences 9.3 Mitigation	This chapter identifies parks and recreational resources with the potential to be impacted by project alternatives. These include publicly owned parklands, recreation facilities (sports fields, gymnasiums, public parks and green areas, gamelands), greenway trails and wildlife and waterfowl refuges located within the study area for the proposed project. The facilities and services will be recorded, and the nature of the project's effects will be described. During the AA several sites were identified within 50 feet of the proposed alignment including the USACE property in the Meadowmont area. Several Durham-owned parcels which have been zoned as Open Space/Recreational will be addressed in the New Hope Creek area.
Chapter 10.0: Natural Resources 10.1 Affected Environment 10.2 Environmental Consequences 10.3 Mitigation	This chapter assesses the impact of the project on natural resources including wildlife and habitat within the project study area with a focus on ecologically sensitive areas and contiguous expanses of undisturbed lands. The DEIS will identify and document Federal and State-listed threatened and endangered species (both fauna and flora; aquatic and terrestrial) and habitats critical to their survival as well as other natural resources as follows: • Little Creek Bottomlands and Slopes and New Hope Creek Significant Natural Heritage Areas (SNHA). • Permanent wildlife lands and gamelands in the study area, including Little Creek Waterfowl Impoundment which serves as mitigation for impacts from the construction of Jordan Lake and is managed by the NC Wildlife Resources Commission (NCWRC), and portions of a SNHA. • High quality habitats identified as Piedmont Bottomland Forest (on both New Hope and Little Creeks), Mesic Mixed Hardwood Forest (on Little Creek), and Piedmont Levee Forest (on New Hope Creek), and the population of Carya laciniosa (Big Shellbark Hickory) in the New Hope Creek Bottomland Forest SNHA south of US 15/501 The DEIS will evaluate the study area for assessing natural resources including an expanded study area to include areas that may not impact natural resources. Habitat connections will be addressed, including the New Hope Creek and Sandy Creek corridor, the piedmont swamp forest ecological

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	corridor connecting Duke Forest and Jordan Game Land, and other conservation measures which address avoiding or minimizing environmental impacts to fish and wildlife resources.
Chapter 11.0: Water Resources 11.1 Affected Environment 11.2 Environmental Consequences 11.3 Mitigation	This chapter indicates the location, delineation, classification and type of streams, wetlands and buffers and floodplains that may be impacted by the alternatives and documents potential impacts as follows: • Both state and Federal water resources including wetlands associated with the alternatives will be delineated. Measures to avoid or minimize potential impacts will be identified. • A determination will be made regarding the extent to which properties in the study area are located within the 100-year floodplain. A detailed analysis of potential changes in existing run-off patterns will be developed. Design elements will be recommended to mitigate potential impacts. Specific floodplain/flood storage areas include, but are limited to, those associated with the Jordan Lake watershed in the vicinities of Little Creek and New Hope and Sandy Creeks. • Impacts to jurisdictional waters of Little Creek and New Hope Creek of the Cape Fear Watershed will be addressed, and the USACE and the US Environmental Protection Agency (EPA) memorandum of agreement (MOA) establishing procedures for permit authorization in compliance with the Clean Water Act Section 404(b)(1) Guidelines. For impacts that cannot be avoided, practical mitigation will be provided. Efforts to minimize unavoidable impacts will be exercised and incorporated in the project design process. • Jurisdictional delineation and mapping will be provided for the entire corridor and aerial crossings (i.e. bridging) of the proposed project's unavoidable jurisdictional water crossings. • Crossings of wetland systems to connect logical termini associated with the project purpose will be addressed and wherever possible made perpendicular and at the narrowest point of the jurisdictional wetland system. • Potential sediment and erosion impacts will be addressed, and project designs and construction methods will include highly protective sediment and erosion control best management practices (BMP) as per NCDWQ's Stormwater Best Management Practices.

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	Morgan Creek, Little Creek, New Hope Creek, Sandy Creek and Ellerbe Creek, will be evaluated for the most protective BMPs to be used in accordance with Design Standards in Sensitive Watersheds (15A NCAC 04B.0124). • The project is within the Jordan Lake and Neuse River Basin, and riparian buffer impacts will be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0267 and 15A NCAC 2B.0233 respectively. Buffer mitigation will be addressed where applicable.
Chapter 12.0: Air Quality 12.1 Legal and Regulatory Context 12.2 Affected Environment 12.3 Environmental Consequences 12.4 Mitigation	This chapter assesses the potential impact on air quality, compliance with the 1990 Clean Air Act Amendments and an evaluation of conformity with the North Carolina State Implementation Plan will be documented. This chapter will describe the existing air quality within the study area for the proposed D-O LRT Project and discuss the National Ambient Air Quality Standards (NAAQS) and federal regulations protecting air quality. In addition, projected year (2030) air quality conditions at various intersections and proposed parking facilities associated with the alternatives under consideration in this Draft Environmental Impact Statement (DEIS) are also detailed. Mitigation measures will be identified.
Chapter 13.0: Noise and Vibration 13.1 Noise and Vibration Impact Assessment Guidelines 13.2 Affected Environment 13.3 Environmental Consequences 13.4 Mitigation	This chapter describes the location of potential noise and vibration sensitive receptors within the study area for the proposed D-O LRT Project. It will include an analysis of potential noise and vibration impacts on noise and vibration sensitive resources such as schools, hospitals, residences, hotels/motels, natural areas/wildlife habitat, and historic structures associated with the build alternatives. It also discusses the potential long-term and short-term effects to receptors for the alternatives under consideration. Mitigation measures will be identified where noise or vibration impacts are predicted. The process for assessing the potential impact for noise and vibration will follow the U.S. Federal Transit Administration (FTA) guidance manual *Transit Noise and Vibration Impact Assessment* (May 2006). This process involves three levels of assessment: 1) screening, 2) general assessment and 3) a detailed assessment. A screening is typically done for locating project alignments and involves the identification of noise sensitive receptors along a corridor.
Chapter 14.0: Energy Use 14.1 Affected Environment	This chapter quantifies the expenditure of energy associated with the alternatives under study. Energy is consumed in the construction, maintenance and operation of transportation systems. Transportation energy use is typically evaluated in terms of direct energy and indirect energy. Direct

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14.2 Environmental Consequences – Direct Energy 14.3 Environmental Consequences – Indirect Energy 14.4 Mitigation	energy involves energy associated with the direct operation of the transportation system, consisting primarily of vehicle propulsion energy. Indirect energy consumption involves the energy expenditures associated with the physical implementation of the transportation system (facility and vehicle construction). Transportation energy consumption in the state of North Carolina and the Triangle region will be documented. Direct energy consumption of the no-build and other alternatives will be evaluated, as well as indirect energy consumption. Energy consumption measures the net impact on energy savings as a result of changes in automobile travel in the region, offset in part by the energy requirements for operation of the proposed service.
Chapter 15.0: Hazardous & Contaminated Materials 15.1 Affected Environment 15.2 Environmental Consequences 15.3 Mitigation	This chapter describes the procedures which will determine the potential presence for known hazardous and contaminated materials within the study area of the D-O LRT Project. In addition, this chapter will present the results of a corridor level field review and a search of local, state and federal databases for known hazardous or contaminated materials sites for the alternatives under consideration in the Draft Environmental Impact Statement (DEIS). Mitigation measures to minimize impacts will be described. The DEIS will document any known hazardous waste or contamination within the study area. Sites requiring further analysis will be identified.
Chapter 16.0: Safety and Security 16.1 Affected Environment 16.2 Environmental Consequences 16.3 Mitigation	This chapter describes the efforts of Triangle Transit to provide safe and secure operations of its transit services, vehicles, transit centers, park-and-ride lots, proposed light rail stations, and administrative and operating facilities associated with the alternatives under study in the DEIS. This chapter will include an evaluation of the proposed D-O LRT Project facilities for safety or security. Mitigation is identified as necessary.
Chapter 17.0: Acquisitions & Displacements 17.1 Acquisitions and Displacements 17.2 Mitigation	This chapter describes the potential property acquisitions and resulting displacements for the proposed D-O LRT Project. "Full acquisitions" entail the purchase of an entire parcel, whereas “partial acquisitions” entail the purchase of a portion of a parcel. “Displacements” would occur when a full acquisition is necessary, or when a partial acquisition would result in an impact that would affect the continued economic viability or use of a property. The Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act) provides for uniform and equitable treatment of persons displaced from their homes, businesses or farms by federal and federally assisted programs and established uniform and equitable land

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	acquisition policies. The Uniform Act ensures that property owners receive fair market value for their property and that displaced persons receive fair and equitable treatment and do not suffer disproportionate injuries because of programs designed for overall public benefit. The North Carolina Relocation Assistance Act (North Carolina General Statutes Chapter 40A and 136) and the Municipal Codes of the City of Durham and the Town of Chapel Hill contain state and local regulations that also ensure property owner protection.
Chapter 18.0: Construction Impacts 18.1 Construction 18.2 Construction Education and Outreach Plan 18.3 Construction Regulations 18.4 Construction Schedule 18.5 Construction Methods 18.6 Utilities 18.7 Transportation, Traffic, and Parking 18.8 Land Use, Community Facilities, and Businesses 18.9 Displacement and Relocation of Existing Uses 18.10 Visual and Aesthetic Qualities 18.11 Neighborhoods, Community Services, and Environmental Justice 18.12 Air Quality 18.13 Noise and Vibration 18.14 Natural Resources 18.15 Water Resources 18.16 Cultural, Historical, and Archaeological Resources 18.17 Parklands	This chapter summarizes anticipated construction impacts and mitigation measures for the build alternatives. A qualitative analysis will be performed to identify construction impacts in order to determine where preventative measures to minimize the adverse impacts of construction activities might be warranted. Since the No-Build Alternative would not include construction activities, it also would not create any construction-related impacts. Transportation, traffic and parking, land use, community facilities, business, displacement and relocation, visual and aesthetic qualities, neighborhoods, community services, Environmental Justice, air quality, noise and vibration, natural resources, water resources, cultural resources, parklands, energy, hazardous and contaminated materials and safety and security will be addressed. Impacts to the natural and built environments would be anticipated during construction of the build alternatives. The proposed project is within five miles of Horace Williams Airport in Chapel Hill and the DEIS will address project design and construction to ensure any proposed mitigation measures, consider and incorporate the guidance found in FAA Advisory Circular 150/5200-33B . Mitigation techniques and adherence to applicable construction regulations to reduce the severity of impacts encountered during construction will be addressed.

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18.18 Energy 18.19 Hazardous and Contaminated Materials 18.20 Safety and Security 18.21 Mitigation	
Chapter 19.0: Secondary and Cumulative Effects 19.1 Definition of Terms 19.2 Affected Environment 19.3 Potential Secondary Effects 19.4 Potential Cumulative Effects 19.5 Commitment of Resources Mitigation	This chapter assesses the secondary (indirect) effects and cumulative effects of the proposed D-O LRT Project when added to the past, present and reasonably foreseeable future actions of related projects in the study area. This chapter also includes a discussion of the recommended mitigation measures where necessary. The No-Build Alternative is not included in this assessment, as there would not be any actions likely to result in secondary or cumulative effects. The Council on Environmental Quality (CEQ) Regulations (40 CFR Section 1508.8) define "indirect effects" as effects which are caused by the [proposed] action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to changes in the pattern of land use, population density or growth rate (40 CFR 1508.8 (b)). The region's transportation and land use goals, plans and regulations provide a platform for assessing the projects indirect and cumulative effects. Potential indirect and cumulative effects to the SNHA on Little Creek and New Hope and Sandy Creeks located along the alternative alignments will be addressed in the DEIS. Potential effects that will be addressed include fragmentation of habitats, disruption of animal movements, and growth of invasive species, effects to the New Hope Creek floodplain, and connections between the Jordan Game Land, Duke Forest, and New Hope Preserve. Connectivity of the Little Creek floodplain with Jordan Lake Game Lands to undeveloped tracts extending west to US 15/501 will be addressed. Potential cumulative impacts of this project will assess the development occurring around the margins of New Hope Creek and Little Creek floodplain, and is in the planning and review stage. The selection of alignments will be evaluated in terms of induced growth that may impact the SNHA and public lands.

DEIS Outline Chapters	Contents / Data Needs
Chapter 20.0: Climate Change Adaptation Planning 20.1 Definition of Terms 20.2 Affected Environment 20.3 Potential Effects	This Chapter will address the effects of climate change and how the FTA capital investment in the proposed high-capacity transit system would be protected against extreme weather events, such as flooding and heat waves, that may affect transit infrastructure and passenger comfort. The FTA issued a Policy Statement on Climate Change Adaptation on May 2011, "Integration of Climate Change Adaptation into FTA Planning, Operations, Policies, and Programs." The policy states that the FTA will integrate consideration of climate change impacts and adaptation to the extent practicable into the planning, operations, policies, and programs of the agency in order to ensure proper stewardship of the federal investment in public transportation systems, for the safety of the traveling public, mobility, and to maintain a state of good repair. The DEIS will address climate change adaptation planning. The DEIS will also address the North Carolina Climate Change Adaptation Strategy to the extent it is applicable to the proposed project.
Chapter 21: Section 4(f) 21.1 Chapter overview 21.2 Applicability of Section 4(f) 21.3 Project Description 21.4 Environmental Review 21.5 Avoidance Alternatives 21.6 Measure to Minimize Harm 21.7 Next Steps and Coordination	*(If needed)* Documentation of compliance with Section 4(f) is required for transportation projects that may receive Federal funding and/or discretionary approvals through one or more agencies of the U.S. Department of Transportation including the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA). A Section 4(f) evaluation will be conducted pursuant to Federal regulations codified in 23 USC § 138 and 49 USC § 303 and implemented through 23 CFR 774 as of April 2008, which were originally enacted as Section 4(f) of the U.S. Department of Transportation Act of 1966 and still commonly referred to as "Section 4(f)".
Chapter 22.0: Financial Analysis 22.1 Project Capital Costs 22.2 Sources of Funds for General Capital Funds 22.3 Sources of Funds for Corridor Capital Project 22.4 Capital Investment Program 22.5 Operating Program 22.6 Financial Projections	This chapter discusses the financial strength of Triangle Transit and their ability to undertake a major capital investment and operate and maintain its existing transit services. The analysis will compare the financial implications of the No-Build Alternative and the build alternatives. The general system economic assumptions will be the same for both alternatives, such as sales tax growth, Operations and Maintenance (O&M) escalation, inflation, etc.

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22.7 Forecast Risks	
Chapter 23.0: Evaluation of Alternatives 23.1 Project Goals and Effectiveness 23.2 Equity 23.3 FTA New Starts Criteria and Project Status 23.4 Summary and Significant Trade-offs	This chapter evaluates how the proposed D-O LRT Project would meet the Purpose and Need (Chapter 1.0) and evaluates the effectiveness of the alternatives under consideration. The information in this chapter is derived from the other chapters of the DEIS and provides the basis for decision-makers and the public to assess the benefits, costs and environmental consequences against the goals of the proposed project. Equity considerations and trade-offs will also be presented.
Chapter 24.0: Public Involvement and Agency Coordination 24.1 Scoping Process 24.2 Public Involvement Program 24.3 Project Mailing Lists 24.4 Environmental Justice Outreach 24.5 Agency Coordination 24.6 Continued Coordination, Required Permits 24.7 Agency Approvals	This chapter describes the early and continuous efforts to involve the general public, interested and affected parties, stakeholders and federal, state and local agencies. Public involvement and agency coordination includes the review and selection of alternatives, identification of topics assessed in the DEIS and the minimization, reduction or avoidance of potential social, economic and environmental impacts.
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Appendix B - Agency Correspondence	
Appendix C - Acquisition Easements	
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Appendix E - Distribution List	

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