

State Budget and Durham/Orange Light Rail

Sampson, Kerelle

Sent: 9/15/2015 10:18 AM

To: bschulz@gotriangle.org, info@ourtransitfuture.com

Good Morning,

My name is Kerelle Sampson, 6pm producer at ABC11.

I'm hoping you're having a good day so far.

I'm seeking comment (on cam or via email) on this report from the N&O this morning, about the state budget, and what it could mean for the Durham-Orange Light Rail project.

<http://www.newsobserver.com/news/traffic/road-worrier-blog/article35300280.html>

As you know, the news comes on the same day the US DOT funded the light rail project.

- GoTriangle (formerly Triangle Transit) in Durham, North Carolina, will receive approximately \$1.7 million to support its efforts to implement transit-oriented development along the Durham-Orange Light Rail project, a light rail line that the agency is developing between Durham and Chapel Hill. This includes working with the City of Durham and the Town of Chapel Hill to educate the community about the benefits of transit-oriented development, conducting an economic analysis of the corridor and each station area, generating affordable housing strategies, and creating zoning and regulatory tools that support transit-oriented development.

As always, thank you very much for your time and consideration,
Kerelle



Mr. Kerelle R. Sampson
6PM News Producer



ABC11-WTVD
411 Liberty Street
Durham, NC 27701

Oppose Light Rail - Safety - no traffic light

Rhoda Samuels

Sent: 10/11/2015 9:00 PM

To: info@ourtransitfuture.com

Subject: Oppose Light Rail – Safety – no traffic light

I oppose the proposed Durham – Orange Light Rail because there will be no traffic light at the Downing Creek Parkway and Hwy 54 intersection and it will be an at-grade crossing. Hwy 54 is a very busy highway and cars will run the real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train. Please flag and investigate this intersection.

Sincerely

Rhoda Samuels

Chapel Hill, NC 27517

Oppose Light Rail - Cost

Rhoda Samuels

Sent: 10/11/2015 9:09 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion. This does not include cost over-runs. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense.

Sincerely,

Rhoda Samuels

Chapel Hill, NC 27517

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Rachel Savits Email: _____

Mailing Address: _____

City: Durham

Zip Code: 27707

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

The Light Rail Transit Project is a brilliant idea that will improve the area's green impact and will unify communities. Access currently prohibits many high school students, like myself, from exploring a variety of opportunities. The Light Rail will bridge this gap and is well-designed.

Please Turn Over →

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

1 Currently, I am the leader of
2 several after-school organizations, and
3 one thing that I've noticed is that a lot
4 of students can't come and be a part of
5 these groups because they have no way of
6 getting home afterward because the bus is
7 only at 2:30 for my school.

8 Additionally, internships are a
9 great way to learn more about the
10 community, get involved, and they also
11 help with the college application process
12 tremendously, and that's something I've
13 noticed especially as I'm filling all of
14 these things out myself.

15 Right now, if a lot of the
16 students at my school wanted to do an
17 internship somewhere in the Durham-Chapel
18 Hill area, they would not be able to
19 simply because of transportation.

20 So I think the light rail is not
21 only a great economic and environmental
22 opportunity, it's also a great educational
23 opportunity, and I'm here to represent
24 myself and other students who I know would

1 benefit from this. Thank you.

2 MR. BLAIR POLLOCK: Good
3 afternoon. My name's Blair Pollock. I
4 live at 6421 Hartwood Drive in Chapel
5 Hill. I've been a Triangle-Chapel Hill
6 area resident since 1976, and I initially
7 wasn't going to speak this evening, but I
8 support the light rail system. I won't be
9 an immediate beneficiary of it. I'm 64.
10 I hope by the time that I'm incapable of
11 driving I will be able to ride a train to
12 and from Chapel Hill and Durham and
13 further on into Raleigh and RTP and where
14 I need to go. We have to start somewhere.

15 This process has been fraught. I
16 came here to go to the planning school in
17 Chapel Hill in 1976, and some of my
18 cohorts were writing their transportation
19 master's theses about a rail system
20 starting then. So it's been a long slog.

21 I lived in San Francisco when the
22 BART was first getting started in 1975.
23 It took until 2005 to then have a line to
24 the airport.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Michael N. Souls

Email:

Mailing Address:

City: Raleigh

Zip Code: 27608

How to Comment on the DEIS

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3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
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Please leave your comment on the Draft Environmental Impact Statement:

Personally, such an improvement to the triangle area is much needed...

Unfortunately the Triangle area has been far behind, compared to other (or most) other areas with comparative populations...

Therefore, although 10yrs behind the times, this is a much NEEDED public plus... It is good to

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

see Durham & Orange Co.
taking the initiative in leading
good, solid, dependable
transporfation system - ~~in~~

Please
return this
form to
the comment
box

Sept 25, 2015
To whom it may concern,

I support GoTriangle's decision to choose C2A over the other three alternatives for that section of the Light Rail Transit project. In terms of costs to build and operate and expected ridership, it certainly makes more sense than the rejected alternatives. Every alternative has a negative side, but C2A would affect far fewer people.

Thank you for choosing C2A.

Sincerely

Leard Schechter

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Phil Schuler

Email:

Mailing Address

City:

DURHAM

Zip Code:

27704

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
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Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I fully support this project. Questions:

1. Has the western end of the project been planned to allow for a future connection/extension of light rail into Downtown Chapel Hill and/or Carrboro?

2. Are there any possible future connections or light rail routes in the downtown ^{Durham} area that affected or were factored into the layout of the currently proposed route? @

Thanks!

Please Turn Over →

Support for regional rail

John Schelp

Sent: 10/8/2015 1:59 PM

To: info@ourtransitfuture.com

I grew up in DC, when folks were debating the new subway. Georgetown merchants and Georgetown University objected to the Red Line coming into Georgetown.

Now, because of the twin problems of traffic and parking, Georgetown is begging for a new (expensive) subway line.

The critics were wrong. DC's subway has been used by millions over the years -- and has created profits for developers (and increased tax base) near stations.

John Schelp
Durham, NC

Get Involved Contact Form

Elisabeth Schweins

Sent: 10/11/2015 10:48 PM

To: info@ourtransitfuture.com

Name: Elisabeth Schweins

Phone Number:

Email Address:

Message Body:

I live in the Highland Woods Road Historic District. I have been looking forward to light rail as a public transportation system of the future that would benefit the entire region. Unfortunately, I do not think the current plan will serve the community's needs sufficiently. Thus I hope that if it is implemented as envisioned, the scope and reach will soon be expanded to connect other vital areas and destinations in the Triangle, such as the Raleigh-Durham airport, areas in the Research Triangle Park, Raleigh, etc. to truly make a difference.

However, as a neighboring resident to the first stage of the project, I appreciate the commitment to plant a visual landscape buffer to help protect our wooded neighborhood from the full impact of the system in such close vicinity, should it proceed as planned.

Best regards, Lila Schweins

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Get Involved Contact Form

Elisabeth Schweins

Sent: 10/11/2015 10:58 PM

To: info@ourtransitfuture.com

Name: Elisabeth Schweins

Phone Number

Email Address:

Message Body:

I live in the Highland Woods Historic District, close to the future planned corridor for the light rail system. I am highly supportive of an expanded public transportation system in this areas, and of light rail in particular. However, I am not sure that the currently planned Durham-Chapel Hill connection will adequately address the local needs, as vital destinations in the Triangle are not included, such as the Raleigh-Durham International airport, Research Triangle business locations, and Raleigh business, government and entertainment venues.

As a resident of a neighborhood directly adjoining the proposed rail corridor and one of the proposed stops, i greatly appreciate the inclusion of a landscape visual buffer that will protect us from the light and noise impact should the light rail be implemented as planned.

Thank you!
Elisabeth Schweins

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

Light Rail

Carl Scott carlscott@ourtransitfuture.com

Sent: 9/4/2015 3:24 PM

To: info@ourtransitfuture.com

I live directly across from this proposed Light Rail Maintenance site. What is being proposed will cost billions and history shows, few, very few ever use it. Charlotte's stats support that statement. Raleigh said it's not interested since a survey shows that not enough would use it. Therefore Durham/Orange does not need this any time in this decade or the next. We chose Farrington Rd as a quiet peaceful place for our long awaited retirement home in Culp Arbor. We have lived here 5 years. The advent of Light Rail right in our front door would destroy this. Please, please do not take this away from us. We are lifelong residence of Durham County and we deserve this retirement environment.

Carl and Nancy Scott
Culp Arbor.

Sent from my iPhone

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Light Rail Proposal

vicki scott

Sent: 9/29/2015 5:16 PM

To: info@ourtransitfuture.com

As a resident of the Downing Creek Community, I am against building a light rail system on the ground at the very entrance to our community. Safety is one issue as is also the fact that there is no parking offered and the price which riders would have to pay to ride is also prohibited. I do not stand behind this Durham Light Rail proposal. Vicki Scott

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Light Rail Proposition

vicki scott

Sent: 10/11/2015 9:52 AM

To: info@ourtransitfuture.com

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Light- Rail

vicki scott

Sent: 10/12/2015 9:10 AM

To: Info@ourtransitfuture.com

Subject: Oppose Light Rail - Safety at -Grade Crossings

I oppose the proposed Durham-Orange Light Rail because there are at-grade crossings and at-grade crossings are extremely dangerous for cars and pedestrians.
Sincerely,

Vicki Scott
Resident of Downing Creek

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Comment on Light Rail Plan

Michael Schwalbe [MLSchwalbe@nc.rr.com]

Sent: 9/14/2015 10:04 AM

To: info@ourtransitfuture.com

To Whom It May Concern:

I want to comment on the proposed Durham-Orange light-rail plan as recently reported in the Chapel Hill News (9/13/15).

By way of background, I have lived in the Briarcliff neighborhood of Chapel Hill since 1990, I commute to Raleigh, and I am as philosophically supportive of mass transit as it is possible to be. Yet I cannot support the Durham-Orange light-rail plan.

Back in the early 1990s when plans were put forth for a system that would have linked Chapel Hill, Durham, RDU, Cary, and Raleigh, I was delighted. I supported such plans and urged others to look to the future and consider the benefits of a system that provided fast, safe, and efficient transportation between the major population centers of the Triangle. I was dismayed when these plans were abandoned.

My hope is that eventually we will build a system that facilitates mass transit between the region's densest population centers and through the heaviest commuter corridors. The light-rail system now being proposed will not do this. In fact, from the standpoint of linking population centers and serving the needs of people to travel to work, to shop, or to attend cultural events, it makes no sense. Ridership sufficient to warrant the enormous upfront and ongoing costs, the damage to wetlands, and the increased risks to auto drivers (as many as 30 new at-grade rail crossings!) will never materialize. Projections to the contrary are, I think, wildly distorted by booster bias and by a failure to understand how and why people travel in this area.

I'm willing to pay higher taxes for a regional mass transit system that is built in the right place so that it can do what mass transit is supposed to do: safely, efficiently, and economically move masses of people where they need to go. What is currently being proposed is not that system.

Michael Schwalbe
Chapel Hill, NC

7 MS. LORISA SEIBEL: Hello. My
8 name is Lorisa Seibel. I live at [REDACTED]
[REDACTED], Durham, North Carolina 27705.

10 And I'm a member of the Durham People's
11 Alliance and also of Durham CAN, two local
12 groups that supported the referendum for
13 funding the light rail and improvements to
14 our bus system.

15 We are in support of improving
16 transit for all residents of Durham, and
17 we're also in support of making sure that
18 that transit is accessible and that
19 housing is affordable around each transit
20 station so that everyone in Durham, no
21 matter what their income, can benefit from
22 transit improvements to be able to get to
23 work, to school, to the doctors, and other
24 places.

1 As we move forward with the
2 Environmental Impact Statement and other
3 plans for the transit system, we ask that
4 GoTriangle include economic impact and
5 racial equity in the Environmental Impact
6 Statement for the Light Rail Transit
7 Project.

8 We expect the EIS to contain a
9 substantive and thorough analysis of the
10 economic impact and racial equity on all
11 residents, particularly residents who live
12 near the stations.

13 The EIS should address economic
14 impact and racial equity such as
15 gentrification and displacement that may
16 affect local residents, small businesses,
17 affordable housing, and transportation
18 costs. And this is the wording of a
19 petition that was signed by 115 People's
20 Alliance supporters. I want to read a
21 couple of the comments.

22 There's one that's about
23 sustainability of this and the -- that we
24 want in all of your plans to look at

1 vulnerable communities to guarantee the
2 overall success of this project. Let's do
3 it right in Durham.

4 Another person says she lives near
5 a proposed station and wants to make sure
6 there's affordable housing for all current
7 residents to keep the unique mix of our
8 neighborhood community. And I will submit
9 the petition with the 115 signatures.

10 MR. JOYNER: Thank you. You can
11 hand that to...

12

Include Economic and Race Equity Impact on Transit

We want GoTriangle to include economic impact and racial equity in the Environmental Impact Statement (EIS) for the Durham-Orange Light Rail Transit Project. We expect the EIS to contain a substantive and thorough analysis of the economic impact and racial equity on residents. The EIS should address economic impact and racial equity, including gentrification and displacement affecting local residents, small businesses, housing and transportation costs.

Total signatures: 115

| | Name | State | Comment |
|-----|---------------------|-------|--|
| 1. | Lorisa Seibel | NC | |
| 2. | Lucy Harris | GA | |
| 3. | Kate Fellman | NC | |
| 4. | Shel Anderson | NC | |
| 5. | Risa Foster | NC | |
| 6. | Gerri robinson | NC | |
| 7. | Magaretha Herman | NC | |
| 8. | Beth Perry | CT | |
| 9. | Taimur Khan | NC | |
| 10. | Carolyn Fryberger | NC | |
| 11. | Adrienne Harreveld | NC | |
| 12. | Diane Wright | NC | |
| 13. | Elisabeth Jezierski | NC | |
| 14. | Christine Hendren | NC | These important factors should be considered as real impacts and must be studied! |
| 15. | Sabine Schoenbach | NC | |
| 16. | Melissa Polier | NC | |
| 17. | David Larkins Jr. | NC | |
| 18. | David Denney | NC | |
| 19. | Lucy Worth | NC | |
| 20. | Jeff King | NC | |
| 21. | Blandy Fisher | NC | |
| 22. | Paul D. Brown | NC | |
| 23. | Michael Shifflett | NC | As a member of the Coalition for Affordable Housing and Transit since it's inception, I strongly support the insertion of these areas of concern into the EIS. It'd be my hope that with oversight and continued outreach with the community a functional, inclusive and reasonably affordable option to vehicle transportation will be added to the Triangle for the benefit of all it's residents. |
| 24. | Cate Elander | NC | |
| 25. | Margaret Campbell | NC | |
| 26. | Matt Jantzen | | |
| 27. | Tiffany Pyen | NC | |
| 28. | Shoshanah Naiman | NC | |

| | Name | State | Comment |
|-----|-------------------------|-------|--|
| 29. | Elizabeth Northington | NC | |
| 30. | Robin Crifffield | NC | |
| 31. | Sarah Bickley | NC | |
| 32. | Katy Musolino | NC | |
| 33. | Elisa Lazzarino | NC | |
| 34. | Gail Marsh | NC | |
| 35. | Jeanette Stokes | NC | |
| 36. | Richard Chady | NC | |
| 37. | Theus Armistead | NC | |
| 38. | Darius Little | | |
| 39. | Sandee Washington | NC | |
| 40. | Chelsea Earles | NC | |
| 41. | Betsy Bickel | NC | |
| 42. | Manijeh Berenji | NC | |
| 43. | Alan Stone | NC | |
| 44. | Cassie Pettit | | |
| 45. | Frank Konhaus | | |
| 46. | Paul Kauffmann | NC | |
| 47. | Mary Susan Sewell | NC | |
| 48. | Iori tyson | | |
| 49. | Victoria Seskevich | NC | |
| 50. | Mary Anne McDonald | NC | |
| 51. | Kendra Montgomery-Blinn | NC | |
| 52. | Francesca Hyatt | NC | Sustainability initiatives so often neglect social impact at the expense of vulnerable communities and thereby jeopardize overall success and integrity of the project. Let's do it right in Durham! |
| 53. | Marion Teniade Johnson | NC | |
| 54. | Regina King | NC | |
| 55. | John Ostrander | NC | |
| 56. | Nancy Henderson-James | NC | |
| 57. | Hope Wilder | NC | I live near a proposed station and I want to make sure there is affordable housing for all current residents to keep the unique mix of our neighborhood community. |
| 58. | Kavanah Anderson | NC | |
| 59. | Ziba Kellum | NC | |
| 60. | Patty Adams | TX | |
| | Rebecca | | |
| 61. | Harvard Barnes | NC | |
| 62. | Neil Khaner | NC | |

| | Name | State | Comment |
|-----|-------------------------|-------|---|
| 63. | Tazra Mitchell | NC | |
| 64. | Carolyn worthing | NC | |
| 65. | Mari Joerstad | NC | |
| 66. | Frances Langstaff | NC | |
| 67. | Morgan Kordsmeier | NC | |
| 68. | Sylvianne Roberge | NC | |
| 69. | Jacob Lerner | NC | |
| 70. | Laura Benedict | NC | |
| 71. | Nancy MacLean | NC | |
| 72. | Dane Emmerling | NC | |
| 73. | Jeff Dillman | NC | |
| 74. | Daniel James | | |
| 75. | Cynthia Brown | NC | |
| 76. | Dorothy & Robert Osborn | NC | |
| 77. | Beth Hopping | NC | |
| 78. | Jessie Larkins | NC | |
| 79. | anna wallin | NC | |
| 80. | Christopher Hill | NC | |
| 81. | Lucy Topaloff | NC | |
| 82. | Jade Brooks | NC | |
| 83. | Susan Andresen | NC | |
| 84. | Nancy Blood | NC | |
| 85. | Jenny Korwan | NC | |
| 86. | Elizabeth Conroy | NC | |
| 87. | Donna Dowse | NC | |
| 88. | Tonya Post | NC | |
| 89. | Ronald Newton | NC | Keep up the good work |
| 90. | Lloyd Schmeidler | NC | |
| 91. | Keri Stephens | | |
| 92. | Frank White | NC | |
| 93. | David Bowden | NC | |
| 94. | Page McCullough | NC | |
| 95. | Charlie Reece | NC | This kind of analysis is absolutely critical to ensuring not only that the people of Durham understand the full impact of public investments such as light rail but also that the benefits that flow from such public investments are broadly shared across Durham. |
| 96. | Cora Went | NC | |
| 97. | Margaret Clemen | NC | |
| 98. | Judy Teague | NC | |

| | Name | State | Comment |
|------|----------------------|--------------|---|
| 99. | Mark Hellman | NC | |
| 100. | Walter Von Schonfeld | NC | |
| 101. | Keval Khalsa | NC | |
| 102. | Jennifer Buzun | NC | |
| 103. | Carl Rist | NC | |
| 104. | Tommie Watson | NC | As a GoTriangle commuter, I really hope that they will include economic impact and racial equity in the Environmental Impact Statement (EIS). |
| 105. | Diane Standaert | NC | |
| 106. | Chloe Palenchar | NC | |
| 107. | Ryan Nilsen | NC | |
| 108. | Maria Calvopina | NC | |
| 109. | Melody Peters | NC | |
| 110. | shamieka rhinehart | NC | |
| 111. | Noah Rubin-Blose | NC | |
| 112. | Joseph Davis | ND | |
| 113. | Maya Cornelle | | |
| 114. | Joseph Winters | NC | |
| 115. | Jenny Schnaak | NC | |

Durham-Orange Light Rail Project

annandal

Sent: 10/10/2015 1:24 PM

To: info@ourtransitfuture.com

I believe that the Durham-Orange Light Rail Project is a good investment in our future and should be funded.

It will provide transportation for people that now have very few options and for those who would prefer a more efficient and timely method of transportation.

The Durham-Orange Light Rail Project may also reduce the need for expanding our existing highways and it will reduce pollution.

Alan Seiferheld
Chapel Hill, NC

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Get Involved Contact Form

chris selby

Sent: 10/5/2015 8:31 PM

To: info@ourtransitfuture.com

Name: chris selby

Phone Number:

Email Address:

Message Body:

I am in favor of the light rail plan presented to date. I have been following the development of the rail plan for years and have expressed my support on numerous occasions. Lately I have heard lots of negative feedback on the project in the newspapers and at the Friday Center DEIS public hearing Sept. 29. Some of the negativity has merit, for example I am concerned about the at-grade crossings being safe. However, most of the negative comments seem to be from ill-informed viewpoints, or fail to envisage the FUTURE need for rail. Three future factors occur to me. 1. I think that the congestion that will be present in ten years will be a powerful impetus for ridership of light rail. 2. People call for enhanced bus service instead of light rail. I take the bus every day of the work week (GoTriangle). I feel it is the right thing to do. However, my route has stopped running by my neighborhood in the PM because congestion makes it impossible to run a regular schedule. In the

future it will become more widespread: buses will have increasing difficulty keeping on schedule as traffic worsens. 3. Finally, and most importantly, I know that Durham is encouraging dense development surrounding future rail stations through establishment of Compact Neighborhood Tier zones. I believe this will lead to dense nodal development that will support and sustain light rail, and will sustain smart growth in the region. In this type of development, the new growth will be less dependent upon cars, and will consume less space. Consequently it will be less harmful to the quality of our air and will impose less on the land.

The negativity that I see is the sprawl, increased pollution and traffic, and loss of a potentially valuable infrastructure resource that we would experience if light rail is not built here.

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

Get Involved Contact Form

Andrea Shapiro

Sent: 9/29/2015 3:35 PM

To: info@ourtransitfuture.com

Name: Andrea Shapiro

Phone Number:

Email Address:

Message Body:

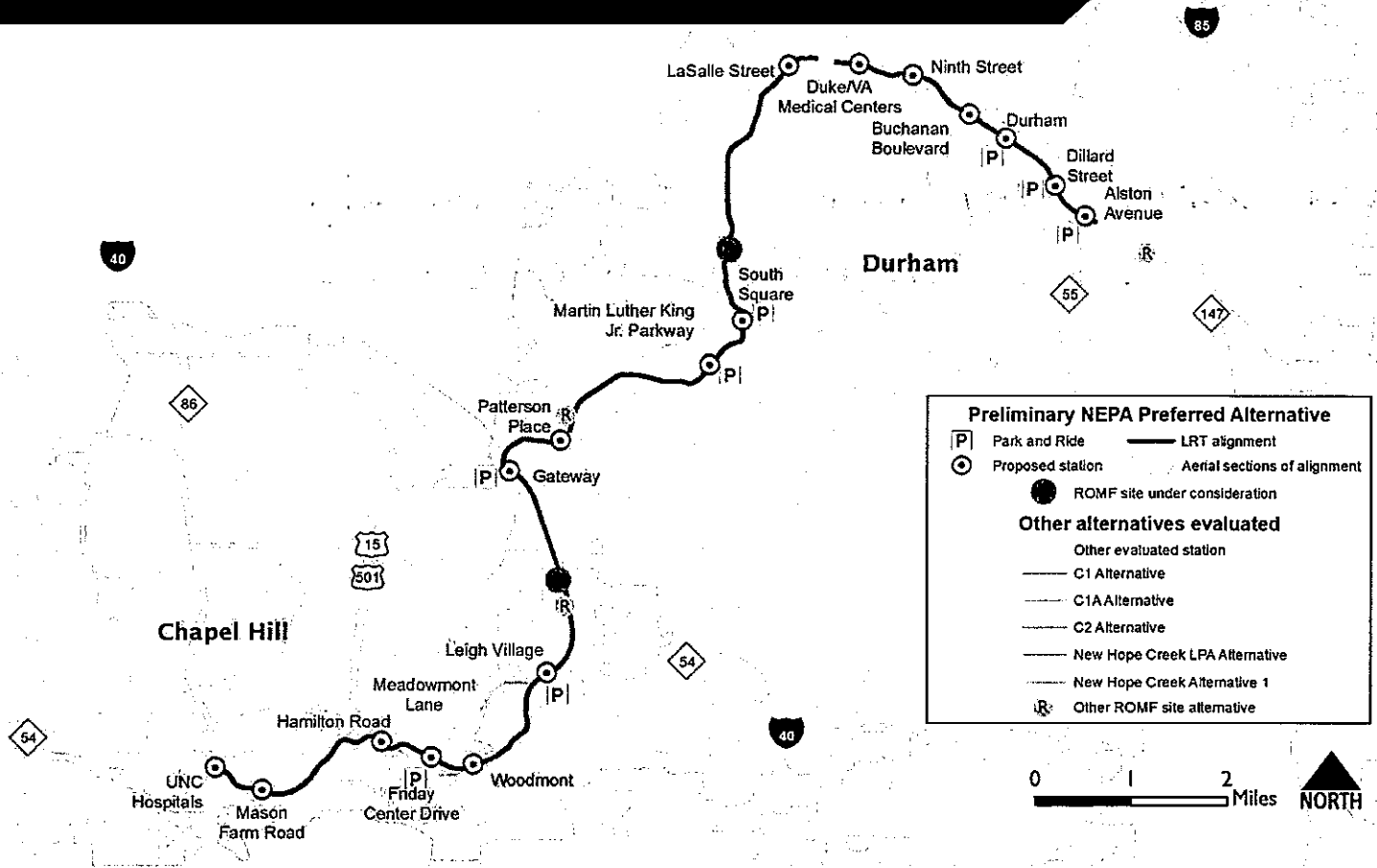
- No-build is by far the best option.
- Light-rail is expensive and inflexible. They drain money from bus lines, which are flexible. Bus lines can easily be changed as traffic patterns change.
- The proposed route makes no sense. If the route included RDU or people's jobs in the RTP there might be some justification. But travel between the two hospitals is minimal. Who goes to both hospitals?
- On-grade crossings are worse than just a nuisance. Drivers won't like waiting at crossings for empty trains going by. On-grade crossings are dangerous for pedestrians and for cars.
- Light rail is a transfer of money from tax-payers to builders of trains who are not a part of this community
- No neighborhood should be destroyed by a maintenance facility in its backyard for this boondoggle.

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

Durham-Orange Light Rail Transit Project

Public Comment



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

*The money would better be spent on buses.
Light rail is too rigid & expensive.*

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

Please Turn Over →

Durham-Orange Light Rail Transit Project

Public Comment

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

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

- It serves very little of the community.
- No service to north or central Orange
County.

3. Please feel free to share other comments.

Name: Andrea Shapiro Email: _____

Mailing Address: _____ City: Hillsborough Zip Code: 27278

Organization: Judea Reform Congregation

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

Re

Crystal Shealey |

Sent: 9/18/2015 6:23 PM

To: info@ourtransifuture.com

Yes I was wondering how do I get a yearly go Durham bus pass?

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Get Involved Contact Form

Tim Shearer

Sent: 10/12/2015 11:56 AM

To: info@ourtransitfuture.com

Name: Tim Shearer

Phone Number:

Email Address:

Message Body:

Hi there, I live in the Highland Woods historic neighborhood in Chapel Hill. I just want to offer my thanks for recommending the visual buffer between the neighborhood and the proposed rail line, and I hope it makes it into the final plan.

Best regards,
Tim Shearer

--

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

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1 MR. MIKE SHIFLETT: Thank you. My
2 name is Mike Shiflett. I live at
 in Durham.

4 I've been an active citizen
5 participating in mass transit since the
6 mid '90s, the first studies by TTA that
7 actually included a monorail system.

8 In addition to that, I've been
9 involved with the Durham Comprehensive
10 Plan back in the '90s, the first
11 established compact neighborhoods for
12 pedestrian and transit coexistence.

13 I was honored to serve on the
14 year-long STAC program, which was a
15 collaborative study of transit and
16 regional growth for both Durham, Chapel
17 Hill, and Carrboro, along with the Capitol
18 Area Metropolitan Planning Organizations,
19 following 2011 with the successful sales
20 tax referendum for transit that brought
21 neighborhoods, civic organizations,
22 non-profits, political groups under the
23 leadership of the Durham Chamber of
24 Commerce which resulted in over a 60

1 percent positive voters support. This was
2 under the organization called DO Transit,
3 Durham-Orange County Friends of Transit.

4 More recently, I've been a member
5 of the Coalition for Affordable Housing
6 and Transit, and as somebody that's been
7 invested in housing and senior living
8 issues for most of my life here in Durham,
9 I support regional transportation by light
10 rail.

11 I believe that by extending the
12 project to Alston Avenue, as earlier
13 stated, it can never serve our
14 neighborhoods. It is my belief that these
15 credentials that I have with me
16 demonstrate a lifetime commitment to
17 public transportation spanning over two
18 decades of listening and understanding and
19 evaluating the needs of our region and
20 Durham in particular.

21 While others speak -- While other
22 speakers talk from the base of
23 understanding one or two years, I've been
24 involved over 20. My message to the FTA

1 is that this is just a draft document. It
2 is not perfect in any way, but it would be
3 my hope that the community and the
4 neighbors work together to solve the
5 problems that they still have.

6 I've included my copy of my
7 credentials, as I hope that's something
8 that encourages the FTA to support a
9 project that will provide our citizens of
10 need and engage the larger community in
11 working together and making a successful
12 project that we're worthy and proud of.
13 Thank you.

14 MR. JOYNER: Thank you. If anyone
15 does have comments -- written comments
16 after you've spoken and you want to turn
17 those in, if you don't mind putting those
18 -- they can give them to you, Jeffrey?
19 Okay. That'll be fine. Okay. Thank you.
20 You may begin.

Mike Shiflett for Durham's City Council

Why should you "LIKE MIKE"? The future of Durham is in the voter's hands this election. The citizens of Durham understand that this city is unlike any other! That said, being an elected official in this city is more than just politics, it requires an in-depth knowledge base of what makes Durham so special.

Durham DESERVES to be represented by those who prove themselves to be in love with the city and are dedicated citizens. Take a look at this condensed list of some of the different things that Mike has worked with over the years in Durham and decide for yourself if you agree with us, #WeLikeMike! Mike has the time, the energy and the years of service in Durham to be your choice as a member of City Council.

Mike describes his experiences and those he has worked with over the past 30+ years as this:

"Durham, where good people make great things happen"

----Community/Neighborhood----

- Board member: Watts Hospital Hillandale Neighborhood (President 1997-99)
- Member of InterNeighborhood Council since 1997 and President in 1999 and 2001
- Durham PRIDE Alliance (Neighborhood Improvement Services) now focusing on Mayor Poverty Reduction Index
- Local Emergency Preparedness Committee (County Appointee) since 2002
- Adequate Public Facilities task force
- Retired and Senior Volunteer Program Board member of Friends since 1999
- Liberty Arts Board member
- Community Association Institute: North Carolina Chapter board member 1999-2007, National Chapter, Community Association Volunteer Committee (6 yrs) 2 Chair, National Board of Trustees 2010-2012
- Coordinating Council for Senior Citizens (2005-2009) President for two years
- Epworth United Church of Christ Sunday School Superintendent 21 years

----Crime Reduction/Law Enforcement----

- Durham Businesses Against Crime 14 years (last six as Chair)
- Co-facilitator of District II Partners Against Crime (1997-1999)
- Attended and graduated from the Police Citizens Academy (26th Class) in 2001
- Presented a Durham Police Department Community Service Award at City Hall (May 22nd, 2014)

----Education/Safety----

- Nominated and elected as a board of director for Triangle Learning Community in 2013
- Durham Public Schools –Community School Advocacy subcommittee 2015
- Precinct volunteer of Kids Voting in Durham since 1997 Chair of Friends of Kids Voting since 2008 (Club Magnet, EK Powe and Brogden)
- Durham Public Education Network and served on Achievement Gap taskforce

----Environmental----

- Durham Garden Forum since 2013
- WakeUp Water Quality Team since 2014
- Keep Durham Beautiful board member since 2013
- Don't Waste Durham 2013 (focusing on plastic and polystyrene reduction/recycling/reuse)
- Ellerbee Creek Watershed Association Board since 2009
- Urban Open Space and Trails (Open Space subcommittee)
- Big Sweep Coordinator
- Northgate Adopt-a-Park Coordinator since 2002

- Awarded a citation of excellence in 1972 from President Nixon for his work with environment protection (pre-EPA!)

----Housing----

- Housing Appeals Board 2000-2008 Chair for seven years
- Campaign for Decent Housing Substandard Housing sub-committee past chairperson
- Citizens Advisory Board for KB Homes
- Founding board member of Rebuild Durham which provides for renovating dilapidated and abandoned houses into decent affordable rental property with a social conscious.
- Awarded the Community Housing Award from the Durham Human Relations Commission.
- Coalition for Affordable Housing and Transit

----Infrastructure/Local Government----

- Durham Comprehensive Plan
- Durham Appearance Advocacy Group
- Facilitated Durham PRIDE (Preservation, Revitalization, Investment, Development & Education) Alliance taskforce
- Member Greater Durham Chamber of Commerce (Transportation & Local Government/Public Policy committees)
- Honored with the Founder of Democracy Award, presented by Mayor Bill Bell in 2009.
- Works with Mayor Bill Bell's Poverty Reduction Initiative beginning in 2014
- Durham Non-Agency Funding Review Committee
- Citizens Results Based Accountability
- Citizens Oversight Committee
- Member of DAD (Durham Area Designers)

----Training/Certifications----

- Certified in Emergency Management of Radiation Accident Victims (at Duke) by Oak Ridge Institute 2013
- Completed Mental Health First Aid USA course under the National Council for Community Behavioral HealthCare
- Basic Life Support Training in CPR and AED
- Red Cross Shelter Operations Training, 16 gallon blood donor
- Duke University Certificate Program for Non-profit Management
- member Parliamentarian from National Association of Parliamentarians
- Certified Emergency Response Team ten years Northgate Park team

----Transit----

- Selected to serve on the Special Transit Advisory Commission (STAC)
- Durham Orange County Friends of Transit
- Coalition for Affordable Housing and Transit (CAHT) since 2013
- Regional Transportation Alliance (former member up to 2014)
- Greater Durham Chamber of Commerce: Transportation Committee, Government Public Relations Committee
AWARDED "Citizen Connector of the Year 2010"
- Travel Demand Management task force

"I don't have all the answers to the problems we face. But after years of working with neighborhoods, non-profits, business owners, the Chamber and thousands of other community volunteers I have a good understanding so far on why they are here and why they exist. And while I'll admit I might have an opinion, I haven't gotten to this point by telling everyone what I think, I've gotten here because I have listened to what they had to say. Steven Covey said "Seek first to understand, then be understood". By listening to people's opinions, going to workshops, public hearings and yes even deliberations in municipal debate it's been a learning experience to see how my understanding and depth of knowledge has improved. I want to continue to learn more by listening to you, not telling you what I think you should do. Then and only then will we be able to find a workable solution that both of us can walk away from with a plan of action that WILL work for all of us. Let's start that conversation today!"

#VoteforMike #DurhamLikesMike

NO to light rail

jack shreffler

Sent: 9/13/2015 1:12 PM

To: info@ourtransitfuture.com

Light rail is a waste of money. Buses have flexibility to match growth patterns. The estimated 23000 rides per day is sheer fantasy, as is the infatuation with railroads.

Jack Shreffler
Chapel Hill

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7 MS. GWYN SILVER: All right. Good
8 evening, everybody. I am Gwyn Silver, and
9 I'm a resident of Durham residing at [REDACTED]

[REDACTED].
11 Over the past year, I've attended
12 probably seven or more meetings or open
13 forums on the Durham-Orange Light Rail
14 Transit System. For district 1, community
15 support was firmly due to the proposed
16 station at Alston Avenue. I also
17 supported that, as well.

18 Many years ago up to Durham voting
19 for the sales tax to cover transit costs,
20 I anticipated the first rail would run
21 from Durham to RTP or Raleigh, as elected
22 officials often commented that the traffic
23 on the Durham Freeway would only get worse
24 in the coming years.

1 Ironically, I work for a company
2 out at RTP beginning in 1985 when Miami
3 Boulevard was a two-way street and the
4 extension of the highway -- of the Durham
5 Freeway into Raleigh was everybody --
6 everyone's dream.

7 Once they finished the highway, a
8 co-worker said, it's going to be traveling
9 to Raleigh as a freeway, an expressway.
10 Within about five years, the
11 bumper-to-bumper traffic started to slowly
12 return, and today it is truly
13 bumper-to-bumper.

14 At the first meeting I attended
15 when the Durham-Orange light rail was
16 proposed, I asked specifically, are you
17 sure there is enough space for the rail to
18 run along Pettigrew Street? And responses
19 convinced me that that was definitely
20 true.

21 It is sorely disappointing to me
22 and northeast central Durham community
23 that was counting on this stop to see the
24 plans change and the stop moved to Grant

1 Street.

2 With so much controversy and
3 especially no affordable housing planned
4 along the light rail, I propose that we
5 put this project on the back burner and
6 that we look at other alternatives,
7 specifically a light rail into Raleigh.

8 Thank you.

9 MR. JOYNER: Thank you.

C2A route

Bonnie Simms

Sent: 9/16/2015 1:15 PM

To: info@ourtransitfuture.com

September 16, 2015

Our Transit Future
P. O. Box 530
Morrisville NC 27560

As a resident of The Cedars of Chapel Hill, I am very pleased that GoTriangle has decided to go forward with the C2A route for the Light Rail Transit.

This route has several advantages, with the primary one being the preservation of the Little Creek Bottomlands and Slopes Significant Natural Heritage Area.

This route is also less expensive, would be faster, and has a larger projected ridership than the alternatives.

We greatly appreciate your willingness to listen to our views.

Thank you,

Bonnie Simms

Get Involved Contact Form

Simone

Sent: 9/16/2015 7:43 PM

To: info@ourtransitfuture.com

Name: Simone

Phone Number:

Email Address:

Message Body:

I think this is an awesome idea. It'll bring jobs to the locals and be much easier to travel!

--

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Travel times

F Neil Simms

Sent: 10/2/2015 8:41 AM

To: info@ourtransitfuture.com

Just curious as to what the expected travel times will be from one end of the line to the other (Chapel Hill to Durham)?

Very excited about this project (assuming the state legislatures get off their collective a**es and keep it moving forward)!

Neil Simms
Carrboro

P.S. I haven't seen anything about carrying bikes on board - will I be able to do so?

Sent from [TypeMail](#)

Get Involved Contact Form

Stephen Simon

Sent: 10/8/2015 5:45 PM

To: info@ourtransitfuture.com

Name: Stephen Simon

Phone Number:

Message Body:

I have some comments / concerns specifically about the backup ROMF site near Cornwallis Dr. These comments are in the context of things that would need to be addressed if this site was chosen:

- 1) The noise study already conducted does not include several important factors: a) Relocation of Western Bypass, b) The very tight turning radius of the north turn around loop is a concern for wheel squeal. An increase in noise over the existing study could potentially move the site to be classified unacceptable. Therefore I would request the noise study be redone.
- 2) The option the JCC has to expand on current Pepsi Plant property needs to be addressed.
- 3) The right of way for JRC needs to be addressed
- 4) Safety and noise introduced by the moving of Western Bypass close to the campus needs to be addressed.
- 5) Lighting at night interfering with evening religious services

I am concerned that there is not another alternative being discussed beyond the two Farrington Rd and Cornwallis for the ROMF site. This should also be addressed.

--

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

11 MR. JOYNER: Thank you.

12 MR. PHILLIP SINGER: My name is
13 Phillip Singer. I live at [REDACTED]
[REDACTED] in Chapel Hill, 27514.

15 In addition to being a Chapel Hill
16 resident, I'm also co-president elect of
17 the Jewish Federation of Durham-Chapel
18 Hill.

19 One of the alternative sites for
20 the rail operations and maintenance
21 facility is the Cornwallis Road site, and
22 that site backs up to a Jewish Community
23 Center as well as to other institutions on
24 our Jewish campus: Judea Reform

1 Congregation and the Lerner Jewish Day
2 School. I want to first thank GoTriangle
3 for their openness in sharing and
4 communicating their light rail plans with
5 us via the public information meetings,
6 via their website, and via this public
7 hearing. We are pleased that GoTriangle
8 did not choose Cornwallis Road for the
9 rail operation and maintenance facility.
10 Their Draft Environmental Impact Statement
11 does not recommend Cornwallis Road for
12 further consideration as a need for
13 preferred alternative for several reasons.
14 Most important to us is the impact it
15 would have on our development plans for
16 land gifted to the Jewish Federation for
17 future expansion. Accordingly, it has a
18 major impact on our community resources.
19 Equally as important is that the
20 Cornwallis Road site would involve
21 relocation of the western bypass to the
22 back of the rail operations and
23 maintenance facility. The road would
24 bring it -- The relocation would bring it

1 right alongside the back of our facility.
2 It will bring the road closer to our
3 existing campus, it will create safety and
4 security concerns for us, especially for
5 children at the Lerner Jewish Day School
6 and those in our Community Center swimming
7 and play area.

8 We're also concerned about noise
9 and vibrations during the construction
10 period and thereafter that will interfere
11 with prayer and meditation at Judea Reform
12 Congregation Synagog and will interfere
13 with learning at the Lerner Jewish Day
14 School.

15 We have concern about light from
16 the faculty that may affect the religious
17 services and the fact that the facility
18 will create more traffic, especially with
19 a relocated western bypass will intersect
20 Cornwallis Road at a point closer to our
21 entryway off Cornwallis Road. Thank you.

22 MR. JOYNER: Thank you, sir.

23

Get Involved Contact Form

Philip Singer

Sent: 10/12/2015 11:39 AM

To: info@ourtransitfuture.com

Name: Philip Singer

Phone

Email Address:

Message Body:

I have written before about the proposed ROMF location and the objections of the Jewish campus to consideration of the Cornwallis Road site for all of the reasons noted in Section 8 of the Draft Environmental Impact Statement. I support the Farrington Road site because, of all the options, it has the least impact on community resources, has a lower cost than the Cornwallis Road site, and does not suffer from the physical constraints associated with the track layout at the Cornwallis Road site. However, if for some reason the Farrington Road site presents insurmountable issues, I would ask that GoTriangle re-examine the Patterson Place option before recommending Cornwallis Road. It is my understanding that the primary concern with the Patterson Place location is that it is not compatible with the revised track alignment caused by water resources issues associated with the original track alignment. As a registered professional engineer, I am convinced that there are acceptable engineering options for dealing with the anticipated water resources impact just as such options were addressed in the development of the Patterson Place shopping center in the first place and in the redesign of US 15-501. If these engineering options are considered, then perhaps Patterson Place will be a preferred feasible alternative to the Farrington Road site.

--

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

ROMF

Singer, Philip C

Sent: 10/12/2015 11:44 AM

To: info@ourtransitfuture.com

I have written before about the proposed ROMF location and the objections of the Jewish campus to consideration of the Cornwallis Road site for all of the reasons noted in Section 8 of the Draft Environmental Impact Statement. I support the Farrington Road site because, of all the options, it has the least impact on community resources, has a lower cost than the Cornwallis Road site, and does not suffer from the physical constraints associated with the track layout at the Cornwallis Road site and the proposed relocation of Western Bypass. However, if for some reason the Farrington Road site presents insurmountable issues, I would ask that GoTriangle re-examine the Patterson Place option before recommending Cornwallis Road. It is my understanding that the primary concern with the Patterson Place location is that it is not compatible with the revised track alignment caused by water resources impacts associated with the original track alignment. As a registered professional engineer, I am convinced that there are acceptable engineering options for dealing with the anticipated water resources impact just as such options were addressed in the development of the Patterson Place shopping center in the first place and in the redesign of US 15-501. If these engineering options are considered, then perhaps Patterson Place will be a preferred feasible alternative to the Farrington Road site.

Thank you for your consideration.

Get Involved Contact Form

Louis Sinclair

Sent: 10/7/2015 1:26 PM

To: info@ourtransitfuture.com

Name: Louis Sinclair

Phone Number:

Message Body:

First, I don't see the numbers for the amount of ridership this system would need to even make this project feasible. Durham and Chapel Hill are far too small to justify a light rail system.

Assuming that this is the first leg of the entire system which doesn't go anywhere people need to go or get there in any reasonable amount of time. The triangle is spread out over 3 municipalities and six counties as oppose to Charlotte which is one city (and a much bigger city) with one core surrounded by suburbs. If you consider the "Park" the central hub (forget the airport) then every building in the Park has a parking space within walking distance to every building in the Park. There is no pay for parking (aside the airport which it will not go) and it's infinitely faster to get to your parking space. The only locations that has "pay to park" is downtown Raleigh, Durham and Chapel Hill and there's just not enough in those 3 spread out areas to justify the light rail.

Secondly, the economic viability is non-existent so discussion is futile. If we can't entice ridership with better service (the carrot) then we need to entice riders with less pain (the stick) Without a city core or \$500/month parking there very little reason to take the rail. I suspect that after the novelty wears off there won't be enough revenue to pay for the maintenance much less the capital debt we will need to maintain.

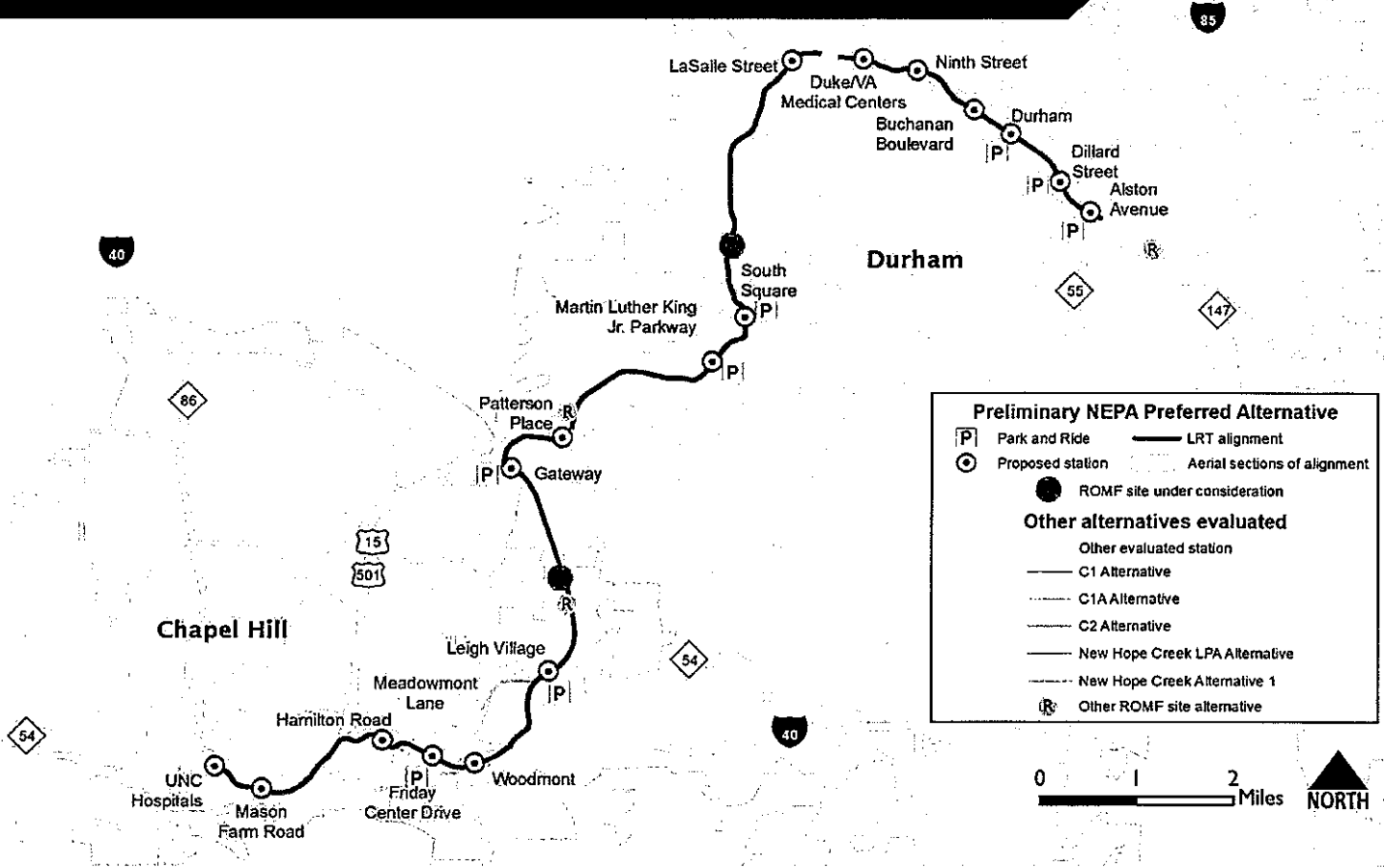
Finally, there are ultra-lite rails that are cheaper, more flexible and more convenient than the light rail that is proposed. If we were bound to pay for a rail system then we need to have one that is the newest, cleanest, neatest, system that's available instead of the same old worn out light rail that has gone down in flames at every other mid-size city. If you're going down then go BIG!!

--

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

Durham-Orange Light Rail Transit Project

Public Comment



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

See reverse side →

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

Please Turn Over →

Durham-Orange Light Rail Transit Project

Public Comment

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

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

If negative impact of power lines as you said are inconclusive, how can you say there is no problem? It's an unknown

* You should list more cons on Cornwallis site
→ School, temple, JCC.

3. Please feel free to share other comments.

Name:

Lyla Singh

En

Mailing Address

City:

Durham

Zip Code:

27708

Organization:

Judea Reform Congregation

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



Our Transit
FUTURE.

4 MR. ANDY SLAUGHTER: My name is
5 Andy Slaughter, and I live at

7 And I'm just here to speak quickly
8 about my support for the light rail
9 system, as demonstrated. Mainly just
10 because I think that without a dedicated
11 transit corridor that the light rail will
12 provide, we're basically investing in more
13 sprawl and we're basically investing in
14 more congestion as our region grows over
15 the next few decades, which it inevitably
16 will. So thank you, and I -- again, I
17 support light rail and let's not be Wake
18 County.

Get Involved Contact Form

Andy Slaughter

Sent: 10/1/2015 2:31 PM

To: info@ourtransitfuture.com

Name: Andy Slaughter

Phone

Message Body:

I am writing to continue my support for the light- rail route now proposed in Durham and Orange Counties. This is a crucial stage in our development as a region, and building this dedicated, high-volume transit corridor is an investment in planned growth. Building a light-rail will help prevent further sprawl and traffic congestion that are all but a certainty if we do not move forward in this way.

--

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

Light Rail for the win!

Rebecca Slaughter

Sent: 10/8/2015 1:51 PM

To: info@ourtransitfuture.com

Durham is growing at an incredible rate and already we can see it on our roads. We want safe roads for cyclists and pedestrians and yet the amount of cars is on the rise. As cities grow, they must place a strong emphasis on developing an effective and convenient public transit system. We have a diverse community of people from many different socioeconomic backgrounds and a good light rail system ensures they all have opportunities for safe transportation. It costs money, yes, but a city with good public transportation gets so much benefit from that over time, not to mention the jobs it provides.

As far as the environment, less cars certainly means less pollution for our growing city. Also, as gas prices can be unpredictable, many young urbanites (the kind it seems the city is targeting with its many new apartments) are choosing not to drive and many more will join them. In fact, people of all ages are pushing for more ways to travel the city without cars. Light rail is a BIG step in the right direction.

Rebecca Slaughter

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

Subject: Re: Lightrail on Farrington Rd location

From: Linda Lloyd Smith

Date: Tue, Sep 01, 2015 8:36 am

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

To Whom it may concern,

I am a realtor in Prescott Place Subdivision and since the light rail system locations has been finalized to move forward with the new locations, there has been major impact on sales around 10-12 homes on the market and sold of 30,000-50,000 less than market value because of fear of the impact of the light rail system.

I have went to several meetings and it seems that there is no concern to you, it s what it is attitude.

I would like to know what choices do we as homeowners have?

Linda Smith

Durham, NC 27707
[REDACTED]

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Light rail support

lsmith27661@gmail.com [lsmith27661@gmail.com]

Sent: 10/11/2015 9:40 AM

To: =?utf-8?Q?info@ourtransitfuture.com?=<info@ourtransitfuture.com>

Cc: "Bo_Glenn" <boglenn@nc.rr.com>

Please support a light rail system!

Why isn't the light rail going to the airport?

The Durham-Orange Light Rail Project is the best project for our area. Some folks continue to argue that the first line should go to the airport. Funding under the New Starts Program is very competitive. All major metropolitan areas are pursuing funding. For our first light rail project, we decided to pick the corridor that gave us the best chance of getting an award. We wanted to check as many boxes under the federal guidelines for funding as possible. After years of study, in 2008, the Special Transit Advisory Commission report found that the highest level of future travel intensity of any of the 18 corridors in Wake, Durham or Orange counties – was in the Durham-Orange corridor.

A major emphasis under the federal guidelines is providing transit for transit dependent persons which are defined as households without a car. The Durham-Orange corridor has the highest level of transit dependent households.

The D-O LRT project connects the campuses of the two largest employers in the state, Duke University and Medical Center and University of North Carolina and Medical Center. Travel for these institutions goes in both directions all day. The opportunities for growth and collaboration are huge.

Another consideration for the grant is the projected level of ridership on the line. The average person goes to his place of employment 250 times a year. That same person goes to the airport 4-5 times a year. To win the federal New Starts grant, the line connecting Durham and Chapel Hill makes sense as the first line because there is more than enough travel within the Durham-Chapel Hill metro area to make DOLRT a success as a standalone investment. There will never be the same level of ridership to the airport.

Will funds spent on rail be diverted from money needed for bus expansion?

The Durham-Orange Light Rail Project is the best transportation modality for the D-O corridor. Some folks argue that expanding our existing bus network is a better use of funds. The federal New Starts grant is for capital funds for major transportation projects, such as the light rail project. These funds would not be available to expand our existing bus network. There is no competition for dollars between buses and trains for the project. Capital funding from the N.C. Department of Transportation, if approved under the present funding formula, would only be available for the light rail project. So if the light rail project is not pursued there will not be a federal or state money which can be diverted to another mode of transportation. If we receive funding from the New Starts grant it could be as much as \$900,000,000 and State money of \$135,000,000.

The federal New Starts program funds 50% of the project and requires a 25% local match. The local match for the D-O LRT come a basket of local taxes and fees such as the one-half cent sales tax which was recently approved by the voters. Under the authorizing statute, the sales tax could not be used for

existing bus services. It is seen as new money for our new program.

When the DOLRT line opens, part or all of 17 different bus routes will be made redundant by the rail. Those buses can then be redirected to underserved portions of the two counties, or to add later hours on existing routes, or to improve frequency in corridors with growing ridership that are not along the DOLRT corridor. In addition as part of the D-O transportation plan, there will be funds directed to better bus service connected to the light rail line so that we will have an integrated system.

Light Rail Transit has similar capital costs as highways.

All transportation infrastructure improvements are expensive. The D-O LRT is a modality that has a similar cost as road construction. Roads and transit both require the same basic construction elements like cement, steel, land and labor. Looking at passenger carrying capacity, light rail has a similar cost as a highway. This is without considering the social, aesthetic, and community impact of large multi lane highways coursing through neighborhoods. For example, the light rail line can carry as many people as an six-lane freeway by merely adding cars on its narrow right of way. The 3.2 mile East End Connector presently under construction in Durham County is predicted to cost \$206,465,000 or \$64,520,312 per mile for four lanes of travel or \$16,130,078 per lane per mile. Adjusted upward for projected inflation, the 17 mile light rail project is predicted to cost \$1,800,000,000 or \$105,882,352 per mile. The line is equivalent to 6 lanes of travel or \$17,647,058 per lane per mile.

Rail-based transit attracts new riders and new commerce.

Light rail serves a broader population, including choice riders and need riders. This increased ridership can have a positive impact on existing transit users by increasing the demand for bus services, with increased funding.

For the economy to grow, transportation options must grow. Our region is an important commercial center, which attracts new companies and jobs to the area. In order for companies to transport employees, customers and goods quickly, we must manage congestion on our roads.

A comprehensive transit system is also vital to companies looking to recruit the best and brightest talent to the region. Many of these prospects come from major cities with light rail and other forms of rapid transit. They expect no less here. Housing and lifestyle choices also help attract and retain younger employees. In the Charlotte region, more than 30% of seniors and 43% of young professionals say they would like to live at or near a rapid transit station.

Light rail transit is a crucial investment in the future of our region because increased auto travel has contributed to an air quality situation that could threaten federal funding for road projects. Riding light rail transit is one way we can help make our air cleaner and conserve natural resources. Car traffic account for 63% of our region's ozone pollution. Transit emits 92% less VOC (volatile organic compounds) and 50% less NOx (nitrogen oxides) per passenger mile than a car. Without a balanced transportation system, our air quality and our funding could both be in jeopardy.

LRT attracts transit-oriented development, including housing, retail, and other commercial development.

Because it is of a more permanent nature, light rail spurs investment along rail lines in a way that buses do not. Such development often creates more accessible, mixed-use communities that benefit non-drivers.

The transportation planners in the Triangle have studied successful transit systems throughout the United States, including cities like Charlotte, Dallas, Denver, Portland and San Diego. This process

has been ongoing since the 1990s. There have been hundreds of information sessions in the Triangle. Through this process, it has become clear that a successful plan must: offer choices that appeal to all lifestyles; incorporate smart land development; include a balanced mix of transportation options including light rail; and create pedestrian-friendly, livable communities in the station areas. The vast majority of citizens support this vision. This vision was approved when 60% of voters chose to tax themselves to make this happen.

Proximity to transit often increases residential property values overall

A review of more than 100 studies concerning the impacts transit service has on nearby property values found that proximity to transit often increases property values enough to offset the local contribution for transit system capital costs. This is because many people consider transit a welcome alternative to gas pumps, parking lots and crowded freeways. In Massachusetts, the median price of single-family homes nearly doubled in 19 communities after they gained commuter rail service. In Chicago, properties next to transit stations had a 20% higher increase in value compared to those located a half-mile away. Rapid transit played a key role in the revitalization of South End in Charlotte, where property values have increased 89% since 2001, partially in anticipation of the light rail line.

Proximity to light rail stations increases accessibility to employment for working families.

In a study of the Hiawatha LRT Line in the Twin Cities, Minnesota, proximity to light rail stations and bus stops offering direct rail connections are associated with large, statistically significant gains in accessibility to low-wage jobs. These gains stand out from changes in accessibility for the transit system as a whole. After light-rail construction, low-wage workers are locating near station areas. The number of low-wage jobs also increased near station areas. These previously underserved areas of the Twin Cities have benefited from frequent, all-day transit service.

Case studies of 25 Transit-Oriented Development (TOD) projects were conducted to show how TOD helped enhance the well-being of working families by providing for increased transit access, good jobs, and affordable housing to low- and moderate-income people, including many who cannot afford to own a car. Incentive concepts can encourage location-efficient development; for example, not providing subsidies to employers unless jobs are transit-accessible and within a reasonable commuting distance from affordable housing.

Light rail transit users report higher levels of neighborhood satisfaction and have lower obesity rates than non-users.

Increased development intensity around rail stations will also allow for residents in new portions of the two-county region to complete many trips on foot or by bike in compact, walkable, mixed-use neighborhoods. In addition to the gas savings that these residents will experience by being able to walk to the store instead of drive, there will also be public health benefits through increasing amounts of active travel.

A qualitative study in an inner-city, revitalizing neighborhood Salt Lake City found study participants who used a new light rail stop reported higher "place attachment" and greater "neighborhood satisfaction" than did non-riders, suggesting that the transit stop improved their feelings about their community. Those who did not use the new transit stop at all were substantially more likely to be obese and to take more car trips than either new riders or existing riders.

Does rail reduce congestion or pollution? Does rail provide an alternative to people who like to drive their cars?

There are currently 46 cities in the U.S. with some form of rail transit. Rail accounts for more than 20% of total commutes in seven of these cities. While many cities with rail are still congested, they are less congested than comparable cities without rail. Cities with rail tend to be larger than the average city, and thus more congested than a smaller city, even with the public transit options. Mass transit can also reduce the rate at which congestion grows as a city expands.

Rail saves Americans \$19.4 billion per year by reducing congestion. Households living near public transit drive 4,400 miles less annually on average than those without access to public transit. That equates to a savings of over \$2,200 per year, or a savings of 19% of their travel expenses. Residents of the seven cities where rail accounts for 20% or more of commutes drive an average of 7,548 miles per year, compared to 11,992 nationally. Public transit also saves Americans a total of 646 million hours of travel time each year.

Public transportation reduces American consumption of gasoline by 4.2 billion gallons each year, more than 20 times the amount spilled into the Gulf of Mexico during the Deepwater Horizon catastrophe. This results in a corresponding reduction in pollution. Utilizing public transit is ten times more effective at reducing carbon dioxide emissions than many other household actions.

How is rail doing in today's down economy?

Public transit ridership has risen every year since 1996. In 2000, ridership was at its highest level since 1959. Public transit ridership was up a total of 1.56% in the first quarter of 2011, with light rail ridership up 2.34%. Some light rail systems saw increases of as much as 28.22%. Further, the proposed light rail system in the Triangle is only one component of a comprehensive mass transit system. In North Carolina, bus ridership was also up 3.26% in Charlotte, 11.48% in Greensboro, and 12.64% on the Triangle Transit Authority.

Has the high cost of fuel in Europe increase rail usage? Has increases in cost of fuel effected transit use in this country?

Europeans drive significantly less annually than Americans. In France, the average car travels 8,525.6 miles per year; in the U.K., 8,837.6 miles per year. In 2009, each car registered in North Carolina traveled an average of 17,240.9 miles. Households living near public transit drive an average of 4,400 miles annually less than those without access to public transit. This corresponds to an annual savings of over 200 gallons of gas per household.

Studies have shown that increases in gasoline prices result in an increase in public transit ridership. At \$3.00 per gallon, fuel prices prompt an additional 500,000,000 passenger trips on public transit annually; at \$5.00, that number jumps to 1.5 billion; at \$6.00, 2.7 billion. This is not mere speculation: during the 2007 and 2008 gas price spike, 85% of transit agencies reported increased ridership, and one half expanded their capacity as a result. Even with expanded capacity, one half still experienced crowded service, with 39% having to turn passengers away at times.

Will rail development drive economic development to the transit stops?

Every \$1 invested in public transit generates an economic return of \$4. Within transit, rail is a better catalyst for economic growth because the infrastructure for rail is permanent. Developers and business owners can feel confident locating next to rail because it is highly likely that the service will still be present for years to come.

Rail alone generates \$5.2 billion annually in economic and social benefits. It also saves the American public an average of \$4.5 billion annually through avoided economic costs, including \$1.7 billion annually by reducing traffic-related injuries and fatalities alone. A further \$5.6 billion is saved from accident damages. Transit also saves \$8 billion in roadway construction and \$12.1 billion in parking costs.

Not only is public transit a good investment, but it outperforms roads and highways in terms of economic impact. A \$10 million capital investment in public transit yields \$30 million in increased business sales, while that same investment in roads and highways would generate a return of \$27 million in goods and services. Consumer spending on public transit goes further as well. Every \$1 million spent by consumers adds \$1.82 million to the local economy; if consumers spent that same \$1 million on gasoline it would add just \$1.14 million to the economy.

Public transit is also a better job creator than roads and highways. The industry currently employs more than 380,000 individuals nationwide. An investment in public transit creates 9% more jobs than the same investment in road maintenance, and 19% more than new road construction. Every \$1 billion invested in public transit creates 36,000 jobs, while investing that same amount in federal highway spending generates only 30,000 jobs. Every \$1 million spent by consumers on public transit generates 31.3 jobs, while that same \$1 million spent on gas generates only 12.8 jobs. These numbers aren't just theoretical. The American Investment and Recovery Act invested roughly \$20 billion in public transit, and created 71,415 job-months in the process. Every \$1 billion invested in public transportation created 16,419 job-months, while every \$1 billion invested in highway infrastructure programs created only 8,781 job-months.

Can we learn from the experience in Charlotte?

Charlotte's Lynx commuter rail system was completed in two years. During its first year in operation, ridership was more than double expectations. Within a year, the system was averaging 16,000 riders daily. The system is so popular that officials had to expand parking lots at park-and-ride stations. Ridership on Charlotte's light rail system was up 0.52% in the first quarter of 2011.

The system has been so popular that officials are planning to build upon its success in accordance with their long-range transit plan. Officials are planning the construction of a streetcar in uptown Charlotte with federal funding. They are also completing construction of a new line to UNC-Charlotte that should open by 2017. Even after cuts to proposed expansion caused by the economic downturn, the city is moving ahead with the \$1.2 billion expansion.

Are Durham and Chapel Hill ready for light rail?

In 2008, following years of intense analysis, the Special Transit Advisory Commission determined that the highest level of future travel intensity of any of the 18 corridors in Wake, Durham or Orange counties – was in the Durham-Orange corridor. The D-O corridor also has the highest concentration of transit dependent households, is constrained from further road development by the New Hope Creek corridor and the Jordan Lake game lands and has the highest cross county public transportation usage in the state. This decision has been confirmed by 7 more years of study, analysis and public input. One that fulfills a community-wide vision of compact, walkable neighborhoods; dense, vibrant downtowns; world class universities and medical centers and a more environmentally responsible community.

Durham and Chapel Hill have much higher usage rates of existing bus transit than similar mid-size cities and even larger ones. Every day in Durham and Chapel Hill in 2013, people took over 71,300 rides on Duke Transit, GoDurham, Chapel Hill Transit, and GoTriangle services. Durham and Chapel Hill already carry nearly as many transit passengers as Charlotte did the year before Charlotte's light rail opened, even though Charlotte had an additional quarter million residents. Durham and Chapel Hill will also grow for another 10 years before light rail begins operation.

How will DOLRT reduce travel times on transit for current bus riders?

D-O LRT will provide significant time savings for many transit users currently using buses in Durham and Chapel Hill. The DOLRT is more direct than several of the bus routes it will replace, and by operating in its own right of way, it will not be subject to traffic congestion. Electric-powered light rail also has superior acceleration to a standard diesel or hybrid bus.

An additional time savings is not having to locate parking. In the major employment centers along the D-O LRT line, parking is expensive, or scarce, and in some places, simply not available. As our universities, medical centers and downtowns continue to grow, it will not be possible to provide more parking capacity without building distant satellite lots.

Can we pave our way out of the population expansion?

In city after city in the United States, it has been demonstrated that each new highway or highway lane draws more traffic until it, too, is congested. Increased street capacity encourages sprawl, puts more drivers on the road and ultimately lengthens travel times. Buses, carpools and vanpools can help. But they use the same roads as other commuters, and don't offer a congestion free commute. Light rail in its own right-of-way provides reliable travel times, unlike roads.

Rapid transit provides an alternative to congestion. While we will always need to widen and improve roads, we cannot pave our way out of congestion with roads alone. There are limits to how much a given road can be widened without destroying neighborhoods and open space. However, extra cars can be added to the engine with no additional infrastructure.

Imagine the future without light rail for western Durham County and eastern Orange County. We will have to add at least 6 more lanes of road which could be accomplished adding 2 lanes for Highway 54, Old Chapel Hill Road and Erwin Road. Think of the destruction of open space, the environment and quality of life in those corridors.

What about Bus Rapid Transit?

Several cities in South America have installed bus rapid transit systems (BRT). An example is Bogotá, Colombia. The following is a photograph of rush hour in Bogotá. Although BRT is far superior to multilane highways because it avoids the congestion caused by cars competing for the right of way, each bus in line has a driver, has its own engine and rubber tires. It is also spewing fossil fuel exhaust, has slow acceleration, and is traveling in a right of way that cost the same as a rail right of way.

These economies of scale generated by LRT show up in operating statistics of other transit agencies that have already built light rail. In Portland, Minneapolis, Dallas, Denver and Sacramento, the cost per passenger trip by bus ranges from 4% to 57% more for bus than for light rail.

In addition to being more expensive than light rail, BRT is not as permanent as light rail and does not spur investment along bus routes in a way that light rail does. Light rail development often creates more accessible, mixed-use communities that benefit non-drivers

General Support

Durham is facing a transportation “Perfect Storm.” Our way of life, our prosperity, and that of our children is at stake. With our projected population boom, people and businesses will be plagued with long commutes, congestion and the lack of transportation choices. Building more roads is not the answer. The regions that we are competing with for new industry and better jobs are already investing in transit. For Durham to compete, we need a transit system that will move people, goods and services quickly and dependably.

As we sprawl, we are devouring farm land, forests and open space. We are polluting our air and our water. We are harming our health and ruining what makes Durham a great place to live and raise a family. As we sprawl, increasing infrastructure costs are draining our the financial resources needed to sustain basic services as well as the arts, cultural and natural resources. We need a transit system which will encourage good land use.

Our family budgets are being squeezed by the costs of commuting. Many people cannot afford to commute by car. Many people cannot become productive members of our society because they lack basic transportation. We need a transit system that will move everyone efficiently and economically.

Our challenge is to build a transit system which makes us a world class place to live, work and raise a family. We cannot wait because it is only going to get worse and the costs will only go up.

The Plan calls for a regional transit system which starts with a substantial increase in both bus service and the quality of the bus riding experience, followed in the next few years by rail service focused on our most congested travel corridors. The land use strategies it supports will be more efficient, environmentally friendly, and will reduce our dependence on expensive fossil fuels. The addition of commuter rail to the plan will mean train service by 2018 to Research Triangle Park (with connections to the airport), Raleigh, and eastern Wake County in a cost effective manner. Light rail to Chapel Hill and Memorial Hospital in 10-12 years will be an exciting part of the future.

We believe the Plan positions Durham County and the Triangle to retain their position as a highly-competitive place for innovation and job creation, a place where young people will want to pursue their careers and where every citizen will have a way to get to work, whether or not they have a car. The Plan increases travel choices, improves environmental impact, creates jobs (nearly 7,000 construction jobs) and helps us compete for new business, which expects this for their workforce. In addition, based on experience in Charlotte and other communities around the country, we expect to see a substantial investment at rail stations with associated increase in tax base and jobs.

Our parents and grandparents were the visionaries who made the RDU International Airport, the Research Triangle Park, and other things we take for granted realities. It is time for us to make this investment for our future and that of other generations.

Light rail typically offers a congestion-free commute with consistent travel times, so it attracts a very diverse customer base. Over the past decade, cities that have added light rail service to their existing bus systems have experienced significant increases in new customers. Light rail has proved to appeal to people who previously drove alone and former bus riders who like rail transits speed. Actual results from light rail lines opened in the past 10-15 years show that ridership exceeds projections.

Thank you,

Linda Smith

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Christa Smola

Email:

Phone:

Mailing Address:

City:

Durham

Zip Code:

27601

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

I think the rail system idea is a great idea. It will give people a rather source of transportation. This will cut down on some of the crowds at the terminals for each bus company.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Christie Smith

Email:

Phone: _____

Mailing Address:

City: Durham NC

Zip Code: ~~27701~~ 27713

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

I think this is a great idea
for the Durham area.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Barbara D. Smith

Email: _____

Telephone: _____

Mailing Address: _____

City: Chapel Hill, NC. Zip Code: 27517

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
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Please leave your comment on the Draft Environmental Impact Statement:

Safety Issues/Lawsuits!

One speaker at the Friday Center on (9-29-15) pointed out the grave safety issues for the Culp Harbor community (over age 55 community). The lady said that emergency personnel and fire department personnel are on one side of the at grade crossing on Farrington and the residents of Culp Harbor are on the other side which means critical delays in the case of heart attacks or strokes. Also, Creekside elementary school has the same problem and young children could die from bee stings, falls, allergic reactions, etc because emergency personnel could not get to them in

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please
return this
form to
the comment
box

Please leave your comment on the Draft Environmental Impact Statement:

time because of trains going by
every 10 min during peak times.

Who will the injured or family members
of deceased Culp Harbor citizens sue
when the Light Rail Maintenance facility and or
the Farrington at grade crossing causes
personal injury or death ??

- the state of North Carolina
- Council members
- Go Triangle
- local politicians
- Developers , etc, etc .

Attorneys are very creative to sue
responsible parties since there will be
public record ~~of~~ that safety issues
WERE IGNORED!

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Barbara D. Smith

Email: _____

Telephone: _____

Mailing Address: _____

City: Chapel Hill, Zip Code: 27517
N.C.

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
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Please leave your comment on the Draft Environmental Impact Statement:

*Many reasons to oppose Light rail-
Durham/Orange
County

Based on the following issues an independent body
should be hired to study the real benefits versus cost
issues

1) Independent environmental study - wetlands problem
storm water run off, etc.

2) Very expensive to build + maintain - few benefit -
ridership grossly overstated

3) low ridership in a much larger city of Charlotte, N.C.

4) Citizens of Durham + ~~Orange~~ Orange County DID NOT approve
of light rail - off year election and
light rail not specified on the ballot - just
public transit systems.

5) Buses currently serve UNC to Duke and they
have low ridership - Buses are free or low fees -
fares for light rail would be more expensive!

Please Turn Over →

D-O LRT PROJECT

Malena Smither

Sent: 10/4/2015 9:21 AM

To: info@ourtransitfuture.com

To Whom it May Concern:

In my opinion the LRT Project would not be success at this time. Our cities do not have enough citizens that would utilize the system and most people would rather use their own vehicles--except for campuses of the universities in Raleigh, Chapel Hill and Durham. It would be too costly right now and under utilized. Maybe in another 20 years?

Malena Smither
Smither & Associates, Inc.

Chapel Hill, NC 27517

Sent from my iPhone

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Get Involved Contact Form

ROLAND D SMITH

Sent: 10/10/2015 11:09 PM

To: info@ourtransitfuture.com

Name: ROLAND D SMITH

Phone

Email Address:

Message Body:

As I have traveled a lot over the past few years conducting seminars, I always ask the participants about their local transit systems. My take is that only about 15-20% of the people like their light rail because of :

1. Lack of convenience
2. over- run of original budgeted costs
3. high maintenance costs
5. No convenience parking at stations
6. Ugly wires/ tracks
7. litter / crime around stations
8. noise /boomboxes around stations

Specifically,about the routes chosen for the Durham-Chapel Hill line.

1. Why not use the existing right of way on highway 54 going into Chapel Hill

The least negative effect would be to use the west side of hwy 54 going into C.H.

There is a lot of "nothing" on that side, just a few houses and and a couple of businesses on that side from Farrington down past Meadowmont....on the same side, there are only a few houses in Oakwood & a couple of apts in Glen Lennox which would be impacted. You could utilize the same area for a station as is already at Glen Lennox, whereas if you came across 54 on the east 54 side, there a hundreds of people in office buildings, and hundreds of people in the E54 luxury condos who would be affected by the transit_____in terms of their view., not to mention the ridiculous cutting the route into the beautiful Finley Golf Course.which, in fact, I can not believe the powers at UNC would ever let that happen.

There are just two many negative things including an enormous cost to tax payers without any assurance that there would be enough ridership even.....so, many logistic problems having to drive to a station in a car, just for a short ride into Chapel Hill.

NO, NO, NO, TO LIGHT RAIL.

--

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

11 MS. SUSAN SONBERG: Hi. My name
12 is Susan Sonberg. I live at [REDACTED]
[REDACTED], and I'm also a resident of Downing
14 Creek subdivision.

15 I believe the promise of light
16 rail solution for Durham-Orange is greatly
17 overexaggerated. The proposed alignment
18 will not mitigate the highly-congested
19 traffic on NC 54, particularly at the
20 Barbee interchange.

21 With the introduction of the
22 at-grade crossings, it will have a
23 detrimental impact on the ingress and
24 egress of our neighborhood and obstructing

1 the access for emergency vehicles,
2 residents, school buses, et cetera.

3 I have -- I'm a mother of a
4 teenage driver who just got his license
5 yesterday, and I am very concerned about
6 at-grade crossings. If you Google light
7 rail accidents, there are thousands that
8 come up, and the train always win, and --
9 and I'm very concerned about that.

10 I'm -- also have a lot of concerns
11 about the overall design approach that's
12 been taken. It doesn't appear that the
13 Little Creek area has been looked at
14 cohesively and coordinated with all of the
15 NCDOT changes that are going to be
16 happening between at-grade ramps,
17 superstreets, widening of the road. The
18 idea of being able to merge and access
19 into the neighborhood is not feasible, and
20 there are a lot of developments that seem
21 to be taking over the spots that are
22 planned for the construction. So once
23 this is funded -- and there seems to be a
24 rush to funding -- I don't think they're

1 going to go back and fix what's broken,
2 and I think we're going to end up with a
3 very costly mistake.

4 MR. JOYNER: Thank you. Has
5 anyone else come in that would like to
6 speak that has signed up to speak? Okay.

7 If not, we will take another break
8 until we have another speaker. And,
9 again, we will stay here until at least 7
10 o'clock. Anybody that has signed up to
11 speak prior to 7 o'clock will have an
12 opportunity to speak tonight before we
13 adjourn. So we're going to take another
14 break and -- until we get another speaker.
15 Thank you.

16 (RECESS.)

17 MR. JOYNER: Okay. I'd like to
18 bring us back to order for just a few
19 moments. I don't believe anybody else has
20 signed up. Is there anybody left in the
21 room that has signed up to speak?

22 Okay. If that's the case, then I
23 want to thank everybody for coming tonight
24 and I would like to adjourn this hearing.

Downing Creek- DEIS Comments inclusion in the official project file for the Federal Transit Administration (FTA)

Susan Sonberg

Sent: 10/3/2015 7:51 AM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov, board@downingcreek.org, commissioners@dconc.gov, council@durhamnc.gov, Brian.Rhodes@durhamnc.gov, "DCCA, Property Mgr-CAM" <downingcreek@gmail.com>

On behalf of the Directors for the Downing Creek Community Association, I am submitting these comments to Go Triangle with copies to our elected officials and DCHC MPO. A pdf copy of content below is attached .

Downing Creek Community Association

27517
(919) 968-1303

October 2, 2015

D-O LRT Project

DEIS, c/o Triangle Transit,
P.O. Box 530,
Morrisville, NC 27560

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

We, the Directors for the Downing Creek Community Association, representing approximately 900 residents, including 235 single family homes and 175 condominiums submit this letter in strong opposition to the NEPA Preferred Alternative C2A alignment as currently planned and recommended in the DEIS.

Downing Creek is a well-established Durham community located along south side of NC54 in the area defined as "Little Creek" in the proposed Durham-Orange light rail project. This area is a quilt of confusing city and county boundary lines. While the site proposed for the Woodmont station is in Durham County, it falls within the Town of Chapel Hill planning jurisdiction. As a result, our neighborhood is disenfranchised from development planning decisions that directly affect us. Our Durham elected officials have no planning control over this geographical area, and our neighborhood voice carries little weight with Town of Chapel Hill, as we are not their voting constituents.

Despite years of repeated comments to Go Triangle and elected officials to provide an alternative placement (in the road median or on north side of NC54) or appropriate mitigation (such as elevated station and tracks), **Downing Creek Residents' safety concerns and traffic impacts have been ignored and marginalized in order reduce project costs.**

At-grade - Safety Concerns:

The Meadowmont development was originally designed and planned to accommodate a future transit corridor for light rail. The DEIS contains detailed traffic studies for all those potential intersections C1 & C1A alignments. The C2A & C2 alignments did not receive the same type of analysis or thorough consideration. There were no traffic studies done for impacts at the grade crossings for either Downing Creek Parkway or Little John and for access to NC54. This information was repeatedly requested from GoTriangle.

The only reference to our specific concerns in the DEIS is in Section 3.2.4.1 NC 54, pg. 3-51 which states:

"Residents of the Downing Creek neighborhood expressed concern regarding impacts to traffic and safety at the intersections of NC 54 with East Barbee Chapel Road, Littlejohn Road, and Downing Creek Parkway under the C2 and C2A alternatives. Per the request of City of Durham staff, Triangle Transit, in coordination with NCDOT, will refine traffic analysis and mitigation recommendations in this area during the Engineering phase if the C2 or C2A Alternative is selected. Environmental consequences and mitigation related to safety at intersections and at-grade crossings."

The C2A (as well as C2) alignment will establish three at-grade light rail crossings within a half mile stretch of road at Barbee Chapel Hill Road, Little John & Downing Creek Parkway. This will have a detrimental effect on ingress and egress to the neighborhoods lying south of NC54 by obstructing roads and impeding access for our residents, school buses, as well delaying any emergency response vehicles.

There are planned train crossings 140 times a day. At peak times with trains traveling over the at-grade crossings every 10 minutes, it is expected that gates will obstruct one or more of the crossings and drivers will be forced to merge onto NC54 into heavy traffic without benefit of traffic signals or merge lanes. Even with gates and signals, light rail safety statistics continue to show that at-grade crossings are inherently dangerous.

DEIS Appendix K-06- NC 54 Traffic Simulation Report, p 1-3 clearly, states ' Due to the proximity of the LRT at-grade alignment to NC 54 under the C2A Alternative, this alternative will affect more intersections along the NC 54 corridor than the other two Build LRT Alternatives. NC 54 signal coordination would be disrupted by LRT preemption events, and therefore, several movements along the corridor may experience moderate increases in delay and queuing.

Appendix-L-VOL-1-REV-5-Basis-for-Engineering-February-2015, sheet C2A-03 shows a planned addition of a median on Downing Creek Parkway. This median will restrict our resident's ability to turn left onto Stancell Drive and we will no longer be able to exit via Little John or Barbee Chapel. GoTriangle has indicated that the Stancell drive access will be modified or closed due to the proposed grade separated ramp when NC54 is widened. This means any traffic envisioned dropping off all the "forecasted riders" at Woodmont station kiss & ride will have little choice when they exit but to attempt to get on NC54 by crossing the tracks at Little John, or by cutting through the Downing Creek neighborhood.

Our neighborhoods are home to many families with young children. Bicyclists and pedestrians from Downing Creek use Stancell Road to travel to trails in Meadowmont and Chapel Hill. There is concern about how they can safely take these routes. There will be increased traffic congestion on these roads and the DEIS does not address any plans to extend the bike and pedestrian trails shown on in the DEIS Woodmont station down to Downing Creek Parkway.

We do not feel that our community should bear the negative safety and traffic impacts that will further stress and not relieve an already congested area. The proposed C2/C2A route does nothing to mitigate traffic congestion on NC54. The proposed light rail tracks and station, in conjunction with the NCDOT including the planned widening of NC54, the proposed superstreet and a grade separated ramp at Barbee Chapel interchange will dramatically reduce our ability to access and exit our neighborhood. There will be no room left to include merge lanes and there is no planned traffic signal at Downing Creek Parkway. Access points on C2/C2A obstructed roads will not be wide enough to provide motorists, particularly school buses and emergency vehicles, adequate 'wait to merge' areas. This situation will render our access roads to NC54 simply too hazardous to consider using, effectively isolating us.

Noise Concerns

In addition to traffic and safety concerns, the DEIS states that the Little Creek Alternatives would have more noise, vibration, and ground-borne noise impacts than other areas. Downing Creek is identified as "category 2, residential" for both noise and vibration. Our neighborhood was not included in the DEIS data, Table 4.10-5: Monitored Existing Noise Levels (dBA), which provided existing noise level data for locations in the alignment area.

This is a very quiet residential neighborhood and the residents located in close proximity to the entrance and three at-grade crossings will be subjected to the noise of the train horns, gate bells clanging every 10 minutes during rush hour (1 train in each direction) - about 140 crossings a day. The residences in closest proximity to the proposed route were not designed or built with any sound mitigation strategy.

There seems to be a rush to obtain funding and not to take the time to plan this right. It has been suggested our issues can be worked out down the road, but if the DEIS is approved it is unlikely the route will be changed or there will be any mitigation efforts. It appears that NCDOT, GoTriangle projects and local municipality development planning projects are all working at cross-purposes with competing interests. No one is at looking at NC54 "Little Creek" area cohesively.

We are seeking a comprehensive independent review of the LRT project assumptions and the development of an overall transportation and development strategy for the NC54, I40 & US15501 corridors by NCDOT, DCHCMPO, Durham and Chapel Hill. Please ensure that the DEIS does not go forward until this has been completed and the Little Creek alignment is revised.

We strongly encourage you to take into account our serious concerns regarding safety of light rail, especially in regards to at-grade crossings. We have a lack of confidence in the overall ridership projections and associated assumptions. As taxpayers, we do not want to bear the burden of underwriting billions of dollars for a light rail system when there are more cost effective and flexible transit solutions such as BRT or the No Build Alternative.

Downing Creek Community Association
Board of Directors,

Ted Bohlin, President
Susan Sonberg, Secretary
Brian Burke, Treasurer

Eric Butler, Director
David Paul, Director

cc:

Federal Transit Administration, Region IV, stanley.a.mitchell@dot.gov
Durham County Board of Commissioners, commissioners@dconc.gov
Durham City Council, council@durhamnc.gov
DCHC MPO Board, c/o Brian.Rhodes@durhamnc.gov

Attachments:  [DCCA DEIS 2015 1002.pdf](#)

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Downing Creek Community Association

3

October 2, 2015

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

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

We, the Directors for the Downing Creek Community Association, representing approximately 900 residents, including 235 single family homes and 175 condominiums submit this letter in strong opposition to the NEPA Preferred Alternative C2A alignment as currently planned and recommended in the DEIS.

Downing Creek is a well-established Durham community located along south side of NC54 in the area defined as "Little Creek" in the proposed Durham-Orange light rail project. This area is a quilt of confusing city and county boundary lines. While the site proposed for the Woodmont station is in Durham County, it falls within the Town of Chapel Hill planning jurisdiction. As a result, our neighborhood is disenfranchised from development planning decisions that directly affect us. Our Durham elected officials have no planning control over this geographical area, and our neighborhood voice carries little weight with Town of Chapel Hill, as we are not their voting constituents.

Despite years of repeated comments to Go Triangle and elected officials to provide an alternative placement (in the road median or on north side of NC54) or appropriate mitigation (such as elevated station and tracks), **Downing Creek Residents' safety concerns and traffic impacts have been ignored and marginalized in order reduce project costs.**

At-grade - Safety Concerns:

The Meadowmont development was originally designed and planned to accommodate a future transit corridor for light rail. The DEIS contains detailed traffic studies for all those potential intersections C1 & C1A alignments. The C2A & C2 alignments did not receive the same type of analysis or thorough consideration. There were no traffic studies done for impacts at the grade crossings for either Downing Creek Parkway or Little John and for access to NC54. This information was repeatedly requested from GoTriangle.

The only reference to our specific concerns in the DEIS is in Section 3.2.4.1 NC 54, pg. 3-51 which states:

"Residents of the Downing Creek neighborhood expressed concern regarding impacts to traffic and safety at the intersections of NC 54 with East Barbee Chapel Road, Littlejohn Road, and Downing Creek Parkway under the C2 and C2A alternatives. Per the request of City of Durham staff, Triangle Transit, in coordination with NCDOT, will refine traffic analysis and mitigation recommendations in this area during the Engineering phase if the C2 or C2A Alternative is selected. Environmental consequences and mitigation related to safety at intersections and at-grade crossings."

The C2A (as well as C2) alignment will establish three at-grade light rail crossings within a half mile stretch of road at Barbee Chapel Hill Road, Little John & Downing Creek Parkway. This will have a detrimental effect on ingress and egress to the neighborhoods lying south of NC54 by obstructing roads and impeding access for our residents, school buses, as well delaying any emergency response vehicles.

There are planned train crossings 140 times a day. At peak times with trains traveling over the at-grade crossings every 10 minutes, it is expected that gates will obstruct one or more of the crossings and drivers will be forced to merge onto NC54 into heavy traffic without benefit of traffic signals or merge lanes. Even with gates and signals, light rail safety statistics continue to show that at-grade crossings are inherently dangerous.

DEIS Appendix K-06- NC 54 Traffic Simulation Report, p 1-3 clearly, states' Due to the proximity of the LRT at-grade alignment to NC 54 under the C2A Alternative, this alternative will affect more intersections along the NC 54 corridor than the other two Build LRT Alternatives. NC 54 signal coordination would be disrupted by LRT preemption events, and therefore, several movements along the corridor may experience moderate increases in delay and queuing.

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Our neighborhoods are home to many families with young children. Bicyclists and pedestrians from Downing Creek use Stancell Road to travel to trails in Meadowmont and Chapel Hill. There is concern about how they can safely take these routes. There will be increased traffic congestion on these roads and the DEIS does not address any plans to extend the bike and pedestrian trails shown on in the DEIS Woodmont station down to Downing Creek Parkway.

We do not feel that our community should bear the negative safety and traffic impacts that will further stress and not relieve an already congested area. The proposed C2/C2A route does nothing to mitigate traffic congestion on NC54. The proposed light rail tracks and station, in conjunction with the NCDOT including the planned widening of NC54, the proposed superstreet and a grade separated ramp at Barbee Chapel interchange will dramatically reduce our ability to access and exit our neighborhood. There will be no room left to include merge lanes and there is no planned traffic signal at Downing Creek Parkway. Access points on C2/C2A obstructed roads will not be wide enough to provide motorists, particularly school buses and emergency vehicles, adequate 'wait to merge' areas. This situation will render our access roads to NC54 simply too hazardous to consider using, effectively isolating us.

Noise Concerns

In addition to traffic and safety concerns, the DEIS states that the Little Creek Alternatives would have more noise, vibration, and ground-borne noise impacts than other areas. Downing Creek is identified as "category 2, residential" for both noise and vibration. Our neighborhood was not included in the DEIS data, Table 4.10-5: Monitored Existing Noise Levels (dBA), which provided existing noise level data for locations in the alignment area.

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We strongly encourage you to take into account our serious concerns regarding safety of light rail, especially in regards to at-grade crossings. We have a lack of confidence in the overall ridership projections and associated assumptions. As taxpayers, we do not want to bear the burden of underwriting billions of dollars for a light rail system when there are more cost effective and flexible transit solutions such as BRT or the No Build Alternative.

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Durham County Board of Commissioners, commissioners@dconc.gov
Durham City Council, council@durhamnc.gov
DCHC MPO Board, c/o Brian.Rhodes@durhamnc.gov

DEIS Comment

Susan Sonberg

Sent: 10/8/2015 10:09 PM

To: info@ourtransitfuture.com

At-grade - Safety Concerns:

As a resident of Downing Creek located by the proposed "Little Creek" Woodmont station. I have many concerns regarding the 3 at grade crossing designated in our vicinity.

The Meadowmont development was originally designed and planned to accommodate a future transit corridor for light rail. The DEIS contains detailed traffic studies for all those potential intersections C1 & C1A alignments. The C2A & C2 alignments did not receive the same type of analysis or thorough consideration. There were no traffic studies done for impacts at the grade crossings for either Downing Creek Parkway or Little John and for access to NC54. Go Triangle was unable to provide this information.

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There are planned train crossings 140 times a day. At peak times with trains traveling over the at-grade crossings every 10 minutes, it is expected that gates will obstruct one or more of the crossings and drivers will be forced to merge onto NC54 into heavy traffic without benefit of traffic signals or merge lanes. Even with gates and signals, light rail safety statistics continue to show that at-grade crossings are inherently dangerous. One can merely view recent incidents and fatalities in other Light RAIL Transit projects across the nation. **Light RAIL Transit with at-grade crossings are NOT SAFE.** Just GOOGLE "[Light Rail Accident](#)" or review [this list](#) or [this list](#).

- [WATCH: Onboard trolley video released in streetcar crash](#)

Were local emergency responders even asked how each at grade crossing affects their response time. If so what are the impacts? If not why not and when will this be done.

DEIS Appendix K-06- NC 54 Traffic Simulation Report, p 1-3 clearly, states' Due to the proximity of the LRT at-grade alignment to NC 54 under the C2A Alternative, this alternative will affect more intersections along the NC 54 corridor than the other two Build LRT Alternatives. NC 54 signal coordination would be disrupted by LRT preemption events, and therefore, several movements along the corridor may experience moderate increases in delay and queuing.

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Susan Sonberg

DEIS comments

Susan Sonberg]

Sent: 10/8/2015 10:14 PM

To: info@ourtransitfuture.com

Noise Concerns

As a resident of Downing Creek located by the proposed “Little Creek” Woodmont station. I have many concerns regarding noise impact that will affect our neighborhood.

In addition to traffic and safety concerns, the DEIS states that the Little Creek Alternatives would have more noise, vibration, and ground-borne noise impacts than other areas. Downing Creek is identified as “category 2, residential” for both noise and vibration. Our neighborhood was not included in the DEIS data, Table 4.10-5: Monitored Existing Noise Levels (dBA), which provided existing noise level data for locations in the alignment area.

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Susan Sonberg

DEIS Comments

Susan Sonberg

Sent: 10/8/2015 10:39 PM

To: info@ourtransitfuture.com

DOLRT DEIS 1-23: Preservation of Environmental Resources

1.5.3.2 Existing Transit Infrastructure Does Not Support Preservation of Environmental Resources
Orange County is the headwaters for a number of rivers and streams in the Piedmont region. Water resources in Orange County flow into the Cape Fear, Neuse, and Roanoke River basins. Durham County lies on a ridgeline that separates the Cape Fear River Basin and the Neuse River Basin. When development began to sprawl outward in the late 1990s, development regulations in Durham were revised to better address environmentally significant features. More stringent measures were imposed in the 2000s through new Unified Development Ordinances from the city and county.

In Durham and Orange counties, several rivers have been dammed and several streams drain into drinking water reservoirs for the surrounding cities and towns. Ten of the fifteen watersheds in Orange County serve as water supply watersheds and, as such, Orange County was the first county in North Carolina to adopt watershed protection zoning. Adding a high capacity transit system will allow for a denser and less sprawling development pattern in areas slated for development and protect areas that are not.

The proposed placement of the ROMF at the Farrington location is counter to this DEIS statement and intent, and will compromise the very water supplies that DOLRT is supposedly trying to preserve. The introduction of impervious surface area with the 90 acre Leigh Village proposed development, the introduction of 12 acres of parking spaces and the ROMF (and associated parking) at Farrington will further compound the adverse environmental impact to local water resources.

A massive office/industrial plant, rail yard and parking lot (accommodating more than 100 workers) would create a flow of toxic stormwater running first beneath I-40, then beneath Trenton Rd. then into the Trenton wetlands adjoining New Hope Creek and the New Hope River Wildfowl Impoundment and ultimately into Jordan Lake. In heavy rain, the pipe beneath Trenton Rd. **currently** cannot handle the volume of runoff from the 6 lanes of interstate highway alone, and Trenton overflows with water, so factor in the cost of a new Trenton culvert and NCDOT interface. Runoff from IRMY would fill Trenton wetlands, overflow into Trenton residents' yards and nature camps offered by Piedmont Wildlife in Leigh Farm Park. It would negatively impact the Army Corps' Waterfowl Impoundment and water quality in Jordan Lake.

What studies have been done to determine the risks of groundwater contamination or chemical leaks from a ROMF? The proposed area for the ROMF is near an Creekside elementary school and residential area of senior citizens

Susan Sonberg

DEIS Comments- Costs

Susan Sonberg

Sent: 10/13/2015 8:35 PM

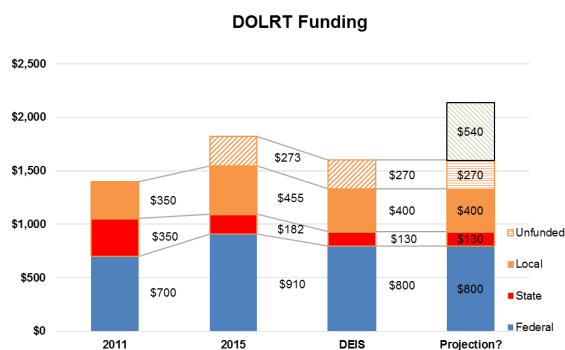
To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov

Subject: Oppose Light Rail – Cost

I oppose the proposed Durham – Orange Light Rail because the construction will cost at least \$1.8 billion. This does not include cost over-runs. The funding model is broken. The state of NC only committed to providing \$138M of funding, only 1/3 of the \$400M needed. Now that state of NC has reduced its contribution down to \$500K, there is a shortfall. No official associated with the project has provided citizens with any ideas on how the shortfall will be made up.

Which means the burden will fall onto the taxpayers of Durham and Chapel Hill to fund for a project that only serves a very limited area and small segment of population. This rail project will not even come close to solving traffic problems that could justify such an initial and on-going expense.



The 25% local funding is comprised of a 0.5% sales tax, \$10 annual vehicle registration fee and 5% tax surcharge on car rentals.

Public transportation service that spans two or more counties and that serves more than one municipality. Programmed funds pursuant to this sub-subdivision shall not exceed ten percent (10%) of any distribution region allocation. This sub-subdivision includes commuter rail, intercity rail, and light rail.

SOURCE: [HB 672. 136-189.10. 3g](#)

Susan Sonberg

DEIS comments- Aging Population

Susan Sonberg]

Sent: 10/13/2015 8:42 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov

Subject: Oppose Light Rail – unusable by the aging population

I oppose the proposed Durham – Orange Light Rail because it will not serve the aging population in this area. We have a very large aging population and transportation is becoming a huge issue for them and this population is getting larger every day. Seniors will need to ride buses that can take them to places they need to go and get closer to their doorstep for pick-up and drop-off. The financial resources used for this rail will use up any resources that could help seniors.

The costs for fare will be prohibited for senior or any one on fixed income. The location of the stations do not serve the needs of seniors need to shop for groceries. One still has to commute to get close to a proposed station.

Susan Sonberg

DEIS Comments- Ridership projections inflated, travel times not competitive

Susan Sonberg

Sent: 10/13/2015 9:28 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov

Ridership projections inflated, travel times not competitive

We find flaw with the ridership projections and assumptions, the projection period was extended 2035 to 2040, and it includes an unrealistic assumption that 40% of households in the study district will not have cars.

How can 23,000 riders be possible when we know that Charlotte with its far larger population and centralized employment center has only attracted a flat 16,000 rider over 7 years? .

The corridor population density does not now, nor will it in the future, be sufficient to warrant light rail and the costs it entails. In Charlotte a population ~ 800K results in a static 16,000 Lynx riders despite 17% population growth across the 7 years it's been operational.

Charlotte has the distinction of having the worst traffic congestion in NC in 2015 notwithstanding its LRT.

GoTriangle estimates 20,000 D-O-LRT riders by 2040. It is inconceivable, even if Chapel Hill's and Durham's municipal population of ~ 301K (59.7K / 241.2K respectively - MPO Muni 2013 Estimates) more than doubles by 2040, given the narrow route of e that this project will service attract the 20,000 plus daily riders.

If you look at the detail of the ridership by station, you will see there are so many unrealistic inflated ridership assumptions made for in the model for C2 & C2A projecting/forecasting extremely high walk up traffic from stations located at potential future developments that have not yet been planned or designed. These models need to be reviewed by independent professionals.

| Stations | PnR | KnR | Walk | Bus | Total |
|-----------------------|-------------|------------|--------------|-------------|--------------|
| UNC Hospitals | 0 | 40 | 810 | 1890 | 2740 |
| Mason Farm | 0 | 0 | 1100 | 0 | 1100 |
| Hamilton | 0 | 0 | 260 | 20 | 280 |
| Friday Center | 800 | 50 | 450 | 380 | 1680 |
| Woodmont | 0 | 0 | 690 | 10 | 700 |
| Leigh Village | 960 | 70 | 550 | 180 | 1760 |
| Gateway | 200 | 40 | 510 | 430 | 1180 |
| Patterson Place | 0 | 0 | 1140 | 120 | 1260 |
| MLK | 290 | 30 | 1100 | 170 | 1590 |
| South Square | 520 | 70 | 740 | 50 | 1380 |
| LaSalle | 0 | 0 | 1020 | 370 | 1390 |
| Duke at Trent/Flowers | 0 | 0 | 1360 | 210 | 1570 |
| Ninth | 0 | 60 | 490 | 10 | 560 |
| Buchanan | 0 | 0 | 500 | 0 | 500 |
| Durham Station | 280 | 20 | 650 | 1420 | 2370 |
| Dillard | 690 | 140 | 500 | 270 | 1600 |
| Alston | 940 | 60 | 310 | 110 | 1420 |
| TOTAL | 4680 | 580 | 12180 | 5640 | 23080 |

GoTriangle's contention that the LRT will be faster is simply not true. Transit times for D-O-LRT are in most instances, even during peak periods, twice as long as auto travel and would be equal to or greater than bus travel time if proposed new streets and BRT routes were included in alternative analyses. Why didn't Go Triangle test the route and demand by

implementing a bus route which follows the proposed light rail route?

This project will run along a small and very specific area and serve a very small percentage of the population. As folks in the area are crying for transit to take them to RTP and the airport, we are spending \$1.8 billion to help people commute between UNC and Duke. If you look at traffic numbers, there is a much greater need in many areas along I-40 than in this small and less traveled corridor along NC 54 and 15/501. There is rapid growth going towards Burlington and Carrboro as well.

The incentive to use LRT to optimize travel time and convenience is lacking and will neither promote new riders nor mitigate traffic congestion. Corridor population growth will not support 20K ridership.

Susan Sonberg

DEIS- ROMF Locaton

Susan Sonberg [sonkoff@aol.com]

Sent: 10/13/2015 9:56 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov

I oppose the proposed Durham – Orange Light Rail because the proposed industrial maintenance facility needed for the project has been moved from Alston Avenue where it was expected to provide jobs and economic development to Farrington Road, where it will add contaminants and other risks to nearby residential communities.

The originally proposed facility was to be in an area of Durham where most of the workers would reside and could walk to work and was close to the end of the line. It is my understanding the original site for the facility was dropped because the land there is contaminated with chemical waste from a prior chemical plant and this would have to be cleaned-up in order to build the maintenance facility and GoTriangle did not want to spend that money. As a note, the residents in this poorer area of town still have to live with the toxicity and will not have the jobs they were promised.

GoTriangle's preferred alternative is a ROMF in a tranquil suburban residential neighborhood not zoned for industrial use with scant regard for the impact to the elementary school, senior housing, life-long residents and neighborhood culture. Concerns regarding industrial contaminants, noise, lights and evacuation plans are readily dismissed as unwarranted.

The Farrington Road site in the middle of the line so empty trains will have to come to it from either end of the line which means trains will be running empty deliberately and frequently. It is located such that workers will not be able to even ride the light rail in order to get to their jobs. A massive office/industrial plant, rail yard and parking lot (accommodating more than 100 workers) would create a flow of toxic stormwater running first beneath I-40, then beneath Trenton Rd. then into the Trenton wetlands adjoining New Hope Creek and the New Hope River Wildfowl Impoundment and ultimately into Jordan Lake. In heavy rain, the pipe beneath Trenton Rd. **currently** cannot handle the volume of runoff from the 6 lanes of interstate highway alone, and Trenton overflows with water, so factor in the cost of a new Trenton culvert and NCDOT interface. Runoff from IRMY would fill Trenton wetlands, overflow into Trenton residents' yards and nature camps offered by Piedmont Wildlife in Leigh Farm Park. It would negatively impact the Army Corps' Waterfowl Impoundment and water quality in Jordan Lake.

This is additional expense, pollution and noise.

Re: DEIS- ROMF Locaton

Susan Sonberg [sonkoff@aol.com]

Sent: 10/13/2015 9:58 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov

resending with name

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

From: Susan Sonberg <sonkoff@aol.com>

To: info <info@ourtransitfuture.com>

Cc: stanley.a.mitchell <stanley.a.mitchell@dot.gov>

Sent: Tue, Oct 13, 2015 9:56 pm

Subject: DEIS- ROMF Locaton

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Susan Sonberg

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DEIS Comments

Susan Sonberg [sonkoff@aol.com]

Sent: 10/8/2015 10:27 PM

To: info@ourtransitfuture.com

Visual and Aesthetics concerns

No consideration given to the substantial visual and aesthetic changes that will occur as a result of C2/C2A just past the Woodmont station. Where as Meadowmont Village, Meadowmont park and even Sherwood Forest neighborhood* were all flagged as visually sensitive resources in chart K.15-28, found in Appendix K-15, Visual and Aesthetics Technical Report. The Downing Creek entrance and Durham sign have been flagged as well.

The proposed D-O LRT Project would introduce new visual elements to the viewshed including the at light rail vehicles and trackway, signal gates and lights, and the overhead catenary system. The open greenway area by entrance to Downing Creek Neighborhood on the south side of NC54 and the Durham sign area will all be dramatically visually impacted by proposed light rail at grade crossing and the signal crossing.

Other than mentioning their existence the DEIS fails to provide any potential location for the Traction Power Substations (TPSS) & communications cabinets. Their station plans do not include this information. These are substantial visual elements that will dramatically change and impact the spaces.

The DEIS notes that these electric substations would need to be located within the rail right-of-way or at station locations; substations would be one-story, corrugated metal, approximately 40 feet wide by 60 feet long and that Signal houses would be approximately 10 feet wide by 30 feet long by 10 feet high and located close to tracks. Crossing cases would be at each at-grade crossing to operate lights and switches.

Where are these TPSS proposed to be located **specifically** in relation to the Woodmont station and any of the other proposed station? How much noise will they generate?

Susan Sonberg

DEIS Comments- Environmental Impacts

Susan Sonberg

Sent: 10/13/2015 9:40 PM

To: info@ourtransitfuture.com

Cc: stanley.a.mitchell@dot.gov

The proposed Durham-Orange Light Rail train has NO new renewable energy requirement and is powered by electricity from Duke Energy. Seems that Duke Energy has a lot to gain from this project. As a comparison, the Charlotte LYNX in 2010 required more than 4,000 British thermal units (BTUs) of energy per passenger mile, compared with about 3,500 for the average passenger automobile. Carbon dioxide emissions from the electrical generation plants that supply power to North Carolina average slightly more a half a pound per passenger mile on Lynx, which is almost exactly the same as that emitted by gasoline-powered autos. When the high energy costs and carbon emissions during construction are counted, the light-rail line is far “brownier” than autos and highways.

Duke Energy generates electricity primarily with nuclear, gas and coal power plants. The [Political Economy Research Institute](#) ranks Duke Energy 13th among corporations emitting airborne pollutants in the United States. The ranking is based on the quantity (80 million pounds in 2005) and toxicity of the emissions.

Forgetting greenhouse effects during construction?

Neglecting to take into account the emissions associated with constructing buildings like train stations and laying the tracks may make train travel appear far more environmentally friendly than it actually is, the authors found.

“Most current decision-making relies on analysis at the tailpipe, ignoring vehicle production, infrastructure provision, and fuel production required for support,” wrote the authors. “We find that total life-cycle energy inputs and greenhouse gas emissions contribute an additional 63 percent for on road, 155 percent for rail, and 31 percent for air systems,” relative to those vehicles’ tailpipe emissions. SOURCE: [How Green is Rail Travel?](#)

Susan Sonberg

Get Involved Contact Form

Karla Sosa |

Sent: 9/20/2015 12:45 PM

To: info@ourtransitfuture.com

Name: Karla Sosa

Phone Number:

Email Address: [REDACTED]

Message Body:

I think the Triangle Area would greatly benefit from a light rail. It would facilitate transportation among hubs of activity as well as reduce problems relating to parking availability. Furthermore, by reducing car usage, it would have long term environmental benefits. I am in support of the light rail transit project.

--

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Get Involved Contact Form

Linda Spallone |

Sent: 10/9/2015 12:56 PM

To: info@ourtransitfuture.com

Name: Linda Spallone

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

To all individuals with an interest in locating the ROMF across from the Villas at Culp Arbor

The financial viability of Culp Arbor 55 plus Senior Community will be jeopardized if the ROMF is built in the preferred location.

The Culp Arbor Community developer Epcon Company is now finally able to develop phase 2, building 60 plus homes selling for over \$350,000 each in the County and City of Durham. Why do you want to endanger the success of this community?

- Although Epcon was ready to build, they have not been able to proceed with phase 2 as previously planned because of the following facts and I believe if GoTriangle had done their due diligence on investigating this site for the ROMF they would have been able to discover these facts for themselves.
- Four years ago when the community was being built, phase two was supposed to begin as soon as phase one was completed BUT because Mr. Thomas Tilley for his entire life refused to pay any federal taxes due, the Epcon Corp found itself in the middle of a federal lawsuit against him. When they attempted to purchase the land for phase two, they found the IRS had placed a lien on the property for non-payment of taxes. Epcon was forced to file a civil lawsuit against Mr Tilley. These facts are public record available to be researched. (SEE Attachment2)
- For the past 5 years the builders have not been able to complete the second half of the planned community, as a result the HOA reserve fund has gone underfunded and only by assuring that phase 2 sells out will Culp Arbor finally have the financial resources and size the community was always supposed to have.
- Epcon had made many attempts to find a way to proceed even offering the IRS the payment for phase 2 land but the federal lawsuit languished on the desk of a Judge. Now phase two is final able to begin building and Mr Tilley has been fined over seven million dollars and sentenced to prison term of 32 months for deliberately submitting false documentation (See Attachment 3)
- As Epcon begins to advertise these units for sale, they may find one of the major un-selling points may be having an industrial site, namely, a Rail Operation and Maintenance Facility sited less than 50 yards away from these homes and years of construction and dirt and noise facing them
- Prospective buyers have many other choices in this area to buy a home.

- Epcon Corporation has done everything asked of them by Durham City and County to get the approval to develop this community
 - o Agreed to develop this as designated 55 plus community with an occupancy rate of 90% over 55, rather than using federal guidelines of 80% occupancy over 55. Thus Durham City planning officials knew a community of 55 plus at a 90% rate were going to be occupying the 134 units that they had approved to be built.
 - o Running the pipes for sewer and water under Route 40
 - o Durham City has also benefited from the increased tax revenue as the acreage for the land of Culp Arbor was annexed shortly after I bought my condo 6 years ago
 - o (I had specifically asked my realtor to find out if land was county and city or just county and it was just county for a little bit)

The rezoning would break the planned development rules

- The zoning for our area as you all well know is dense residential(R-20) with a 20 year plan to go to commercial only. Now the Go Triangle Association will try to say the zoning needed for this site is commercial because it has used hazardous waste similar to a Jiffy Lube. The use of this site is totally industrial. Jiffy Lube does not have a rail yard large enough to store 17 to 25 rail cars on site every night, does not run its site 24 hours a day, seven days a week, and does not put industrial fencing around its facility and also industrial lighting around its site. Nor does Jiffy Lube have a 3 story facility with a separate observation tower. Additionally, Jiffy Lube does not provide parking for 110 to 175 employees

.According to zoning rules to be an industrial site you would need a 100 foot buffer and the site cannot meet that requirement. An industrial site is totally out of context with this area of over 11,000 homes with no industrial zones near it. (See Attachment 1)

Patterson Place should be selected and the route made to work

- Patterson Place should be the site for the ROMF as it has the desired mix of many commercial sites and no residential sites directly across the street or near it
- It is close to I-40 and close to 15-501 for employee ease of access , ease of deliveries , places for the employees to have their meals
- This would allow our community to be completed and flourish and provide Durham City with taxable income from over 60 homes valued at 350,000 or more.
- Federal instructions when selecting a ROMF site say that the building should be located with like facilities. Go Triangle has completely ignored that detail in pushing for this site.

Thank you

Linda Spallone

5223 Niagra Dr

Chapel Hill., NC 27517

Attachment 1

From the DEIS Website posted in March

Farrington Rd

- The Durham Comprehensive Plan designates this site for Commercial and Office development on the Future Land Use Map. In order to build the ROMF at this location, a plan amendment to the Industrial would be required. Plan amendments are legislative decisions rendered by the Board of Commissioners or the City Council at public hearings. The Planning Department issues recommendations to the elected boards based on four criteria outlined in Section 3.4.7 of the Unified Development Ordinance. Based on initial interpretation of those criteria, Planning Staff would be unable to support the Plan Amendment. We find an Industrial use to be incompatible with the existing land use pattern and/or designated future land uses.
- This site is within Durham County's jurisdiction. In order to receive City of Durham services, including water and sewer, Go Triangle would need to petition the City Council to annex the properties.
- In order to construct the ROMF at this location, the site would need to be rezoned from RS 20(Residential Suburban-2) IL (Industrial Light). While not required, rezoning with a development plan that shows graphic and text commitments that are above and beyond UDO standards is recommended.
 - o A minimum buffer of 50 feet is required along Farrington Road Frontage if the width of Farrington Road is less than 60 feet.
 - o It appears there may be a stream crossing parcel 0709-03-32-5392. If it is determined to be a perennial stream, a buffer of 100 feet would be required. An intermittent stream would require 50 feet... This would significantly alter the proposed footprint of the ROMF.
- A Major Special Use Permit to allow the activity or to reduce the buffer width would be required for sections of track crossing the Major Transportation Corridor (MTC) Overlay District. It also appears that sections of track and road in the northern portion of the site would impact the 100 foot MTC buffer. Criteria of Approval for Major Special Use Permits are outlined in Section 3.9.8 of the Unified Development Ordinance

Attachment 2

EPCON COMMUNITIES CAROLINAS, LLC et al v. TILLEY, et al

Plaintiff: EPCON COMMUNITIES CAROLINAS, LLC and EPCON FARRINGTON LLC

Defendant: IRIS M. TILLEY, THOMAS E. TILLEY, MELBA GEORGE, BARBARA WRIGHT and UNITED STATES OF AMERICA

Case Number: 1:2011cv00643

Filed: August 16, 2011

Court: North Carolina Middle District Court

Office: NCMD Office

County: Durham

Presiding Judge: UNASSIGNED

Referring Judge: WALLACE W. DIXON

Nature of Suit: Taxes (US Plaintiff or Defendant)

Cause of Action: 28:1441

Jury Demanded By: Plaintiff

Available Case Documents

The following documents for this case are available for you to view or download:

Date Filed # Document Text

May 1, 2012 31

MEMORANDUM OPINION AND ORDER signed by MAG/JUDGE JOI ELIZABETH PEAKE on 5/1/2012, that Defendants Thomas Tilley, Iris Tilley, and Melba George are given 21 days from the entry of this Order, to and including May 22, 2012, to file an Answer, Motion to Dismiss, or other responsive pleading with respect to Plaintiffs' Amended Complaint. Any filing must be clearly labeled and must be filed in compliance with the Federal Rules of Civil Procedure and the Local Rules of this Court. FURTHER, that the Clerk is directed to set this case for an Initial Pretrial Conference on Thursday, May 24, 2012 at 9:30 a.m.(Daniel, J)

March 28, 2013 74

ORDER signed by JUDGE N. C. TILLEY, JR on 3/28/2013 adopting the Magistrate Judge's Recommendation [Doc. # 58]; that Plaintiffs' Motions to Dismiss [Doc. # 41 , # 47] are therefore GRANTED, and the Tilley Defendants' Counterclaims [Doc. # 39 , # 44] are DISMISSED. (Sheets, Jamie)

July 29, 2015 96

ORDER signed by JUDGE N. C. TILLEY, JR on 7/29/2015 adopting the Magistrate Judge's Recommendation 94 ; that the United States' Motion for Judgment that Epcon Farm Trust is Nominee of Iris and Thomas Tilley (Doc # 60) is DENIED without prejudice to refile during the subsequent proceedings to resolve the competing claims; that the Epcon Plaintiffs' Motion for Judgment on the Pleadings and for Summary Judgment (Doc. # 87) is DENIED as moot; that the Epcon Plaintiffs' Motion for Relief in the Nature of Interpleader (Doc. # 83) and Consent Motion for Interpleader Order Pursuant to Settlement Agreements (Doc. # 93) are GRANTED as set out herein. Further that the Epcon Plaintiffs' Motion for Rule 54(b) Certification (Doc. # 89) is GRANTED and the Court specifically certifies that, given that all claims by and against the Epcon Plaintiffs have been resolved and the Epcon Plaintiffs have no further interest in this action, there is no just reason for delay. A final judgment as to the Epcon Plaintiffs will be entered contemporaneously with this Order. (Sheets, Jamie)

Attachment 3

Federal prosecutors say a North Carolina landowner will spend 32 months in prison for his involvement in a scheme to evade paying his federal income taxes.

A statement from the U.S. Department of Justice says Thomas Tilley was sentenced Monday. The 80-year-old businessman also was ordered to pay more than \$7 million in restitution to the Internal Revenue Service.

Tilley pleaded guilty in November 2014 to one count of corruptly endeavoring to impede and obstruct the administration of the Internal Revenue Code.

Court documents show that from 1993 to at least 2010, Tilley sent the IRS fraudulent financial instruments in an attempt to discharge his tax debt. Court documents also show Tilley failed to file federal and state income tax returns from 1994 through 2013, despite earning a substantial income.

--

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

Get Involved Contact Form

Linda Spallone

Sent: 10/9/2015 1:06 PM

To: info@ourtransitfuture.com

Name: Linda Spallone

Phone Number: 704-287-6084

Email Address: linda.spallone@yahoo.com

Message Body:

In the event that we are left with no alternative other than to be a neighbor of the Farrington Rd ROMF, we the residents of the Villas of Culp Arbor request that ALL the following mitigations be made to the ROMF site:

- 1- A 15 foot high berm topped with mature trees along the entire length of the site on Farrington Road as well as the southern end of the ROMF.
- 2- A sound barrier wall running along the eastern side of the ROMF (the I-40 side) running the entire length of the ROMF. This barrier wall (like those used on major highways like the Washington, DC Beltway, 495) should be tall enough to block out the stadium lighting and as much sound as possible from the ROMF to the neighborhoods of Trenton, Preston Place and Glenview Park as well as shield the neighborhood of The Villas of Culp Arbor from the sound of I-40.
- 3 - A building which is low enough not to be seen from Farrington Rd. A three-story building like the one in Charlotte would be totally out of place in our Residential zoned neighborhood. The berm and mature trees are to shield this low building from sight when traveling along Farrington Rd. If, in order to shield it from view a barrier wall becomes necessary then it should be erected behind the 15 foot berm of mature trees.
- 4-The main building should utilize solar panels on the roof to produce its own power and not drain the grid and/or tax dollars of Durham. Should said solar panels produce any excess energy the surplus should be donated to worthy Durham organizations such as a Homeless Shelter or Soup Kitchen.
- 5-Farrington Road should be raised over the at grade tracks leading to and from Leigh Village Station (instead of an at-grade crossing on Farrington Rd) to prevent delays in travel for Emergency services from Durham Fire Station #16 located on Farrington Rd headed north on Farrington Rd towards Creekside Elementary or the Villas of Culp Arbor or any of the other neighborhoods and residences located north of the currently planned at-grade crossing on Farrington Rd.
- 6 - Deliveries to the ROMF should ONLY be scheduled between the hours of 9 am - 3 pm to prevent additional traffic hazards and back ups on Farrington Rd.
- 7 - Either a traffic circle or traffic light (timed to be in sync with the existing light at Ephesus Church Rd) on Farrington Rd at the main entrance of The Villas of Culp Arbor. This is the intersection of Culp Hill Dr. and Farrington Rd and is the only egress, at this time for the residents of the Villas of Culp Arbor. Once our community is finished we will have another entrance on Farrington Rd, however it will be too close in proximity to the Ephesus Church road intersection for another traffic light or circle.
- 8 - An evacuation plan created and put into place for Creekside Elementary and the Villas of Culp Arbor as well as other single dwelling homes or neighborhoods within a .5 mile radius of the ROMF should an industrial accident occur.
- 9 Completely bury the ROMF underground
- 10 The 60 plus houses currently being built across the street do not even want to buy near the road image what will happen when they see the debacle constructed. . Y

--

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

Light Rail Transit Comments on Draft Environmental Impact Statement

Spitznagel John

Sent: 9/11/2015 1:06 PM

To: info@ourtransitfuture.com

Cc: "Spitznagel John"

GoTriangles choice of the C2a option makes good sense for the area concerned. C2a offers several advantages economically and is the most environmentally friendly of the options considered. It has the least negative effect.

Congratulations for your choice of 2a.

Sincerely

John Spitznagel MD and Professor Emeritus

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Get Involved Contact Form

Juli Spring

Sent: 10/8/2015 10:17 AM

To: info@ourtransitfuture.com

Name: Juli Spring

Phone Number:

Email Address: j

Message Body:

I do not support the present light rail proposed route. I feel that the need is from Durham/Chapel Hill to RTP/RDU/Raleigh. I voted in favor of the Durham tax increase, assuming that the funding would support alleviating traffic on I-40. I do not see how the current route will help. As a matter of fact, I feel it would make the issues at I-40 and Hwy 54 worse. I also do not favor the proposed maintenance facility on Farrington Road. That area is not zoned for industrial and this type of facility would not be favored in this area.

--

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Durham-Orange Light Rail Transit Project

Viswanath Srikanth

Sent: 10/8/2015 10:01 AM

To: info@ourtransitfuture.com

Hello

I wanted to share my opinion on this Project.

Overall, in principle, I would like to see this project happen. If anything, this should have happened a decade ago.

I have been a resident of Chapel Hill/Carrboro for 22 years and have seen the rapid growth of the triangle area. The only reliable public transport to date are the buses, which however do not connect all parts, and are frequently not connected to any Car Park or other means to connect the final mile.

A light rail will help connect more parts of the area, and while still suffering from not connecting a Car Park, begins to lay out an alternate form of transportation from key areas. I would like to see the light rail get built out to many more parts of the triangle, be coordinated with bus timings and connected to bus stations, get connected to the Airport as well.

We need to do this now before land gets taken over for other projects and we start suffering like LA with interminable traffic because they were too late to put their light rail in.

Viswanath Srikanth (Sri)

Get Involved Contact Form

Sheila Stains-Ramp

Sent: 10/12/2015 8:35 PM

To: info@ourtransitfuture.com

Name: Sheila Stains-Ramp

Phone Number:

Email Address:

Message Body:

I'd worked with the Durham City-County Planning Department for several years in the early stages of transit efforts beyond in-city buses, and we worked with TTA to do as much as we could to protect corridors as far as they had been defined (or at least narrowed down), and to encourage densities and types of development supportive of transit goals and objectives. Altho I see the corridor accessing to/thru Patterson Place has changed from what we had been working with, way back when, this was a spot where there was a clear vision to incorporate transit and to scale and place development to allow for densification and intensification in the future once transit supported it. I have long supported planning and developing in ways that realistically deal with growth demands and trends. It has been a long time coming, and rather amazingly the owners have stuck with trying to be partners in accomplishing this. I think it is too good an opportunity for the benefit of the region to squander. I fully and strongly support these efforts.

Thank you for this opportunity to comment.

--

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Get Involved Contact Form

Stormi St. John

Sent: 10/13/2015 6:44 PM

To: info@ourtransitfuture.com

Name: Stormi St. John

Phone Number:

Email Address:

Message Body:

I support light rail in Durham and orange counties!

Encouraging and facilitating mobility between these two crucial locations is good for the economic development of the two non-state-capital points of the Triangle.

--

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

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Olivia Stoneman

Email: _____

phone: (_____) _____

Mailing Address: _____

City: Chapel Hill

Zip Code: 27517

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

I support NHC - 2 for the New Hope Creek crossing because it has ~~to~~ fewer environmental impacts compared to the other options of light rail routes. I support ~~to~~ CZA for the Little Creek crossing because it has less environmental impacts compared to the other options.

Please Turn Over →

comment from a resident along 15-501 corridor

Beth Stockstill

Sent: 10/13/2015 12:06 PM

To: info@ourtransitfuture.com

Cc: "Donald Feldman"

To whom it may concern,

I am very supportive of a light rail to run along 15-501 between Chapel Hill and Durham.

I am not AT ALL in favor of a route that runs by Downing Creek, along established wetlands, through rural Patterson Mill, through currently undeveloped (but no doubt ripe for development and a very juicy lure to build-out-and-sprawl developers) land.

You got buy in from people who thought you had the best interests of the majority of citizens, and then shifted the route in a classic developer-driven bait and switch.

You are NOT supported in this maneuver.

Beth Stockstill,

Off Pickett road,
Durham, NC

***** IMPORTANT--PLEASE READ ***** This electronic message, including its attachments, is COMPANY CONFIDENTIAL and may contain PROPRIETARY or LEGALLY PRIVILEGED information. If you are not the intended recipient, you are hereby notified that any use, disclosure, copying, or distribution of this message or any of the information included in it is unauthorized and strictly prohibited. If you have received this message in error, please immediately notify the sender by reply e-mail and permanently delete this message and its attachments, along with any copies thereof. Thank you. *****

Light rail

Janet Stolp

Sent: 10/10/2015 11:23 AM

To: info@ourtransitfuture.com, "Bo Glenn" <boglenn@nc.rr.com>

To all those interested in light rail,

I am sending this email because I am a nurse at Duke and feel that our community needs to take a look at why light rail would be a health advantage.

Light rail transit users report higher levels of neighborhood satisfaction and have lower obesity rates than non-users.

Increased development intensity around rail stations will allow for residents in new portions of the two-county region to complete many trips on foot or by bike in compact, walkable, mixed-use neighborhoods. In addition to the gas savings that these residents will experience by being able to walk to the store instead of drive, there will also be public health benefits through increasing amounts of active travel.

A qualitative study in an inner-city, revitalizing neighborhood Salt Lake City found study participants who used a new light rail stop reported higher "place attachment" and greater "neighborhood satisfaction" than did non-riders, suggesting that the transit stop improved their feelings about their community. Those who did not use the new transit stop at all were substantially more likely to be obese and to take more car trips than either new riders or existing riders.

This is important to all of us because we all shoulder the costs of health care! We cannot afford to continue with our sedentary lifestyle. Please consider this as a long term advantage that will make our area a better place to live.

Sincerely,
Janet Stolp

Sent from my iPhone

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Chris Stoneman

Email: _____

Mailing Address: _____

City: CH
NL

Zip Code: 27517

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

I support NHC-2 for the New Hope Creek
crossing. It is best for the environment and
less costly.

I support C2-A for the Little Creek Crossing.
It is less costly and better for the environment.

Please Turn Over →

Light Rail - Our Transits Future

Robert Stoothoff

Sent: 10/8/2015 2:00 PM

To: info@ourtransitfuture.com

I have attended many meetings and studied the written proposal, and listened to the public dialogue about this project to bring Light Rail to the Triangle.

I have not seen or heard any alternative that makes long term sense other than making the investment as soon as possible in Light Rail. The roads are already too crowded to count on more busses being the answer except to connect efficiently to a hopefully expanding light rail system.

Investment in residential homes and apartments along the light rail line will allow work force housing to expand as it has in other parts of our nation.

The NIMBY issues must be thoughtfully overcome with good planning. Wake County needs to be partners in an expanded Light Rail system connecting Raleigh, the airport, and the RTP.

Denver, Seattle, Charlotte, and cities in Canada are expanding their systems for the same good reasons that we understand. Promote the reasons better. We want to rely on transportation planners knowledge, research, and planning skills. You need to be better marketers of your solutions!!!!

Regards,

Bob Stoothoff

Chapel Hill, NC. 27517

Comment on Light Rail Project - Durham

Neal Stultz

Sent: 9/21/2015 11:56 AM

To: info@ourtransitfuture.com

To whom it may concern,

As a resident and taxpayer within Durham county it is imperative we move forward towards constructing these mass transit forms of public transportation. This connection between Chapel Hill and Durham will cut down tremendously on people choking the 15-501 highway. It will also create and generate jobs during the construction phase of this project, and not to mention the jobs created to maintain and operate the equipment. Many cities can show the benefits, and I really like how this one connects close to the amtrak station. Students and other young professionals alike will use this system to get to and from school, work, etc. Please move forward and vote this project into existence.

Best Regards,
Neal Stultz

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8 MR. JOYNER: Thank you. Is -- Are
9 there anyone -- any others that are --
10 yes, ma'am. Please come forward.

11 MS. ALISON STUEBE: Good
12 afternoon. My name is Alison Stuebe, and
13 I live at [REDACTED] in
14 Meadowmont.

15 I was quite disappointed that the
16 Meadowmont option was not possible for the
17 light rail because I take the bus to UNC
18 every day for my job as a physician. The
19 View bus runs every 40 minutes, which is
20 not the world's most efficient headway,
21 and I welcome the possibility of an every
22 10-minute rail option. However, I
23 understand that routing through Meadowmont
24 had environmental impact and lengthening

1 the trip that made it the less practical
2 option.

3 I, therefore, wholeheartedly
4 support the proposed alignment, and I know
5 that I and others who work at UNC and at
6 Duke will greatly benefit from the option
7 to travel to work by light rail with
8 10-minute headways and with convenient
9 service.

10 I also am a mother. I'm a mother
11 of three boys, one of whom will soon get
12 his driver's permit. I am terrified of
13 the prospect of my boys operating a motor
14 vehicle, and I am very, very grateful that
15 ten years from now they will be able to
16 text freely while riding a light rail
17 between Durham and Chapel Hill.

18 I think it's critical to
19 understand that the most dangerous place
20 for drivers of any kind is behind the
21 wheel of a car and light rail is far safer
22 and there are far fewer risks of
23 accidents.

24 I understand that change is

1 difficult and that those who have not
2 lived near light rail think that this is
3 some menace to their community. I will
4 tell you that I lived in Brooklyn,
5 Massachusetts, for seven years before
6 coming to Chapel Hill. And the three most
7 valuable words in a Real Estate listing
8 were "steps to train." I anticipate that
9 those who live near light rail stops will
10 see their property values increase, their
11 convenience in ability to travel to
12 increase, and their ability to reach some
13 of the great destinations in our region to
14 become more flexible and more available.

15 This past weekend, I went to a
16 show at DPAC on Saturday night, and my
17 date and I had to decide who was the
18 designated driver because we were going to
19 return by car. Ten years from now, we'll
20 be able to go to DPAC and come home after
21 having as many cocktails as we desire, and
22 if we can walk from the Friday Center to
23 our home reach there safely.

24 So I encourage all of you to

1 support this very important improvement in
2 our community. Thank you.

3 MR. JOYNER: Thank you. Is there
4 anyone else that's signed up to speak?

5 Yes, ma'am. If you would hand it -- yes.

6 I'm sorry. And please state your name and
7 address for the record.

ROMF

George Stuart

Sent: 10/12/2015 7:47 PM

To: info@ourtransitfuture.com

The NEPA preferred alternative for the rail operations and maintenance facility (ROMF) on Farrington Road is based on faulty logic. An ROMF is completely inconsistent with current and planned uses of the land. It would have significant impact on sensitive natural resources, including water resources. It would also dramatically change the character of the land, which is primarily rural residential.

The Cornwallis Road and Alston Avenue alternatives are much more consistent with land use plans. Both these alternatives, particularly Alston Avenue, are closer to pools of labor likely to work at the ROMF. Both are also conveniently located on bus routes that could deliver workers to the ROMF. In contrast, the Farrington Road site is not accessible by public transit and won't be close to a planned light rail stop. Siting the ROMF at Farrington Road would have the perverse consequence of increasing motor vehicle traffic rather than reducing it.

George Stuart

Chapel Hill, NC

Get Involved Contact Form

George Stuart

Sent: 10/12/2015 7:48 PM

To: info@ourtransitfuture.com

Name: George Stuart

Phone Number:

Email Address:

Message Body:

The NEPA preferred alternative for the rail operations and maintenance facility (ROMF) on Farrington Road is based on faulty logic. An ROMF is completely inconsistent with current and planned uses of the land. It would have significant impact on sensitive natural resources, including water resources. It would also dramatically change the character of the land, which is primarily rural residential.

The Cornwallis Road and Alston Avenue alternatives are much more consistent with land use plans. Both these alternatives, particularly Alston Avenue, are closer to pools of labor likely to work at the ROMF. Both are also conveniently located on bus routes that could deliver workers to the ROMF. In contrast, the Farrington Road site is not accessible by public transit and won't be close to a planned light rail stop. Siting the ROMF at Farrington Road would have the perverse consequence of increasing motor vehicle traffic rather than reducing it.

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

light rail comment

Pete Sullivan]

Sent: 9/21/2015 8:47 AM

To: info@ourtransitfuture.com

Hello,

I am a resident of Durham, NC and I support the Chapel Hill-Durham light rail project, as well as all triangle light rail planning generally. We need light rail in the triangle. It will help reduce congestion on roads, reduce carbon dioxide emissions, and give residents more transportation choices, which is very much needed. Please build light rail.

Thanks for your efforts. Also, please do not add my email to any distribution or marketing lists.

Pete Sullivan

Durham, NC
27705

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Get Involved Contact Form

Jim and Claudia Svava

Sent: 10/13/2015 8:33 AM

To: info@ourtransitfuture.com

Name: Jim and Claudia Svava

Phone Number:

Email Address:

Message Body:

We strongly support the proposed Durham-Orange light rail proposal. Light rail provides an environmentally beneficial approach to handling the increased population and development that is coming to our region, and it increases the options for persons with limited access to transportation. It is vastly superior to doing nothing—not building light rail—and it is preferable to the Bus Rapid Transit (BRT) option that some have recently been pushing as an alternative. The following points should be noted in comparing the options.

First, without dedicated bus lanes, BRT is not rapid. Providing dedicated lanes requires the costs of expanding the roadway, bridges, overpasses, elevated roadways that have all the expenses of light rail.

Second, BRT needs raised station areas and special busses with sliding doors on the side level with the station surface to allow easy access. This is an attempt to match the convenience of light rail cars but is not as convenient. BRT stations match the expense of light rail stations.

Third, with dedicated lanes and stations, BRT is not a flexible system that can easily be changed.

Fourth, BRT does not attract the ridership nor stimulate transit-oriented development (TOD) the way that light rail does.

Fifth, regarding TOD, there is a consequence of the new development that should be noted. The proposed D-O Light Rail will not just serve the facilities that are currently in place along the route. It will attract new land uses with higher density that are easily accessible. There will be a lot more places to go to work, shop, get services, and live than is currently the case as the system stimulates TOD over time.

Finally, with increased population and automobile use, parking in densely developed areas will become increasingly difficult and expensive. Light rail will provide access without the polluting effects and delays of automobile use and without the cost of a parking place and the time it takes to find one.

--

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

Get Involved Contact Form

David Swan |

Sent: 9/5/2015 6:22 PM

To: info@ourtransitfuture.com

Name: David Swan

Phone Number:

Email Address:

Message Body:

As a Carrboro resident, my main hope for this project, if it indeed moves forward, is that it would alleviate commuter traffic headed to UNC - but that will only work if UNC severely cuts back on available employee parking and forces employees to utilize the light rail. Also, that is only an issue twice a day. In terms of my usage of the project, I don't see too much of interest for me, as getting to the UNC Hospital stop is not very transit friendly if you live in town. I wouldn't drive and park there (at that point I would just drive to Durham), and otherwise the bicycle infrastructure connection to that area is abysmal. Plus bus connections to that area are very slow and spotty. From a time and location perspective, it's just not promising or attractive.

—

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

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: HAROLD L. GIBSON Email _____

Mailing Address _____ City: Raleigh NC Zip Code: 27610

How to Comment on the DEIS

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

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

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

Please leave your comment on the Draft Environmental Impact Statement:

This is over due for North Carolina,
"Please pass the Light Rail
TRANSIT, more Jobs... etc.

Please Turn Over →

DEIS Comments: Safety

Tom-Judy Swasey

Sent: 10/12/2015 7:14 PM

To: info@ourtransitfuture.com

Concern: Safety

Why is It a Concern

At Grade Crossings are unsafe and are being eliminated in many parts of the country yet there are 42 such crossings along the 17 mile route with four such crossings from the Friday Center to the front entrance of Downing Creek/Little Creek area—all within less than a half mile. These will be a hazard to the residents of those areas and to all vehicles including emergency responders and school buses. It takes a 100 ton train car 428 feet to stop when traveling at 35 mph. Light rail has 22 times more accidents per passenger mile traveled than cars. These accidents occur daily across the country despite gates, horns and warning signs and lights.

Downing Creek and its access roads were not part of a previous traffic analysis so decision for the preferred alternative route was not based on complete traffic and safety data. In the DEIS table 3.2.3 in the LOS for No Build and NEPA preferred alignment did not include assessment of intersections for Little John Rd or Downing Creek Parkway. It is not stated in DEIS that any safety survey/evaluation of impacted neighborhoods was done with local emergency responders which again demonstrates decision making based on inadequate safety information.

What Do I Want Done About It?

Review the Oct 2, 2015 letter submitted by the Downing Creek Community Association for additional details related to safety and traffic.

Eliminate the preferred alternative C2A route and the associated at grade crossings by moving route to the north side of Highway 54 or to the C1A alternative route *OR* Do Not Build project as planned.

Thomas Swasey

2205 Copeland Way

Chapel Hill NC 27517

(Durham County)

DEIS Comments: Cost, Sustainability & Ridership

Tom-Judy Swasey

Sent: 10/12/2015 7:20 PM

To: info@ourtransitfuture.com

Concern: Cost, Sustainability & Ridership

Why Is It a Concern?

The current estimate cost of 1.6-1.7 billion to build the D-O LRT project and almost 18 million annual operating and maintenance costs are not a good use of transportation funding or taxpayer money. Public opinion has been building to consider alternative options such as HOV lanes, BRT systems, more walking and biking availability, increasing telecommuting/work from home options and staggered work hours to name a few. The cost of such options would be considerably less and would offer greater flexibility as population growth areas shift with subsequent increases or decreases in travel needs.

The overestimated ridership numbers presented by GoTriangle appear to be inflated to meet their project justification needs rather than reality. This overestimate is now even more concerning with adjustment of travel times from a previous 35 minutes to 44 minutes. The city of Charlotte has 16,000 per day with a much larger population and greater density yet the Durham-Orange system is projected to have 23,000 per day. Since most riders of Light Rail are those who previously rode buses and most area buses are not full, the current projections seem unlikely. Across the country there has not been relief of traffic congestion after light rail (in fact, Charlotte has seen worsening of congestion and is first in NC with the worst traffic) so it is also unlikely that current drivers will trade their vehicles for the train.

Based on real ridership numbers and subsequent fare revenues plus the annual operating and maintenance costs, the shortfall will likely fall on taxpayers to support/supplement the system. In fact, a review of 30 light rail projects indicated they all operate at a loss and require an average tax payer subsidy of 70%.

There is now a cap on state funding for light rail of \$500,000 which fails to meet the projected state share of funding of 25% or 400 million.

What Do I Want Done?

Review the questionable or erroneous planning data by an independent consultant who has had no role in development and does not stand to benefit from the plan project instead of relying solely on GoTriangle and its staff to produce the decision making data.

Do Not Build the D-O Light Rail Project as planned

Use our transportation funds and taxes to develop systems for the future and coordinate these with the NCDOT and Wake County so the entire population of the Triangle is served.

Thomas Swasey

2205 Copeland Way

Chapel Hill NC 27517

(Durham County)

DEIS Comment: Social Justice & Equity

Tom-Judy Swasey

Sent: 10/12/2015 7:22 PM

To: info@ourtransitfuture.com

Concern: Social Justice & Equity

Why Is It a Concern?

The East Alston low income, minority, transit dependent community is not served by the LRT route nor are NC Central University or Durham Tech. Any proposed low income housing will have to compete with the inevitable station increased rents and land prices with the real beneficiaries the builders, contractors and land developers.

Shifting the previous planned light rail corridor from the affluent Meadowmont community (which was planned with specific light rail corridors) to lower income areas where there are many renters as well as home owners is another example of social inequity and certainly at least classism. The concerns of the Meadowmont community were identical to those of the neighborhoods to be impacted by the light rail preferred alternative route yet these concerns were not included in the DEIS (see table 9.2-2) and have not produced any changes to address those concerns despite multiple community meetings and written comments over a 4 year period.

What Do I Want Done About It?

Require an independent consultant to review the D-O LRT project to ensure social justice and equity.

Do Not Build the D-O LRT Project as planned.

Thomas Swasey

2205 Copeland Way

Chapel Hill NC 27517

(Durham County)

DEIS Comment: Technology & Obsolescence

Tom-Judy Swasey

Sent: 10/12/2015 7:24 PM

To: info@ourtransitfuture.com

Concern: Technology & Obsolescence

Why Is It a Concern?

The light rail project planning has been underway for over 15 years and will not be complete for at least another 10 years. Proposing a fixed rail system that serves few (and already will not serve new areas of mixed use development along the 15-501 corridors especially south of Chapel Hill) and will be obsolete technology by the time it is completed if not before, is an illogical solution to a much greater need. We will be stuck with an expensive dinosaur that is not adaptable or flexible that no one is using. Autonomous, driverless cars, Bus Rapid Transit with hybrid or electric buses, on demand Uber transportation and other yet to be developed transit systems are the better, more flexible and cheaper choices.

What Do I Want Done About It?

Light Rail is a solution from the past, not the future.

Do Not Build It.

Use our transportation funds and taxes to develop systems for the future and coordinate these with the NCDOT and Wake County so the entire population of the Triangle is served.

Thomas Swasey

2205 Copeland Way

Chapel Hill NC 27517

(Durham County)

DEIS Comment: Lack of Public Support

Tom-Judy Swasey

Sent: 10/12/2015 7:31 PM

To: info@ourtransitfuture.com

Thomas Swasey

(Durham County)

Concern: Lack of Local Public Support

Why is This a Concern?

Over the past four years The Downing Creek neighborhood and multiple surrounding neighborhoods who will be directly impacted by the D-O LRT project have voiced their opposition, developed websites, organized community efforts, attended and spoke at public meetings, sent written comments regarding concerns, met with elected officials in their neighborhoods and yet, GoTriangle has not changed one thing to address the very real and specific concerns of safety, access, traffic congestion, and impact on the environment and on property values. In fact, the DEIS has been developed without including these concerns and persisted on offering the “preferred alternative route” of C2A even though there is broad opposition to this route.

Specific concerns of the residents in the Cedars & Meadowmont community were detailed in the DEIS but those of Downing Creek and surrounding neighborhoods were not included in the DEIS even though they were identical. In fact, in response to those concerns from the community of the Cedars & Meadowmont, the alternative C2/C2A routes were developed and then shifted across the street to our neighborhoods.

There have been numerous letters to the editor, public commentaries in newspapers and articles supporting a no build option or opposing the C2A route, yet these are also not included in the DEIS as seen in Chapter 9, Table 9.2-2 where no specific concerns of Downing Creek and surrounding neighborhoods can be found. In Chapter 8 of the DEIS under visual and aesthetics, Downing Creek is not even mentioned. In this same section only 28-38% preferred C2/C2A route but this was decided on as the preferred alternative.

GoTriangle’s own website, which posts public comments, has August 2015 comments that

are almost 100% in opposition yet these also are not included in the DEIS.

I feel that GoTriangle has not demonstrated transparency or responsiveness throughout the process.

What Do I Want Done About It?

- 1. I request an independent consultant to review all past & present public input including what is currently in the DEIS and issue an unbiased status of the real public opinion, not the GoTriangle assessment that there is “broad acceptance” of this project.
- 2. I request that GoTriangle include in the DEIS all public comments to date, not just those to be issued at Public Hearings. Not doing so is yet another way to limit negative comments as many citizens will not take the time to re-issue past negative comments that are already available on the GoTriangle website.
- 3. Since previous planning appears to have been based on misinformation, omission of information and ignoring public opinion, I urge the Federal Transit Administration to support the No Build option and not commit federal money to this project that will benefit few and potentially harm many.

Get Involved Contact Form

Thomas Swasey [tjswasey@gmail.com]

Sent: 9/11/2015 8:16 AM

To: info@ourtransitfuture.com

Name: Thomas Swasey

Phone Number: 9199519556

Email Address: tjswasey@gmail.com

Message Body:

The C2 alternative route is not a good option due to:

1. unsafe at-grade crossings
2. limiting access to the main entrance to the Downing Creek community with an at-grade crossing creating traffic backups and interfering with residents, emergency vehicles and school buses
3. increasing traffic congestion due to trains intermittently closing major commuting roads
4. creating an unnecessary Woodmont station with no parking resulting in unwanted neighborhood parking

Why can't the C2A alternative be moved to the north side of NC 54 from the Friday Center to the King George area. This option would use totally undeveloped land mitigating all the problems listed above.

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

DEIS Comment: Cost, Sustainability & Ridership

Judith Swasey [jswasey@gmail.com]

Sent: 10/5/2015 3:27 PM

To: info@ourtransitfuture.com

Concern: Cost, Sustainability & Ridership

Why Is It a Concern?

The current estimate cost of 1.6-1.7 billion to build the D-O LRT project and almost 18 million annual operating and maintenance costs are not a good use of transportation funding or taxpayer money. Public opinion has been building to consider alternative options such as HOV lanes, BRT systems, more walking and biking availability, increasing telecommuting/work from home options and staggered work hours to name a few. The cost of such options would be considerably less and would offer greater flexibility as population growth areas shift with subsequent increases or decreases in travel needs.

The overestimated ridership numbers presented by GoTriangle appear to be inflated to meet their project justification needs rather than reality. This overestimate is now even more concerning with adjustment of travel times from a previous 35 minutes to 44 minutes. The city of Charlotte has 16,000 per day with a much larger population and greater density yet the Durham-Orange system is projected to have 23,000 per day. Since most riders of Light Rail are those who previously rode buses and most area buses are not full, the current projections seem unlikely. Across the country there has not been relief of traffic congestion after light rail (in fact, Charlotte has seen worsening of congestion and is first in NC with the worst traffic) so it is also unlikely that current drivers will trade their vehicles for the train.

Based on real ridership numbers and subsequent fare revenues plus the annual operating and maintenance costs, the shortfall will likely fall on taxpayers to support/supplement the system. In fact, a review of 30 light rail projects indicated they all operate at a loss and require an average tax payer subsidy of 70%.

There is now a cap on state funding for light rail of \$500,000 which fails to meet the projected state share of funding of 25% or 400 million.

What Do I Want Done?

Review of the questionable or erroneous planning data by an independent consultant who has had no role in development and does not stand to benefit from the plan project instead of relying solely on GoTriangle and its staff to produce the decision making data.

Do Not Build the D-O Light Rail Project as planned

Use our transportation funds and taxes to develop systems for the future and coordinate these with the NCDOT and Wake County so the entire population of the Triangle is served.

Judith Swasey

2205 Copeland Way

Chapel Hill NC 27517

(Durham County)

1 MR. JOYNER: Thank you.

2 MR. THOMAS SWASEY: My name is
3 Thomas Swasey, 2205 Copland Way, Chapel
4 Hill, North Carolina.

5 I'm a resident and tax payer in
6 the City of Durham, and I reside in the
7 Downing Creek Community.

8 I urge the Federal Transit
9 Administration to support the no build
10 option for the Durham-Orange Light Rail
11 Transit Project. It is ludicrous to think
12 that a fixed rail train will be able to
13 serve the dynamic growing area of
14 Durham-Chapel Hill with all its suburban
15 sprawl. Most of the planned stations
16 would require supplemental transportation
17 to arrive at final destinations. In major
18 area destinations like the airport; the
19 main area job center, Research Triangle
20 Park; and even our neighboring city
21 Raleigh, the state capital, are not
22 served.

23 The area is changing rapidly.
24 When this project was first planned, the

1 54 corridor was the center of development,
2 and now the current center of development
3 is the 15/501 corridor between Durham,
4 Chapel Hill, and Chatham County, and the
5 developmental centers will continue to
6 change in the future.

7 How do we move tracks? The
8 project would waste local, state, and
9 federal funds. It is a flawed design that
10 will serve few and cost us all. I urge
11 you to support the no build option and at
12 the same time support more flexible mass
13 transit solutions like bus rapid transit,
14 which is a better fit for our area. Thank
15 you.

16 MR. JOYNER: Thank you. Next
17 speaker, please. You're welcome to do
18 that.

19 MR. ALEX CABANES: Sorry whoever's
20 behind me. My name is Alex Cabanes, 27
21 Tanyard Court, Chapel Hill, North
22 Carolina.

23 I stand before you to recommend a
24 no build option to the proposed light rail

Comment regarding DO LRT Project for DEIS: Lack of Local Public Support

Judith Swasey [jswasey@gmail.com]

Sent: 9/30/2015 12:36 PM

To: info@ourtransitfuture.com

Judith Swasey

2205 Copeland Way

Chapel Hill NC 27517

(Durham County)

919-951-9146

jswasey@gmail.com

Concern: Lack of Local Public Support

Why is This a Concern?

Over the past four years The Downing Creek neighborhood and multiple surrounding neighborhoods who will be directly impacted by the D-O LRT project have voiced their opposition, developed websites, organized community efforts, attended and spoke at public meetings, sent written comments regarding concerns, met with elected officials in their neighborhoods and yet, GoTriangle has not changed one thing to address the very real and specific concerns of safety, access, traffic congestion, and impact on the environment and on property values. In fact, the DEIS has been developed without including these concerns and persisted on offering the “preferred alternative route” of C2A even though there is broad opposition to this route.

Specific concerns of the residents in the Cedars & Meadowmont community were detailed in the DEIS but those of Downing Creek and surrounding neighborhoods were not included in the DEIS even though they were identical. In fact, in response to those concerns from the community of the Cedars & Meadowmont, the alternative C2/C2A routes were developed and then shifted across the street to our neighborhoods.

There have been numerous letters to the editor, public commentaries in newspapers and articles supporting a no build option or opposing the C2A route, yet these are also not included in the DEIS as seen in Chapter 9, Table 9.2-2 where no specific concerns of Downing Creek and surrounding neighborhoods can be found. In Chapter 8 of the DEIS under visual and aesthetics, Downing Creek is not even mentioned. In this same section only 28-38% preferred C2/C2A route but this was decided on as the preferred alternative.

GoTriangle's own website, which posts public comments, has August 2015 comments that are almost 100% in opposition yet these also are not included in the DEIS.

I feel that GoTriangle has not demonstrated transparency or responsiveness throughout the process.

What Do I Want Done About It?

- . I request an independent consultant to review all past & present public input including what is currently in the DEIS and issue an unbiased status of the real public opinion, not the GoTriangle assessment that there is "broad acceptance" of this project.
- . I request that GoTriangle include in the DEIS all public comments to date, not just those to be issued at Public Hearings. Not doing so is yet another way to limit negative comments as many citizens will not take the time to re-issue past negative comments that are already available on the GoTriangle website.
- . Since previous planning appears to have been based on misinformation, omission of information and ignoring public opinion, I urge the Federal Transit Administration to support the No Build option and not commit federal money to this project that will benefit few and potentially harm many.

1 wetlands. Thank you.

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

4 MS. JUDITH SWASEY: Judith Swasey,
5 2205 Copeland Way, Chapel Hill. I'm a
6 resident of Downing Creek, the city and
7 County of Durham.

8 My concern is the lack of public
9 support. Over the past four years,
10 multiple neighborhoods have voiced their
11 opposition, organized community efforts,
12 met with public officials, attended and
13 spoke at public meetings, and sent many
14 written comments. Yet GoTriangle has not
15 changed anything to address our very real
16 and specific concerns. In fact, the DEIS
17 has been developed without including these
18 concerns and persisted on offering the
19 preferred alternative route of C2A, even
20 though there was broad opposition to this
21 route.

22 Specific concerns for the
23 residents of the Cedars and Meadowmont
24 Community were detailed in the DEIS, but

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

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

11 MS. KELLY MASSENGALE: Kelly
12 Massengale, 4615 Marena Place, Durham
13 27707.

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

Comment for DEIS re: D-O LRT. Topic: Do not build-better alternatives

Tom-Judy Swasey [tjswasey@gmail.com]

Sent: 9/30/2015 12:26 PM

To: info@ourtransitfuture.com

I urge the Federal Transit Administration to support the NO BUILD option for the Durham-Orange Light Rail Transit project.

It is LUDICROUS to think that a fixed rail train would be able to serve the dynamic, growing area of Durham Chapel Hill with all its suburban sprawl. Most of the planned stations would require supplemental transportation to arrive at final destinations and major area destinations like the airport, the main area job center-Research Triangle Park, and even our neighboring city Raleigh, the state capitol are not served.

The area is changing rapidly. When this project was first planned the 54 corridor was the center of development but now the current center of development is the 15-501 corridor between Durham, Chapel Hill and Chatham County. And the development centers will continue to change. How do we move the tracks?

This project would waste local, state, and federal funds. It is a flawed design that will serve few and cost us all.

I urge you to support the NO BUILD option and support more flexible mass transit solutions like Bus Rapid Transit which is a better fit for our area.

Thank you

Thomas Swasey
2205 Copeland Way
Chapel Hill, NC 27517
919-951-9556
tjswasey@gmail.com

DEIS Comment: Social Justice

Judith Swasey [jswasey@gmail.com]

Sent: 10/6/2015 7:30 PM

To: info@ourtransitfuture.com

Concern: Social Justice & Equity

Why Is It a Concern?

The East Alston low income, minority, transit dependent community is not served by the LRT route nor are NC Central University or Durham Tech. Any proposed low income housing will have to compete with the inevitable station increased rents and land prices with the real beneficiaries builders, contractors and land developers.

Shifting the previous planned light rail corridor from the affluent Meadowmont community (which was planned with specific light rail corridors) to lower income areas where there are many renters as well as home owners is another example of social inequity and certainly at least classism.

The concerns of the Meadowmont community were identical to those of the neighborhoods to be impacted by the light rail preferred alternative route yet these concerns were not included in the DEIS (see table 9.2-2) and have not produced any changes to address those concerns despite multiple community meetings and written comments over a 4 year period.

What Do I Want Done About It?

Require an independent consultant to review the D-O LRT project to ensure social justice and equity.

Do Not Build the D-O LRT Project as planned.

Judith Swasey

2205 Copeland Way

Chapel Hill NC 27517

(Durham County)

DEIS Comment: Technology & Obsolescence

Judith Swasey [jswasey@gmail.com]

Sent: 10/7/2015 2:11 PM

To: info@ourtransitfuture.com

Concern: Technology & Obsolescence

Why Is It a Concern?

The light rail project planning has been underway for over 15 years and will not be complete for at least another 10 years. Proposing a fixed rail system that serves few (5% of the population) (and already will not serve new areas of mixed use development along the 15-501 corridors especially south of Chapel Hill) and will be obsolete technology by the time it is completed if not before, is an illogical solution to a much greater need. We will be stuck with an expensive dinosaur that is not adaptable or flexible that no one is using. Autonomous, driverless cars, Bus Rapid Transit with hybrid or electric buses, on demand Uber transportation and other yet to be developed transit systems are the better, more flexible and cheaper choices.

What Do I Want Done About It?

Light Rail is a solution from the past, not the future.

Do Not Build It.

Use our transportation funds and taxes to develop systems for the future and coordinate these with the NCDOT and Wake County so the entire population of the Triangle is served.

Judith Swasey

2205 Copeland Way

Chapel Hill NC 27571

(Durham County)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Judith Swasey

Email: tjswasey@gmail.com Telephone:

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

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

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

Please leave your comment on the Draft Environmental Impact Statement:

This meeting was typical for GoTriangle
depending on individual discussions with ?
assumption that the public had read the
huge DEIS volume. Not sure why large group
presentation was not done so all could hear
questions + concerns + discuss. More isolation
of information dependent on public being
uninformed (i.e. how does one know how to
reference comments by referring to DEIS chapters
if they did not come to meeting) The power point
presentation was not an acceptable alternative
& did not give enough detail for public to
comment from.

Please Turn Over →

