

COM 10 818
201

From: [Wilcox, Dirk](#)
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance Facility
Date: Friday, June 15, 2012 9:40:53 AM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)

To whom it may concern,

I'm writing to share my concern regarding the location of the proposed Light Rail Maintenance Facility. As an active member in the local Durham Jewish community, let me share a couple of thoughts. The newly realized Jewish "Campus" should, over time, be a tremendous draw to the area. With the completion of the JCC, in combination with Judea Reform and the Lerner School, the Durham area can boast community amenities that can rival anything in the South, to be certain, and even across the country. Being a relatively small minority, having a vibrant local community is critical to people as they consider relocation. It would be unfortunate, I believe, if the physical attraction of the Jewish campus were to be compromised by the location of the Light Rail Maintenance Facility.

As a member of the Durham community, I think it's important that we nurture the pockets of Durham that are amazing draws! In the 10 years that I've lived here, the wonderful development that has happened around the Ballpark, the addition of the DPAC and the addition of the SouthPoint area make me VERY proud. I love when out of town guests visit and we can catch a great meal before walking to a game or a show, just as I love spend an afternoon with them at the JCC. I hope the joy of the time at the JCC and the draw to the area that the JCC provides can continue, uncompromised.

Regards,
Dirk

I'm happy to discuss this further, if anyone has any questions. My office and cell numbers are below.

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Raleigh, NC 27609
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COM ID 819
202

From: [Jeff Fischer](#)
To: ["info@ourtransitfuture.com"](mailto:info@ourtransitfuture.com)
Subject: Light rail near JCC
Date: Friday, June 15, 2012 8:04:30 AM

I just wanted to register my and my family's opposition to the proposed light rail facility adjacent to the JCC and Lerner school in Durham.

Specifically, I feel it is disruptive to our community and brings industrial elements into a peaceful, natural environment that is best suited for education, recreation, and worship.

Thanks,

Jeff

Jeffrey M. Fischer, Ph.D.
1709 Legion Rd, Suite 212
Chapel Hill, NC 27517
Tel (914) 584-0466

jeff@jmfischerphd.com
<http://jmfischerphd.com/>

COM 17 820

203

From: [Noah Pickus](#)
To: info@ourtransitfuture.com
Subject: Opposed to ROMF Siting near Jewish Campus
Date: Friday, June 15, 2012 1:49:32 PM

Dear Transit Authorities:

I write to express my hope that the new ROMF will NOT be situated near the Jewish Campus (synagogue, day school, community center), as the location of an industrial site so close to these venues will clearly have a significant negative impact on one community.

Sincerely,

Noah Pickus

COM 158211
204

From: [Jesse Kalisher](#)
To: info@ourtransitfuture.com
Cc: [Helen Kalisher](#)
Subject: please consider another spot for your light rail maintenance facility
Date: Friday, June 15, 2012 8:47:20 AM

To Whom it May Concern,

You're currently considering putting your light rail maintenance facility along the Western Bypass at the site of the former Pepsi Plant - please find a more suitable location with less damaging impact on the local community. This location, slated for commercial development, abuts the Durham - Chapel Hill Jewish and Community Center. At this site are a well established school that goes from pre-k through 5th grade, a popular synagogue and the newly opened Jewish Community Center (with outdoor swimming pool) that is a gathering point with summer camps and after school programs and more that are open to everyone. Indeed a wide range of folks, Jewish and non-Jewish, have taken advantage of the JCC and all it has to offer. There are tens of millions of dollars invested in the JCC, the school and temple - and an entire social fabric on which a price cannot be placed.

Putting the light rail maintenance facility alongside this campus will, ultimately, put all of this investment at risk. Most of all, as parents who send our two children to school at the Jewish Day School, we may have to pull our kids from that school if we determine that the noise and other pollution are detrimental to our children's health and education.

Of course light rail is important to our community. And, of course, you need a light rail maintenance facility. I'm not schooled in the options, but I can assure you that putting the maintenance facility at the Western Bypass site will do serious damage to an important part of the Durham-Chapel Hill community.

Here's hoping there's another option.

Peace,
Jesse

Jesse Kalisher
Email: jesse@kalisher.com
Office: (919) 967-4300, xt.21
Fax: (919) 929-4833
Cell: (919) 923-4070

www.kalisher.com



COM 1D 822
205

From: [Elaine Marcus](#)
To: info@ourtransitfuture.com
Subject: opposed to vote
Date: Friday, June 15, 2012 1:48:10 PM

Writing to express my opposition to the proposed use of the old Pepsi building as a rail maintenance shed. I add my voice to those who recognize that proposed site is close to 2 schools, a playground, and a community center. I encourage you to consider a different placement to help avoid noise and air pollution so close to three sties that can be negatively impacted.

Thanks you.
Elaine Marcus

CO 4 ID 823
206

From: [Julie Shermak](#)
To: info@ourtransitfuture.com
Cc: [Jon Bellman](#)
Subject: Location of light rail maintenance facility along Western Bypass behind Lerner, Judea Reform and the JCC.
Date: Friday, June 15, 2012 9:44:08 AM

Please locate the light rail maintenance facility elsewhere. It is not fair to the children to have to deal with the noise and pollution that will necessarily be associated with this venture. They are kids who are trying to learn and you should not interfere with that development.

Thank you,

Julie Shermak

COM 10 824
207

From: [Chuck Solomon](#)
To: info@ourtransitfuture.com
Subject: Opposed to "Cornwallis" site proposed Maintenance Facility
Date: Friday, June 15, 2012 2:39:56 PM

I write to express my opposition the the proposed Maintenance Facility at the current Pepsi property (known as the "Cornwallis" site).

The Cornwallis site would present an extreme nuisance to the existing neighbors which include a charter school, day school, community center, and house of worship.

Please find a more suitable location in perhaps an already established industrial area.

Thank you.
Sincerely,
Chuck Solomon
Durham Resident

From: [Gregory Louie](#)
To: info@ourtransitfuture.com
Subject: Comment: 19.0 D-O LRT project with community resources data
Date: Friday, June 15, 2012 10:25:42 AM
Attachments: [108804.pdf](#)

Hello Triangle Transit Team:

First of all, I want to thank you for all the work you to bring light rail to the Triangle area.

I have some comments in regards to the need to *"identify additional environmental areas and specific resources (in addition to what is already known) that may be affected by the project."*

I've tried to follow the format of the online comment form, but as I needed to attach a file, I had to use email. I hope that following the format on the online form makes it easier for you to compile any data you need.

About myself and my contact information

Name: Gregory Louie
Address: 110 Solterra Way, Durham, NC 27705
Email: gregory.louie@gmail.com
Best way to contact: email
Number of years living in Triangle: 7
Work zipcode: 27705
Live zipcode: 27705

Although, I currently work, live and play in Durham and frequently visit Chapel Hill, Carrboro and Raleigh. I would use light rail at least 3-4x roundtrip/week.

Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I fully agree with the draft purpose and need. Prior to that I lived in NYC and Westchester, NY and used either the subway and/or the light rail (Metro North) daily. I would love to see light rail flourish in the Triangle.

Although, it wasn't specifically stated in the scoping information booklet. I and other citizens are deeply concerned about climate change for our children and our children's children. We understand that the impacts we have on earth have lasting effects and wish to support mass transit as one of many necessary means for reducing our burgeoning human population's impact on the earth.

Regarding the D-O LRT project environmental & community resources map (Spring 2012): Please include the following community resources, which are missing on your map, all of these are next to the private school (Lerner Jewish Day School) on Cornwallis Road:

1. As of Spring 2012, the public school: Maureen Joy Charter School still occupies that campus.
2. Levin Jewish Community Center

3. Judah Reform Synagogue

Regarding the proposed Light Rail Maintenance Facility at the old Pepsi Plant:

The proposed Light Rail Maintenance Facility abuts the Levin Jewish Community Center. Construction and daily operations will result in increased noise, light, air and ground pollution.

I imagine alternative sites of the light rail maintenance facility exists. For example, Durham GIS reveals a 12 acre property at 1102 Moreene Road owned by the City of Durham and designated as "vacant community service." I have attached a .pdf file describing the property.

Please consider this alternative as you work on the final environmental impact statement.

Thank you for fully considering these comments and placing them into the environmental impact and planning process.

I wish you the best of success.

Blessings and All Good!

Gregory Louie

"Whatever you can do or dream you can, begin it. Boldness has genius, power, and magic in it." - Goethe

COM ID 826
209

From: [Sally Brown](#)
To: info@ourtransitfuture.com
Subject: against light rail maintenance facility
Date: Friday, June 15, 2012 2:44:56 PM

To whom it may concern:

As a teacher at The Lerner Day School and member of the Levin JCC I am opposed to locating the light rail maintenance facility adjacent to these properties. I can not imagine that the increased traffic and noise from the maintenance station would not negatively impact the school and JCC. Please consider locating this facility in another spot!
Sally Brown

From: Jessica Finelt Leff
To: info@ourtransitfuture.com
Subject: NO LIGHT TRASIT
Date: Saturday, June 16, 2012 7:18:35 PM

210

Hello,

This site, next to the JCC, is not conducive to a campus where children are present
present year-round
PLEASE NO LIGHT RAIL

Thanks,
Jessica Leff

From: [Jacquelyn Floreen](#)
To: info@ourtransitfuture.com
Subject: light rail transit project C1 and C2 comments from a citizen at The Cedars Retirement Village, Chapel Hill NC
Date: Saturday, June 16, 2012 4:52:43 PM

Gentlemen:

Due to adverse impacts of C1 on the Cedars citizens, I wish you to understand my vote for C2.

I have lived at the Cedars since 2004, and am alarmed at the prospect of a light rail train going through our property, separating our "DuBose Health Center" from the residences. Aging residents having to navigate across tracks of a commuter trai, either in autos or walking, to go to the health clinic for treatment or to visit family recuperating or spending their last days there, gives me cause for alarm. The operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center and those who visit from their home in the Cedars Retirement Village. We have approximately 300 citizens who use the DuBose Health Center. Not all at once, however many go there to see the Doctor for treatment or medicine, etc. returning to their Cedars home on the same day. The bird sanctuary is also across the C2 railroad from the residents homes.

The C2 route should go forward to save damage to the surrounding wooded and wetland areas, the "Cedars Bird Sanctuary," and possible death of Cedars aging residents.

The Meadowmont Community Association Board of Directors has voted to support C2, Not for C1 that would do so much damage for the Cedars and Meadowmont village.

Please read and hear our concerns.

jacquelyn s. floreen

From: Jennifer Shweky
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance Facility
Date: Saturday, June 16, 2012 2:18:59 PM

To whom it may concern:

I am writing to express my opposition to the light rail maintenance facility proposal to place it at the former Pepsi site. My children attend the Lerner school and my family belongs to the Jewish Community Center. I believe it would impact on the children's ability to enjoy both the Lerner school and the Jewish Community Center due to the noise and air pollution.

I look forward to the light rail system, but believe that the maintenance facility should not be located so close to a school or community center. Please find another location.

Thank you.
Jennifer Shweky

Jennifer Shweky
Environmental Scientist
ERG
1600 Perimeter Park, Morrisville, NC 27560
Tel: (919) 468-7843, Fax: (919) 468-7801

213

From: Kim Weaver
To: info@ourtransitfuture.com
Subject: Against Placing Maintenance Facility at Cornwallis Site
Date: Saturday, June 16, 2012 4:14:37 PM

To whom it may concern,

I am writing to request that you do NOT place the light rail maintenance facility at the proposed Cornwallis site directly next to the Jewish Community Campus. My child goes to the Sandra E. Lerner Jewish Community Day School which is directly adjacent to that location, and I know that myself and many other parents will be extremely disappointed and concerned if such a location were to be chosen. People have worked very hard to make that whole area into a community center. There is a synagogue there as well as a recreational site serving numerous families in the area. The school itself is a wonderful place that encourages learning and that enrolls over 150 children. It would be such a shame to place a noisy and disruptive transit facility right in the middle of all this! Please don't let that happen.

Respectfully yours,

Kim Weaver
935 Ivy Meadow Lane
Durham, NC 27707

Print | **Close Window**

COMID: 839

214

Subject: light rail maintenance in Durham

From: "Lynne Koweeek, M.D." <lynne.koweeek@duke.edu>

Date: Sat, Jun 16, 2012 3:39 am

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

To Whom It May Concern,

I am writing in regards to the proposed light rail maintenance facility being considered along 15-501/Western Bypass. Due to the close nature of this facility with two elementary schools and a place of worship (temple) we ask that you kindly reconsider the location of this facility to a more commercial area that will not impact the education and quiet worship (multiple days during the week) of members of the Durham community.

Thank you for your consideration,

Lynne M. Hurwitz

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From: Maddie Springer
To: info@ourtransitfuture.com
Subject: PLEASE DON'T BUILD A RAIL MAINTENANCE STATION NEXT DOOR TO OUR COMMUNITY!!!
Date: Saturday, June 16, 2012 1:17:28 PM

215

Dear Railroad Maintenance People,
PLEASE do not build a railroad station next to our community! This is a place where little children - from the JCC, the Lerner School and Maureen Joy School, play and learn all year round, and a railroad maintenance yard would be loud and a distraction. Railroads also pollute our environment. Our campus is created for education and religious worship, and that would be a huge negative impact on our community. Would you please consider an alternative location that would not impact our youth?

Thank you for your consideration!

Sincerely,

Madison Springer
Age 12

--

Luv

UNC

Popcorn

Hockey

Jumpropping

La y Ga Ga

Polar Bears

Roller Coasters

MADDIE!!!)

From: [Bob Healy](#)
To: info@ourtransitfuture.com
Subject: Comments on TTA Scoping Process
Date: Sunday, June 17, 2012 4:42:02 PM
Attachments: [Comments on TTA Scoping Document \(Autosaved\).docx](#)

216

Dear TTA Staff:

I am attaching some detailed comments on TTA's plan for an LRT system between Durham and Chapel Hill. I intend for them to be issues to be raised and analyzed during the upcoming EIS process as well as in your general planning efforts. I appreciate the detailed information that has been provided on your website. I would appreciate it if you would acknowledge receipt of this email, as well as notify me that the attached electronic document (in MS Word) opened correctly. Many thanks.

--

Robert G. Healy
Professor Emeritus of Environmental Policy and Public Policy Studies
Nicholas School of the Environment and Sanford Institute of Policy
Duke University
Durham, NC 27708-0328
ph. (919) 416-4543
healy@duke.edu

Comments Submitted for Impact Scoping Study, Light Rail Investment Proposed by Triangle Transit Authority Between Durham and Chapel Hill, NC

Robert G. Healy, healy@duke.edu

June 18, 2012 (corrected version)

These comments are submitted to aid the analysis of the “proposed premium high-capacity transit investment in the Durham-Orange County corridor” consisting of improved bus service and a fixed guideway between downtown Durham and Raleigh, and downtown Durham and Chapel Hill. My comments are limited to the fixed guideway (LRT) portion of the proposal. Indeed, I think that improved bus service, combined with some new technologies, would provide better transportation options for our residents, with lower costs and fewer impacts on the environment.

For information, I am Professor Emeritus of Environmental Policy and Public Policy Studies at the Nicholas School of the Environment and the Terry Sanford Institute of Public Policy, Duke University. My specialty is land use and land use policy. I have taught and done research in that subject since 1970, including seven books and dozens of professional papers. I hold a Ph.D. in urban and regional economics from the University of California, Los Angeles. I am a 26 year resident of Durham and was a participant in the original 15-501 study (which found that none of the several transit alternatives studied would divert more than a tiny percentage of future traffic.)

Purpose and Need for the Project

A large amount of the money raised will be used for a fixed guideway connection (light rail) between Durham and Chapel Hill.* I have strong reservations about this idea, and would like to pass on the following things to consider-

- (1) **The Need for Transit.** Good public transit has an important role in any efficient and compassionate society. Transit provides access to jobs, shopping, medical care and other activities to the young, the elderly (a rapidly increasing group), the poor, the disabled, and those whose immigration status prevents them from driving. In my opinion, transit in Durham should have a wide range of routes, comfortable vehicles, frequent and predictable schedules, time-to-next-vehicle signs and seating and shelters at stops. A system of buses, perhaps hybrid, electric or natural gas, and of a variety of sizes would provide this kind of service.
- (2) **The dream of rail transit.** It's easy to love the dream of rail transit. We think of it as quiet, fast, comfortable. But when it comes to actually taking it, some non-trivial

problems arise. We have to walk from our home to the stop, then from stop to work or shopping. If we are shopping, we have to carry heavy bags. We cannot use LRT to make the sort of combined trips that most of us make daily—drive to work, pick up the cleaning, get the kids from day care. The fact is that high transit use (and it's still not very high) is found among (a) those who have no alternative (b) in cities where downtown commuting is congested for miles from the destination, e.g. New York, Washington, and where parking downtown is extremely expensive. The latter is simply not true of the Durham-Chapel Hill corridor, nor is it likely to be so even as the area grows.

For those who cannot drive individual cars, and thus have no alternative to transit, a high quality bus system serves their needs far better than fixed guideway transit, simply because it goes many more places.

People love the idea of rail transit, but mostly for other people to ride.

Impacts of the Project

- (3) **Linking the Duke and UNC campuses.** A significant justification for building the LRT project and a major traffic generator is that it will link the campuses of Duke University and the University of North Carolina at Chapel Hill. Unfortunately, the station location near the Duke campus is far inferior to that now used by the hourly Robertson bus, which already provides free nonstop service between the campuses. The Duke stop for the Robertson bus is the traffic circle in front of Duke Chapel—this location is very near the student center (Bryan Center), main university library, and major concentrations of classrooms and dormitories. The circle is also the terminus of the East Campus bus, and various intra campus shuttles. Robertson service is very popular. The proposed TTA light rail stop is near the entrance to Duke Medical Center, at least a 15 minute walk from the circle and its ridership. Substituting LRT for the Robertson bus would significantly reduce transit service quality for students and faculty on the non-medical part of the Duke campus. Counting these students as patrons of the LRT system is not correct if the idea is to improve the quality of life of the target population.
- (4) **The project is alarmingly expensive.** TTA estimates a capital cost of \$1.4 billion for this project, with yearly operating costs of \$15 million. They further estimate ridership of 12,000 trips per day by 2030. Note that Charlotte, whose LYNX light rail system is considered wildly successful in attracting passengers, with weekday ridership of 14,300, has a metropolitan area population more than three times that of Durham-Chapel Hill.** If one accepts this very optimistic TTA figure, and [using weekday/yearly coefficients from Charlotte] converts it to a yearly basis, then yearly ridership would be 3.9 million trips.

The operating cost would thus be \$15 million/3.9 million = \$3.85 per trip. But one must also consider two aspects of capital cost (a) interest on the funds used and (2) depreciation and replacement of infrastructure. The U.S. Army Corps of Engineers is currently using an interest rate of 4.15 percent for its long term investments. That would make annual interest cost on \$1.4 billion = \$58.1 million or \$14.90 per trip.

In addition to interest cost, equipment and even track gets physically old and has to be replaced. A very conservative lifetime would be 40 years. I believe—see below—that technological obsolescence would make this replacement period much shorter. But if one uses 40 years (or 2.5% per year), one gets a depreciation charge of \$1.4 billion x .025 = \$35 million per year or \$8.97 per trip.

The above makes the total cost of a trip on the fixed guideway system
 $\$3.85 + \$14.90 + \$8.97 = \27.72 (!)

(If one uses Federal Transportation Administration guidelines for annualizing capital cost, the cost per trip is \$32.56. The true cost per trip is even higher than this because much of the capital will have to be in place while the system is being built and while it reaches its predicted ridership.)

Not much of this will be recovered at the fare box. Nationwide, the average cost per boarding for light rail systems is \$0.74.

- (5) This is not an atypical figure for transit systems nationwide. (Not a single one of the 20 light rail systems nationwide studied by Gordon and Kolesar did not run an operating deficit.)***

Economists are fond of saying that “at the price of this kind of transit system, you could have a taxi pick up every rider at their home, and still save money”.

- (6) Won't 50% of capital costs **come from the federal government** and 25% **from the state of North Carolina**? That's what the plan for the system says. There are two problems with this assumption: (a) as an economist, I care quite a bit about how the federal and state government spends its revenues. These funds have alternative uses—education, medical research, national defense—with greater social and economic return and appropriations for these uses are under grave threat; (b) the money is very unlikely to be there in the future. With the deep budget cuts at federal and state levels, and the prospect of more, it is doubtful that transit systems, particularly new and expensive ones, will have much chance of getting funded. It will be difficult enough for current operating transit systems to get federal or state grants to cover their operating and maintenance deficits.

(7) The system could be **technologically obsolescent before it's built**. Improvements to the bus system could be put in place quite quickly. But a fixed guideway transit system will take at least a decade before it starts operating. But by then it will very likely be technologically obsolete. Development of an "intelligent car," that can essentially drive itself for all or part of the journey has proceeded very rapidly. Already, some models can self-park and avoid many kinds of collision. Recently, Google has been testing a "driverless car" on public streets. (and Google is only one of many firms looking seriously into this concept). A "driverless highway" is also being investigated. For the route we are dealing with, it is irrelevant whether the technology is embedded in the car or the roadway. By the end of a decade, it is very likely that cars (and buses) can travel on 15-501 and other arterial streets at high speed, either in all lanes or a designated lane, with little space between vehicles. This will raise average speed and will also reduce congestion by doubling or trebling the number of vehicles that can be accommodated by the road's current width. It would be ironic—but by no means impossible-- to see vehicles moving along 15-501 more rapidly than the rail vehicle! Please note that electric and hybrid electric automobiles are capable of extremely rapid acceleration. With specific reference to avoiding environmental impacts, a "smart car/smart highway/smart train" could allow mixing of trains and privately owned "smart cars" in the 15-501 corridor between South Square and Patterson Place, either on a new or existing highway lane or a new lane built immediately alongside the existing roadway. This could minimize or eliminate damage to sensitive wetlands and natural areas. I would note that if cars and "trains" could be mixed there or on other parts of the LRT corridor, the private vehicles could be charged for the privilege, raising funds for system construction and maintenance.

(6) **"But won't it get people out of their cars and reduce carbon emissions and congestion"?** Many of the users of the proposed fixed guideway system are already bus users. University of Southern California transportation expert Peter Gordon has (2010) calculated that even if all transit riders would otherwise have driven, and the social cost ("externality") of their driving was 40 cents per mile, the average cost of the nation's 20 major light rail systems would still be \$19 per round-trip.****

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Moreover, transit is not a free ride with respect to carbon. The trains, either electric or diesel, have emissions. Moreover, the amount of carbon embedded in the construction process and construction materials is immense. Consider what went into building Charlotte's 9.6 mile LYNX Blue Line:

- 60,000 feet of steel "H" shaped columns
- 50,000 cubic yards of concrete
- 450,000 tons of stone -- not including stones in the railroad bed
- 8 million pounds of rebar
- 18 million pounds of structural steel
- 300,000 sq ft of MSE (mechanically stabilized earth) retaining walls
- 40,000 concrete railroad ties
- 600,000 feet of electrical wiring
- Approximately 210,000 linear feet of rail (almost 40 miles)

I request that any energy or climate impact analysis of the proposed LRT line include not just the carbon associated with operating costs, but also the carbon related to construction. And both construction carbon and operating carbon should be discounted to the present, using a reasonable discount rate. (i.e. the construction carbon releases will occur several years before the carbon savings associated with movement of drivers from automobiles to LRT)

(7) What about all the **development envisioned around the stops**? This argument is often used to justify rail transit, despite its breathtaking cost. A recent report on development induced by Charlotte's LYNX line will no doubt be used to make this case. There was indeed a significant amount of development. But almost all of it has been in downtown Charlotte, which was in the last decade in the midst of a quite unusual building boom associated with the expansion of the banking and financial services sector. The report itself concludes that (emphasis added):

"The majority of development that occurred along the new lines in the Minneapolis - St. Paul and Charlotte regions was in and around the two downtowns. In both regions, the introduction of light rail coincided with a boom in downtown development that appears to be in large part an outgrowth of long-standing efforts at revitalization." Center for Transit Oriented Development. 2011. *Rails to Real Estate: Development Patterns Along Three New Transit Lines*.

Other than downtown, there has been remarkably little development along the other transit stops in Charlotte, certainly not enough to call it a major investment stimulating success story. (see map)

Downtown Chapel Hill has always been economically healthy. Over the years, whenever increases in density have been proposed for the downtown area, they have engendered great citizen disapproval. Downtown Durham, after many years of unsuccessful public and private efforts at turning it around, is in the midst of a major revival, both residential and commercial. It will not need the help of a transit connection to Chapel Hill that will not open for a decade or more.

- (8) **The proposed “park and ride” lots** (to the extent that they are used, which is doubtful since parking in downtown Durham and Chapel Hill is relatively cheap) will encourage urban sprawl by facilitating long distance commuting. The park and ride lots on the Washington, DC metro have made it possible for commuters to live in Fredericksburg, VA, Frederick, MD and even around Harpers Ferry, West Virginia.
- (9) The system, as the route was initially proposed, would have **a major negative environmental impact on New Hope Creek**, specifically on the “15-501 bottomlands”, identified as being of statewide ecological significance by the North Carolina Natural Heritage Program. One version of the currently proposed “locally preferred alternative” would provide for an elevated structure crossing the main stem of New Hope Creek, between Garrett Road and SW Durham Parkway directly through the creek’s broad floodplain. This would fragment habitats, interfere with species movement up and down the stream and its banks, and introduce noise and vibration to an area in which there is currently a trail, and plans are underway for environmental education displays highlighting the function of the bottomlands ecosystem.

The New Hope Creek Corridor Advisory Committee has prepared a detailed analysis of environmental concerns with the present cross-corridor route. It is hoped that further consideration by TTA, responding to public comment, will cause a re-routing of this crossing to immediately parallel the south side of the new 15-501 bridge over New Hope Creek.

(10) **Won't this create jobs?** Of course it will. But the cost-per-job and the local-jobs-created figures are likely to be very unfavorable. The system will be designed by highly paid planners and engineers, very likely with firms outside Durham. It would be built by Skanska, or Bovis or Fluor-Daniel or some other huge company, using lots of materials produced outside the area, perhaps outside the U.S. The alternatives to this project seem more promising from a local jobs standpoint—(a) let people keep the money that would be spent through the sales tax (b) use sales or other taxes of equivalent amounts to hire teachers, police, social workers, court employees and others who aren't highly paid, who live locally, and who provide much needed public services.

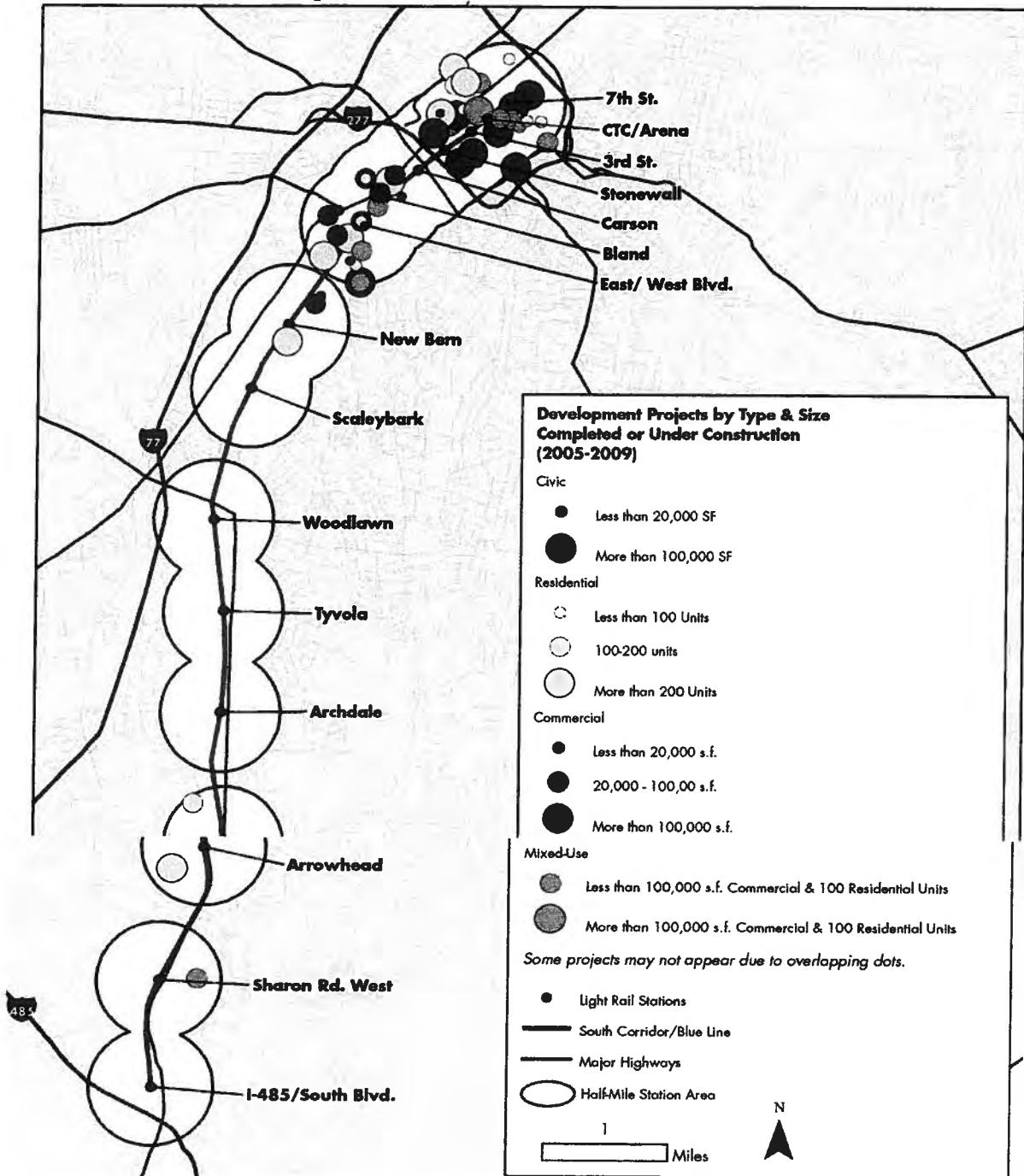
(11) **Shouldn't Durham be a leader in transit?** My judgment is that Durham desperately needs funds for a wide variety of programs, particularly those that provide human services (help with housing, education, mental health,). An expensive LRT system, financed by a local tax dedicated only to transit, will make it very difficult to have a future sales tax increase for housing or some other important purpose. Durham can't afford to be a leader in constructing a light rail line that will be breathtakingly expensive, will damage important wetlands, will require immense amounts of carbon dioxide release even before the first train runs, will be technologically obsolete before it opens, and will produce jobs at a very high cost per job. I would be happy to pay more taxes—for programs that give better economic and social value.

*I will make no comment on the economics of the proposed Durham-Raleigh rail connection. However, some of the questions asked here should also be posed in order to get a picture of its economic and other impacts.

**2010 Population—Charlotte MSA 1.7 million; Durham-Chapel Hill MSA 504,000

***Peter Gordon and Paige Elise Kolesar 2010. A Note on Rail Transit Cost Benefit Analysis: Do Non-User Benefits Make a Difference. Unpublished paper. Department of City and Regional Planning, University of Southern California.

http://www-bcf.usc.edu/~pgordon/pdf/RAIL_TRANSIT_CBA_OCT_14.pdf
 ****Gordon and Kolesar, op.cit.



Map is from Center for Transit Oriented Development publication cited above. See

http://www.ctod.org/portal/sites/default/files/CTOD_R2R_Final_20110321.pdf

From: [EmailMeForm](#)
To: [TTA-PSWComments@iceprojects.info](#); [info@ourtransitfuture.com](#)
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Sunday, June 17, 2012 10:09:13 PM

217

**Contact
information:****Name*:** Avery Goldstein**Organization:****Address:**

United States

Email: jagoldy@earthlink.net**Best way to
keep you
informed:** Email**Number of
years living in
the Triangle:** 10**Zip code for
where you
work:** 27707**Zip code for
where you
live:** 27517**Comments:****Do you have
any
comments on
the Draft
Purpose &
Need for the
Durham-
Orange Light
Rail Transit
project? :**

Yes - what is the timeline for this project? I am also concerned about the fact that I am a member of Judea Reform Congregation, and heard through word of mouth that a maintenance facility is being planned literally in our backyard. Surely this violates an ethical principle concerning the right we have to worship in peace. The site could be used for the benefit of Durham - perhaps people would like to live near the JCC campus as opposed to ruining the area with industrial traffic and noise. The whole project seems to have no respect for anyone - except the rich people who live in Meadowmont who don't want it. have some respect, Durham. Look out for the people who want to live, worship, and send their kids to YOUR public schools. Send the rail up 15-501 which is already a business area - NOT in the backyards of the people who are trying to make Durham a good place to live.

What

**environmental
and other
issues should
we consider
when
evaluating the
project
alternatives?:**

Your website is unclear and difficult to glean information from.
What is the best way to voice concerns about the proposed path
of the light rail system? I live near Creekside Elementary school
and it is unclear where the rail will be in relation to the school.
Whom do I contact regarding the safety of children attending
this school?

**Please share
any
comments
you have
regarding
regional
transit.:**

**How did you
hear about
today's
workshop?:**

Other

**How was the
meeting
time? :**

**Workshop
location? :**

**Workshop
organization?
:**

**What was
most helpful?
:**

Comid: 843

218

From: Carol Krucoff
To: info@ourtransitfuture.com
Subject: NO to light rail maintenance at Pepsi
Date: Sunday, June 17, 2012 10:08:36 PM

PLEASE do not allow a light rail maintenance station right next door to the Lerner School, Jewish Community Center and Judea Reform Congregation. This would create a safety hazard for our children, and we're concerned about pollution--noise, air, vibration and light--on a campus created for education, religious worship and community-building activities.

We STRONGLY urge you NOT to put the station here.

Sincerely,

Ms. Carol Krucoff

--

Carol Krucoff
(919) 260-4374 cell
www.healingmoves.com

From: Dorothy Gianturco
To: info@ourtransitfuture.com
Subject: Proposed Rail Maintance Facility
Date: Sunday, June 17, 2012 4:27:38 PM

The proposal to use the old Pepsi Building (off of Cornwallis R.) for a rail maintenance facility is out of order for the neighborhood. For the most part it is residential, school and Duke property. The Herald Sun does little to upset the balance of the area. But to put such a maintenance facility there is defiantly out of order! In the past the Pepsi trucks did create problems, but it was tolerated. But this industrial facility is definitely a danger to the school next to it as well as to the residents who live in the area. Please reconsider this proposal.

Dorothy Gianturco
Colony Park

From: [Kim Sampson](#)
To: info@ourtransitfuture.com
Subject: No TTA light rail station on Pepsi property
Date: Sunday, June 17, 2012 10:31:45 PM

I am writing as a tax-paying citizen of Durham to ask you to please not build the rail maintenance station at the location of the Pepsi building, next to property where the Judea Reform Congregation, the Jewish Community Center, and the Lerner School reside. This complex is the center of Jewish life in the Triangle area, and having this maintenance station right next to the synagogue, community center with pools, and school would greatly diminish the quality of this entire property by bringing noise, pollution, traffic, 24 hour light and other things that would make the entire area less appealing.

There are other options for this site, please do not put it adjacent to a place that is used by so many families and so many children year round. It would affect the quality of life for an entire segment of the population of Durham. A segment that is highly supportive of local government and give back to the greater Durham community in soapy ways.

Thank you for considering putting this TTA maintenance station in a place that will not affect so many families and so many children.

Kim Sampson
Durham, NC

221

From: KC Cloud
To: Info@ourtransitfuture.com
Subject: Fwd: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties
Date: Sunday, June 17, 2012 9:45:42 PM

Please consider an alternate site to the one suggested adjacent to the jewish community center

----- Forwarded message -----

From: "Laurie Scott" <laurie.scott.mail@gmail.com>
Date: Jun 17, 2012 8:25 PM
Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties
To: <info@ourtransitfuture.com>
Cc: "KC Cloud-Borgstedt" <cloudkc@gmail.com>, <diggie.the.mango@gmail.com>

Dear Triangle Transit Authority,

I would like to add my voice to the public comment period currently open regarding the proposed Light Rail Maintenance station at the current Pepsi facility.

I am a member of the Levin Jewish Community Center, which is part of an active campus on Cornwallis Road. I oppose placing the LR Maintenance Station near this vibrant property because it will add air, noise, vibration and light pollution to a campus dedicated to education, religious worship and community-building activities.

I hope that you will consider other locations which will not interfere with this important community location.

Laurie Scott
JCC member

222

From: Laurie Scott
To: info@ourtransitfuture.com
Cc: KC Cloud-Borgstedt; diggie.the.mango@gmail.com
Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties
Date: Sunday, June 17, 2012 8:25:37 PM

Dear Triangle Transit Authority,

I would like to add my voice to the public comment period currently open regarding the proposed Light Rail Maintenance station at the current Pepsi facility.

I am a member of the Levin Jewish Community Center, which is part of an active campus on Cornwallis Road. I oppose placing the LR Maintenance Station near this vibrant property because it will add air, noise, vibration and light pollution to a campus dedicated to education, religious worship and community-building activities.

I hope that you will consider other locations which will not interfere with this important community location.

Laurie Scott
JCC member

223

From: Sonkoff@aol.com
To: info@ourtransitfuture.com
Subject: Durham - Orange Light Rail Transit
Date: Sunday, June 17, 2012 7:22:12 PM

To: Triangle Regional Transit Program

As a long time resident of Downing Creek, I am very concerned about the effects the Light Rail Local Preferred Alternative C2 might have on the Barbee Chapel Road intersection, entrance and egress from the Downing Creek neighborhood, pedestrian and bicycle safety, and access to the station from both sides of Highway 54. neighborhood entrance.

I am quite concerned about the negative impact on entrance and egress from the Downing Creek subdivision should the rail line cross our main entrance at ground level as currently proposed. Congestion along Highway 54 and Barbee Chapel road already makes it challenging to exit Downing Creek during certain parts of the day - the very times at which the rail traffic will also be the most intense. It is extremely important that Downing Creek exit to Hwy 54 not be blocked at any time. The maps show that the C2 rail line will cross into the center of Hwy 54 a bit east of our entrance at ground level. I would suggest that the issues could be avoided by simply running the rail line in the center of Hwy 54 between the east and westbound lanes of Hwy 54. Rail lines located in center median of highways are common in many metropolitan areas.

As a daily commuter, I also do not believe that the intersection of Barbee Chapel Road and Highway 54 can tolerate a ground level rail crossing. This intersection already has too many lanes, is far too congested with cars, and is much too dangerous for pedestrians to cross at all -- and time will only make it worse. The thought of adding a new intersection of the rail line at ground level on top of the existing problems seems to make little sense and is inconsistent with the NC 54/I-40 Corridor study proposal of a "super intersection" at this same location. A pedestrian bridge over Highway 54 is greatly needed. As more land is developed on both sides of the road, it becomes even more desirable for pedestrians to cross. A bridge would also make your rail station accessible from both sides of the road, helping to eliminate the question of which side of the road should get rail service.

The maps for the C2 route show it passing through the area along Stancell Drive. This area is already used by pedestrians and bicyclists, including children, as a safe way to access the Meadowmont trail system, and planning maps already show that pedestrian and bicycle improvements in this area are recommended for future developments such as Hillmont. Therefore, some form of significant barrier is in order to ensure safety and preserve this as a bike and pedestrian friendly area if the train passes through here.

Please do not cut corners on a southern route. There are very vocal contingents in local newspapers that seem to feel that C2 is slam dunk solution. I would strongly disagree. Remember that Meadowmont was planned, approved and developed to be a transit oriented neighborhood and has a the largest concentration of residents and business in the area. I urge you to really think about all of the implications of the both routes route and work toward a solutions that work positively for all stakeholder that does not compromise safety of a very complex area

Susan Sonberg

224

From: Caryn Louie
To: info@ourtransitfuture.com
Subject: Please DO NOT build the Maintenance Facility at the current Pepsi property!
Date: Monday, June 18, 2012 2:38:39 PM

To Whom It May Concern:

I am writing to express my strong request that the Maintenance Facility **NOT** be built on the current Pepsi property.

I am a parent of a 9 year old Lerner student and a member of the JCC. We spend a significant amount of time outdoors on the Lerner/JCC property. A Maintenance Facility would be **extremely** detrimental in terms of air and noise pollution. It would also have negative aesthetic and visual impact on a community campus that was created for education, religious worship and community-building activities.

Furthermore, future development of the Cornwallis site could lead to greater economic benefits for the city e.g. mixed use, senior housing that has easy access to the JCC etc.

Please continue searching for a more appropriate site for the building of the Maintenance Facility.

Thank you for your attention to this serious matter.

Caryn Rossi Louie, MA
Instructor of Chinese
North Carolina School for Science and Mathematics
Durham, NC

Comid: 850

From: Catherine Dhongade
To: info@ourtransitfuture.com
Cc: Nikhil.Dhongade
Subject: Durham-Orange County Corridor for the Light Rail
Date: Monday, June 18, 2012 12:57:56 AM

225

To Whom It May Concern:

As home owners in the Pickett Park subdivision, we have reviewed the proposed Durham-Orange County Corridor for the Light Rail and would like to express our preference for **Alternative 1 route** for the South Square Station. Our concern with Alternative 3 is that it comes rather close to our properties and would negatively impact our living environment.

Thank you for taking our concern into account as further discussions are held.

Catherine and Nikhil Dhongade
2822 Pickett Rd., Unit 120
Durham, NC 27705
catherine_dhongade@hotmail.com

226

From: Carrie Muh, M.D.
To: info@ourtransitfuture.com
Subject: Proposed Maintenance Facility at Pepsi property next to Lerner School on Cornwallis
Date: Monday, June 18, 2012 1:10:26 AM

To whom it may concern at the TTA:

This letter is to register my objection to the proposed light rail maintenance facility next to the Lerner School and the JCC on Cornwallis.

The Lerner School and JCC campus has been built as a welcoming community center for people to pray, for children to play in peace, and for students to learn. Building a noisy, busy maintenance facility next door to this campus would significantly impact our community's ability to pray, play and learn there.

Churches and synagogues should be peaceful, calm, beautiful and welcoming places. Maintenance facilities are not known for their quiet, beautiful, peaceful atmospheres.

This space would be much more productive for the community as a whole, and would lead to more economic benefits for the city, if it were developed in a different manner. The JCC was just recently built, and the space next to it would be ideal for a Senior housing complex due to easy access to the amenities at the JCC. Or, as Lerner School grows, this space could become a higher level of school so that our children could continue their religious education beyond 5th grade.

Please reconsider the location of the proposed light rail maintenance facility, and do not place it on this beautiful religious and community campus.

Thank you for your consideration.

Sincerely,
Carrie Muh

Carrie R. Muh, MD, MS
Assistant Professor of Surgery (Neurosurgery) and Pediatrics
Duke University Medical Center
Box 3272
Durham, NC 27710
office: 919-684-5013, ext 3
fax: 919-684-8274

Sent from my Droid using TouchDown

COMID: 852

From: Deepak Voora
To: info@ourtransitfuture.com
Subject: Light rail route
Date: Monday, June 18, 2012 7:35:45 AM

227

To whom it may concern,

My name is Deepak Voora and I am a Pickett Park resident at 2822 Pickett Rd.
I have reviewed the proposed Durham-Orange County Corridor for the Light Rail
I prefer **Alternative 1 route** for the South Square Station Alternative 3 comes too close to my property.

Thank you for your consideration,
Deepak

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 8:16:48 AM

COMID: 853

228

**Contact
information:**

Name*: Matthew McConnel

Organization:

Address: 2514 State Street
Durham, NC 27704
United States

Email: matthewmccommel@hotmail.com

**Best way to
keep you
informed:** Email

**Number of
years living in
the Triangle:** 4

**Zip code for
where you
work:** 27713

**Zip code for
where you
live:** 27704

Comments:

**Do you have
any
comments on
the Draft
Purpose &
Need for the
Durham-
Orange Light
Rail Transit
project? :**

I grew up in Portland, Oregon, and loved the light rail there. I have no doubt that my wife and I would use a Triangle light rail, not only for work but also for day-trips as well.

**What
environmental
and other
issues should
we consider
when**

Com ID 853
page 2

**evaluating the
project
alternatives?:**

**Please share
any
comments
you have
regarding
regional
transit.:**

I reiterate, please. I want to take the train to work and to show the country how forward we are.

**How did you
hear about
today's
workshop?:**

Radio

**How was the
meeting
time? :**

**Workshop
location? :**

**Workshop
organization?
:**

**What was
most helpful?
:**

From: Marjorie Soforenko
To: info@ourtransitfuture.com
Subject: light rail maintenance station
Date: Monday, June 18, 2012 8:22:06 AM

229

To Whom It May Concern:

Please do not put the light rail maintenance station behind or near the Jewish Community Center, Lerner School or Judea Reform Synagogue.

Thank you.

Yours truly,

Marjorie S. Soforenko

230

From: Lanier DeGrella
To: info@ourtransitfuture.com
Subject: South Square light rail route
Date: Monday, June 18, 2012 10:42:09 AM

Hello,

I am a resident of Pickett Park town home community at 2822 Pickett Rd. The **Option 3 route would be a disaster** for many in our community as it would put the rail directly behind their homes. Option 1 would be on the other side of The Herald office building and offer some buffer to the noise. Please consider the people who live in Pickett Park when making decisions about the route. I support the project and would love to have alternative transportation available nearby, but having the trains run immediately behind our properties would be disruptive to our peaceful community and lower the value of our homes even more than our depressed economy has.

Thank you,
Lanier DeGrella
Unit 136

--



CCSA
helping
families
educating
teachers
supporting
children

Lanier DeGrella, Manager, Statewide Infant/Toddler Project

Child Care Services Association

1829 E. Franklin St., Suite 1000, Chapel Hill, NC 27514

www.childcareservices.org -

main 919.967.3272 fax 919.967.7683

This email, including any documents, files, or previous email messages attached to it, has been sent from an email account of Child Care Services Association and may contain confidential, proprietary, or legally privileged information belonging to CCSA. If you are not the intended recipient, any dissemination, distribution, or copying of this email or its attachments is strictly prohibited. If you have received this email in error, please immediately notify the sender by email and destroy the original email and any attachments.

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 11:41:33 AM

231

**Contact
information:****Name*:** James Doughty**Organization:**

2058 Carriage Way

Address: Chapel Hill, NC 27517
United States**Email:** jdoughty6@nc.rr.com**Best way to
keep you
informed:** Email**Number of
years living in
the Triangle:** 4.5**Zip code for
where you
work:** 27607**Zip code for
where you
live:** 27517**Comments:****Do you have
any
comments on
the Draft
Purpose &
Need for the
Durham-
Orange Light
Rail Transit
project? :**

Hello,

I am a resident of the Downing Creek neighborhood writing in support of the original C1 route for future light rail development, and in opposition to the alternate C2 route.

In my view, advocates of the faulty C2 route – in particular, the residents and managers of Meadowmont – believe that volume and repetition are substitutes for logic in this planning process. I am confident your body will see the issue more clearly.

I'd like to elaborate on three elements of this decision.

1. "Walkability" or hypocrisy?

C1 brings direct light rail access to Meadowmont, a community whose marketing is based largely on "walkability" and pedestrian amenities. The community's own website goes out of its way to evoke "the old town square [...] dotted with shops, cafés and offices — a place with a friendly atmosphere where you didn't need a car to get from one place to another." Bringing a passenger rail station into the heart of such a community makes sense.

C2 brings a passenger rail station to a site (Woodmont) that is peripheral to residential areas that do not tout "walkability" as their core ethic. Neither Downing Creek nor Falconbridge even have sidewalks away from their main arteries. There are no shops on this side of the highway – no mixed-use pedestrian environment. Bringing a passenger rail station to the periphery of such communities makes no sense.

2. A 19th-century crossing for a 21st-century system? Seriously?

C1 carries the light rail line over N.C. Route 54 via a grade-separated crossing, which preserves both safety and vehicular traffic flow.

What environmental and other issues should we consider when evaluating the project alternatives?:

C2 cannot exist without a grade crossing at Barbee Chapel Road. Railroad grade crossings are recognized as outdated and dangerous, and there is a nationwide movement to eliminate them wherever possible. The Federal Railroad Administration reports that collisions between trains and highway vehicles are historically "the greatest source of injuries and fatalities in the railroad industry."

So: A brand-new, 21st-century transit system... in one of the nation's most forward-thinking regions... is going to go out of its way include a new grade crossing? Will the trains have cow catchers and steam whistles too?

3. It's all in the timing

C1 places the rail corridor and passenger station in a community that was planned after the corridors were first mapped – a community that was not only intended to be built around a future rail line, but which was required to plan for one as part of

Com ID 856 page 3

its approval.

C2 places the rail corridor in a community that predates the mapping of the rail right-of-ways – a community whose design did not anticipate this use.

I've seen this kind of thing before. I grew up in another part of the country not far from a regional airport that had existed since the early 1940s. We always got a chuckle when the airport received noise complaints from people who had moved into the neighborhood... in the 1980s.

The common element in both scenarios is: noise. That's what the Meadowmont contingent has on its side. Not sense. Not safety. Not even the intent of their community's own planners. Just noise.

This letter is my request to you, on behalf of my family and my neighbors: Don't let noise defeat common sense. Please move forward with light rail planning for Orange and Durham counties using the C1 route through Meadowmont as originally planned. Please abandon the danger and inefficiency of the C2 alternative.

Thank you for your attention.

**Please share
any
comments
you have
regarding
regional
transit.:**

**How did you
hear about
today's
workshop?:**

Word of Mouth

**How was the
meeting
time? :**

**Workshop
location? :**

**Workshop
organization?
:**

**What was
most helpful?
:**

From: laurieedwards
To: info@ourtransitfuture.com
Subject: Light Rail system concerns
Date: Monday, June 18, 2012 11:43:16 AM

COMID: 857

232

To whom it may concern:

Hello. I am a resident of Pickett Park in Durham. I have had a chance to look at the proposed Durham-Orange County Corridor for light rail system. As someone who wishes to maintain an element of privacy, keep down the noise and light levels during the day and night, I would much rather the Alternative 1 route for the South Square Station, than the other proposed routes. Alternative 3 appears to come very close to my property line and would be right in my backyard. I fear that this would impact my quality of home ownership and take away from the privacy and quiet atmosphere that I enjoy.

Sincerely,
Laurie E. Edwards
Pickett Park resident

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 11:56:39 AM

233

Contact information:**Name*:** Joshua Brandstadter**Organization:**

2822 Pickett Rd #105

Address:Durham, NC 27705
United States**Email:** joshua.brandstadter@gmail.com**Best way to keep you informed:**

Email

Number of years living in the Triangle: 5**Zip code for where you work:** 27701**Zip code for where you live:** 27705**Comments:****Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :**

I am a resident of Pickett Park at 2822 Pickett Rd in Durham. I have reviewed your plans for the light rail in the Durham-Orange County Corridor and would like to inform you that:

I strongly prefer Alternative 1 for the South Square station.

The other proposed route, Alternative 3, would come just behind my small backyard and there would be no way to prevent the route from irreparably ruining the enjoyment and privacy of my own home.

I strongly urge you to use Alternative 1, which would be at a more respectable distance. I appreciate any response you can provide and would be happy to have a conversation with you by email or phone (516-286-1380).

What

**environmental
and other
issues should
we consider
when
evaluating the
project
alternatives?:**

**Please share
any
comments
you have
regarding
regional
transit.:**

**How did you
hear about
today's
workshop?:**

Word of Mouth

**How was the
meeting
time? :**

Unacceptable

**Workshop
location? :**

Unacceptable

**Workshop
organization?
:**

Unacceptable

**What was
most helpful?
:**

Video, Maps

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 12:16:30 PM

COMID: 859

234

**Contact
information:**

Name*: Roger Henderson

Organization: citizen

8728 Davishire Drive

Address: Raleigh, NC 27615
United States

Email: completestreetsroger@gmail.com

**Best way to
keep you
informed:** Email

**Number of
years living in
the Triangle:** 16

**Zip code for
where you
work:** 27615

**Zip code for
where you
live:** 27615

Comments:

**Do you have
any
comments on
the Draft
Purpose &
Need for the
Durham-
Orange Light
Rail Transit
project? :** No

**What
environmental
and other
issues should
we consider
when**

Consider the economic effect on the region if we do NOT implement LRT and Commuter Rail as proposed. I believe the region will not succeed as we all hope and expect unless there is

COM ID 859

**evaluating the
project
alternatives?:**

**Please share
any
comments
you have
regarding
regional
transit.:**

I've lived in the DC area, in Chicago, in Oakland and San Francisco and regularly used rail and bus in all of those regions. My wife and I will be downsizing now that our youngest child will be attending college in Chapel Hill. We can easily see ourselves moving near a rail station and using rail and bus regularly. Please build it.

**How did you
hear about
today's
workshop?:**

**How was the
meeting
time? :**

**Workshop
location? :**

**Workshop
organization?
:**

**What was
most helpful?
:**



Durham Bicycle & Pedestrian Advisory Commission

Durham Department of Transportation • 101 City Hall Plaza • Durham, NC 27701

*Received
18 June 12*

June 13, 2012

COMID: 860

235

TO: The Federal Transit Administration (FTA) and Triangle Transit

FROM: Durham Bicycle and Pedestrian Advisory Commission (BPAC)

RE: Scoping Comment - Incorporation of Multi-use Trail along Durham-Orange
County Light Rail Project

The BPAC thanks you for the opportunity to comment on the Environmental Scoping for the Durham-Orange County Light Rail Project. We agree that this project will expand transit options between Durham and Chapel Hill.

We note that in the adopted Durham Bicycle Transportation Plan (2006), as well as the adopted NC 54-Interstate 40 Corridor Study, a multi-use trail is recommended along the transit corridor. We request incorporation of this trail in the upcoming Preliminary Engineering and Draft Environmental Impact Statement, especially between the former South Square area in Durham and the Meadowmont Area in Chapel Hill.

Please let us know if you have any questions about this request.



Received
18 June 12

June 14, 2012

COMID: 861

Cindy Yu-Robinson
Public Outreach Coordinator
Durham-Orange LRT Project
P.O. Box 580
Morrisville, North Carolina 27560
By fax to 919.461.1415
By email to info@ourtransitfuture.com

236

RE: Comments on Scoping for Durham-Orange LRT Project: NEPA requires that locating the tracks within the Right of Way of 15-501 be evaluated

Dear Ms. Yu-Robinson,

Thank you for your service to our region in helping to expand public transit opportunities. As your transit plan correctly identifies, there is a need for more options for public transit as projected growth increases traffic on our roads and pollution of our air. Planning for this growth puts pressure on the remaining green space and wildlife habitat remaining in the Triangle, space that local land trusts and conservation organizations have fought hard to protect. As we plan for new transit options it is critical that we not plan on damaging what remains of wildlife habitat and green space.

The mission of Triangle Land Conservancy (TLC) is to protect important open space - stream corridors, forests, wildlife habitat, farmland and natural areas - in Chatham, Durham, Johnston, Lee, Orange, and Wake Counties to help keep our region a healthy and vibrant place to live and work. For this reason, we thank you for your commitment to fully analyze a track alignment that would place the tracks within the existing right of way of 15-501 for the Durham-Orange LRT Project as an alternative under the NEPA process.

On the edge of two of the fastest-growing cities in North Carolina, New Hope Creek is a gift of nature within an hour's drive of a million people. In its upper reaches north of Chapel Hill, the New Hope tumbles like a rugged mountain stream, boulder-strewn and wild, twisting below rock bluffs and snaking through a narrow valley in Duke Forest. Below, the lower New Hope changes character abruptly. There, in the highly developed corridor between Durham and Chapel Hill, New Hope becomes a lazy floodplain stream meandering its way south to Jordan Lake, the drinking water supply for thousands of Triangle residents. Miraculously, New Hope remains clean and forested for almost its entire length, a haven for hikers and wildlife, even as it winds between the two towns' shopping centers, offices, and subdivisions. But it will stay that way only through concerted public and private action.

The New Hope Creek Corridor south of 15-501 [the "15-501 Bottomlands"] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down

the center of it. The Scoping Booklet you produced acknowledges the value of these lands. The Scoping Booklet says:

"New Hope Creek: Because of the ecologically sensitive wetlands associated with New Hope and Sandy Creeks and potential impacts to nature trails and publically owned lands, reasonable alternative design options including, but not limited to a LRT alignment in the New Hope Creek area that is adjacent to, or within the existing US 15-501 right-of-way, will also be studied in the DEIS to investigate ways to minimize or avoid impacts to environmental resources." See Booklet at pages 8-9.

While the maps in the Scoping Booklet show that the route through the 15-501 bottomlands is the only "Route to be Studied Further," the text of the Scoping Booklet indicates that you have committed to evaluating an alternative routing within the right of way of 15-501. We understand this to mean that the text supersedes the map legend and that routing within the right of way of 15-501 will be studied further within the DEIS itself. You may wish to clear up this point on your maps as you go forward.

In the scoping process, all reasonable alternatives must be considered and evaluated, even if the agency has already decided it prefers another alternative. Analysis of alternatives is the "heart" of an environmental impact statement. See 40 C.F.R. § 1502.14. Indeed, this is true *especially* when an agency has identified a preferred alternative. While some residents may not wish to have US 15-501 right of way routing considered, it is not reasonable to exclude it from consideration. NC DOT specifically designed aspects of the 15-501 bridge over New Hope Creek to allow this possibility.

The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the "New Hope Creek Bottomland Forest," which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Most of the adverse environmental impacts associated with "locally preferred alternative" crossing of New Hope Creek could be avoided by locating the tracks within the Right of Way of 15-501 with the main New Hope Creek transit crossing at the new highway bridge. This alternative has been supported by many local organizations including the Durham Open Space and Trails Commission (DOST) and the New Hope Creek Corridor Advisory Committee.

We thank you for committing to evaluate this alternative in your scoping booklet. We look forward to further opportunities to partner with you in future to protect this valuable resource.

Sincerely,



Thomas H. McGuire
Interim Executive Director
Triangle Land Conservancy

received 18 June 12

COMID: 862

237

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Martha Jane Tyson
Concerned Citizen of Chapel Hill,

*518 Cedar Club Circle
Chapel Hill N.C. 27517*

received 18. June 2012

COMID: 863

238

June 11, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

RUEL W TYSON
Concerned Citizen of Chapel Hill,
518 Cedar Club Circle
Chapel Hill N. C. 27517

COM 110 864

239

Date: May 1, 2012

To: D-O LRT Project Comment/Response Database

From:

Start Time: 3:03 PM

End Time:

Reference: D-O LRT Project
Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Eric Solomon

Summarized Comment:

Rabbi of Beth Meyer Synagogue in Raleigh, children go to Learners Jewish Community Day School in Durham. Although he supports the LRT project, he is very concerned proximity of rail line to the Center and noise. Supports for spiritual, moral and environmental reasons - Community Center used all year round.

Phone call was summarized and not transcribed

Caller contact info:

rabbi@bethmeyer.org; 919 389 2889

COM 10 : 865
240

Date: May 21, 2012

To: D-O LRT Project Comment/Response Database

From:

Start Time: 9:00 AM

End Time:

Reference: D-O LRT Project
Project No. 31827184

Subject: Public Scoping Comment

Comment received from:

Ivy Hoffman

Summarized Comment:

Expressed concern over the location of the Maintenance Facility at Cornwallis. "Don't use Cornwallis" due to proximity to Jewish Community Center Campus - safety for the children and noise disruption of occasional weekday services at the synagogue

Phone call was summarized and not transcribed

Caller contact info:

919.542.7498



DIN #: URS-XXXXX

COM ID 866

241

PHONE RECORD

Date: June 12, 2012
To: D-O LRT Project Comment/Response Database
From:
Start Time: 8:19 AM
End Time:
Reference: D-O LRT Project
Project No. 31827184
Subject: Public Scoping Comment

Comment received from:

No Name/ "voter in Durham area"

Summarized comment:

Expressed opposition to the Light Rail Station next to the Community Center Campus because it would: interfere with the progress; pollute noise; hamper future development

Comment is summarized, not transcribed.



COM 10 867

DIN #: URS-XXXXX

242

PHONE RECORD

Date: June 12, 2012
To: D-O LRT Project Comment/Response Database
From:
Start Time: 10:33 AM
End Time:
Reference: D-O LRT Project
Project No. 31827184
Subject: Public Scoping Comment

Comment received from:

Mary Alexrod
919.383.4848

Summarized comment:

Opposed to the ROMF near the JCC and Learner School

(message was accidentally deleted)

Comment was summarized, not transcribed.

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

Received
13. June 2012

COM ID 868

243

June 11, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concerned Citizen of Chapel Hill,

Dorothy M. Lavine
232 Cedar Club Circle
Chapel Hill 27517



DIN #: URS-XXXXX

COM 17 869

244

PHONE RECORD

Date: June 16, 2012
To: D-O LRT Project Comment/Response Database
From: Jeff Weisner
Start Time: 3:22 PM
End Time:
Reference: D-O LRT Project
Project No. 31827184
Subject: Public Scoping Comment

Comment received from:

Judith Segal
919.942.8138

Summarized Comments:

Called to object to the inappropriate placement of the ROMF due to proximity to the school for the children and community center for the elderly. Also, not a good use of the land.

Comments are summarized, not transcribed.

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



DIN #: URS-XXXXX

COM ID 869

245

PHONE RECORD

Date: June 17, 2012
To: D-O LRT Project Comment/Response Database
From:
Start Time: 2:35 PM
End Time:
Reference: D-O LRT Project
Project No. 31827184
Subject: Public Scoping Comment

Comment received from:

Edith Cannon

Comment Summary:

Taxpayer and opposes the ROMF near the JCC and school. She is concerned about the pollution in the form of oil, noise, air, vibration, light and visually. Feels the site could have a better economic use and future development.

Comment is summarized, not transcribed

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

COM ID 8711
246

From: [Kim Weaver](#)
To: info@ourtransitfuture.com
Subject: Against Placing Maintenance Facility at Cornwallis Site
Date: Saturday, June 16, 2012 4:14:37 PM

To whom it may concern,

I am writing to request that you do NOT place the light rail maintenance facility at the proposed Cornwallis site directly next to the Jewish Community Campus. My child goes to the Sandra E. Lerner Jewish Community Day School which is directly adjacent to that location, and I know that myself and many other parents will be extremely disappointed and concerned if such a location were to be chosen. People have worked very hard to make that whole area into a community center. There is a synagogue there as well as a recreational site serving numerous families in the area. The school itself is a wonderful place that encourages learning and that enrolls over 150 children. It would be such a shame to place a noisy and disruptive transit facility right in the middle of all this! Please don't let that happen.

Respectfully yours,

Kim Weaver
935 Ivy Meadow Lane
Durham, NC 27707

From: [EmailMeForm](#)
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Tuesday, June 19, 2012 2:20:01 AM

COMID: 872

247

**Contact
information:**

Name*: John Smith

Organization:

Address:

United States

Email:

**Best way to
keep you
informed:** None

**Number of
years living in
the Triangle:** 7

**Zip code for
where you
work:** 27703

**Zip code for
where you
live:** 27514

Comments:

**Do you have
any
comments on
the Draft
Purpose &
Need for the
Durham-
Orange Light
Rail Transit
project? :**

I have several comments on the over all project. Not just the Durham-Orange county project.

**What
environmental
and other
issues should
we consider
when**

I think that the environmental issue evaluting the project are pretty well already dictated by the EPA, state, county, and local manicipalities

**evaluating the
project
alternatives?:**

I am former military and have traveled a lot and seen a lot of effective public transportation in U.S. Cities, Europe, and Asia. I have lived in the south now 12 years and have resided in North Carolina for seven years now. I also have not been able to drive due to some developments from my last deployment to Iraq. I have had a growing awareness of issues with the system now and with the future projects.

I would like to first start by saying that I'm in full support of public transportation. I have seen a lot of concerns from my fellow tax payers that don't understand and are concerned about cost. I think one thing that has lacked in this initiative has been an explanation of basic projected cost. Which can be explained without a comprehensive plan. Such as subsidize and how they work. I hear a lot from fellow conservatives about how subsidized public transportation is.

I think the word needs to get out about how subsidized road projects are as well. They seem to believe that gas tax covers building bigger roads that can't keep up with growth. Also, I hear a lot about how transit doesn't improve business growth prospects. I think that the tax payers need to hear how the system would improve growth of business, not only that but improve choice of college for students. I think a lot of people are unaware that most university now do not allow cars for certain year students and how that may impact choice of college due to the lack of transportation.

Another thing I hear a lot is how no one uses the in place bus system now. I have tried to explain and think it needs to be voiced by this organization that the system is not in well working order because of separation of municipalities, bus flow, running time, and stops. It is my understanding this new project would work in conjunction with Orange, Durham, and Wake county which would improve use.

Things I have noticed since I haven't been able to drive. That the public may not be aware of that they need to know and also what needs to be thought about in planning.

One a lot of my tax paying friends, workers, and family that live in this area are unaware that at certain times and places that even private taxi companies will not take you from one place to another no matter how much you are willing to pay. Also the public transportation system stops around 10 P.M. That you can't within a reasonable time go to highly visited areas from another in a decent amount of time. For example, to go from chapel hill to the RTP where I am employed it is impossible for me to get there by work time. This needs to be convey to the

**Please share
any
comments
you have
regarding
regional
transit.:**

public in a way because they seem to think that isn't the case.

It would be a good case to make about travel time compared to now with the project.

Major future problems I see if not thought about are there are a lack of sidewalks from already existing bus stop. The transit bus drops you off at the moment and you have to walk along busy roads and pray to not get hit.

Also the system does not seem to be effect per travel time. For myself to go from Chapel Hill to South Point Mall. It takes over an hour and half. If I chose to eat a late meal or take in a movie. It better not go past 8 p.m. or I will never get home.

In my experience in places like Chicago, San Diego, St. Louis. If people are concerned about getting home they aren't going to use the system. They would rather drive.

I was concerned because in current plans it doesn't seem there is going to be 24 hour service. I understand increased travel times as it gets later and cutting down to min. running light rail and bus. Although if it doesn't run 24 hours there is no point. A lot of RTP business run 24 hours if not they run a first and second shift. I would imagine RTP workers are planned into being a major ridership. As well as medical staff for hospitals which also work late hours. If there is not a service for those, they will probably never use the service.

At the current moment I have also seen bus stops that all there is, is a sign identifying a stop on some grass and not even a platform. This to me is a problem.

Any where else in the world I see with public transportation, has sidewalks to businesses, store fronts, hotels, apartment, and housing areas. Also there is a place designed for taxi service stops to get off a bus or rail and catch a cab. Also, in these areas the boarding and off loading is well marked and identified.

These are improvements that need to be made already just to improve bus ridership. If it isn't done then no one will want to stand in the grass on the side of a busy road that they already walked along to get there, to catch a bus to be dropped off to walk once again along a busy road way to get to their destination or to a light rail line. Just to know they will have to do the same upon their return.

Those are some of the issues I have noticed. It needs to be communicated on funding compared to expanded road way projects. How improvements are going to be made to the current system. Also, how having all three counties work together are going to improve transit lines. Improve

transportation to actual work locations, shopping, and living areas a crossed county lines. Projected job creation for the project and length of time to build also needs to communicated to the tax payers. As well as estimated growth in the area and car congestion if nothing is done.

How did you hear about today's workshop?:

there was no workshop

How was the meeting time? :

Workshop location? :

Workshop organization? :

What was most helpful? :

248

From: Sally Curtis
To: info@ourtransitfuture.com
Subject: Comments re proposed Lightrail System and Maintenance Facility
Date: Monday, June 18, 2012 11:50:10 PM

To Whom it May Concern;

I am new to the Durham community and am thrilled to find out that there are plans for a lightrail system in the area. I am an architect and a lifelong downtown city dweller (Washington, DC, Paris, NYC, Providence, SF, Baltimore, Durham). I cannot emphasize enough how much I believe in alternative modes of transportation as an essential investment in our communities. I realize I am an extreme case as I have never owned a car - I own a bicycle, I take the bus, the train, Zipcar, I walk... The Triangle is a beautiful place, and it's growth going forward should be focused on transit oriented development. Let's stop designing for the car! It is not sustainable, it is not attractive, it is not healthy. The plans for a lightrail to connect the vibrant and thriving communities of the Triangle is an awesome step in the right direction.

I did not attend the workshop only having heard about it this evening by a concerned citizen. This person, the concerned mother of a student at the Lerner School, alerted me to fact that there is a proposal for a Lightrail Maintenance Facility on the Pepsi property behind the Levin Jewish Community Center, the Lerner School and Judea Reform Congregation. Without the benefit of understanding the plans being proposed, I would like to say that I would not be in support of a maintenance facility if it were in any way to cause a disruption to the JCC Campus. This is an amazing community resource with programs (indoor and outdoor) for children and the community at large. Obvious concerns would be for pollution (air, noise, vibration & light). This campus is nestled into an attractive natural setting that deserves to have neighbors that share in and contribute to its value as a community resource. Future development of the Pepsi site should consider the benefit of this attractive neighbor and not detract from it.

Sincerely,
Sally Curtis

From: Tal Wittle
To: info@ourtransitfuture.com
Subject: Concern about Rail Maintenance Facility at Cornwallis Site
Date: Monday, June 18, 2012 11:22:16 PM

249

Dear Triangle Regional Transit Planners,

I am writing to voice my concern over the proposed placement of a light rail Maintenance and Storage facility at the Pepsi property ("Cornwallis site"). My concern stems from the proximity of the Cornwallis Site to the Jewish Community Campus which houses the Levin Jewish Community Center, Jewish Family Services, Jewish Federation of Durham-Chapel Hill, the Lerner School, and Judea Reform Congregation.

- The newly opened Levin JCC (June 2011) is immediately adjacent to the proposed Cornwallis Maintenance Facility. Noise and light pollution from the maintenance facility would impact the over 700 members (Jewish and non-Jewish) who regularly use the JCC facilities. These include children who use the outdoor pool and attend various programs and summer camps at the JCC. Also, seniors visit the JCC daily to receive food and care from Jewish Family Services and to participate in special JCC programs.

- The Cornwallis Maintenance Facility will detract from the peacefulness of the JCC which are rented currently by a church for weekly Sunday services.

- The Cornwallis Maintenance Facility will also have a negative visual and aesthetic impact on the JCC which was constructed to retain as much of the natural wooded surroundings as possible

- The Cornwallis Maintenance Facility will negatively impact the future growth of Jewish Federation services. The current owner of the Pepsi property will gift 2.5-3.5 acres for future expansion of the Jewish Federation community services (senior day care center or Lerner School expansion).

- The Lerner School is home to 150 students in pre-school through 5th grade. The noise and air pollution from the 24hr/7day a week operation of the proposed Cornwallis Maintenance Facility would negatively impact the learning environment and health of students at the Lerner School. Students and faculty are outside everyday utilizing the outdoor classroom, gardens, and greenhouse, enjoying recess on the fields and playgrounds, and walking to the JCC for art and music instruction.

- The Cornwallis Maintenance Facility would also negatively impact Judea Reform Congregation. As with many places of worship, Judea Reform holds weekly Sabbath services (both morning and evening) and is a place for celebrating weddings and Bar Mitzvahs. The noise, vibration, air, and light pollution would detract from the current peaceful nature the surroundings provide for meaningful prayers and celebrations.

I have lived most of my life (30 years) in Chapel Hill and Durham and have watched the area grow and change in many ways and the proposed Light Rail is another avenue for growth and development in the region. I am not objecting to the Light Rail program, rather the siting of a 24/7 maintenance facility adjacent to a Community Center, School, and Place of Worship. Other locations located away from community and residential areas would seem preferable.

To summarize: The placement of the Cornwallis Maintenance Facility will be an attractive nuisance to the entire Jewish Community Campus, a place that was created for worship, education, and community support activities. Please consider an alternate location.

Thank you for arranging a comment period to get input from community members.

Sincerely,

Tal Lewin Wittle

250

From: [EmailMeForm](#)
To: [TTA-PSWComments@iceprojects.info](#); [info@ourtransitfuture.com](#)
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Monday, June 18, 2012 11:22:05 PM

Contact information:**Name*:** Akio Sone**Organization:**

2822 Pickett Rd APT 163

Address: Durham, NC 27705
United States**Email:** m440221@gmail.com**Best way to keep you informed:** Email**Number of years living in the Triangle:** 3**Zip code for where you work:** 27599**Zip code for where you live:** 27705**Comments:****Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :**

I support the D1 (Westgate Drive) of South Square Alignment Options instead of the D3 (Shannon Road) because the D1 is cheaper and easier/faster to be built besides it does not run immediately behind my housing unit. The Alternative Analysis, volume 1 (July 2011), p. 3-43 recommended the D3 over the D1 based on its higher ridership estimate, not its costs nor its property-impacts. I think this recommendation overestimated the uncertain effects of the planned University Marketplace. Even if this project is finished within next few years, it is highly doubtful its tenant shops would be attractive/distinct enough to constantly contribute to higher ridership because of the oversupply of retail space in this area (see vacant retail spaces in near-by Patterson Place) and completions with other near-by malls. Also, unless its proposed housing units in the University Marketplace are mainly marketed to low-income households, the estimated "up to 650 additional boardings" would be unlikely based on my daily TTA-bus commuting experience (routes

400/405). If the D1 is chosen, parking spots in front of Target or Burger King could be officially used for car-pooling (currently there are TTA-bus-riders who park their car in front of the SuperTarget in South Square Mall). I think it is a bad idea to promote a stalled development project by twisting the rail route, which costs more and impacts properties more for taxpayers in Durham in return for its uncertain future benefits.

What environmental and other issues should we consider when evaluating the project alternatives?:

Generally speaking, the past rail transit projects in the US have underestimated its final costs due to its delays and unexpected events and overly optimistic ridership estimation. Therefore, it is very important for this light rail project not to underestimate its costs and not to overestimate its ridership and side-effect benefits.

Please share any comments you have regarding regional transit.:

How did you hear about today's workshop?:

How was the meeting time? :

Workshop location? :

Workshop organization? :

What was most helpful? :

Yu Robinson, Cyndy

From: Kenny Levine <therapy@kennylevine.com>
Sent: Monday, June 18, 2012 11:01 PM
To: info@ourtransitfuture.com
Subject: TTA Maintenance Facility site

I am writing this message to oppose the proposed building of a TTA maintenance facility at the current Pepsi property, behind the Levin Jewish Community Center, the Lerner School, and Judea Reform Congregation. While I am generally not very sympathetic to NIMBY sorts of arguments, the fact is this isn't just my back yard; this is the back yard of countless children, families, adults and seniors whose lives would be drastically and negatively impacted by placing the maintenance facility at this site. I support the construction of the light rail as a way of improving the quality of life in the Triangle. I hope you will proceed with the planning in a manner that minimizes any negative impact of the light rail's construction.

Thank you for your consideration.

Sincerely,
Kenny Levine

Kenny Levine, LCSW
Counseling for Adults, Adolescents & Couples
Tel 919.475.3068
www.kennylevine.com

Private Practice Address

1502 Highway 54 West
Suite 505
Durham, NC 27707

Changes By Choice Address

909 Broad Street
Durham, NC 27705

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From: Juanita Shearer-Swink
To: "kaberman@nc.rr.com"
Cc: Patrick McDonough; Weisner, Jeff; Yu Robinson, Cyndy; Greg Northcutt; Brad Schulz
Subject: Jewish Federation Future Plans for Pepsi Property
Date: Tuesday, June 19, 2012 10:46:10 AM
Attachments: image001.png
Plan C-Uses1-Model.pdf

Comid: 877

252

Ms. Berman:

This is to confirm that we have received your comments on the Durham/Orange Light Rail Transit Project. All comments received by the June 18, 2012 deadline will be incorporated into the final published Scoping Report.

We appreciate your interest in this project.

Please do not hesitate to contact one of us if you would like some additional information.

Juanita

Juanita Shearer-Swink, FASLA
Project Manager
Triangle Transit
Phone: (919) 485-7412
Fax: (919) 485-7541
jshearerswink@triangletransit.org
www.triangletransit.org
PO Box 13787, Research Triangle Park, NC 27709
4600 Emperor Blvd. Suite 100, Durham, NC 27703

Learn more about future Bus and Rail Options for the Triangle at www.ourtransitfuture.com

From: Karen Berman <kaberman@nc.rr.com>
Date: June 18, 2012 12:16:59 AM EDT
To: Patrick McDonough <pmcdonough@triangletransit.org>
Subject: Jewish Federation Future Plans for Pepsi Property

Dear Patrick,

Attached is a plan for potential future use of the anticipated donation of a 2 1/2 acre parcel from the Pepsi property. This plan includes additional parking, three tennis courts, outdoor gathering space with shelter, a softball field and a 50 ft. buffer between the JCC and the remainder of the property. The Jewish Federation also hopes to work with the owner of the Pepsi property to develop multifamily or senior housing. Multifamily housing with close proximity to the JCC and all of its services would be a benefit to both the community (seniors in particular) and the JCC. Thanks so much for all your attention to this matter.

Regards,
Karen Berman

PLAN C - Defined Uses
May 13, 2012

2.5 Acres

SANDY CREEK

PAPER MILL

RD 100

275.9, 276.3, 277.1, 277.5, 277.8, 278.1, 278.3, 278.6, 278.9, 279.3, 279.5, 279.8, 280.1, 280.4, 280.7, 281.0, 281.3, 281.6, 281.9, 282.2, 282.5, 282.8, 283.1, 283.4, 283.7, 284.0, 284.3, 284.6, 284.9, 285.2, 285.5, 285.8, 286.1, 286.4, 286.7, 287.0, 287.3, 287.6, 287.9, 288.2, 288.5, 288.8, 289.1, 289.4, 289.7, 290.0, 290.3, 290.6, 290.9, 291.2, 291.5, 291.8, 292.1, 292.4, 292.7, 293.0, 293.3, 293.6, 293.9, 294.2, 294.5, 294.8, 295.1, 295.4, 295.7, 296.0, 296.3, 296.6, 296.9, 297.2, 297.5, 297.8, 298.1, 298.4, 298.7, 299.0, 299.3, 299.6, 299.9, 300.2, 300.5, 300.8, 301.1, 301.4, 301.7, 302.0, 302.3, 302.6, 302.9, 303.2, 303.5, 303.8, 304.1, 304.4, 304.7, 305.0, 305.3, 305.6, 305.9, 306.2, 306.5, 306.8, 307.1, 307.4, 307.7, 308.0, 308.3, 308.6, 308.9, 309.2, 309.5, 309.8, 310.1, 310.4, 310.7, 311.0, 311.3, 311.6, 311.9, 312.2, 312.5, 312.8, 313.1, 313.4, 313.7, 314.0, 314.3, 314.6, 314.9, 315.2, 315.5, 315.8, 316.1, 316.4, 316.7, 317.0, 317.3, 317.6, 317.9, 318.2, 318.5, 318.8, 319.1, 319.4, 319.7, 320.0, 320.3, 320.6, 320.9, 321.2, 321.5, 321.8, 322.1, 322.4, 322.7, 323.0, 323.3, 323.6, 323.9, 324.2, 324.5, 324.8, 325.1, 325.4, 325.7, 326.0, 326.3, 326.6, 326.9, 327.2, 327.5, 327.8, 328.1, 328.4, 328.7, 329.0, 329.3, 329.6, 329.9, 330.2, 330.5, 330.8, 331.1, 331.4, 331.7, 332.0, 332.3, 332.6, 332.9, 333.2, 333.5, 333.8, 334.1, 334.4, 334.7, 335.0, 335.3, 335.6, 335.9, 336.2, 336.5, 336.8, 337.1, 337.4, 337.7, 338.0, 338.3, 338.6, 338.9, 339.2, 339.5, 339.8, 340.1, 340.4, 340.7, 341.0, 341.3, 341.6, 341.9, 342.2, 342.5, 342.8, 343.1, 343.4, 343.7, 344.0, 344.3, 344.6, 344.9, 345.2, 345.5, 345.8, 346.1, 346.4, 346.7, 347.0, 347.3, 347.6, 347.9, 348.2, 348.5, 348.8, 349.1, 349.4, 349.7, 350.0, 350.3, 350.6, 350.9, 351.2, 351.5, 351.8, 352.1, 352.4, 352.7, 353.0, 353.3, 353.6, 353.9, 354.2, 354.5, 354.8, 355.1, 355.4, 355.7, 356.0, 356.3, 356.6, 356.9, 357.2, 357.5, 357.8, 358.1, 358.4, 358.7, 359.0, 359.3, 359.6, 359.9, 360.2, 360.5, 360.8, 361.1, 361.4, 361.7, 362.0, 362.3, 362.6, 362.9, 363.2, 363.5, 363.8, 364.1, 364.4, 364.7, 365.0, 365.3, 365.6, 365.9, 366.2, 366.5, 366.8, 367.1, 367.4, 367.7, 368.0, 368.3, 368.6, 368.9, 369.2, 369.5, 369.8, 370.1, 370.4, 370.7, 371.0, 371.3, 371.6, 371.9, 372.2, 372.5, 372.8, 373.1, 373.4, 373.7, 374.0, 374.3, 374.6, 374.9, 375.2, 375.5, 375.8, 376.1, 376.4, 376.7, 377.0, 377.3, 377.6, 377.9, 378.2, 378.5, 378.8, 379.1, 379.4, 379.7, 380.0, 380.3, 380.6, 380.9, 381.2, 381.5, 381.8, 382.1, 382.4, 382.7, 383.0, 383.3, 383.6, 383.9, 384.2, 384.5, 384.8, 385.1, 385.4, 385.7, 386.0, 386.3, 386.6, 386.9, 387.2, 387.5, 387.8, 388.1, 388.4, 388.7, 389.0, 389.3, 389.6, 389.9, 390.2, 390.5, 390.8, 391.1, 391.4, 391.7, 392.0, 392.3, 392.6, 392.9, 393.2, 393.5, 393.8, 394.1, 394.4, 394.7, 395.0, 395.3, 395.6, 395.9, 396.2, 396.5, 396.8, 397.1, 397.4, 397.7, 398.0, 398.3, 398.6, 398.9, 399.2, 399.5, 399.8, 400.1, 400.4, 400.7, 401.0, 401.3, 401.6, 401.9, 402.2, 402.5, 402.8, 403.1, 403.4, 403.7, 404.0, 404.3, 404.6, 404.9, 405.2, 405.5, 405.8, 406.1, 406.4, 406.7, 407.0, 407.3, 407.6, 407.9, 408.2, 408.5, 408.8, 409.1, 409.4, 409.7, 410.0, 410.3, 410.6, 410.9, 411.2, 411.5, 411.8, 412.1, 412.4, 412.7, 413.0, 413.3, 413.6, 413.9, 414.2, 414.5, 414.8, 415.1, 415.4, 415.7, 416.0, 416.3, 416.6, 416.9, 417.2, 417.5, 417.8, 418.1, 418.4, 418.7, 419.0, 419.3, 419.6, 419.9, 420.2, 420.5, 420.8, 421.1, 421.4, 421.7, 422.0, 422.3, 422.6, 422.9, 423.2, 423.5, 423.8, 424.1, 424.4, 424.7, 425.0, 425.3, 425.6, 425.9, 426.2, 426.5, 426.8, 427.1, 427.4, 427.7, 428.0, 428.3, 428.6, 428.9, 429.2, 429.5, 429.8, 430.1, 430.4, 430.7, 431.0, 431.3, 431.6, 431.9, 432.2, 432.5, 432.8, 433.1, 433.4, 433.7, 434.0, 434.3, 434.6, 434.9, 435.2, 435.5, 435.8, 436.1, 436.4, 436.7, 437.0, 437.3, 437.6, 437.9, 438.2, 438.5, 438.8, 439.1, 439.4, 439.7, 440.0, 440.3, 440.6, 440.9, 441.

PLAN C - Defined Uses
May 13, 2012

2.5 Acres

SANDY CREEK

PAPER MILL

Yu Robinson, Cyndy

From: Brian Lowinger <brianlowinger@yahoo.com>
Sent: Monday, June 18, 2012 4:49 PM
To: info@ourtransitfuture.com
Subject: JCC

Please do not put the light rail service station next to the JCC.
There's tons of better suited land in Durham for that service facility.
Thanks.
Brian Lowinger

Yu Robinson, Cyndy

From: Bryce Reynolds <brycereynolds@hotmail.com>
Sent: Monday, June 18, 2012 10:51 PM
To: info@ourtransitfuture.com
Subject: comments on the light rail maintenance station proposal at the Pepsi property
Importance: High

I am opposed to building a maintenance facility at the Pepsi property that is behind the JCC, the Lerner school and Judea Reform Congregation. I believe there are more appropriate sites that would have less impact on the campus where children are present in regards to noise, pollution and visual impact. My hope is that another site would be considered that would ultimately have less negative impact. I do hope that you will take this into consideration. thank you.

Mark "Bryce" Reynolds, MD

255

Yu Robinson, Cyndy

From: ceciliap.lerner@gmail.com on behalf of Cecilia Payne <cecilia@lernerschool.org>
Sent: Monday, June 18, 2012 8:59 PM
To: info@ourtransitfuture.com
Subject: Light rail Machinery Site

June 18, 2012

Dear Sir:

I am very pleased that light rail is being considered for the Raleigh /Durham/Chapel Hill area. However, as word of the possible acquisition of land to perform maintenance on light rail machinery at the site of the old Pepsi plant on Western Avenue has appeared, several concerns need to be addressed.

- 1) The teachable geological formation within the grounds of the former Pepsi plant: a thin diabase dike, a "baked" zone that was created when igneous intrusions scorched and altered the rocks surrounding them. Although these exist in the Durham area, they are hard to see, and are generally not as compact and easy to observe as the diabase dike in the Pepsi property. Teachers at local schools utilize the local geology in explaining the earth's history and continental geophysical processes, and these aspects of the curriculum are part of the "Big Ideas" component of the North Carolina Department of Public Instruction 2009 Earth/Environmental Science Clarifying Objects for K-12.
- 2) The potential effects of an industrial complex with regard to the usage of the property for outdoor environmental lab space for local schools.
- 3) There is an inherent safety concern for students at the adjacent Lerner School and members of Judea Synagogue and the Jewish Community Center as well as Duke University's Continuing Education Department.

Light, noise, air, and chemical pollution would also increase due to the nature of the operation, and the proximity to students at the Lerner School, Durham Academy, Duke School, and the Hill School would be detrimental to their learning opportunities. Certainly, there are viable alternatives in the Durham area.

Thank you.

--

Cecilia Payne
Kindergarten Teacher
Sandra E. Lerner Jewish Community Day School
1935 West Cornwallis Road
Durham, NC 27705
919-286-5517
www.lernerschool.org

256

Yu Robinson, Cyndy

From: Kaitlin Rawluk <krawluk@gmail.com>
Sent: Monday, June 18, 2012 9:13 PM
To: info@ourtransitfuture.com
Subject: Proposed light rail near Pickett rd and Pickett park

Hello there

I am a Pickett park resident who is opposed the the alternative 3 route for south square station for the proposed Durham-Orange County corridor for the light rail. Mainly I prefer route 1 because route 3 comes very close to my backyard (meters). While both routes will create noise pollution, route 3 is so close that our second floor windows will overlook the tracks creating light pollution, a lack of privacy and an eye sore.

I understand some of the benefits of having a station to the side of Sams club but the other location on West drive maybe more accessible given that it is already the site of a bus stop (so people could connect too the train by bus). Furthermore, several of the stores on the west drive side are not thriving or went out of business (ashley furniture) and would either be able to be removed or be renewed with a train stop.

I am interested in any further developments on the light rail so if a list serve is being developed, I give permission to have my email added to the list. Thank you

Kaitlin Rawluk
Pickett Park 2822 Pickett rd.

Sent from my iPad

257

COMID: 882

Yu Robinson, Cyndy

From: EmailMeForm <burst@emailmeform.com>
Sent: Monday, June 18, 2012 4:41 PM
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project

**Contact
information:**

Name*: Mabel McElhaney

Organization: retiree

Address: Hillsborough, NC 27278
United States

Email: treely@nc.rr.com

**Best way to keep
you informed:** Email

**Number of years
living in the
Triangle:** 21

**Zip code for where
you work:** 00000

**Zip code for where
you live:** 27278

Comments:

**Do you have any
comments on the
Draft Purpose &
Need for the
Durham-Orange
Light Rail Transit
project? :**

**What
environmental and
other issues should
we consider when
evaluating the
project
alternatives?:**

Please share any comments you have regarding regional transit.:

I am a staunch supporter of public transportation, especially rail. However, while this proposal is worthwhile, the only portion of Orange County served is a minimal corner limited to the UNC Hospitals. Bus connections also serve the towns of Chapel Hill and Carrboro, but no one else in Orange County benefits in the least. We will have only vestigial service to Durham and Chapel Hill, and those north of Hillsborough will have none. Therefore, no one outside Chapel Hill/Carrboro should pay for any of this proposal. The unserved majority of Orange represent the least able to pay for this project and cannot be expected to invest in a plan that may not benefit them in their lifetime. When the plan is extended to connect residences countywide, then we should share the cost.

Good public transportation needs to come within two blocks of every residence and involve no more than twenty-minute waits 24/7. I know such a thing is a long way off, but planners must not lose sight of it as the Golden Snitch (the goal).

How did you hear about today's workshop?:

Newspaper

How was the meeting time? :

Workshop location? :

Workshop organization?:

What was most helpful?:

Powered by EmailMeForm

Yu Robinson, Cyndy

From: Muriel Roll <azalea1@cochill.net>
Sent: Monday, June 18, 2012 8:40 PM
To: info@ourtransitfuture.com
Subject: Light Rail Transit

Muriel G. Roll
421 Cedar Club Circle
Chapel Hill, NC 27517

June 18, 2012

I am in favor of light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill Hospitals is vital to its success. The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

A significant further consideration is that we at The Cedars, unlike the residents of most Continuing Care Retirement Communities, pay our own property taxes to Durham County. If the C1 route should go forward, we will watch our property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro, and Durham areas as excellent places to live.

Also, the C1 plan for a light rail system would do far more damage to the wooded and wetland areas surrounding The Cedars and Meadowmont Village than the C2 route. The Cedars bird sanctuary would probably be destroyed. I urgently hope the impact of this environmental issue will be thoughtfully weighed when you make your decision.

Sincerely,
Muriel G. Roll

259

COMID: 884

Yu Robinson, Cyndy

From: Michele Dubow <mdubow@earthlink.net>
Sent: Monday, June 18, 2012 10:19 PM
To: info@ourtransitfuture.com
Subject: Comments rejecting Maintenance Facility at Pepsi property, Durham

To Whom It May Concern:

I am voicing my objection to a rail maintenance facility at the current Pepsi property, behind the Levin Jewish Community Center in Durham, along 15-501.

This site is not appropriate for the level of disruption (noise, pollution, commotion, visual interference) that will be created (continuously) by the coming and going of rail cars and the associated maintenance activities.

I recently joined the Jewish Community Center and have been thrilled with the diverse, inclusive, **peaceful** atmosphere and the diversity of programs and opportunities offered to so many people and different kinds of people from the Triangle area and beyond. This place is truly a treasure, and it is just getting started. It has enhanced my life in a huge way, and I don't say this lightly, to be able to go there regularly for exercise, support groups, special programs (including renting the facility for a college alumni function I helped host, that brought people from as far away as Greensboro), and general camaraderie. I know the facility means this much to many people. Triangle Transit and Durham should do everything possible to protect and nourish the environment of this community center that is truly a community center. "JCC Membership is open to everyone regardless of age, race, color, sex, faith, national origin, disability, or sexual orientation."

(In the last two years, two health clubs I belonged to close to my home folded, leaving me with the expense but no service. It's nice to know the JCC isn't going anywhere!)

Similarly, the JCC is part of the larger complex that includes Judea Reform Congregation synagogue and the Lerner Day School, a children's school. This community campus was created for education, religious worship, and community-building activities. **It is not appropriate to have the maintenance facility immediately adjacent to this special complex! The noise, visual impact, and pollution would be extremely disruptive to religious worship, enjoyment of the outdoor pool and exercise facilities, and to children at camp and at school, especially playing outdoors.**

I understand that the Pepsi site is under consideration for future development as part of expansion to the existing complex next door, or in another fashion where businesses or residents could interact directly with and benefit from the complex. The Pepsi site should be maintained for this higher purpose, which would bring greater economic benefits to Durham.

Thank you for considering these comments and for considering better options for locating the maintenance facility.

Michele Dubow
3210 Lassiter St
Durham, NC 27707
(919) 493-7878

Com ID 884 page 2

mdubow@earthlink.net

260

COMID: 885

Yu Robinson, Cyndy

From: Richard Lucas <sillyl@mindspring.com>
Sent: Monday, June 18, 2012 10:48 PM
To: info@ourtransitfuture.com
Subject: Re the Light Rail Maintenance Station

About a month ago, we heard the news about a maintenance station for maintaining light rail service in the Triangle. With the number of schools including Durham Academy and Trinity School nearby to the old Pepsi Warehouse that would be developed for such use, it strikes us as especially disheartening that such a station would be built so close to those schools (JCC, the Lerner School and the Judea Reform Congregation and their educational buildings. The area is already congested more than enough with Highway 15-501 intersecting with Cornwallis Road and Pickett Street intersecting with Western Blvd and passing over 15-501 heading toward Durham Academy and Trinity School.

To us it would make more sense for Durham and our densely residential neighborhood to consider more economic gains for the city that could be made to consider senior housing—as is already nearby at 2 residential retirement facilities immediately across the way on Pickett Rd. And other mixed uses considerably more attractive could be considered in developing that property that the old Pepsi Warehouse is on now.

To us, a maintenance facility only means a property that would only bring more traffic, pollution in noise, air toxins emitted by more vehicular activity in that immediate neighborhood.

We've just not heard nor read any info that has made us in anyway supportive of a maintenance station being developed at that Pepsi Warehouse site.

Sincerely,

Richard Lucas, Ph.D.
Phone 919-401-2006

Yu Robinson, Cyndy

From: Rachel Raney <teamraney@gmail.com>
Sent: Monday, June 18, 2012 9:08 PM
To: info@ourtransitfuture.com
Subject: proposed maintenance facility near Levin JCC

My name is Rachel Raney, I'm a Durham resident and member of the Levin JCC. My six year old son attends camp at the JCC for multiple weeks in the summer, my family swims at the outdoor pool, and we use the other facilities year round.

I voted for the transit tax and support the development of light rail and other public transit in Durham County.

However, I'm concerned about this proposed maintenance facility, because of its proximity to a community center, school, and synagogue.

I'm worried about potential pollution and the limitations it place on the JCC in terms of future growth.

I'm not aware of what other sites might be available for this kind of facility, but I encourage the Transit Authority to carefully weigh other options, taking into account the community that would be affected by placing it at the Pepsi property.

Thank you for your attention, Rachel Raney

Yu Robinson, Cyndy

From: Stan Paskoff <paskoff@duke.edu>
Sent: Monday, June 18, 2012 5:19 PM
To: info@ourtransitfuture.com
Subject: light rail maintenance station

As president of the Board of Trustees of Judea Reform Congregation I wish to let you know that we believe that the proposed Cornwallis site for a light rail maintenance station is incompatible with the present and future programs and functioning of the Judea Reform Congregation and the overall Jewish Community Campus, which are located adjacent to this proposed site of the light rail maintenance facility.

The visual impact of a facility of this nature, as well as its inevitable contribution of noise, vibration, after-hours illumination and danger to children will unalterably compromise and damage the spiritual and educational environment that our campus presently enjoys.

The recent construction of the Jewish Community Center building on our campus had many unanticipated water run-off issues that have taken a great deal of effort to control and endangered our foundation and electrical equipment. The proposed facility would be many times larger than the community center and pose potentially larger water issues.

Our most serious concern, however, is the "attractive nuisance" that this facility would represent for the many children on our campus seven days a week. The January 2012 death of a student climbing the electrical tower near Jordan High School highlights the need to seriously consider locating such a potentially dangerous facility near a full time school (150 children), a large Sunday school (330 children), a full time family recreation facility (over 250 children year round), and summer camp(110 children) that are used seven days a week.

We are fully in favor of light rail, and would not even mind a stations at this location, but the Board of Trustees of Judea Reform Congregation strongly opposes the development of a light rail maintenance station at the Cornwallis site because of the danger it presents to the hundreds of children on our campus and we respectfully request that a more appropriate location be selected.

Stan Paskoff, President
Judea Reform Congregaion, 640 families

Yu Robinson, Cyndy

COMID: 888

263

From: Sissi Schulmeister <sissi@audiomedialab.com>
Sent: Monday, June 18, 2012 9:33 PM
To: info@ourtransitfuture.com
Subject: No to a light rail maintenance station at the current Pepsi property

To whom it may concern,

We are against the building of a light rail maintenance facility at the current Pepsi site, the site is not conducive to a campus where children are present-year-round. I'm also concerned about the pollution, noise and vibration this facility would create.

Sincerely,

Sissi Schulmeister-Antona, Member of the JCC

Yu Robinson, Cyndy

264
Comid:889

From: Trudi Abel Ph.D. <tabel@duke.edu>
Sent: Monday, June 18, 2012 8:33 PM
To: info@ourtransitfuture.com
Subject: Concerns re: Location of Light Rail Maintenance Facility on Western Bypass

To Whom It May Concern,

I am a Durham resident who used Light Rail extensively to commute in Los Angeles from South Pasadena to downtown LA. I think that the Triangle will benefit greatly from the adoption of light rail.

I am concerned, however, about the current proposal to place a LR maintenance facility on the western edge of the Jewish community campus which features an elementary school, a recreational facility and a house of worship. As a parent of a young child who plays and studies, at the Lerner school, I value the solitude that the school's greenery affords its children during the school day. A Light Rail Maintenance Facility will inevitably bring noise, vibrations, and light to an otherwise tranquil educational setting. Worshippers at Judea Reform and individuals who swim and practice yoga at the JCC also value the tranquility that this community campus now affords.

I am writing to ask the rail planners to select an alternative site for the Light Rail Maintenance Facility, ideally one that is in an industrial part of our city.

-Trudi Able

Trudi Abel, Ph.D. Director, Digital Durham Project <http://digitaldurham.duke.edu>

265

From: beccacyberlily@gmail.com on behalf of [Rebecca Board](#)
To: info@ourtransitfuture.com
Subject: Light Rail C1/C2 Comments
Date: Monday, June 18, 2012 11:51:12 PM

I'm not always good at explaining things, so I'm trying something new and sending you an image of my thoughts regarding the C1/C2 alignments. Basically, I've had the Hwy 54 Corridor Study and the Light Rail Alignments on my mind for a long while now, and have come to believe that the best solution cannot be designed until we are willing to unite these two plans at the Barbee Chapel Road intersection. So, I have taken images from both these plans, merged them together and added a new alignment suggestions that I think has a lot of promise.

Before I get the the image details, let me be clear about my starting position.

- I support both the Hwy 54 Corridor Study Plan, and the need for a light rail system to support growth in the area.
- I have no objections to the C1 alignment. It has a lot of positive reasons to support it, though I acknowledge there are some issues. Only the C1 alignment fully supports the existing commercial center in Meadowmont.
- I cannot support the C2 alignment has it has been envisioned so far due to a range of safety and utilization issues around Barbee Chapel Rd. You can read the letter from Downing Creek for more details about them.
- I firmly believe that moving the C2 alignment to the area between east and west bound lanes of Hwy 54, when combined with the much needed Barbee Chapel Rd overpass from the Hwy 54 Corridor Study, addresses the objections to the C2 alignment.

Specifically, these are the suggestions which I attempt to show in the attached image.

- Bring the elevated rail line at the Friday Center over the southern half of intersection with Friday Center Lane, and lower it to grade level east of the intersection before it reaches Barbee Chapel Road.
- Construct the Barbee Chapel Road super-street overpass, including pedestrian walkways.
- Place the Woodmont Station under the bridge at the Barbee Chapel Road overpass. The bridge will provide a free cover to protect waiting riders from rainy weather.
- Place stairs and an elevator from the Barbee Chapel overpass pedestrian paths to the rail station below. This allows safe access to this station from BOTH SIDES of NC54.
- If there is room, put a bus station on top of the overpass to a quick hop over to Meadowmont Village. If no room for a bus station, then place bus stations on either side of the bridge.

By leveraging both of these plans and visions for improving transit along the Hwy 54 corridor, we can create a solution which is better than either plan alone, and win the support of most citizens living both north and south of NC 54 who currently object to either C1 or C2.

Yes, this will cost more than C2 as it is now envisioned, but the elevated section

seems no worse than the elevated section in C1. Furthermore, given that there are both existing residents and opportunities for future development on both sides of Hwy 54, the pedestrian bridge is going to be needed anyway to make either the C1 or C2 stations accessible from both sides of the road to reach the full potential of the rail line.

Perhaps this will give you some food for thought as you move forward comparing the two alignments. It seems like a great idea to me, but then I'm not a transit engineer so there will of course be additional issues to consider.

Thanks for listening

Rebecca Board
10 Winslow Place
Chapel Hill, NC 27517
919 968 4297
rboard@cyberlily.com

COM10 890
Page 3[Print](#) | [Close Window](#)

Subject: Light Rail Transit Project Comments from the Downing Creek Community Association
From: Rebecca Board <rebecca@downingcreek.org>
Date: Mon, Jun 18, 2012 4:41 pm
To: info@ourtransitfuture.com
Cc: DCCA Board <board@downingcreek.org>
Attach: [LightRailJune2012.pdf](#)
[LightRailJune2012.docx](#)

Attached you will find the comments from the Downing Creek Community Association regarding the C-1/C-2 alignments of the Durham-Orange Light Rail Corridor. For your records, you may reach the entire Downing Creek Board of Director's using the board@downingcreek.org address, or you may use me as your contact.

Rebecca Board
10 Winslow Pl
Chapel Hill, NC 27517
rebecca@downingcreek.org
919 968 1303

If possible, please reply to indicate receipt of these comments.
Thank you,
Rebecca Board,
for the Downing Creek Board of Directors

Downing Creek Community Association10 Winslow Pl
Chapel Hill, NC 27517

(919) 968-1303

June 18, 2012

Triangle Regional Transit
Post Office Box 530
Morrisville, NC 27560

Dear Planners:

We, the Directors for the Downing Creek Community Association, submit this letter and supporting Memorandum of Concern in opposition of the proposed C-2 light rail alignment and how it relates to the NC 54/I-40 Corridor Master Plan. On February 8, 2012, the Durham-Chapel Hill-Carrboro MPO stated its preference for the proposed C-2 alignment when approving the Locally Preferred Alternative for the Durham-Orange Light Rail Transit Corridor. This letter is to voice our strong opposition to this proposal - as more fully detailed in our attached memorandum. The following is a summary of our concerns with regard to the present configuration of C-2:

- 1.) The C-2 proposal shows a grade (ground) level rail crossing over Barbie Chapel Road and the Downing Creek subdivision's entrance. This will restrict the flow of traffic passing between Barbie Chapel Rd. and NC 54, contrary to the goals of the NC 54/I-40 Corridor Study Master Plan. The C-2 alignment will both compromise and detrimentally restrict Downing Creek's only ingress/egress access to NC 54.
- 2.) The C-2 proposal runs contrary to the "super street" (overpass) plan for the interchange at Barbie Chapel Road and NC 54. If the tracks are laid at grade level, the intersection may need to be retro-actively reconfigured for additional cost, or it may prevent the development of the overpass all together.
- 3.) Placing the light rail station south of NC 54 will fail to properly service the higher concentration residential, commercial and governmental services lying north of NC 54. The inconvenience of accessing a southerly light rail station will result in reduced ridership by Meadowmont residents (who are more numerous and highly concentrated), reduced ridership by commercial shoppers wishing to reach the Meadowmont Commercial District and failure to reduce congestion on NC 54 - since Meadowmont residents and outlying consumers will continue to use NC 54 for their transportation needs.
- 4.) Since the area north of NC 54 contains a higher population density and the Meadowmont Commercial District, this will significantly increase pedestrian traffic crossing NC 54 to reach a light rail station to the south. This increased pedestrian traffic will increase the risk of severe bodily injury (or death) to pedestrians and riders being forced to cross NC 54. Further, the increased risk of harm will discourage use of the light rail system and, therefore, will fail to reduce dependence on NC 54.
- 5.) The Meadowmont Subdivision is the population, social and commercial center of the NC 54/I-40 Corridor. It is unlikely that this will change even if the area South of NC 54 is developed. A failure to properly service Meadowmont, for the benefit of all, will severely undermine and may even negate the usefulness of the nascent public transportation system and NC 54/I-40 Corridor Plan.
- 6.) The C-2 proposal could increase the potential liabilities to approving and operating bodies since C-2 would increase the risk of injury to light rail riders (by increasing foot traffic across NC 54) when C-1 would seem to be a safer alternative.
- 7.) The C-2 proposal could lead to future unknown government expenditures in order to retrofit the Barbie Chapel Rd. and NC 54 interchange. Possible expenditures to include

pedestrian bridges over NC 54, retroactively having to reconfigure the roads to accommodate the planned super-street overpass and failure to reduce congestion on NC 54 (implying a need for other future projects).

- 8.) That all environmental studies comparing C-1 and C-2 must be properly weighed against the increased threat to public safety and future capital expenditures needed to rectify the shortcomings of pursuing the C-2 proposal.
- 9.) That all environmental studies should seek to find alternative routes which will accommodate all public safety and expenditure concerns, as well as environmental concerns.
- 10.) That decision makers should select the proposal which best weighs the interests of all stakeholders involved and act in the best interest of all citizens of Durham and Orange Counties to achieve the goals of the NC 54/I-40 Corridor Master Plan; namely, encourage the use and access of public transportation, reduce congestion on NC 54 and create an efficient and functional public transportation system.

We strongly encourage you to take these concerns in consideration. Though we have an interest in protecting our neighborhood, we also, as residents of the local area, have an interest to ensure that we have a well-designed and functional public transportation system.

Downing Creek Community Association
Board of Directors,

Susan Sonberg, President
Rebecca Board
Brian Burke
Eric Butler
Michael Douglas

MEMORANDUM OF CONCERN RE: PROPOSED C-2 LIGHT RAIL ALIGNMENT

DATE: JUNE 18, 2012
FROM: BOARD OF DIRECTORS
DOWNING CREEK COMMUNITY ASSOCIATION
TO: TRIANGLE REGIONAL TRANSIT

This is to document the concerns and issues related to the recent approval of the proposed C-2 light rail line running on and along the southerly side of NC 54 across Barbie Chapel Road and Downing Creek Parkway. We think that it would be a grave mistake to pursue the C-2 proposal for the reasons below. In steering our discussion we think that it is helpful to reflect on the following questions:

- 1.) Which proposal (C-1 or C-2) will have the least impact on established uses and on residents of the local area?
- 2.) Which proposal will provide the greatest benefit and utility to local residents and the public at large?
- 3.) Finally, which proposal will best promote public safety and mitigate the potential liability and costs associated with the light rail system?

I. Statement of Purpose

In general, we are concerned that the C-2 alignment runs contrary to the stated goals of the NC 54 Corridor Master Plan (the "Plan") to reduce traffic congestion caused by increased use of NC 54 as a primary road between Chapel Hill, South Durham and Raleigh. The Durham-Orange Light Rail Transit Project shares these goals, calling for the construction of a light rail line to carry riders/commuters in order to decrease the dependence on individual forms of transportation. However, the C-2 proposal seems to undermine the smart, long term development of the NC 54/I-40 Corridor (the "Corridor") as called for in the NC 54 Corridor Master Plan. In particular, the C-2 configuration could decrease public safety, increase public liability, may introduce future unnecessary public expenditures and still fail to alleviate traffic congestion. The Final Report of the Highway 54 Corridor Study clearly states "Alignment C1 will have no adverse impacts along the NC 54 corridor" but additional costs will be incurred to configure the C2 alignment to make it work with a grade level separation. Thus any cost benefit presently indicated for the C2 alignment should be disregarded at this time.

These comments are intended to widen the discussion between the alternate light rail routes so as to produce the best result for the residents of Durham and Orange Counties. Failure to produce an efficient and functional Corridor will equate to an inefficient and ineffective use of public funds. Further, said failure could result in the later reconfiguration of the Corridor to meet public needs causing unnecessary future delay and expenditures. This memo is meant to ensure that the best decision is made prior to implementing the Plan in earnest.

II. Ingress and Egress from NC 54 to Downing Creek and Little John Road Neighborhoods

The C-2 alignment will have an immediate detrimental effect on ingress and egress on properties lying south of Hwy. 54. The C-2 alignment calls for a grade level light rail crossing at Barbie Chapel Road (south of the Hwy. 54 Intersection), and continuing across the entrances of the Downing Creek and Little John Rd (Sherwood Forest) neighborhoods and the future Hillmont development project (the "South Section"). This will cause an immediate detrimental impact to South Section Residents and commuters using Barbie Chapel Road. This configuration would cause additional delays and would provide no relief for the congestion problems plaguing the Corridor. On the contrary, the C-1 alignment would have much less effect on the ingress and egress to the Meadowmont Subdivision (the "North Section") since the rail

line would cross prior to reaching Meadowmont Lane over an area presently used for both commercial and residential traffic. Further, Meadowmont possess two other entrances along NC 54 while Downing Creek and Sherwood Forest contain only one entrance on NC 54. In other words, the C-1 proposal would have little impact to ingress/egress to Meadowmont residents while the C-2 proposal could have a severe impact on the ingress/egress of Downing Creek and Sherwood Forest residents.

More significantly, the C-2 proposal seems to run contrary to the "super street" planned for the intersection of Barbie Chapel Road and NC 54. The Highway 54 Corridor Study calls for replacing the present intersection with an overpass. This would allow traffic from Barbie Chapel Road to pass over NC 54 and freeing NC 54 traffic from the existing intersection. Said overpass could also be constructed to accommodate foot traffic from the South Section to the North Section at a seemingly small cost.

However, it seems antithetical to place grade level light rail tracks over Barbie Chapel Road (as shown in the C-2 proposal) impeding the use and utility of the planned overpass to both commuter and pedestrian traffic. Further, if the tracks are laid across Barbie Chapel prior to the overpass construction, it could require later reconfiguration of the rail line, or worse, prevent the intersection improvements as planned. Simply put, under the C-2 proposal, there seems to be no coordination between the Durham-Orange Light Rail Transit Plan and the Highway 54 Corridor Study Plan's for construction and development.

III. Population Density and Commercial Development Is Already Concentrated in the North Section

The North Section, which includes Meadowmont, was planned, approved and developed in 1995 as a Mixed Use Community. Meadowmont has existing retail (restaurants/grocery), office and governmental facilities (school/ABC Store) as well as high-density and single family residential uses. This present and existing use will likely continue in perpetuity. Meadowmont's Commercial District is the focus of the community and the area containing the highest density of residents. As such, it has become a focus of commercial and social activity for the surrounding Corridor community, which includes the South Section and well as neighborhoods located west on NC 54 going toward Chapel Hill. Further, the Lloyd Property, which lies just east of Meadowmont, is zoned for additional mixed use development. As such, the North Section is likely to see a continuing development and concentration of commercial uses and, therefore, will continue to maintain its focus as the center of commercial and social activity in the surrounding Corridor community.

On the contrary, Downing Creek was approved and developed in the early to mid-1980s as a residential community, with no intent or plan for commercial and mixed use development, and the Sherwood Forest neighborhood predates that. Neither neighborhood contains business, office or commercial development as part of their planning, and do not contain the facilities nor infrastructure needed to accommodate a commercial use. Though a small part of the South Section is zoned for mixed use and part is slated for development (Hillmont), there is no significant commercial use currently in this area. Further, the commercial/mixed use planned on the South Section is diminutive in stature as compared to the present and future commercial/mixed use planned for the North Section - which might also include a mixed-use development on the Lloyd Property. Even if development of the South Section proceeds as planned, it will never reach the level of development which presently exists on the North Section.

Simply put, the North Section is and will remain the center of commercial and civic development for the Corridor. Logically, a transit plan must properly service the area of highest utility and need; a failure to do so will equate to the diminished usefulness of the whole system and lead to future costs and other unintended consequences. Construction of a light rail station on the South Section (as contemplated under the C-2 proposal) will do nothing to service the higher population density and continued commercial vibrancy and usefulness of the North Section.

Failure to leverage the existing and planned use of the North Section will diminish the utility to all. Failure to properly service the North Section's residential population and commercial uses will diminish the purpose of the light rail system, namely decreasing traffic congestion on the Corridor, decrease automobile traffic into Meadowmont's Commercial District and increase accessibility of the area to other light rail users. Logically, making it more difficult to access Meadowmont's Commercial District will

discourage use of the light rail system and encourage use of personal transportation and, therefore, continued use of NC 54 as a primary transportation route.

IV. Increased Pedestrian Traffic Crossing of NC 54

By far, our greatest concern with the C-2 proposal is that of public safety. An unavoidable consequence of constructing a light rail station on the South Section is that it will increase pedestrian traffic across NC 54. First, since the North Section has (and will continue to have) a higher population density, a greater number of commuters living in the North Section will be forced to cross NC 54 to access the light rail line. Second, light rail riders will be forced to cross NC 54 to access the North Section's retail, commercial and professional businesses. Regardless of the proposed or eventual development of the South Section, light rail riders still must reach the North Section's shopping and services (Meadowmont's Commercial District/Lloyd Property) which will propagate an unnecessary need for pedestrians to cross NC 54.

With the C-1 alignment, South Section residents would be required to cross NC 54; this is most certainly an insignificant percentage to those potential Meadowmont resident commuters and Corridor community consumers desiring access to the North Section.

It goes without saying that a South Section station will unnecessarily increase pedestrian crossings of NC 54. Logically, and most disturbingly, additional pedestrian crossings will also increase the risk of grave bodily harm (or even death) by automobile collision to citizens using the light rail system. In addition, at present, there is no plan to construct a pedestrian bridge over NC 54 which means a grade level crossing must be attempted - thus further exasperating the risks. It certainly begs the question of whether pursuing the C-2 proposal, over the seemingly less risky C-1 proposal, unnecessarily increases the liability exposure of the approving municipalities and/or Triangle Transit tasked to run the light rail line? This statement is not meant to be provocative or place worry in the minds of decision makers; rather, it is meant to reveal the unforeseen consequences and potential costs of the C-2 proposal and to allow for the best decision to be made for the Corridor as a whole.

Due to the increased burden (and peril) to pedestrians of having to cross NC 54 to access the proposed South Section station or access the Meadowmont Commercial District, fewer people will chose to use the station. This will undermine the central purpose of the light rail line and the Plan; namely, decrease auto traffic on NC 54, decrease auto traffic into Meadowmont's Commercial District (both commercial and residential) and increase access to other light rail riders.

Most tragically, crossing NC 54 will be particularly burdensome on the elderly and handicapped who may have the greatest need to use the light rail system. Furthermore, the presence of an elementary school in Meadowmont raises the possibility that students might use the rail line and, therefore, have to cross NC 54.

V. Unknown Additional Government Expenditures Associated with C-2 Proposal

The C-2 proposal could require additional and unneeded government expenditures to deal with increased foot traffic across NC 54 and reconfiguration of streets to accommodate a future overpass. More than likely, construction of a pedestrian bridge would be necessary to accommodate the increased foot traffic. Also, it is possible a second pedestrian bridge would be needed to provide convenient and safe access to any future development located on the Lloyd Property. The cost of a pedestrian bridge is presently unknown.

Please note, the burden and inconvenience of crossing NC 54 to access the North Section would remain. Since the C-2 proposal would remove the light rail station from the local area's focal destination - Meadowmont's Commercial and Residential Districts - the inherent inconvenience would equate to decreased participation and use of rail services in the local area. If the area is made less accessible, more citizens will choose to drive as opposed to using public transportation. Logically then, increased rail usage would reduce Corridor congestion and, therefore, reduce the risk of injury to those who would still

have to cross NC 54 to access the Meadowmont Commercial District and the North light rail station (i.e. the South District Residents).

Most significantly, from a cost standpoint, it is uncertain how the C-2 proposal will affect or inhibit the Plan's improvements for the Barbee Chapel Road intersection. It is possible that a grade level rail crossing over Barbie Chapel Road could result in later costs associated with moving the light rail line, further elevation of the Barbie Chapel overpass (to accommodate the tracks) or, worst of all, make it impossible to implement the Highway 54 Corridor Study recommendations. All of these possibilities would result in unknown and uncertain future government expenditures needed to alleviate past developmental missteps.

In short, the transportation system should deliver its users to the locations where they desire to go. Any failure to match the needs of transit users will produce unforeseen additional capital costs, reduced efficiency, decreased rider participation and undermine the system's mission and purpose.

VI. Environmental Impacts

There is concern that the C-1 proposal will have a negative impact on the Little Creek Conservation Area located just north of the Meadowmont Subdivision. It is agreed that a full environmental study of both C-1 and C-2 is needed in order to determine the costs associated with pursuing the C-1 Route. In addition, possible alternative routes through the Corridor Area (Center of NC 54 or North of NC 54 Bridge over Lloyd Property) should also be included.

However, any conclusions reached by the upcoming environmental studies must be weighed against the great costs associated with pursuing the C-2 proposal. Notwithstanding the utilization difficulties and potential future costs discussed above, the C-2 proposal could significantly and substantially increase risks to general public safety. In essence we must ask, how extreme must the environmental impacts be to be to justify the increased risks associated with pedestrians crossing NC 54 to access mass transit? We would venture to say that the environmental impact would have to be so extreme, with no possibility of mitigating that impact, as to leave the nature preserve uninhabitable by its flora and fauna. Anything less than this standard would seem to unnecessarily place the public at risk.

VII. Impacts on Area Residents

The construction of the light rail system will have major impacts (both positive and negative) on residents surrounding the Corridor. Many of these impacts will affect area residents' economic interests and quality of life. However, said impacts would affect both the North and South Sections in the same manner. For example, the noise produced by the rail line could be considered a nuisance by nearby residents. Or, some argue that a nearby rail line will decrease adjoining property values. However, these externalities and costs will have the same impact on both areas, depending on which proposal is pursued. These are merely the costs that must be paid for developing the light rail system which only one group can bear. Since only one group can bear the cost and the burden would be equal between the two, said costs should be held equal when comparing the other benefits and burdens associated with the competing proposals. A failure to hold these unavoidable impacts constant would result in favoring one group over another, to the disadvantage of all stakeholders involved.

As noted above, Meadowmont was envisioned, approved and developed with the intent and understanding that it would be the Corridor's premier residential and commercial center and the Corridor's hub of public transportation. This is the reason that Meadowmont has bus stops and additional parking! In effect, a public use was envisioned for Meadowmont; its Commercial District, wide streets and present access to public transportation echo this planned use.

On the other hand, a public transportation hub was never a contemplated use when the Downing Creek and Sherwood Forest neighborhoods were created. Conversely, neither has wide streets, bus stops or a commercial center. Due to these distinct differences, it would seem that any effect on housing prices, would be more significant to South Section Residents.

VIII. Alternative Routes

It is possible that alternative routes could alleviate the issues raised to the C-1 and C-2 proposals. A route running north of the future Barbee Chapel Road bridge taking the light rail track over and across the Lloyd Property is one possibility. Such a route would eliminate the need for pedestrians to cross NC 54 to gain access to the Meadowmont Business District, would not restrict ingress/egress to the South Section Subdivisions, would not interfere with the Intersection Plan and would provide transit access to future development on the Lloyd Property. Further, it could not be argued that a route running just north of the Barbee Chapel Road intersection/overpass would have any greater environmental impact on the adjacent wetland than that of the present C-2 proposal.

Also, a route running the middle of NC 54 would partially eliminate some concerns raised by the C-2 proposal and make the station accessible to both sides of NC 54. However, it would require additional costs to build a pedestrian overpass with central access since it would not eliminate the need to cross Highway 54.

VIII Conclusion

In conclusion, we are gravely concerned that pursuing the C-2 proposal would be a mistake to the detriment of all. In addition to the added burdens on the South Section Residents, the C-2 proposal would undermine the mission and purpose of the NC 54/I-40 Corridor Plan - reducing the Corridor's ever increasing congestion. Further, it could compromise public safety by requiring riders to cross NC 54 to access the North Section. Finally, it could lead to additional government expenditures need to rectify problems associated with pursuing the C-2 proposal. We hope that our efforts allow the committee to reach a studied and equitable decision with regard to light rail corridor. We truly wish for the best result for the citizens of Durham and Orange counties and the future of mass transit between Durham and Chapel Hill.



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Yu Robinson, Cyndy

From: Bob Healy <healy@duke.edu>
Sent: Monday, June 18, 2012 4:54 PM
To: info@ourtransitfuture.com
Subject: Comments of New Hope Creek Corridor Advisory Committee on Portions of the Transit Corridor within the New Hope Creek planning area
Attachments: Resolution by New Hope Creek Corridor Adv. Comm. in Response to Proposed TTA Route v.2.doc; Letter for Natural Heritage Program August 9, 2011.rtf; Letter from NC Natural Heritage program Sept 9, 2011.pdf; New Hope Creek--Minutes for January 12 2012corrected.docx; NHCCAC suggestions for less damaging LRT route.rtf; Map of current and proposed trails in New Hope bottomlands Helen map.png

Dear TTA staff:

(You may have received New Hope Creek Corridor Advisory Committee comments from John Kent. If so, please regard those as the official submission, and ignore these).

I am attaching comments relevant to the TTA scoping process for the Durham-Chapel Hill portion of the proposed project (specifically, the area between MLK and Patterson Place stations) as submitted by the New Hope Creek Corridor Advisory Committee. The committee, set up by the City of Durham, County of Durham, Orange County, and Town of Chapel Hill, advises local governments on the implementation of the 1992 New Hope Creek Corridor Plan.

I would appreciate an acknowledgement of receipt and notification that the attachments have opened correctly.

Many thanks.

--

Robert G. Healy

Professor Emeritus of Environmental Policy and Public Policy Studies Nicholas School of the Environment and Sanford Institute of Policy Duke University Durham, NC 27708-0328 ph. (919) 416-4543 healy@duke.edu

Resolution by the New Hope Creek Corridor Advisory Committee in Response to Proposed “Locally Preferred Alternative” for a TTA Transit Corridor Between South Square and SW Durham Drive, as passed by unanimous vote August 11, 2011 and reaffirmed June 14, 2012

For the last 19 years New Hope Creek Corridor Advisory Committee has worked to advise its four constituent local governments on the implementation of the New Hope Creek Plan, which each adopted in 1992. Those four "founding" local governments are: the Counties of Durham and Orange, the City of Durham and the Town of Chapel Hill. The Committee has, consistent with the Plan, endeavored to keep development out of the floodway and floodway fringe, provide for buffers to protect water quality, maintain or improve wildlife habitats, keep open the corridors that allow wildlife of all types free movement down the streams and stream banks, provide high quality recreational trails for visitors, and encourage educational use of the New Hope ecosystem, which was identified as one of Durham's most important natural resources in the Durham County Inventory of Important Natural Areas, Plants and Wildlife. Financial support of our efforts by governments at all levels, dedication of public land to park use, park and trail development and purchase and donation of land and access rights by developers have to date been well over \$5 million.

We have assumed from the start of our work that some sort of transportation corridor might in the future connect Durham and Chapel Hill. In furtherance of that objective, we have tried through negotiation with developers and testimony at public hearings to encourage increased density along Old Chapel Hill Road and 15-501 [e.g. the apartment complex on Garrett Rd. just north of the Oak Creek Village Shopping Center] and discourage it within the corridor of New Hope Creek and its principal tributaries and along Erwin Road and Garrett Road.

We note that the Corridor on the south side of 15-501 [the “15-501 Bottomlands”] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down the center of it. The stream very frequently leaves its defined channel after rain events and the area, part of it in wildlife significant floodplain pools, stays wet for long periods of time. This constant overflow has created a large block of wetland forest, more particularly a hardwood bottomland forest, which is our special type of wetland in the North Carolina Piedmont. The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the “New Hope Creek Bottomland Forest,” which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Sandy Creek, a tributary of the New Hope, and covered in the New Hope Creek Plan, enters the New Hope from the east in the 15-501 Bottomlands area and also frequently spreads over its banks and creates a distinctive vegetative zone.

The Committee is profoundly concerned about the damage to natural systems and to recreational uses that would be created by any crossings of New Hope Creek or Sandy Creek other than on existing roads and bridges or on elevated structures that are immediately adjacent and parallel to them. We note that the proposed “locally preferred alternative” as mapped (see footnote) would run a rail corridor directly across the heart of the wetland area. The New Hope Creek Corridor

Advisory Committee believes that this routing would produce major and negative impacts on the environment and on recreational use in the New Hope corridor. Specifically—

--the construction of an elevated track on pylons or other structures within the 100 year floodplain south of 15-501 would severely damage the function of wetlands and even the stream course, both by the erection of new structures and by the heavy equipment and temporary roads that would have to be built during construction;

-- The New Hope Advisory Committee, with the support of all the local elected bodies, worked at length to ensure that the newly completed 15-501 replacement bridge over New Hope Creek was re-designed to have a higher and wider opening underneath to allow for people and wildlife to safely pass under the fast and voluminous highway traffic in this area. Any structure built for transit use through the 15-501 Bottomlands at "mid-block" and away from 15-501 or structures along Sandy Creek would present a new barrier to wildlife movement. Removing vegetation, particularly large trees from this high-canopied, mature forest, during and after construction, would make an incursion into the area and fragment contiguous forest interior habitats, which are increasingly rare in urban environments. The area now, in spite of the power line cut essentially parallel to the Creek, offers a macrosite favorable to "large guilds" of interdependent species. Fragmentation would have very significant impacts on these guilds, and would favor common "edge" species over those requiring unbroken forest and den trees;

-- Nearly 15 years ago, the Committee worked with volunteers and with the City and County of Durham to build a nature trail in the bottomlands. It was built with \$30,000 in funding from the National Recreational Trails program, matching funds from Durham, and private donations. The trail now receives significant recreational use, and the NHCACC has plans to increase its educational value through signage and other materials based on a "bottomland hardwoods" theme and consistent with the nature of the land. We have since then collaborated with Durham County and volunteer and community groups to keep it maintained. A transit routing across the corridor near or over this trail would produce noise, vibration, visual distraction and interference with the educational value of our proposed interpretation of the bottomland forest;

--the route as mapped would also require permanent structures and damage during construction in the floodplain of Sandy Creek east and west of Garrett Road;

--according to the Triangle Transit draft Alternatives Analysis, an 18 acre train maintenance facility is proposed for a portion of Patterson Place very close to both the wetland area and to 15-501. This is a quasi-industrial use, with a rail line spur, to and from the LRT mainline, along the slope at the west edge of the 15-501 Bottomlands. Activities at this complex will include washing of transit vehicles and storage and use of a variety of chemicals. It also would surely involve a high degree of impervious surface. Ironically, this property, which is close to a proposed station, would seem to be better suited to high density residential or similar use that would be passenger generating;

---the location of the proposed Patterson Place Station could encourage new development (and its run off) on sensitive lands, in particular from the proposed location just west of SW Durham

Drive onto the 15-501 Bottomlands (and the slopes above them) and downstream onto the New Hope Creek Corridor lands south of Old Chapel Hill Road.

--In general, station location in the vicinity of the New Hope Creek Corridor, including areas near lower Sandy Creek, must foster more intensive use of already developed land and avoid the creation of pressure to develop sensitive lands.

--from a procedural standpoint, members of the NHCCAC participated in public meetings sponsored by TTA and raised these concerns. We also invited TTA representatives to attend our April meeting and discussed our concerns with them. Despite this input, the corridor listed as the "preferred alternative" has not changed, and we believe it will cause much greater negative environmental impact as compared with another routing (see below). We intend to participate in subsequent environmental impact analyses of corridor alternatives. We respectfully request that the corridor routing described below, adjacent to 15-501 be included among the locally preferred alternatives to be analyzed.

--we believe an alternative routing exists that would allow multiple transit technologies, including bus, bus rapid transit, and rail, without producing the negative impacts described above. (see attached PDF) Most of the problems associated with "mid-block" crossing of New Hope Creek could be avoided by locating the transit route immediately adjacent to the south side of 15-501, with the main New Hope Creek transit crossing at the new highway bridge. We understand that the FONSI (environmental impact analysis) for the bridge provided for future construction of a transit corridor directly adjacent to the bridge, on the south side. This is a recently cleared area, the result of construction of the new bridge, that could provide much of the right-of-way. Equally important, access to the site for construction could be obtained by using this cleared area, or (for very large equipment) 15-501 itself. A transit crossing, with an underpass opening as high and wide as the bridge itself, would have a de minimis impact on animal migration routes down the corridor. In addition, instead of adding two new, long, edge areas on either side of a new swath across the 15-501 Bottomlands, as the currently proposed "locally preferred alternative" would produce, the already cleared area along the south side of the 15-501 right-of-way could be used. In addition to reducing disturbance to vegetation, any transit noise and vibration would be confined to an area of existing noise and vibration. There should also be ways to avoid intrusion into the Sandy Creek wetlands and the encouragement of increased density in that environmentally sensitive area.

--Another crossing with fewer environmental impacts would be parallel to Old Chapel Hill Road. It is, we note, the route proposed for the BRT-Low Alternative. (If this technology and route are favored, the Committee would want to be further consulted as the project progressed, especially with regard to the area near the bridge over New Hope Creek.)

In conclusion, the Committee has long been supportive of non-automobile transportation alternatives within the New Hope Corridor. But we are very much opposed to placing transit where it destroys valuable community resources. What we need are transit alignments that will complement, rather than compromise, the wildlife, open space, and recreational values of the New Hope Creek Corridor.

Note: See "Durham-Orange Corridor" (at: <http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/>) and in particular "Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41, and "Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf pp. 17-19 (download version) or pdf pp. 58-60 (DVD version) aka Sheet D-6 through D-8.

Attachments:

- ✓ (1) NHCCAC Suggestions for Less Damaging LRT Route in New Hope Corridor
- ✓ (2) Letter from NHCCAC to State Natural Heritage Program, August 9, 2011
- ✓ (3) Letter to NHCCAC from State Natural Heritage Program, September 8, 2011
- (4) Map of current and proposed trails in New Hope Bottomlands area
- (5) NHCCAC Minutes of Meeting of January 12, 2012

New Hope Creek Corridor
Advisory Committee

<http://newhopecreek.org/>

839 Sedgefield Street Durham, NC 27705

Suggestions for a Less Damaging LRT Route in New Hope Corridor

Consistent with its "Resolution by the New Hope Creek Corridor Advisory Committee in Response to Proposed 'Locally Preferred Alternative'" for a TTA Transit Corridor between South Square and SW Durham Drive, as passed by unanimous vote August 11, 2011 and reaffirmed on June 14, 2012, the NHCCAC has identified the following as an alignment for either of the proposed, fixed guideway, alternative technologies (LRT or BRT-High*) that would minimize direct, secondary and cumulative impacts on resources identified in the 1992 New Hope Plan:

- (1) Across the New Hope Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the 15-501 south side R/W (as close as 13 feet away from the south side of the new, New Hope Creek bridge pair**), using the 1994 transit route reservation.

The distance from the roadway to the limit of the highway right of way is between 71 and 79 feet along the south side of 15-501. (About 64 ft. are mowed, indicating the limited environmental impact that an LRT corridor would have.) There is another 25 feet separating the right of way from the Oak Creek Village Apartments.. We estimate that only feet are required for the transit corridor. Moreover, since fill was placed on the approaches when the 15/501

bridge was rebuilt and widened in 2009, the damage to wetlands will be minimal, and costs of construction will be reduced.

2. Across the Sandy Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the south side R/W of the eastbound off ramp from 15-501 to MLK Jr. Parkway, north of Larchmont Road. We want to point out that our proposal for crossing Sandy Creek is very much like the Sandy Creek crossing under "Rail Corridor B" (incorporated into "Alternative F, Fixed Guideway") from the 15-501 MIS Phase I study. (See attached map.) Further, at the Durham County Commissioners meeting when an addendum study to the AA was first discussed, it was asked by one of the Commissioners that if the study area along 15-501 in the area of New Hope and Sandy Creeks were to be broadened (into a ribbon), shouldn't the expanded study area also include South Square to the east.

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Transit Station and LRT Operation & Maintenance Facility:

3. Siting decisions for transit stations should avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation) that will result from project proposed station locations and transit oriented development. Accordingly the proposed Patterson Place station, located east of Sayward Drive and west and south of SW Durham Drive, is too close to the New Hope Creek Corridor/Floodplain and should be located, we suggest, on the west side of Witherspoon Blvd. See for example, as shown in the adopted SW Durham - SE Chapel Hill Collector Street Plan (see <http://www.dchcmpo.org/dmdocuments/ApprovedCSPNetworkPoster.pdf>).

4. Siting decisions for transit operation & maintenance facilities should also avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation). Accordingly the proposed Patterson Place LRT operation & maintenance facility, with its ingress/egress rail line spur from the LRT mainline,***, is not an appropriate neighbor to the Corridor.

(5) We understand that the purpose of the LRT is both to improve transportation and to increase compact, transit oriented, development along the route. We have above expressed serious concerns both about a crossing of the corridor below 15-501 and the possibility that dense development would be encouraged on sensitive land in the half mile traffic generation areas around MLK and Patterson Place stations (in their present location). We note that running the line adjacent to the south side of 15-501 would make possible a station at the intersection of 15-501 (on the property in SE corner now occupied by Family Fare #262 service station or the vacant property in the SW corner formerly occupied by Darryl's Restaurant. This could serve a large, transit-needy population, including the residents of Oak Creek Village Apartments (aka Garrett Square Apartments and Wellington Apartments) and the recently constructed 235 unit Alta apartment complex on the NW side of Garrett Rd. as well as the second apartment complex bordering it to the north. There is a clear possibility for redevelopment of the Oak Creek Village Shopping Center (NW corner of Garrett and 15-501) and a large tract of land in low value uses along- the south side of 15-501 for more than 500 feet east of Garrett Rd. Making transit accessible to people living on the north side of 15-501 would require a pedestrian bridge. However, we understand that the intersection of 15-501 will eventually be rebuilt as an overpass or underpass (just because of automobile traffic) and a pedestrian crossing, and perhaps the station, could be incorporated into the design.

Notes:

* LRT (Light Rail Transit) or BRT-High (Bus Rapid Transit on a fixed guideway)

** As spelled out in the NEPA FONSI document for the 15-501 bridge replacement project

*** The proposed facility would be located up slope from the NHC Corridor's "Mt. Moriah Bottomlands & Slopes" and "15-501 Bottomlands." The ingress/egress spur would be located east of SW Durham Drive and south of US 15-501 and along the face of the slope just to the west of the "15-501 Bottomlands."

August 9, 2011

Linda Pearsall, Program Director
The North Carolina Natural Heritage Program
1601 Mail Service Center
Raleigh, NC 27699-1601

(919) 715-4195 linda.pearsall@ncdenr.gov

Dear Ms. Pearsall,

The New Hope Creek Corridor Advisory Committee is a body set up in 1992 by the City and County of Durham, Orange County and the Town of Chapel Hill to advise them on implementation of the New Hope Corridor Plan. (1) The Committee is presently reviewing a Triangle Transit draft Alternatives Analysis (AA) study that will identify a "Locally Preferred Alternative (LPA)" for a Light Rail Transit (LRT) "mainline" between Chapel Hill and Durham. (2)

The route currently identified as "preferred" is shown crossing the bottomlands of the New Hope Creek Corridor at a new "mid-block" location, south of 15-501 and north of Old Chapel Hill Road, and running east-west between the vicinity of Garrett Road and Southwest Durham Drive (previously known as Watkins Road). (3) The area of this proposed crossing is identified in the NCNHP's Durham County Inventory of Important Natural Areas, Plants and Wildlife as "the 15/501 Bottomlands," a significant natural area occupying "a highly strategic location within the New Hope Wildlife Corridor... between the New Hope Gamelands and the Korstian and Durham Divisions of Duke Forest." The Executive Summary of the Inventory goes on to state that, the "New Hope Creek Bottomland Forest [which includes the 15/501 Bottomlands as an internal section] contains some of the best Piedmont/Mountain Swamp Forest and Piedmont/Mountain Bottomland Forest remaining in North Carolina. ... The 800-acre site also provides important wildlife habitat." (4)

The Inventory also states (pdf p. 77) that the "15/501 Bottomlands" area is an "extensive tract of bottomland hardwood forest providing habitat needed by forest-interior species," and that it is a "critical link in the New Hope and Mud Creek Wildlife Corridors." It says (pdf p. 21), "the sites that comprise the New Hope Corridor...combine to create a macro-site that is ranked as Regionally Significant, based not only on its overall size and habitat values, but also on its connections to other key refuge areas in Orange and Chatham counties.") It further states (pdf p. 46) "that the sites identified in [the Inventory, of which the 15/501 Bottomlands is one,] still possess functioning ecosystems is probably as much a reflection of the strength of the connection between them as their intrinsic features such as size, forest maturity, of lack of internal fragmentation. In a connected system of natural areas, population losses at any one site can to some degree be compensated by animals moving in from sites where reproduction has been more successful."

The Inventory expresses its concern about threats to connectivity in the area in question. In describing the "Mount Moriah Bottomlands and Slopes," the next New Hope Corridor natural area site up stream (and across US 15-501) from the 15/501 Bottomlands, it states the area's "proximity to the rapidly developing US 15-501 commercial strip also makes it the link in this [corridor] system most likely to break, at least with regard to the more disturbance-sensitive species of wildlife." (pdf p. 58) It speaks of the openness to wildlife of this section of the New Hope Wildlife Corridor being kept, in part, by "the existence of large tracts of unfragmented bottomlands on either side of the highway." (pdf p. 59)

There is an additional concern expressed in the Inventory regarding the floodplain nature of most of the Corridor lands in the area in question. "Buffers areas are ...needed to protect key tracts along even some of the largest expanses of forested habitat found in the region. Despite their size and fairly high level of protection, most of the protected sites along New Hope Creek ... are essentially bottomlands. During the winter floods, most of their acreage can be under water,... [One] of the main consequences of development of the adjoining uplands is that all the habitat available to certain terrestrial species will again become "edge," at least during the late winter - typically during the time when stresses on animal populations are at their greatest." (pdf p. 45)

The New Hope Advisory Committee is concerned that building the mainline of a transit system directly through this wetland ecosystem would have significant negative impacts on the natural functions that have been identified by the Inventory.

The draft TTA document also proposes up slope and to the west of the 15/501 Bottomlands, an 18 acre "Patterson Place Maintenance Facility" with a rail line spur, along the western edge of the New Hope Creek floodplain, to connect the Facility with the LRT mainline, LPA, route mentioned above. In addition to the problem of its covering land up slope from the 15/501 Bottomlands with a significant amount of impervious surface we feel a facility that would wash rail cars and store and use lubricants and other chemicals, a "spill" type land use, could pose special long term negative impacts to the Corridor. (5)

There is also proposed, also up slope and to the west of the 15/501 Bottomlands, a "Patterson Place" LRT station, just to the west of SW Durham Drive. . This is the easternmost, and nearest to the 15/501 Bottomlands, of the several locations considered. (6) It is our opinion that any LRT station area will be the focus of intense development, "crucial to the viability of the LRT project" (as the project proponents put it) and will have potential long term negative impacts on the Corridor. This would be especially so for a LRT station area located just west of SW Durham Drive.

The Committee is profoundly concerned about the impacts to natural systems and to recreational and educational uses that would be created by any crossings of the New Hope Creek Corridor, except where crossings currently exist. (7) Any rail line structures built for a transit system, even elevated, will permanently fragment the Corridor and introduce noise and vibration into it. (8)

The Committee believes there is an alternative route with much less environmental impact. It would go directly adjacent to the south side of new US 15-501 bridge. One clear advantage of this route for an LRT alignment across the New Hope Creek floodplain is that it would avoid not only the new break in the forest canopy but also the two additional edge areas that the proposed "mid-block" alignment would impact, since it would use the existing edge area along the south side of the existing US 15-501 right-of-way. (9) We also believe there are better areas, away from the slopes above the Corridor lands, than those proposed for an LRT maintenance facility and a transit station.

The Committee is writing to request the NC Natural Heritage Program to review and comment on the transit corridor proposed by Triangle Transit as it relates to the resources identified in the NHP natural resources inventory studies. It would be most helpful if the Program could answer the question of impacts to the New Hope Creek Corridor of the proposed "mid-block" transit route and an alternative route directly adjacent to the south side of new US 15-501 bridge. Also, comments on impacts to the New Hope Creek Corridor of the sites proposed for an LRT maintenance facility (and connecting rail spur) and a transit station would be appreciated.

Yours truly,

Robert G. Healy
Chair, New Hope Creek Corridor Advisory Committee

Notes

- 1) For the New Hope Corridor Open Space Master Plan, see:

<http://newhopecreek.org/history.html#planpdf> and
<http://newhopecreek.org/pdf/masterplanpg45.pdf>

- 2) For the Triangle Transit draft Alternatives Analysis, see:

<http://www.ourtransitfuture.com/index.php/get-involved/reports/>

In particular, see:

Purpose & Need documents

- Durham-Orange Corridor (PDF, 70 pages, 3.9 MB) and

Conceptual Definition of Alternatives documents

- Durham-Orange Conceptual Alternatives (PDF 61 pages, 3.7 MB)

and for the relevant part of the draft AA report see:

"Durham-Orange Corridor" (at

<http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/>).

- 3) For the preferred LRT route, see "Durham-Orange Corridor"

(<http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/>) and in particular

"Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41, and

"Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf pp. 17-19 (AKA Sheet D-6 through -8).

Note two transit technologies, other than LRT, are also considered in the draft AA for crossing the New Hope Creek Corridor: Bus Rapid Transit (BRT)–High Alternative and BRT–Low Alternative. The first generally follows the LRT Alternative alignment (Fig. 2-3, pdf p. 32, Vol. 1) and the second follows an alignment along Old Chapel Hill Road (Fig. 2-4, pdf p. 34, Vol. 1). (LRT route proposal also at Fig. 2-2, pdf p.24.)

- 4) For the Executive Summary of the Inventory, see:

<http://www.ncnhp.org/Images/Durham%20Exec%20Summary%2011-4-2008.pdf>

- 5) For the proposed 18 acre, "Patterson Place Maintenance Facility," see
"Durham-Orange Corridor"

(<http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/>) and

"Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41,

and see the label "Patterson Place Maintenance Facility," on the aerial map. Also see pdf p. 127 of Vol. 1 for an aerial oblique of the area. In addition see

"Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf p. 10 (AKA Sheet GD-10) and pdf p. 87 (AKA Sheet DO-4).

As to "spill" type land use, like a filling station or a car wash, see item 7, p. 109 of Guidance for Preparing SEPA Documents and Addressing Secondary and Cumulative Impacts (Guidance)(<http://portal.ncdenr.org/web/guest/rules-policies-laws-and-regulations>).

- 6) For the draft AA proposed LRT "Patterson Place" station see pdf p. 127 of Vol. 1, the above mentioned aerial oblique. For locations from previous studies:

First, from the the US 15-501 Phase I Major Investment Study (MIS), see page 2-2 (pdf page 6) of the "Durham-Orange Conceptual Alternatives (PDF 61 pages, 3.7 MB)" mentioned above in note 2, where the proposed station locations are shown as circles. For rail Alignment A, note the circle at the intersection of Old Chapel Hill Road and Mt. Moriah Road. For rail Alignment B, note the circle at the intersection of US 15-501 and Mt. Moriah Road.

Second, from the US 15-501 Phase II MIS, see location near Watkins Road (SW Durham Drive) in "Exhibit VI-II(5 MB)" (http://www.dchcmpo.org/index.php?option=com_content&task=view&id=38&Itemid=35).

And third, see the Southwest Durham - Southeast Chapel Hill Collector Street Plan(http://www.dchcmpo.org/index.php?option=com_content&task=view&id=35&Itemid=35), where the proposed Patterson Place LRT station location is west of Witherspoon Blvd.

- 7) See p. 102 and item 3, p. 103 of the Guidance which state, respectively: "The maintenance of riparian habitat may yield the greatest gains for aquatic and terrestrial wildlife across the landscape while involving the least amount of area." "All utility crossings ...[and we consider an LRT rail line as a type of utility]...should be kept to a minimum, which includes careful routing design and the combination of utility crossings into the same right-of-way... Discontinuous buffer segments can impair riparian functions disproportionate to the relative occurrence of the breaks in the buffer..., and multiple crossings can result in cumulative impacts."

- 8) Because the Charlotte "BlueLine" is an existing North Carolina LRT system, which TTA staff has referenced as being similar to the proposed for Durham-Orange, one may want to check "CHAPTER 13.0 NOISE AND VIBRATION (1.8mb)" in the DEIS for the extension of that system at:

<http://www.charmeck.org/city/charlotte/cats/planning/BLE/Pages/deisstudy.aspx>

- 9) There is a provision on the "green sheet" for the US 15-501 for a route as close as 13 feet away from the south side of the new bridge. See just below:

"Project Commitments ('green sheet')

US 15-501

From North of SR 2294 (Mt. Moriah Road) to South of SR 1116 (Garrett Road)

Durham County

WBS Element 35012.1.1

Federal Project No. NHF-15(8)

State Project No. 8.1352301

TIP PROJECT U-4012

...

Structure Design

The Triangle Transit Authority (TTA) is planning for a railway corridor near the project area. One alternative may be located parallel to US 15-501. If this alternative is chosen, TTA would like their railway to be positioned as close as possible to the bridge over New Hope Creek. Therefore, replacement bridge structures will use a standard wing-wall design, which calls for the wing-wall to extend approximately 3 feet (0.91 m) away from the superstructure. This would allow the railway bridge superstructure to be placed as close as 13 feet (4.0 m) to the U-4012 bridge superstructure.

...

U-4012 Finding of No Significant Impact

November, 2003

Page 1 Of 2"

In addition, in 1994 land on the south side of US 15-501 west of New Hope Creek was reserved for a transit corridor. See the plat at Plat book 132, Page 142.

Go to: <http://rodweb.co.durham.nc.us/>

Click: "Click here to begin search."

COM ID 89/
page 16

Click: "Maps/Plats."

After "Book:" type 132 and after "Page:" type 142. (Leave "Grantor" area blank.)

Click on the html "Instrument Number" (2004907418).

Click on the page icon after "Image: ."

Click: "Retrieve as PDF."

Click: "View the image in PDF format."



COM ID 89/
page 17

North Carolina Department of Environment and Natural Resources
Office of Conservation, Planning, and Community Affairs

Beverly Eaves Perdue, Governor

Linda Pearsall, Director

Dee Freeman, Secretary

September 9, 2011

Robert G. Healy, Chair
New Hope Creek Corridor Advisory Committee
839 Sedgefield Street
Durham, NC 27705

Re: Locally Preferred Alternative Study, Light Rail Transit, New Hope Creek Corridor

Dear Mr. Healy,

Thank you for bringing this matter to our attention. Although we attended meetings during an earlier phase in the development of this project, we have not been informed of any recent progress, including the implementation of a Locally Preferred Alternative Study. You are correct that the selection of alternative routes across the natural area we have identified along New Hope Creek is an issue that concerns us.

In cooperation with Durham and Orange counties, the Natural Heritage Program has documented the ecological significance of the New Hope Creek Corridor in reports going back to 1987. The portion of the corridor that occurs in vicinity of the proposed project is described in both our general natural areas inventory of Durham County (Hall and Sutter 1999) and in a survey of the Corps lands surrounding the Jordan Lake project (LeGrand 1999). Sections upstream are included in our inventory of Orange County natural areas (Sather and Hall 1988; Sorrie 2004) and sections downstream in our inventory of Chatham County (Hall and Boyer 1992). These surveys document the presence of a number of exemplary natural communities and rare species of plants and animals within the New Hope floodplain. Within the immediate vicinity of the proposed project, we have recorded high quality occurrences of the Piedmont/Mountain Levee Forest and Piedmont/Mountain Bottomland Forest natural communities and the State Threatened Big Shellbark Hickory (*Carya laciniosa*). Equally important, these surveys have all noted that New Hope Creek floodplain is an integral part of a much larger system of natural areas, extending from Duke Forest in the headwater area down to the Jordan Lake Game Lands and even farther downstream along the Cape Fear all the way into the Coastal Plain.

As you note in your letter, the citizens, conservation groups, and local governments in the Durham area, along with the State, have already made major investments in protecting the continuity of this corridor. The construction by NC DOT of the new bridge at the US 15-501 crossing of New Hope Creek is one of the most noteworthy examples in the state where efforts were made to accommodate the passage of wildlife beneath the span. The ongoing acquisition of conservation preserves and easements to bridge the gap between Duke Forest and the Jordan Lake Project lands, involving the efforts of multiple parties, has also strongly contributed to maintaining the connectivity along this vast natural landscape.

We hope that these examples will be matched by the careful selection of a route for the Light Rail Transit across the New Hope Floodplain that will minimize as much as possible the disruptive impacts to its wildlife and natural

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ecosystems. We strongly prefer an alignment that adjoins the existing US 15-501 corridor, keeping the disturbance within an already highly disturbed area.

In addition to the direct impacts of the alignment across the floodplain, we have concerns about the potential for significant secondary and cumulative impacts to result from this project. In particular, we note in the Addendum to the Alternatives Analysis that a transit station (Patterson Place Station) has been proposed to be located immediately adjoining the New Hope floodplain on the western side of the LTR alignment that crosses the floodplain to the south of the existing US 15-501 corridor. We also understand that a LTR maintenance facility is being considered for the same general area. Both of these projects have the potential to contribute a significant amount of noise and traffic to this area, as well as other impacts such as water quality degradation. We believe that the selection of sites for these additional projects will be strongly linked to the selection of the preferred alignment of the LTR and should be considered -- along with their potential impacts -- as part of the Locally Preferred Alternative Study.

We are glad to provide information for the Alternatives study directly, and to work with the Durham City-County Planning Department, NC Department of Transportation, Triangle Transit Authority, Army Corps of Engineers, and local conservation organizations, such as your own, to try to identify an alternative that poses the least harm to the New Hope ecosystems. Please let us know if there is any other information that we can supply to you.

Sincerely,



Linda Pearsall, Director

Cc: Andy Henry, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
David King, Triangle Transit Authority
Helen Youngblood, Durham City-County Planning Department
Sheri Bryant, NC Wildlife Resources Commission
Francis Farrell, US Army Corps of Engineers

Legend:

- Greenway Trail, Existing
- Greenway Trail, Planned
- Street Trail, Existing
- Street Trail, Planned
- Rail Trail, Existing
- Rail Trail, Planned
- Other Trails
- Urban Growth Area
- Parks and Open Space
- City of Durham
- Durham Public Schools
- Libraries
- NCCU/Durham Tech

Map Labels:

Orange County, Durham County, Chapel Hill, Carrboro, Durham, North Carolina

Scale: 0 0.5 1 Miles

North Arrow: N

Suggestions for a Less Damaging LRT Route in New Hope Corridor

Consistent with its "Resolution by the New Hope Creek Corridor Advisory Committee in Response to Proposed 'Locally Preferred Alternative'" for a TTA Transit Corridor between South Square and SW Durham Drive, as passed by unanimous vote August 11, 2011 and reaffirmed on June 14, 2012, the NHCCAC has the following comments for the scoping process:

1. An alignment, for either of the proposed, fixed guideway, alternative technologies (LRT or BRT-High*) should minimize direct, secondary and cumulative impacts on resources identified in the 1992 New Hope Plan.

1.a Across the New Hope Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the 15-501 south side R/W (as close as 13 feet away from the south side of the new, New Hope Creek bridge pair**), using the 1994 transit route reservation.

1.b Across the Sandy Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the south side R/W of the eastbound off ramp from 15-501 to MLK Jr. Parkway, north of Larchmont Road.

We also note that our proposal for crossing Sandy Creek is much like the Sandy Creek crossing under "Rail Corridor B" (incorporated into "Alternative F, Fixed Guideway") from the 15-501 MIS Phase I study. (See attached map: MIS15-501PhaseI_Rail_Corr_B.pdf) We feel that route in this area, Garrett Rd east, should be revisited in the EIS effort.

The alignments above involve routes along and within the south side right-of-way of 15-501. Near the 15-501 intersection with Garrett Rd.,

the distance from the south side of the roadway to the limit of the highway right-of-way is 71 feet (west of Garrett) and 79 feet (east of Garrett). At the Oak Creek Village Apartments*** there is also 25 feet separating the outside extremity of the right-of-way from the face of the apartments. At the 15-501 bridge over New Hope Creek, from the outside surface of the wing walls on the bridge end bents, there is a distance of about 64 feet to the edge of the adjoining forest. The area between the bridge and the bordering forest is mowed, indicating the limited environmental impact that an LRT corridor would have. We estimate that only 64 feet are required for the transit corridor, using as reference "Section 07A, LRT adjacent to 15-501; Option with Outside North-Bound Lane Widening," SHEET: Typical Sections (TS) – 04 (pdf page 23 of 33) of: "Durham-Orange Vol 2 Plans and Profiles - Index, Key Index & Typ Sect." from Ourtransitfuture). Moreover, since fill was placed on the approaches when the 15-501 bridge was rebuilt and widened in 2009, the damage to high quality wetlands will likely be minimal, and costs of construction will be reduced.

2. Transit Station and LRT Operation & Maintenance Facility:

2.a Siting decisions for transit stations should avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation) that will result from project proposed station locations and transit oriented development. Accordingly the proposed Patterson Place station, located east of Sayward Drive and west and south of SW Durham Drive, is too close to the New Hope Creek Corridor/Floodplain and should be located, we suggest, on the west side of Witherspoon Blvd. See for example, as shown in the adopted SW Durham - SE Chapel Hill Collector Street Plan (see <http://www.dchcmpo.org/dmdocuments/ApprovedCSPNetworkPoster.pdf>).

2.b Siting decisions for transit operation & maintenance facilities should also avoid potential significant secondary and cumulative impacts to Corridor lands and floodplains (for example, increases in nearby noise, traffic, and water quality degradation). Accordingly the proposed Patterson Place LRT operation & maintenance facility, with its ingress/egress rail line spur from the LRT mainline**** is not an appropriate neighbor to the Corridor.

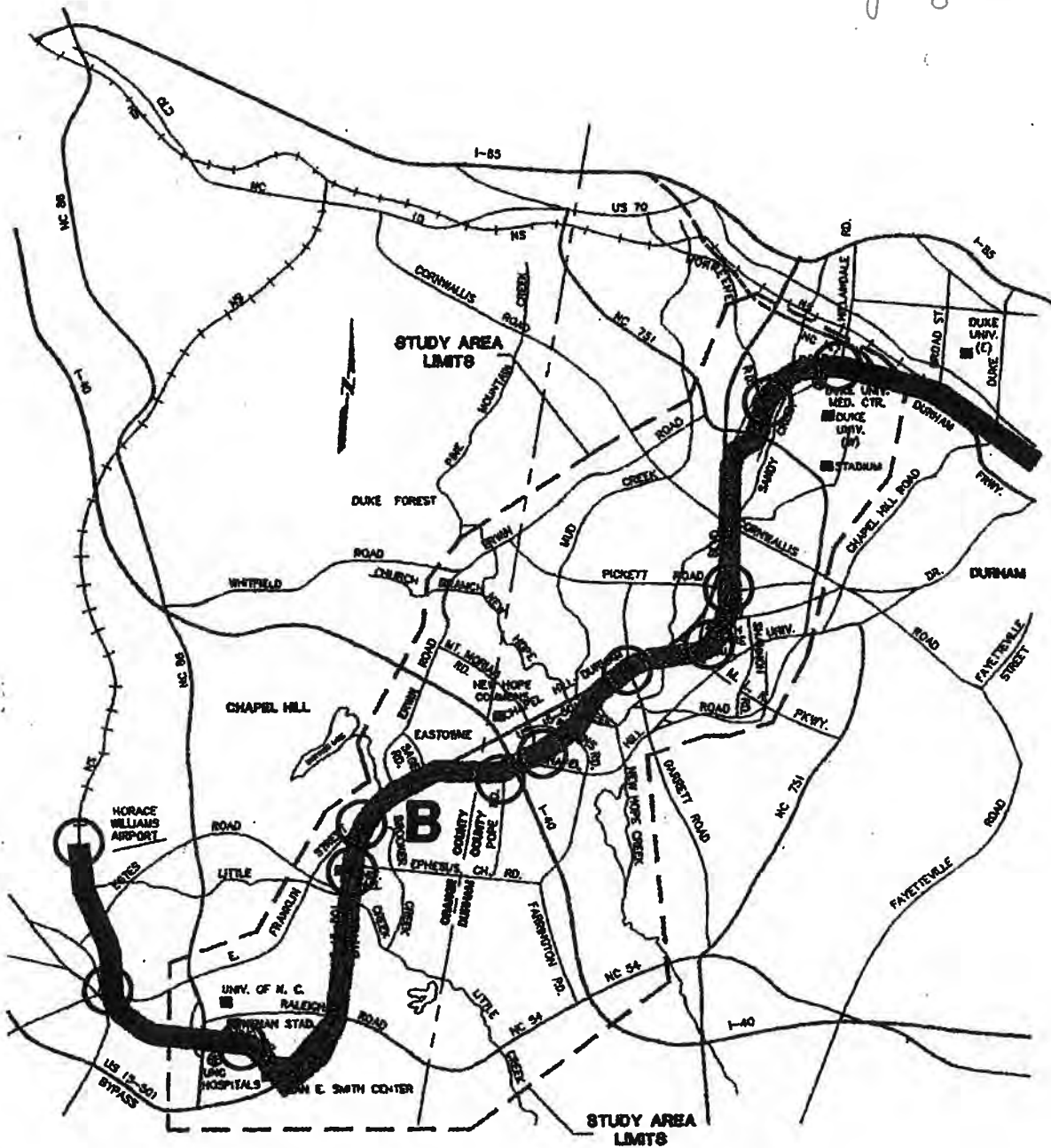
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**EXHIBIT VIII-3
RAIL CORRIDOR B**

267

COMID: 892

Yu Robinson, Cyndy

From: John Kent <jnkent25@gmail.com>
Sent: Monday, June 18, 2012 10:56 PM
To: info@ourtransitfuture.com
Cc: Robert Healy
Subject: Scoping Materials
Attachments: Suggestions for a Less Damaging LRT Route in New Hope Corridor2.docx;
MIS15-501PhaseI_Rail_Corr_B.pdf

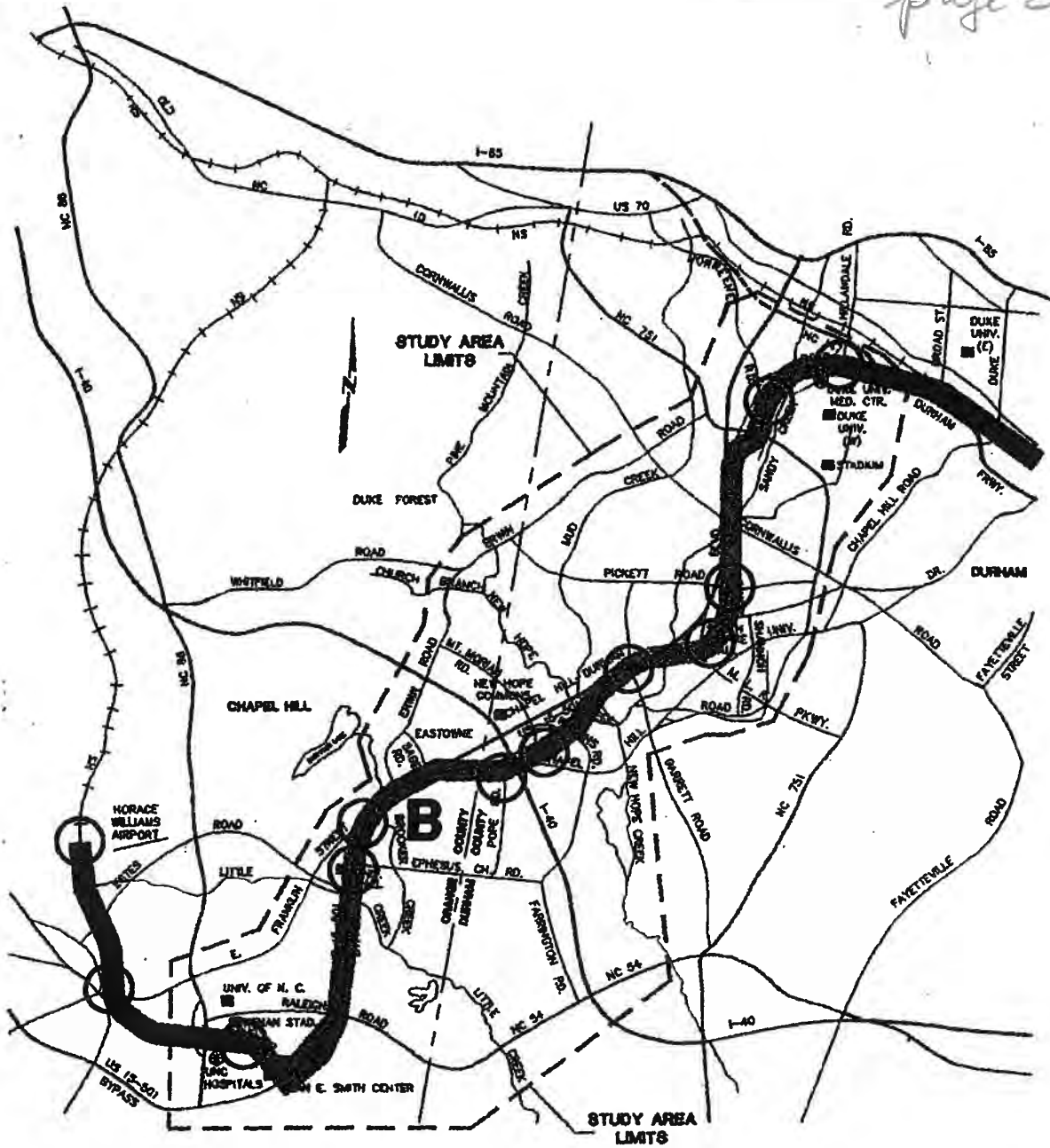
Dear TTA staff:

FYI

John Kent
919-933-5650

John Kent

COM 10 892
page 2



LEGEND



CORRIDOR CONCEPT



STATION



CORRIDOR BEYOND STUDY AREA

**EXHIBIT VIII-3
RAIL CORRIDOR B**

Suggestions for a Less Damaging LRT Route in New Hope Corridor

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1.a Across the New Hope Creek Corridor/Floodplain, the alignment should minimize the disruptive impacts to wildlife and natural ecosystems and keep any project disturbance within an already highly disturbed area. We suggest: within the 15-501 south side R/W (as close as 13 feet away from the south side of the new, New Hope Creek bridge pair**), using the 1994 transit route reservation.

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We also note that our proposal for crossing Sandy Creek is much like the Sandy Creek crossing under "Rail Corridor B" (incorporated into "Alternative F, Fixed Guideway") from the 15-501 MIS Phase I study. (See attached map: MIS15-501PhaseI_Rail_Corr_B.pdf) We feel that route in this area, Garrett Rd east, should be revisited in the EIS effort.

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COM ID 893
268

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:38 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (1/x)
Attachments: University Place Station'JMW.PC9.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 1 (out of a series of comments to be sent with separate emails, all with the above subject line)

There could not be a worse station location than that which has been proposed for the "MLK Station", backing it into the corner at the intersection of Martin Luther King and University Drives.

That station should be located as far down University Drive to the west of MLK, as close to the center of the bulls-eye shown on the attached.

It should be placed as centrally as possible within the already good station area that at present - without any redevelopment/intensification of development - puts:

1,850 apartment units;
the residential communities off Chapel Hill Road, particularly if pedestrian pathways to the station can be created;
and almost 600,000 existing square feet of office space (with considerably more possible)

within convenient walking distance of the 'bulls-eye' shown on the attachment.



The optimum location for the western-most South Square area station is to the west of the proposed station at the intersection of Martin Luther King Drive and University Drive.

It should be placed as close to the center of the 'bulls-eye' shown above, to take advantage of the easy pedestrian access to/from the station from (i) an existing **1,850 apartment units**, (ii) **additional residential units** in the neighborhoods to the SE of the 'bulls-eye' center, (iii) the already **structured-parking-supported BCBS office space** and (iv) the **surface-parked office space** extending south from the bulls-eye (where 235,000 sf. of office already exists).

With transit service, the large-acreage apartment complexes, some of them already quite old, and the surface-parked office represent very valuable TOD re-development opportunities.

COM 15 893
page 3

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:39 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (2/x)
Attachments: South Square Station.PC9.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 2 (out of a series of comments to be sent with separate emails, all with the above subject line)

Relocation of the "MLK Station" to a point further west on the other side of MLK Drive allows the option of 'sliding' the South Square Station closer to the intersection of Shannon and University Drives, which then allows for considerably more convenient pedestrian access from existing large-acreage apartment complexes in the area, which represent future opportunities for redevelopment at higher, more "TOD-friendly" densities.

One of the prime criteria to be used for station siting is convenient proximity to existing multi-family complexes which can provide large numbers of potential 'choice' riders as currently configured, or which represent even greater opportunities to generate ridership if redeveloped at higher, transit supportive densities.

Large apartment complexes in the University Drive corridor represents a form of 'land-banking' that has occurred naturally over the years, and their maintenance of large 'chunks' of land over that time represents an incredible asset for building ridership Durham-Chapel Hill corridor.

Contact information is below.

FYI - I respond most rapidly to text messages and phone calls - I respond to email only when I am back at my desk.

J Michael Waldroup
Boulevard Properties LLLP/
BP Phase2 LLC
5324 McFarland Dr., Suite 450
Durham, NC 27707
(919) 403-5300
mikewald@mindspring.com



South Square Station Location

optimized for pedestrian access from existing large-acreage apartment complexes, which represent significant future TOD redevelopment opportunities in addition to what may occur with redevelopment of the South Square commercial areas.

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page 5

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:39 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (3/x)
Attachments: LHD_SWDD ultimate design.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 3 (out of a series of comments to be sent with separate emails, all with the above subject line)

It appears that the study group/consultant does not have the attached drawing overlaid onto their base mapping. It is based on the recommendations of the "15-5501 Corridor Study", and is an engineering of a feature of the plan that was only presented very schematically in the plan itself.

I strongly suspect that the City of Durham Transportation Department has this same information in an electronic CAD file.

Here is something that should give you some 'handles' on what to ask for from them.

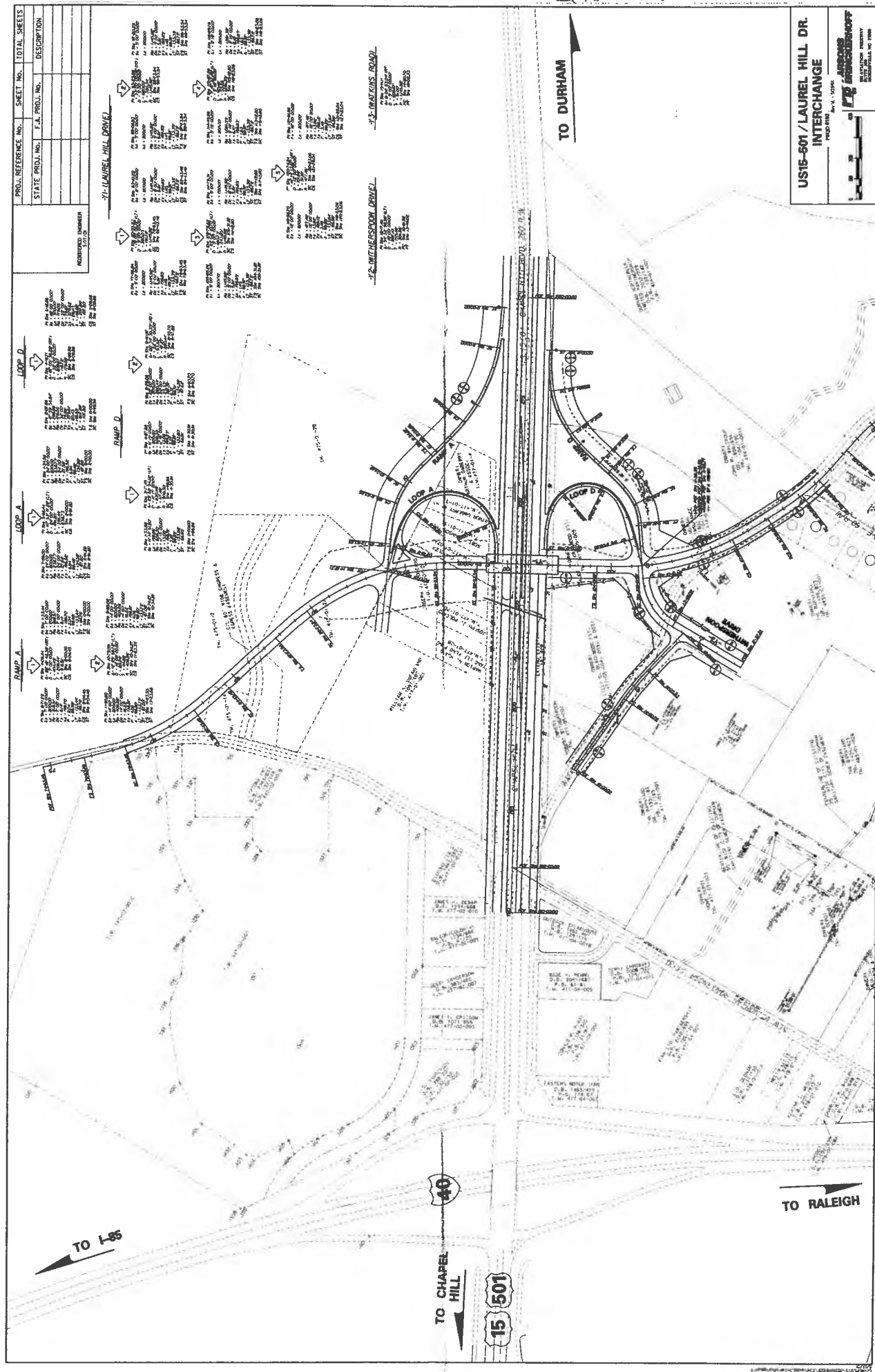
Contact information is below.

FYI - I respond most rapidly to **text messages** and **phone calls** - *I respond to email only when I am back at my desk.*

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Comment 3 attaching
LHP-SW 120 ultimate design

CDM 10
893
page 1



PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
STATE PROJ. NO.	F.A. PROJ. NO.	
DESCRIPTION		
REGISTERED DRAWING		

US15-501/LAUREL HILL DR. INTERCHANGE

PROJECT NO. 15-000000
SHEET NO. 15-000000

LEGEND

- RAMP
- LOOP
- LANE
- DRIVEWAY
- WALKWAY
- BIKEWAY
- TRAIL
- RAILROAD
- WATERWAY
- OBSTACLE
- STRUCTURE
- UTILITY
- VEGETATION
- TOPOGRAPHY
- BOUNDARY
- ADJACENT PROPERTY
- EXISTING ROAD
- EXISTING RAILROAD
- EXISTING WATERWAY
- EXISTING OBSTACLE
- EXISTING STRUCTURE
- EXISTING UTILITY
- EXISTING VEGETATION
- EXISTING TOPOGRAPHY
- EXISTING BOUNDARY
- EXISTING ADJACENT PROPERTY
- EXISTING EXISTING ROAD
- EXISTING EXISTING RAILROAD
- EXISTING EXISTING WATERWAY
- EXISTING EXISTING OBSTACLE
- EXISTING EXISTING STRUCTURE
- EXISTING EXISTING UTILITY
- EXISTING EXISTING VEGETATION
- EXISTING EXISTING TOPOGRAPHY
- EXISTING EXISTING BOUNDARY
- EXISTING EXISTING ADJACENT PROPERTY

COM ID 894
page 7

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 4:43 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (4/x)
Attachments: Alignment alts. through PattPl.PC9.pdf

Juanita/David - please see that these comments get to the right place.

Comment # 4 (out of a series of comments to be sent with separate emails, all with the above subject line)

A corridor has been built into the Master Plan for Patterson Place since its inception - shown as (1) on the attached - and represents the **least disruptive** and very much the **least expensive** alternative for getting from the New Hope Creek floodplain to Mt. Moriah Rd.

(1) is also the alignment selected by the Phase II Major Investment Study.

(2) is an alignment that cuts across the SE corner of the Witherspoon property, requires the removal of Building B-3, cuts future Building B-2 (3) off from its parking, crosses SW Durham Drive at (4), raising separation ("plan") and vertical ("profile") concerns between that crossing and the future on/off ramps of the interchange (5) adopted for SW Durham Dr. x US 15-501.

(6) is an alignment that increases the separation between the interchange and the transit line crossing of SW Durham Drive, with (i) less impact on the Witherspoon property, (ii) more impact on the commercial area across Witherspoon Blvd. and (iii) certainly a very dramatic (to put it mildly) impact on Kroger and its parking.

(6) also splits the hatched 15.4 acre property indicated with (9) and (10), creating the two pieces which have access and "shape" problems. (9) + (10) is shown as being suitable for "commercial" on the Durham Future Land Use Map; an even more valuable use would be for uses that would support either "origin" or "destination" transit trips, putting either "rooftops" or "jobs" on the property and helping drive transit ridership.

Given the very disruptive impacts of the yellow or blue routes, right-of-way acquisition for either the yellow or the blue alternatives can be expected to be considerably more expensive than the alignment identified by the MIS, where some owners would to see it go and could be more helpful in the process of gaining control of the necessary right-of-way.

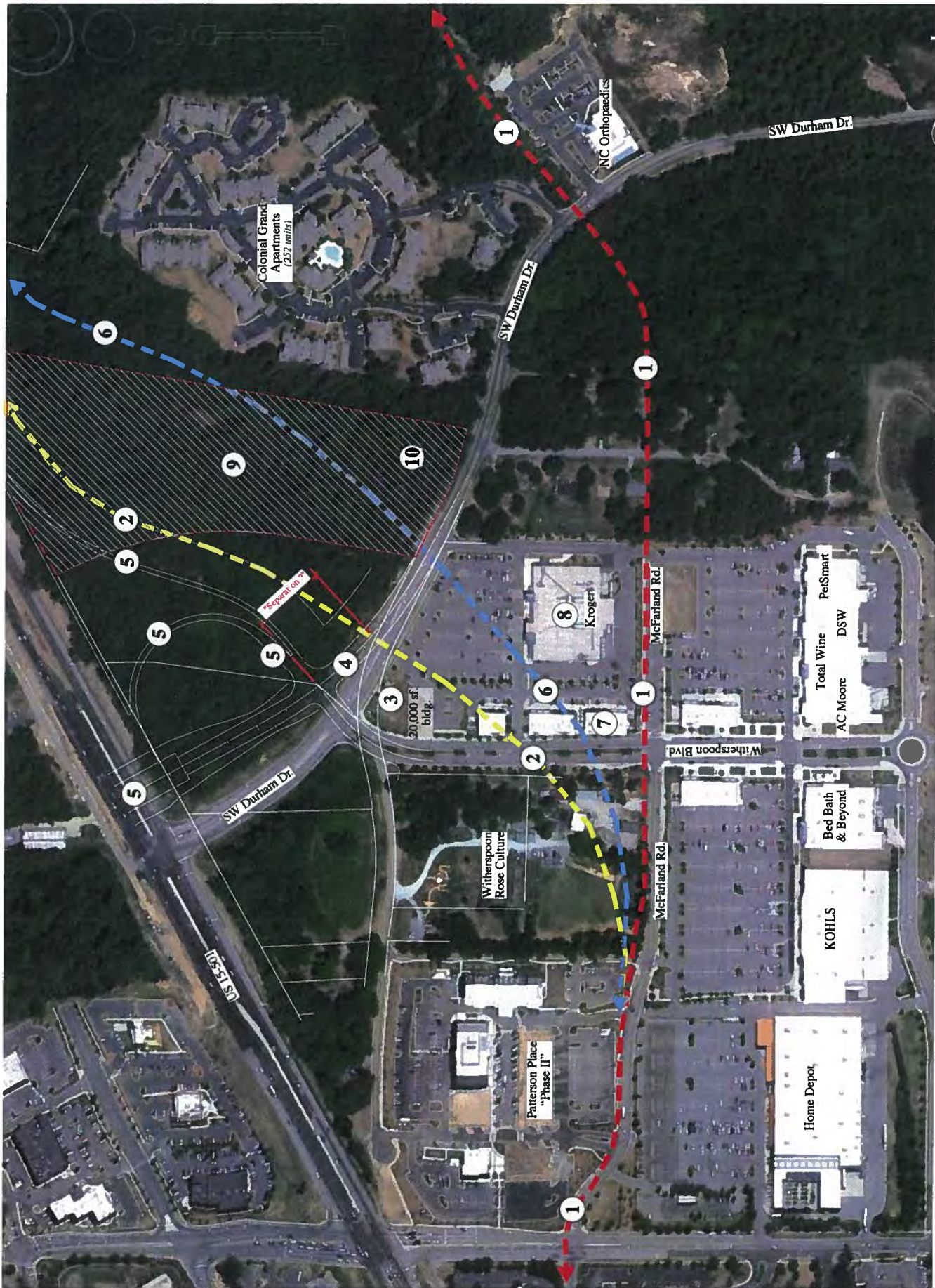
Contact information is below.

FYI - I respond most rapidly to **text messages** and **phone calls** - *I respond to email only when I am back at my desk.*

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mikewald@mindspring.com

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page:

Alternative Alignments Across Patterson Place



Note this page has comments 5 and 6

COM ID 893

page 9

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Monday, June 18, 2012 5:02 PM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (5, 6/6)
Attachments: Path to station.PC9.pdf

Juanita/David - please see that these comments get to the right place. - note that I actually completed the final sentence before comment 6 with this version

Comment # 5 (out of a series of comments)

If one has the objective of making a station area optimally accessible to pedestrians and cyclists, the **western end of the Patterson Place station (9)** should be located at the head of the corridor (2) which has been embedded in its 'master plan', which creates an very direct and convenient corridor linking the station with Five Oaks residential area to the south, allowing existing multi-family development - "Level 51ten" (3), "Lenox at Patterson Place" (5), a future MF site (4), along with zoned but undeveloped areas of Patterson Place (8).

If the station goes in where shown and the spine along (2) is developed, it can become the slow-speed 'heart' of high-density transit-oriented development (TOD), and the future locus for many of the finer-grained retail, food and other services that the surrounding population could gravitate to and sustain.

The extension of Danziger Drive to the east, across SW Durham Drive, creates a corridor that allows pedestrian/bike access to this main spine (2), making the station conveniently accessible along that route or along what will undoubtedly be a busier SW Durham Drive.

The current multi-family residential count shown - developed or approved - totals **1,186** units.

The addition over time of the type of '**liner**' **apartments wrapped around structured parking** that one sees in the Erwin Square and Road areas could easily add another **1,600** + residential units, for an approximate total of **2,800** units, while still allowing for the development of the office and retail/service space approved with the original Patterson Place mixed-use rezoning. At what is probably a conservative 1.5 occupants/DU, that translates into **4,200** residents, many of whom will choose to live in Patterson Place because it is served by transit, with their employment destinations at one end of the line or the other.

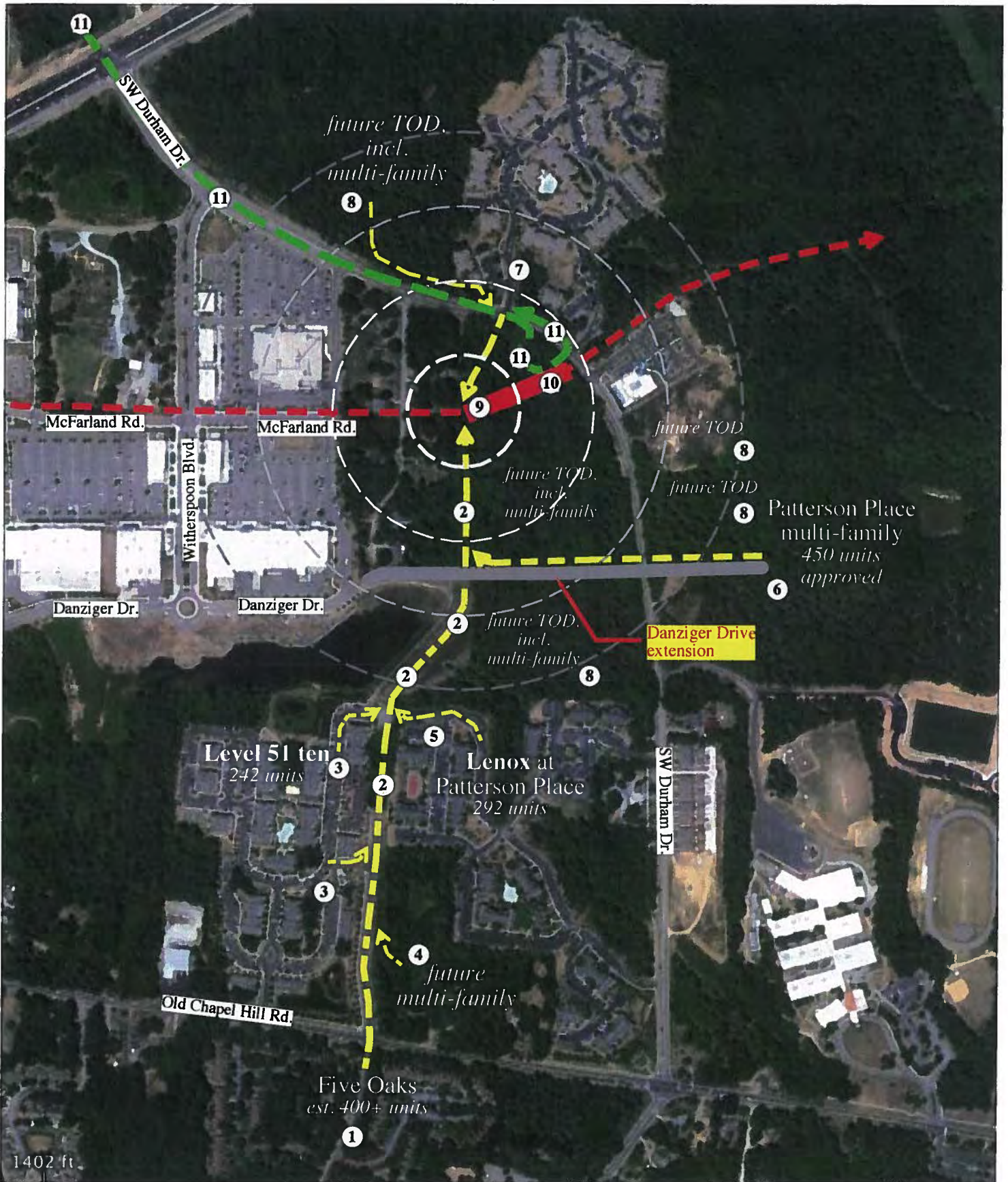
I haven't taken the time to company how any of these figures compare with with the S/E projections for the station area, but I suspect that, at these levels, the Patterson Place station area and its environs could make a significant contribution to system ridership.

Comment # 6 (out of a series of comments)

The current transit corridor proposal contemplates serving the SW and the SE quadrants of the I-40 x 15-501 interchange.

One of the best strategies for serving the other two quadrants would be to run a **high-frequency shuttle (11)** between the Patterson Place Station and the Gateway Station through the other two quadrants (assuming that the bridge across I-40 recommended by the 15-501 corridor study is built).

Having the **eastern end of the station (10)** close to SW Durham Drive, allowing for a quick drop-off and turn around would allow for high-quality service through the other quadrants.



The Optimal Patterson Place
Station Location for
Bike/Ped/Shuttle Access

6/18/12 2:48 PM

Note this page/Email has
Comments 7 and 8 with photos
COM/D 893 page 12

Yu Robinson, Cyndy

From: Michael Waldroup <mikewald@mindspring.com>
Sent: Tuesday, June 19, 2012 10:42 AM
To: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; Andrew J. Henry; Patrick McDonough; Juanita Shearer-Swink; info@ourtransitfuture.com; David King
Subject: Comments regarding Durham-Orange Transit Alignment scoping process (7, 8/8)
Attachments: → Duke Power transmission line.pdf; Human impacts in NHC area2.PC9.pdf

Comment # 7 - The New Hope Creek (NHC) floodplain

Having been appointed as a "landowner's representative" to the New Hope Creek Corridor Advisory Committee in the 90's, and having had property that bordered New Hope Creek since the 80's, I am not unfamiliar with New Hope issues, particularly those affecting the stretch between US 15-501 and Old Chapel Hill Road.

While I can understand the appeal of the arguments advanced by some members of the Committee if all one were interested in was minimizing impacts to what exists in the floodplain along that stretch of the Creek, there is a bigger environmental picture with considerably greater environmental benefits that I hope elected officials and members of the public can keep in mind when considering how to cross NHC.

American city development since the end of WWII has been shaped by the car, and has left us with cities surrounded by suburbia which is proving to be both economically and ecologically unsustainable, and which are now slowly being vacated in favor of more walkable urban alternatives as the demographic tsunami of the 'baby-boomers' migrates into more urban environments where they are choosing to live the rest of their active lives.

The best thing we can do is rapidly adopt strategies that allow for a substantially less car-dependent way of life for an increasing percentage of the population, reducing demand for endless road/highway expansion, parking lot development and low-density sprawl running to the horizon, the latter of which consumes natural areas 100s and 1000s times the extent of impacts of transit in the New Hope Creek basin.

The greatest environmental good:

IMHO, The greatest environmental good is served by (i) developing good transit, (ii) using such transit to re-shape our cities that substantially eliminate the need to own/operate a car and (iii) thereby significantly shifting trips away from SOV use which makes such a high percentage of total trips.

To have the most impact, transit needs to either (i) go where people already are or (ii) where they will be, once transit-friendly development has occurred to support transit service.

Transit should run through the heart of station areas - not be pushed into corners or against barriers to easy bike and pedestrian access from a full 360° of surrounding area.

Putting stations in

- (i) the South Square area close to the intersection of Shannon and University Drive,
- (ii) where suggested in my earlier email - opposite the University Drive entrance to BCBS at University Place, and

(iii) where suggested in the area between SW Durham Drive and Sayward Drive in Patterson Place

places them where convenient pedestrian/bike access is maximized from existing and future development.

Once one has chosen the best station areas, then one **must** link them along an alignment and in a manner that allows for **rapid movement** between them. That short distance between South Square and Patterson Place, while a relatively small percentage of the total UNC < > Duke distance, clearly traverses areas criss-crossed by a variety of creeks but jiggering the transit corridor around so that it doesn't cross any of them will significantly degrade its operations and diminish its ability to attract riders.

If one is going to commit to transit as a user, one wants the system to deliver you to your destination as efficiently and quickly as possible, which translates into making the most direct connections between stations reasonably possible. Such alternatives as one which puts three near-90° curves in the Garrett Rd x 15-501 intersection area, near the midpoint of a run between stations, where vehicles should be moving their fastest, are unrealistic to the point of absurdity.

If this community is going to participate in the investment of more than a Billion dollars in transit between Durham and Chapel Hill, we better build the best 'mousetrap' for catching riders, and that includes making the route as direct and as 'time-efficient' as possible.

The nature of NHC environmental impacts:

Having attended as many public forums and other meetings as I have, I understand that there are objections to a new alignment based on concerns about:

- hydrology and impact of the structures on water flow; *I have to believe that with an elevated crossing, this will be negligible and immaterial.*
- breaks in the forest canopy and that impact on various species; *this has already occurred with the Duke Power line clearing*
- breaks in the canopy and the introduction of invasive plant species; *this has already occurred with the Duke Power line clearing*
- impacts of noise and light associated with transit service; *this will occur, but the impacts will be intermittent and of limited duration, and should be no more 'traumatizing than a host of other non-transit development impacts, the sort of which occur every day along the various creek corridors. As opposed to a road, which typically supports 1,000s of trips per day, this transit line should not run more than a few hundred trips through this area per day.*
- various impacts on or impediments to animal movement parallel to the Creek - *movement under a 30' wide elevated structure is likely to be less of a barrier than having to negotiate the several hundred feet of 'tunnel' at the 15-501 crossing of NHC.*
- the risk of spillage of chemicals associated with operations into waterways - *if the system is electrified, or if it is electrified crossing the Creek, this risk should be close to zero*

Quality of the Creek area midway between 15-501 and Old Chapel Hill Road:

The flood plain area to be traversed by the corridor best suited to link the above three station areas is **subject to significant human impacts**, which is to say that it is **no longer pristine and in anything close to its original natural state, and this will further change with development already approved for areas adjacent to the Creek.**

- Most significant, both as a **break in the forest canopy** and as an area **subject to periodic 'bush-hogging'** is the **Duke Energy power line easement (1)** running for 1,000's of feet in the New Hope Creek corridor from north of 15-501 to north of NC 54. The easement is 68' wide crossing Patterson Place lands, and that much, if not more is kept cleared of significant vegetation by tractors that periodically shred everything in their path.

- As old as it is, I am not surprised to find that **Oak Creek Apartments (2)** has no apparent stormwater treatment facilities on site, despite it being located very close to both Mud and New Hope Creeks and as such, it probably represents one of the larger contributors of untreated runoff to New Hope Creek in its entire basin. The scope of construction of the **transit corridor (3)** should also consider including the installation of new or improved BMPs, if possible, serving Oak Creek, giving it state-of-the art stormwater treatment for the first time in the existence of this **501 unit** complex.

- **Colonial Grand Apartments (4) (252 units)** is built on the rise immediately above the flood plain and serves as sources of light, noise and human/pet impact on the trail system installed by the County et al. on floodplain lands below it extending south to the City Park.

- **Patterson Place (5) is approved for 450 residential units** and additional square footage for non-residential uses on the east side of SW Durham Drive; a very approximate development envelope is shown on the attached; it will come close to tripling the total number of residential units located above the NHC floodplain.

- The new **SW Durham Park (6)** has put a lighted soccer field down at the edge of the floodplain, contributing light and noise to the floodplain edges.

Atonement for environmental transgressions:

I asked Durham GIS for watershed areas within the City of Durham for New Hope Creek and its tributaries, and was provided with the following areas:

Mud Creek - 3,660.77 acres
Sandy Creek - 4,412.66 acres
New Hope Creek - 10,436.09 acres

for a total of **18,509.53** acres, or **28.92 square miles**. *Note that this is only for those parts of the watershed that are within the Durham City limits.*

If the New Hope Creek transit crossing is going to be (i) 'in the air' - on elevated tracks, and (ii) built 'top-down', with concrete supports placed 80-100' apart, for a total distance of xx feet, then it is hard to believe that one cannot find mitigation projects in any of the above three watershed areas which will more than offset any and all of the environmental impacts of the abutments supporting the fixed guideway.

Given all the long-term benefits of delivering the best-possible transit system - which boils down to changing the pattern of future development and getting people out of their cars - there is almost no degradation of the NHC corridor which could sufficiently offset the benefits which should cause the alignment crossing the Creek to be moved from where it was proposed by the Major Investment Study.

Comment # 8 - Evaluate the use (and cost) of modern 'rubber-tire' vehicles on the LRT alignment

In the twenty years since the 15-501 Corridor Study created the necessity of studying alternatives to “major investments” in the 15-501 Corridor, including transit service, the “transit world” has evolved, meaning a variety of new vehicles, utilizing new materials, new propulsion and guidance systems have been developed, and variants will continue to evolve.

I make the final strong comment that I think that once a “light rail” alignment has been established, it should also be considered (and priced) for service by **'rubber-tire' transit vehicles** similar to what is shown with the two attachments below, and that a ‘staging plan’ be developed showing how transit service could ‘grow’, using **'rubber-tire' vehicles and the universal medium of asphalt surfaces**, starting with a higher percentage of the total distance consisting of service in mixed-traffic with traffic signal pre-emption and migrating over time to an almost 100% exclusive ‘fixed-guideway’ for stabilized service, matching what is shown for LRT.

As I understand it, some of these vehicles are ‘hybrids’, meaning that they can use catenary-sourced electricity, or they can run on power generated on-board, which could also save on construction costs, if a catenary system does not have to be installed over the entire length of the corridor.

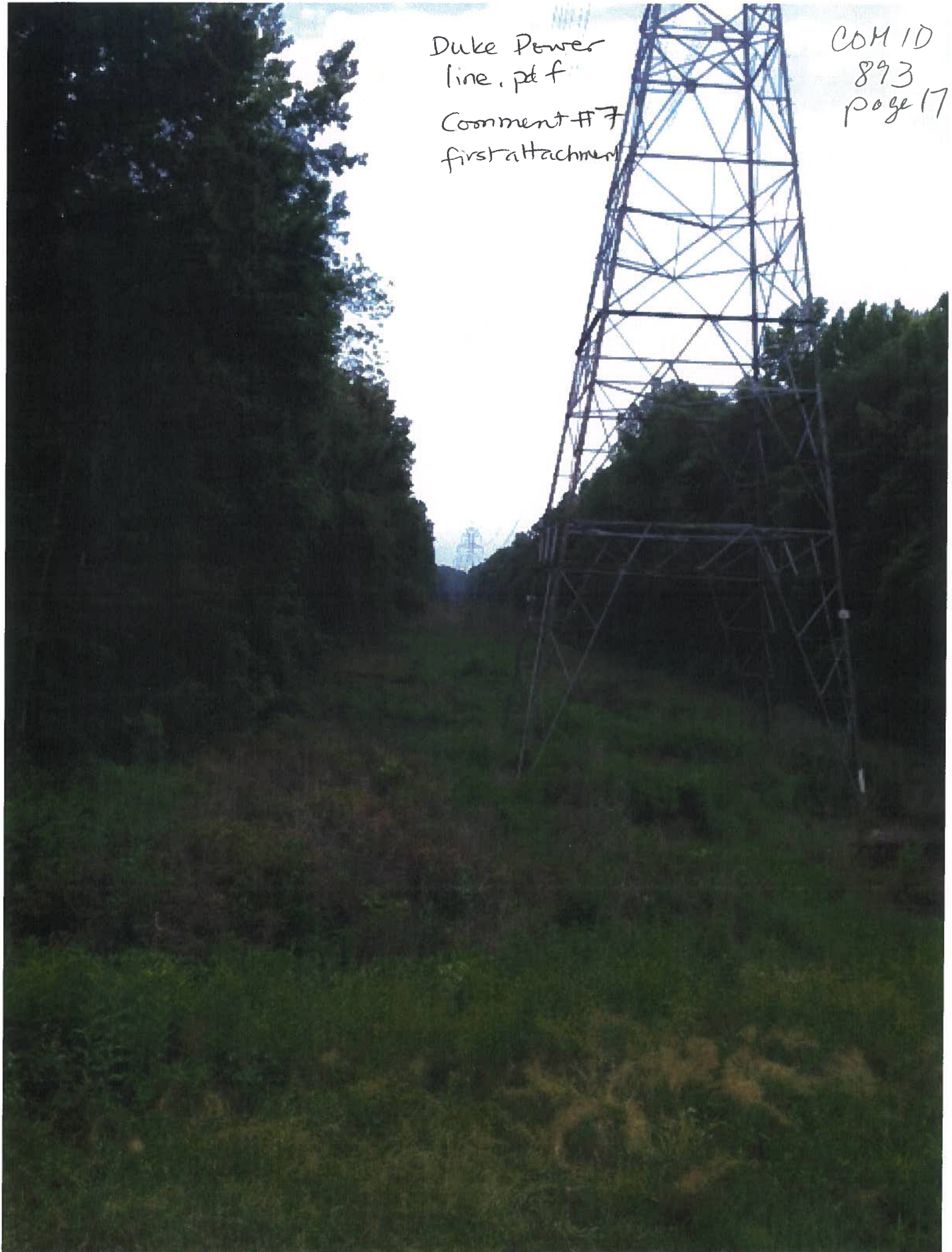


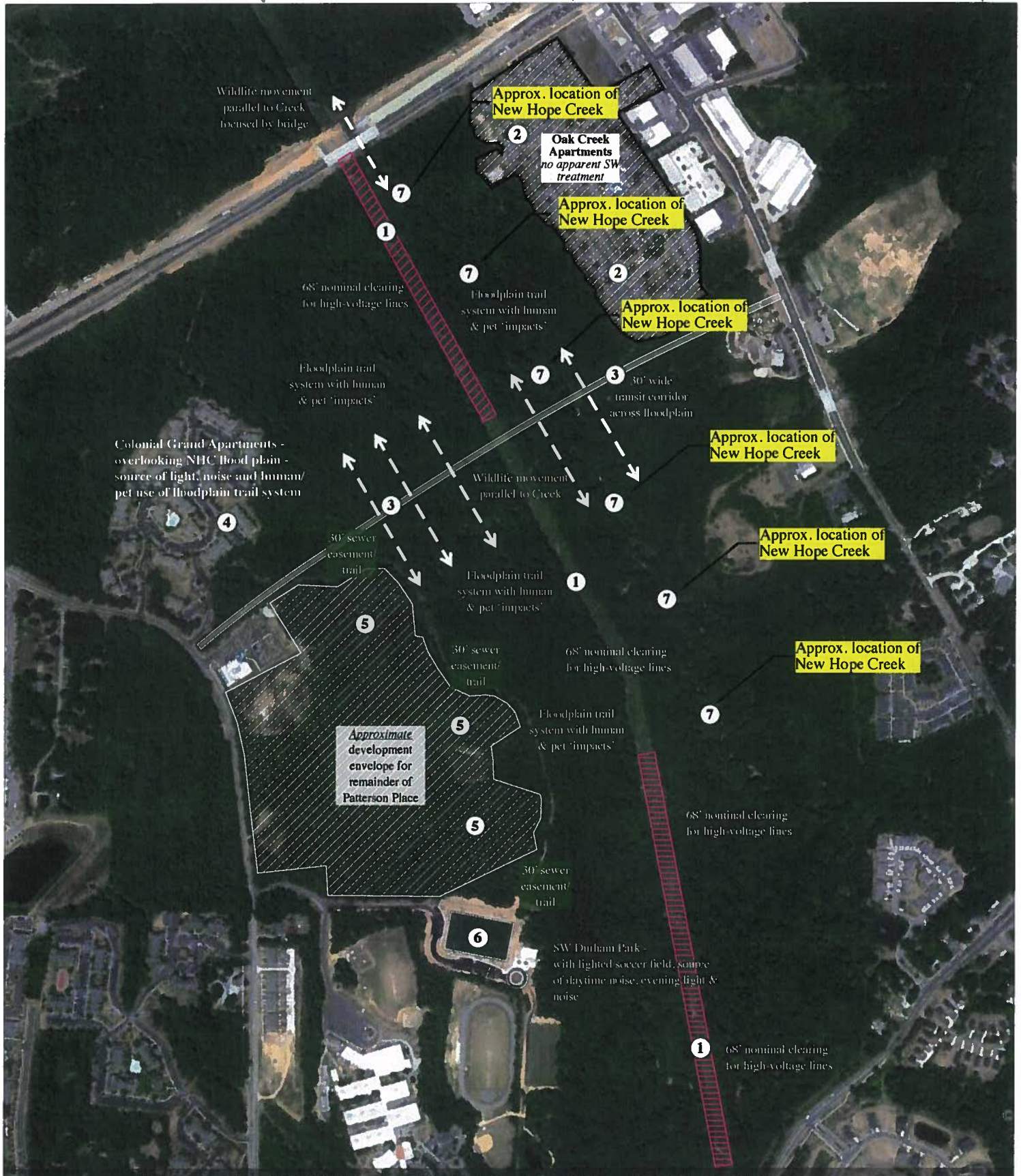
COM ID
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Duke Power
line, pt f
Comment #7
first attachment

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**Existing and Future Impacts on NHCCorridor
in vicinity of Major Investment Study recommended
transit alignment**

COM ID 893
page 19

Yu Robinson, Cyndy

From: Juanita Shearer-Swink <jshearerswink@triangletransit.org>
Sent: Wednesday, June 13, 2012 3:44 PM
To: Yu Robinson, Cyndy
Cc: Weisner, Jeff; Henry, Andrew
Subject: RE: MLK JR Station
Attachments: 2012 04 20 Univ Place Station'JMWaldroup PC9.pdf

Cyndy:

Assuming that we have a way of recording comments which we receive through conversations at the public meetings, etc. . .

The following generally represents input which I have received from Mike Waldroup:

As an alternative to the current location, the DEIS should look at the opportunities presented by moving the MLK Jr. LRT station to the south side of MLK Blvd and the east side of University Drive

- The attach map (with all information sent to me by Mike) identifies residential developments including apartments and townhouses; residents from these developments would be more likely to walk to a station located on the south side of MLK because of the barrier created by the Blvd. The general vicinity of this station and its connectivity network are indicated by the yellow arrows.
- Some of the residential developments are older; market opportunities enhanced by the LRT station could/would increase the likelihood that redevelopment, new development and infill would take place on some sites
- Moving the station south of MLK would increase the spacing between the South Square and MLK Stations which are currently about a ½ mile apart

Juanita

Juanita Shearer-Swink, FASLA
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PO Box 13787, Research Triangle Park, NC 27709
4600 Emperor Blvd. Suite 100, Durham, NC 27703



Learn more about future Bus and Rail Options for the Triangle at www.ourtransitfuture.com

From: Yu Robinson, Cyndy [<mailto:cyndy.yu.robinson@urs.com>]
Sent: Wednesday, June 13, 2012 12:56 PM
To: Juanita Shearer-Swink
Cc: Weisner, Jeff
Subject: RE: MLK JR Station

Juanita,

For now, I'm not going to enter the image provided and wait for an official response from M.W. If he doesn't respond, please let me know what to do with the image. Would you dictate and we annotate it? (I realize the MLK station concept is one that the URS-contractors team produced.)

Thanks, Cyndy

From: Juanita Shearer-Swink [<mailto:jshearerswink@triangletransit.org>]

Sent: Wednesday, June 13, 2012 11:25 AM

To: 'Michael Waldroup'

Cc: Greg Northcutt; Weisner, Jeff; Yu Robinson, Cyndy; 'Henry, Andrew'; Patrick McDonough

Subject: RE: MLK JR Station

Mike:

June 18th is the deadline for scoping comments related to the Durham-Orange LRT Project.

Some time ago you provided us with the attached drawings and in subsequent conversations you have indicated that you thought consideration should be given to an alternative (s) location for the MLK Jr. LRT Station.

Unless you have already sent these comments directly to info@ourtransitfuture.com (or other options listed in the Scoping Information Booklet) I encourage you to send us an email with your ideas and comments related to the attachments.

We look forward to hearing from you.

Juanita

Juanita Shearer-Swink, FASLA

Project Manager

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From: Juanita Shearer-Swink

Sent: Friday, April 20, 2012 11:40 AM

To: 'Michael Waldroup'

Cc: Greg Northcutt; 'jeff.weisner@urs.com'; 'cyndy.yu.robinson@urs.com'; 'Henry, Andrew'

Subject: MLK JR Station

Mike:

Having received the attached University Place Station image from you, I want to make sure that we correctly record the issue/concept that you want us to consider. In the DEIS we will be evaluating alternatives to the current LRT route so this kind of input is very helpful.

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At your convenience would you please put your thoughts down in an email and send it to us? Please copy the other people on this email so that your input is correctly recorded.

Thanks

Juanita

Juanita Shearer-Swink, FASLA
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Triangle Transit
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Site: 4600 Emperor Blvd. Suite 100, Durham, NC 27703
Follow our progress on: www.ourtransitfuture.com
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take it. easy.

From: Michael Waldroup [<mailto:mikewald@mindspring.com>]
Sent: Friday, April 20, 2012 11:01 AM
To: Juanita Shearer-Swink
Subject: Fwd: Please call to discuss

It seemed like a good idea at the time.....

Looking back to 1992, patience has been absolutely necessary for sanity.....

Begin forwarded message:

From: Juanita Shearer-Swink <jshearerswink@triangletransit.org>
Subject: RE: Please call to discuss
Date: April 10, 2012 3:17:06 PM EDT
To: 'Michael Waldroup' <mikewald@mindspring.com>
Cc: Greg Northcutt <gnorthcutt@triangletransit.org>

Mike:

I know that I owe you a phone call.


I am leaving for a meeting this afternoon and will be at another meeting out of the office all day tomorrow.

I plan to try and call you on Thursday.

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Thanks for your patience

Juanita

Juanita Shearer-Swink, FASLA
Project Manager
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Phone: (919) 485-7412
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jshearerswink@triangletransit.org
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PO Box 13787, Research Triangle Park, NC 27709
4600 Emperor Blvd. Suite 100, Durham, NC 27703


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From: Michael Waldroup [<mailto:mikewald@mindspring.com>]
Sent: Thursday, April 05, 2012 9:33 AM
To: Juanita Shearer-Swink
Subject: Please call to discuss

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Comid: 894

Subject: NO to a light rail maintenance station

From: Sylvia Leibel <sylvialeibel@gmail.com>

Date: Fri, Jun 15, 2012 11:04 pm

To: info@ourtransitfuture.com

A NO to the proposal that the TTA build a maintenance facility at the current Pepsi property behind a school and a House of Worship.

Our concerns are:

Not conducive to a campus where children are present year round

Pollution

Future development of the Cornwallis site could lead to a greater economic benefits

for the city of Durham.

Thank you for your consideration and interest

--

Sylvia and Bernie Leibel

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From: adi@vt.edu
To: info@ourtransitfuture.com
Subject: Location of transit maintenance facility
Date: Saturday, June 16, 2012 2:26:08 PM

6/17/2012

To whom it may concern,

Ref: A location for the transit maintenance facility

I am writing to voice my deep concerns over the inclusion of a site near the Jewish congregation as a possible site for the location of a transit maintenance facility. The center of activity of the Jewish community of Durham is located 200 feet away from this site, including a synagogue, a school for ages 3-12, as well as a community center. The noise, fumes, and 24 hour activity coming from such a facility would have a very negative effect on the well being of our community. It would disrupt the peaceful nature of a worship place. It would be a detriment to the children at school. It might cause families that use the communal resources to leave and find alternatives elsewhere, thus leading to a loss of jobs for school teachers and community organizers. In fact, this seems to me to be one of the worst places for a transit cleaning facility. It is natural that a choice to build in that location may be seen as disrespectful to a religious community even if unintended as such. I surely hope that such a situation, which may result in bitter feelings for residents, could be avoided. We will be very appreciative of your taking our well being into consideration.

Sincerely,

Adi Livnat
935 Ivy Meadow Lane,
Durham, NC 27707

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Comid: 896

From: ahl
To: info@ourtransitfuture.com
Cc: info@priceforcongress.com; atilhman@priceforcongress.com
Subject: Light Rail
Date: Saturday, June 16, 2012 5:04:17 PM

To whom it may concern

My husband and I have been living in Chapel Hill for over 35 years but our lives very much are divided between Chapel Hill and Durham. We have always felt that we are, and continue to consider ourselves to be, a part of "the Durham-Chapel Hill community". We have been part of the developments in this community, which we have welcomed and enjoyed. But now we need to express our serious reservations to locating the large ROMF (Rail Operations and Maintenance Facility) for the proposed regional light rail line between Chapel Hill and Durham at what used to be the Pepsi plant off Cornwallis Road. My husband and I were informed that this is one of the locations being considered but were surprised to find no mention of service and maintenance on the website for the proposed Durham-Chapel Hill light rail. Likewise, when we attended the information session on May 2 in Chapel Hill, none of the posters, videos, handouts etc. made mention of service and maintenance in spite of the fact that a document entitled "Resolution to approve the locally preferred alternative for the Durham Orange County transit corridor" stated that, and I quote " the location of a Rail Operation and Maintenance facility will be further studied in the scoping and PD/EIS phase..." We did speak to some of the representatives present at the May 2 in scoping session and, in response to our questions, they confirmed that the above-mentioned site is one of several (4 or 5) being considered. They were not forthcoming as to which other locations were being considered, although we suggested that in evaluating options, it would be useful to have this information. I was subsequently told that one of the other locations being considered is in the area of the proposed Patterson Place station. We don't know whether this is correct, since we have been unable to find information on line. But, if true, this would be an ideal location since it is already a business site with lights on all night, lots of traffic etc.

Our reservations about locating the ROSF on the site of the former Pepsi plant are due to its proximity to a place of worship (Judea Reform Synagogue), a school (the Lerner Jewish Day School) and the newly constructed Jewish Community Center (JCC). The effect of a maintenance facility, which by definition would have to be operational 24/7, on activities associated with worship and learning would be devastating. Moreover, the developer who purchased the Pepsi property has plans to develop a residential community in this mid-point between Durham and Chapel Hill. Recognizing the value of the JCC to the Durham-Chapel Hill community, he has proposed to donate three acres to the JCC. The proposed rail maintenance yard will most certainly halt these ambitious plans, which will be a loss to the Durham-Chapel Hill community.

My husband and I became founding members of the JCC because it is a community asset. Its establishment was welcomed and supported by the Mayor of Durham, as well

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as by Representative David Price. The opening of the JCC took place one year ago and already appears to be fulfilling its expected role as a community resource. For example, a significant number of members are not Jewish, diverse groups such as the RTI basketball team, are consistently taking advantage of this community resource. We respectfully ask you to please be considerate of our center or worship, our learning facility and of our gift to the Durham Chapel Hill community in the form of the JCC. Please, don't jeopardize the future of this community resource..

Arie and Anita Lewin
P.O.Box 3483
Chapel Hill NC 27515
919-967-6407

From: Celeste
To: info@ourtransitfuture.com
Subject: Light rail
Date: Saturday, June 16, 2012 4:32:00 PM

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To whom it may concern:

Comid: 897

I am a Pickett Park resident and I support Alternative 1 for the light rail. The other initiative comes too close to our homes here.

Thank you for your consideration.

Celeste King
2822 Pickett Road #135
Durham, NC 27705

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Comid: 898

Subject: Proposed light rail ROMF**From: Eric Wittle <ericw@wittle.net>****Date: Sat, Jun 16, 2012 6:59 am****To: info@ourtransitfuture.com**

I'm writing to oppose the Western Bypass proposed site for the light rail regional operations maintenance facility (ROMF). My children attend the Lerner Jewish Community Day School immediately adjacent to this proposed site, and I am a member of the Levin Jewish Community Center also located immediately adjacent to the proposed site. I share the concerns of many others that the ROMF will be a disruptive to the educational and community environments that our community has worked for years to establish. I strongly recommend that you pursue other alternatives for the ROMF.

-Eric Wittle

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Comid: '899'

From: Aaron Leff
To: info@ourtransitfuture.com
Subject: no light rail
Date: Saturday, June 16, 2012 7:15:24 PM

We don't not want the light rail maintenance station at the cornwallis location.

Thank you

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"Living better through better living...."