

APPENDIX E SCOPING COMMENTS

PART 1: SUMMARY OF COMMENTS

**Triangle Regional Transit Program
Scoping Phase Comment Period – May 2 through June 18, 2012
Public Comment Summary**

DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT

Introduction

This report summarizes public comments on the Durham-Orange Light Rail Transit (D-O LRT) Project received as part of the Triangle Regional Transit Program (TRTP) Scoping Phase outreach effort. Conducted between May 2, 2012 and June 18, 2012, this effort included two public workshops as well as multiple print and online announcements indicating that comments would be accepted via email, phone, postal mail, and the project website. This summary includes the following elements:

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

Methodology

Comments were received through a variety of methods during the Scoping Phase and entered into a database that captured general information about the commenter, method of comment receipt, and content of the comment. Comments were categorized by defined topic areas as a part of the database entry process and for purposes of summarizing key issues identified by Scoping Phase comments. When a single correspondence addressed more than one topic area, each topic area was noted; for this reason, the sum of comments for individual topic areas exceeds the total number of correspondences.

During the two public workshops, participants were encouraged to provide their input via written comment forms, the U-Pointer mapping software, and a court reporter transcribing verbal comments. Two-thirds of attendees at the two workshops (36 of 54 participants) submitted comments through one or more of these methods. In addition to the public workshops, comments were accepted throughout the comment period via email, telephone, postal mail, and an online form. Table 1 shows the number of comments received by method of receipt.

Table 1: Number of Comments Received by Comment Method

Comment Method	Number of Comments
Public workshop (including comment forms, transcribed comments, and U-Pointer comments)	50
Email	144
Postal mail	45
Website/online form	23
Project hotline	11
Fax	1

A total of 274 comments were received during the Scoping Phase. All comments were entered into the TRTP Comment Database, an online resource developed specifically to record correspondences for this project. Each comment was entered as a separate database record with general information (e.g. date, method of

delivery), contact information, a summary of comment content, categorization into one or more of 15 topic areas, and workshop feedback (if applicable). A PDF of the original comment in its entirety was uploaded with each record.

If multiple, identical comments were sent by the same person on the same date via different methods, these comments were counted only once. However, non-identical comments submitted by the same person—often on different dates and via different methods—were recorded as separate correspondences. This approach avoids double counting while still reflecting active and persistent public involvement. A description of the comment entry methodology is included in the last section of this report.

Within this report, all comments are presented in summary rather than as verbatim excerpts of the comments as they appeared on the original comment forms/transcripts. A compilation of all comments received in their original form is included in Appendix E.5.

As stated previously, a total of 274 comments were received from the public. Although the majority of commenters were individuals, representatives of several organizations provided comments on behalf of their group and thus represented the views of a larger constituency. Specific groups include:

- Cedars of Chapel Hill Retirement Community
- Downing Creek Community Association
- Durham Bicycle and Pedestrian Advisory Committee
- Durham Chapel Hill Jewish Federation
- Durham Inter-Neighborhood Council
- Durham Open Space and Trails Commission
- Durham-Orange Friends of Transit (DO Transit)
- Friends of the Little Creek Bottomlands
- Judea Reform Synagogue
- Lerner Jewish Day School
- Levin Jewish Community Center
- Meadowmont Community Association
- New Hope Creek Corridor Advisory Committee

The views of these listed organizations will be highlighted as appropriate throughout this report.

Trends by Topic Area

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

- | | | |
|----------------------|--|--|
| • Corridor Location | • Natural Resources | • Service |
| • Cultural Resources | • Noise and Air Quality | • Social Aspects (e.g. community cohesion, equity, public participation, basic services, etc.) |
| • Funding | • Other | • Stations |
| • Growth Management | • Purpose and Need | • Visual Resources/Aesthetics |
| • Land Use | • Rail Operations and Maintenance Facility | |
| • Economy | | |

The distribution of comments by topic area is shown in Figure 1. Additionally, for each comment it was noted when a commenter expressed explicit support or opposition for the D-O LRT Project as a whole.

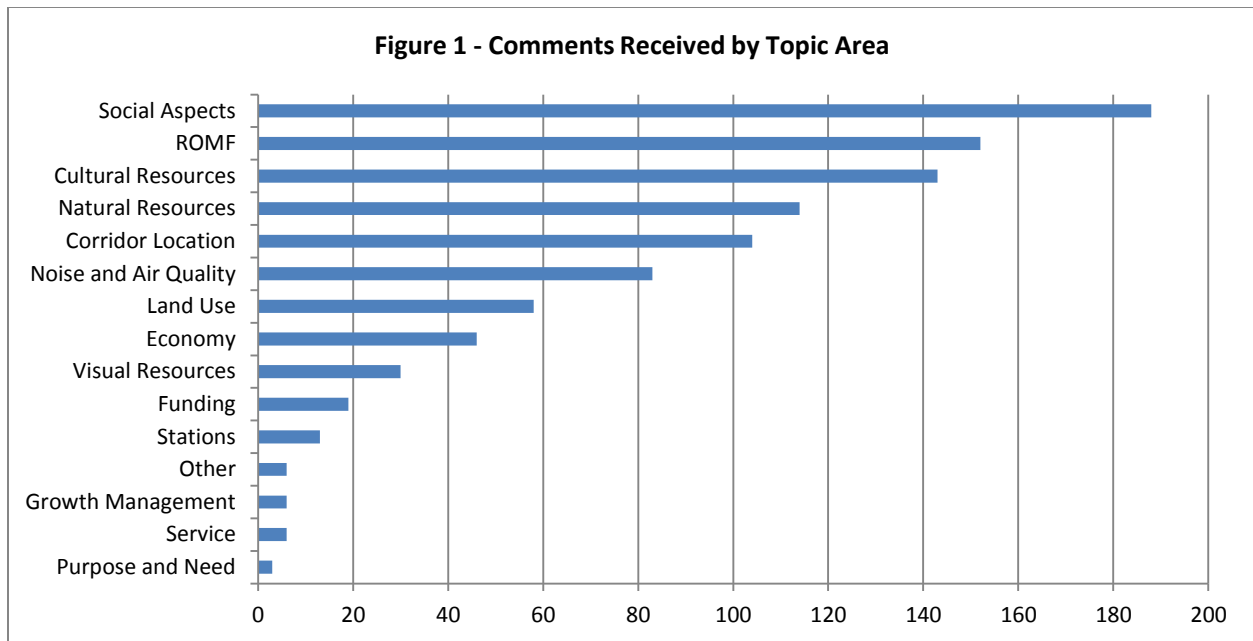


Figure 1 demonstrates that comments most frequently addressed Social Aspects (188 comments), the ROMF (153), Cultural Resources (143), Natural Resources (114), and Corridor Location (104). However, it is important to note that 99 percent of the comments addressing Social Aspects were primarily related to either the ROMF (144 comments) or Corridor Location (42 comments), or both topics, with concerns including safety, community cohesion, gathering places, and access to basic services. Similarly, 97 percent of comments attributed to Cultural Resources were primarily related to the ROMF (138 comments); these comments focused on the presence of religious institutions, particularly the Levin Jewish Community Center and Judea Reform Synagogue near the proposed ROMF site on Cornwallis Road. Table 2 demonstrates that for most topic areas, relatively few comments were received that did not address Corridor Location (most commonly C1 vs. C2) or the proposed ROMF location. When considered separately from Corridor Location and the ROMF, Stations, Land Use, and Service are the most common additional topic areas.

Table 2: Comments Related to Corridor Location, ROMF, and Other Issues by Topic Area

Topic Area	Total Comments	Comments Related to Corridor Location	Comments Related to ROMF	Other Comments
Social Aspects	188	42	144	2
Cultural Resources	143	4	138	1
Natural Resources	114	60	49	5
Noise and Air Quality	83	7	76	0
Land Use	58	35	17	6
Economy	46	17	24	5
Visual Resources	30	3	27	0
Funding	19	15	1	3
Stations	13	6	0	7
Other	6	0	0	6
Service	6	0	0	6
Growth Management	6	5	0	1
Purpose and Need	3	0	0	3

While the majority of comments focused on the individual components and/or effects of the project, some commenters expressed their support for or opposition to the DO-LRT Project as a whole. Forty-five comments (16 percent) stated support for the project. Only three comments (1 percent) noted opposition to the project, with stated reasons including environmental impacts and the costs relative to improving bus service.

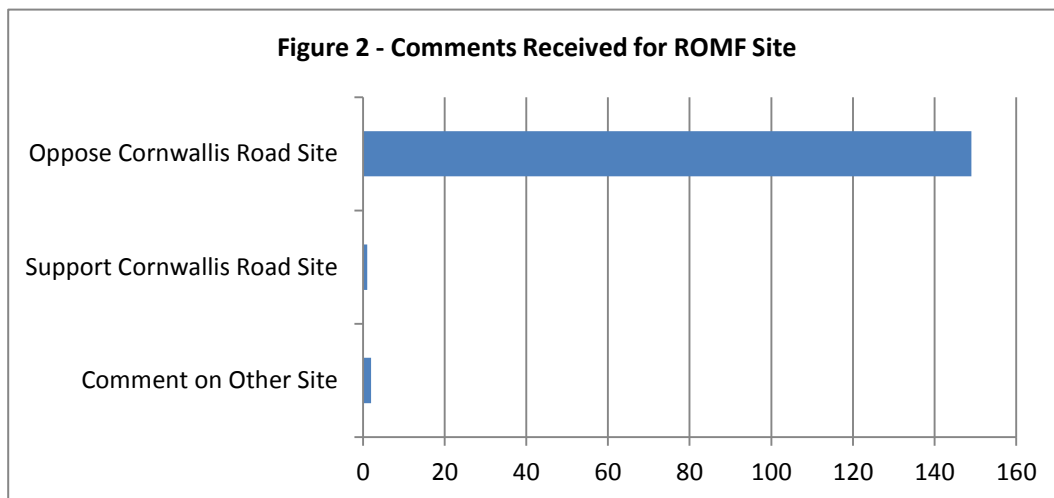
Across all topic areas, the most commonly stated positions are as follows:

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

Additional details on comments received regarding the ROMF and Corridor Location are presented in the following sections.

Rail Operations and Maintenance Facility (ROMF)

With a total of 153 public comments, the most cited topic area was the proposed location of the ROMF. Nearly all of these commenters opposed the Cornwallis Road site in Durham for the ROMF, with only one commenter expressing support for this location. However, even commenters opposed to specific potential ROMF sites, including those opposed to the Cornwallis Road ROMF site, expressed support for the D-O LRT Project in general, with 26 explicitly stating their support for the project as a whole and only one noting opposition. Figure 2 shows the distribution of comments related to the proposed ROMF site.



Opponents of the proposed ROMF site expressed concern with its proximity to the Levin Jewish Community Center (JCC), the Lerner Jewish Day School, the Maureen Joy Charter School, and the Judah Reform Synagogue. The JCC is a new facility that also houses Jewish Family Services, together serving many members of the Durham community. Additionally, the Lerner Jewish Day School serves approximately 150 students. Commenters had the following specific concerns about the proposed ROMF:

- Noise impacts affecting school instruction, religious worship, and community-building activities
- Air, light, and ground pollution
- Visual and aesthetic impacts
- Potential safety hazards for children

- Negative impacts to land use and the local economy
- Limitations to expansion plans that are in place for the JCC and the Lerner School

Organizations writing in opposition to the Cornwallis Road ROMF site included the Levin Jewish Community Center, the Lerner Jewish Day School, the Judea Reform Synagogue, and the Durham Chapel Hill Jewish Federation.

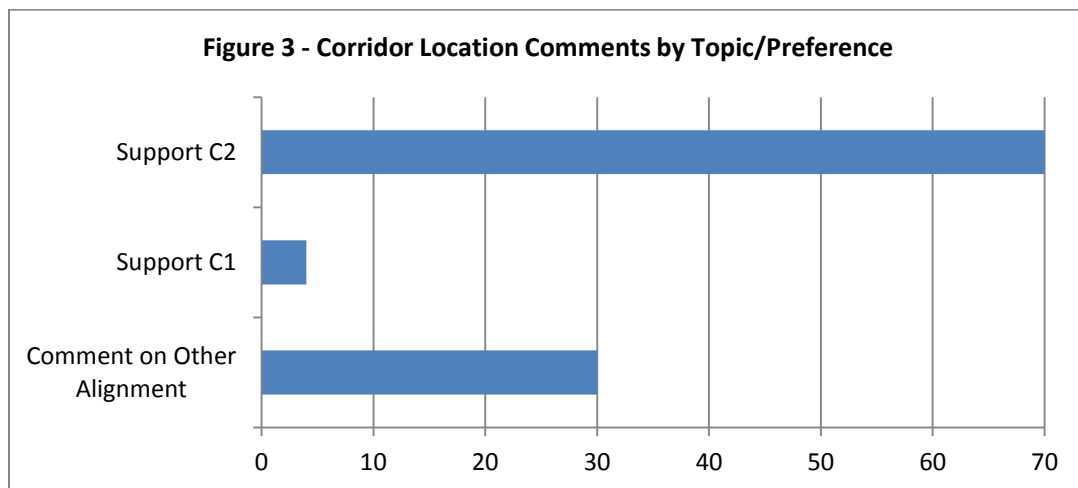
Two comments, including one submitted by a representative of the New Hope Creek Corridor Advisory Committee, opposed the potential ROMF site near New Hope Creek due to runoff and pollution. One of these comments instead recommended locating the ROMF on the west side of Witherspoon Boulevard.

Corridor Location

104 public comments addressed the proposed location and alignment of the D-O LRT Project. The D-O LRT Corridor contains two areas where specific alignment options will be further evaluated in the Draft Environmental Impact Statement (DEIS):

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

The majority of the Corridor Location comments (74) were related to the choice between the C1 alignment and the C2 alignment; of these, 70 were in support of C2 and four were in favor of C1. Figure 3 shows the distribution of Corridor Location comments by alignment option/preference.



A variety of reasons were cited for opposing C1 and supporting C2. The most common reasons include:

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

Supporters of C1 stated that Meadowmont is a “great destination”; that the Meadowmont station would promote walkability and mixed-use development in line with the community’s “core ethic”; that the C2 alignment would have congestion and traffic flow impacts at the Barbee Chapel Road intersection and the Downing Creek neighborhood access/egress point; and that pedestrian and bicycle safety risks would increase due to the need to cross Highway 54.

Four organizations submitted comments related to the C1 and C2 alignments. Representatives of the Cedars of Chapel Hill Retirement Community and the Friends of the Little Creek Bottomlands expressed opposition to the C1 alignment due to environmental impacts, while the retirement community members further cited decreased access to healthcare facilities. The Meadowmont Community Association also expressed support for the C2 alignment due to fewer community and environmental impacts, greater perceived prospects for future growth, and higher ridership potential. However, the Downing Creek Community Association noted opposition to the C2 alignment due to congestion and traffic flow issues, pedestrian and bicycle safety concerns, and the perception that C1 better supports the core values of the Meadowmont community.

Other Corridor Location comments that did not address the C1 and C2 alignments included:

- Opposition to a corridor through the New Hope Creek wetlands and Sandy Creek, and preference instead for an alignment along 15-501
- Support for the DCHC MPO locally preferred alternative (LPA) from South Square to Gateway Stations
- Opposition to D3 due to potential property impacts (e.g. noise, privacy) on surrounding homes, implementation time and costs, and limited evidence that D3 will result in higher ridership
- Concern for increased development pressures and traffic impacts along Farrington Road as a result of the proposed alignment

Two organizations submitted comments related to the New Hope Creek crossing. Representatives of the Durham Open Space and Trails Commission expressed opposition to the crossing through the New Hope Creek and Sandy Creek Corridors, both critical protected wildlife areas. The New Hope Creek Corridor Advisory Committee noted opposition to the alternative that would cross New Hope Creek due to barriers to wildlife movement, pollution and runoff impacts, noise and vibration, and potential development pressures on sensitive lands. Instead, this group recommended an alignment within the 15-501 right of way (south side).

Stations

Following comments related to the ROMF and Corridor Location, comments addressing Stations were the next most common. Seven comments were received about planned stations for the D-O LRT Project, including general considerations and amenities as well as recommendations related to specific station locations. Comments and recommendations are summarized as follows:

- Expand the station study area to 0.8 or 1.0 mile for bicycle and trail improvements (suggested by representative of the Durham Inter-Neighborhood Council and DO Transit)
- Avoid the need to expand stations later by sizing for the correct number of trains now
- Locate stations in populated areas so more people can access them
- Ensure adequate parking at stations, particularly for commuters at the Gateway and Patterson Place Stations
- Provide secure bicycle storage at stations
- Option A at the Medical Centers supports Veterans Administration Hospital access
- Consider stops at Southpoint and RTP

- Consider an alternative location for the parking lot at the Woodmont Station due to the presence of two small businesses on the proposed site
- Consider both stations (A and B) at Duke University
- Site the Patterson Place Station close to businesses
- Consider adding a station at Garrett Road due to the presence of multi- and single-family housing
- Provide service to the Alston Avenue/NCCU Station during the earliest phase of the project to serve low-income populations in this area

Land Use

While the majority of Land Use comments were related to Corridor Location or the proposed ROMF site, six comments were received independent of these issues. These comments most commonly addressed current and future land development patterns and expressed support for transit-oriented development. However, concerns such as development pressures, increased impervious surface, and loss of greenspace were also cited. Specific comments and recommendations are summarized as follows:

- Support for transit-oriented development (TOD), including coordinated TOD efforts and specific development near the Leigh Village station
- Concern that much of the proposed alignment involves the loss of greenspace rather than redevelopment at a higher density (Durham Open Space and Trails Commission)
- Concern that routing the rail line through undeveloped areas for environmental reasons could sacrifice trip capture from developed areas
- Concern for potential increased development pressures along Farrington Road, including an increase in impervious coverage
- Recommendation to protect natural heritage areas and areas of positive community character
- Recommendation to add a station at Garrett Road due to the presence of high-density housing and single-family homes
- Concern that the proposed alignment cuts through the proposed park in the Leigh Village development

Service

Six comments were received related to the service provided by the light rail system. Service comments addressed routes, hours, and other issues, as summarized below:

- Offer after-hours service coordinated with events (e.g. Durham Performing Arts Center, theatre)
- Ensure timely connections
- Provide express routes serving shopping destinations and promotional events
- Invest in bus system improvements rather than light rail
- Consider alternative alignments such as service to Hillsborough, RDU, Pittsboro, the areas north of Duke University/Hospitals, and less populated areas of Orange County where transit-dependent populations live; and service along Highway 54 (with stops at Southpoint and RTP), 15-501, and University Drive
- Serve additional destinations in the Triangle and beyond (e.g. Raleigh, Cary, Whispering Pines, Sanford, Apex, Burlington, Garner, Clayton, Selma, Goldsboro)

Other Topic Areas

In addition to the topic areas described above, individuals and organizations submitted comments addressing natural resources, economic development, social considerations, funding strategies, the project Purpose and Need, cultural resources, growth management, and other coordination and outreach issues. These comments are summarized below. Visual Resources and Noise/Air Quality do not appear in this section because no comments were received for these topic areas independent of Corridor Location and ROMF, as demonstrated previously in Table 2.

Natural Resources – support for light rail in general, stated belief that environmental impacts are outweighed by environmental benefits, recommendation to move forward as quickly as possible from an environmental conservation and climate change mitigation perspective, preference to align the corridor through developed areas in order to preserve habitats and protected wildlife areas, concerns related to increased impervious surface and Jordan Lake watershed restrictions, and concern for loss of greenspace

Economy – consider economic development benefits when evaluating and weighing against environmental impacts; the project will result in economic development (at Patterson Place apartments and other developments) and cost savings for transit users

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

Funding – consider tax increment financing and business improvement districts (suggested by representative of the Durham Inter-Neighborhood Council and DO Transit), extend commuter rail to Hillsborough to increase support for the Orange County referendum, and use funding to invest in bus system improvements rather than light rail

Purpose and Need – general agreement with the stated Purpose and Need, particularly related to traffic congestion relief

Cultural Resources – pay close attention to the Rizzo Property, which contains a number of cemeteries and the historic Meadowmont Farm House

Growth Management – incorporate light rail into future land use plans; conduct an updated brownfields assessment of 15-501 vs. Highway 54

Other – coordinate with developers regarding Leigh Village and the 54 Study, examine transportation technologies to mitigate environmental impacts, demonstrate to the public the consequences of a no-build scenario, and include a multi-use trail between the former South Square area in Durham and the Meadowmont Area in Chapel Hill

Comment Entry and Database Maintenance Methodology

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

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

All comments were submitted directly to URS, where they were transferred into electronic format (scanned copies of handwritten or typed comments) and saved as PDFs. The file naming convention was as follows: YYYY-MM-DD_FirstInitial_LastName. URS then sent the PDF comments to Planning Communities, where the electronic copies were categorized and saved in separate folders based on comment submittal method. Select team members at Planning Communities were responsible for entering the comments into the TRTP Comment Database, an online resource for recording correspondences. These team members participated in several initial and ongoing discussions to ensure consistency and to address questions as they arose. A step-by-step description of the comment entry process is provided below.

First, team members signed into the TRTP Comment Database with their specific username and password. *General information* was then entered for each correspondence, including the following:

- Date comment was received
- Project team member entering the comment
- Method by which the comment was received (website, postal mail, phone, email, CAG meeting, small group meeting, public meeting, or other with a general comment box to explain comment type)

Contact and demographic information was entered next. This included the following:

- Commenter's first and last name
- Organization (if applicable)
- Mailing address
- Email address
- Best future contact method
- Number of years in the Triangle
- Work zip code

This information was included on the written comment forms available at public meetings. However, as other methods of collecting comments did not prompt these questions, this information was not available for all respondents. For example, messages received via email, phone, or fax rarely had contact information beyond first and last name and email address (for electronic messages). Team members entered as much information as was available into this portion of the database entry form.

Next, a *comments box* was provided for a summary of written comments. The method of entry into this box varied according to the method by which the comment was received, as follows:

- Written comment forms were recorded verbatim. Each comment form question was recorded in the comment field followed by the corresponding verbatim response (all three questions recorded in the same field). Three asterisks (***) were used in place of illegible words.

- For visual comments recorded via the U-Pointer software, summary paragraphs were provided by URS and entered into the comment field.
- For emailed comments, the subject line was written verbatim and content was briefly summarized in the comment field.
- Comments received via phone, website, court reporter (verbal transcripts), and postal mail were briefly summarized in the comment field.

For summarized correspondences, team members wrote two- to three-sentence descriptions that captured main areas of concern and relevant points supporting the concern. In all cases, the electronic file showing the full original correspondence was uploaded to accompany the online form.

Comments were then *categorized* into one or more of the following topic areas:

- | | | |
|----------------------|---------------------------|-------------------------------|
| • Corridor location | • Noise/air quality | • Stations |
| • Cultural resources | • Purpose and need | • Visual resources/aesthetics |
| • Funding | • Regional operations and | • Other comment category |
| • Growth management | maintenance facility | • Noted support |
| • Land use | • Schedule | • Noted opposition |
| • Local economy | • Service | |
| • Natural resources | • Social aspects | |

More than one category could be selected based on the correspondence. When a single correspondence addressed more than one topic area, each topic area was noted; for this reason, the sum of comments for individual topic areas exceeds the total number of correspondences.

As previously mentioned, Planning Communities team members met in advance to discuss what each category would cover and also met periodically to discuss questions as they arose.

The next step was to indicate whether the respondent requested a *response or action* by the project team. If a response was directly requested, the “yes” box was checked. This section of the online database form provided fields for team members to describe the action taken and the date the response was sent after follow-up was completed. If no response was directly requested by the commenter, the “no” box was checked.

Additionally, the written comment form asked participants to rate various aspects of *meeting logistics and format* including meeting time, location, and organization. Team members recorded these responses via drop-down menus for each question, with response categories of very good, satisfactory, needs improvement, and unacceptable. Comments related to how individuals were informed of the meeting and which meeting aspects were most useful were entered in open text fields. For all comment types other than the written comment form, this entire section was left blank during comment entry.

Finally and as previously stated, the scanned original PDF files were uploaded to accompany the online comment form.

APPENDIX E SCOPING COMMENTS

PART 2: COMMENT DATABASE REPORT (EXTRACTED FROM APPENDIX E PART 5)

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method	
1	581	Gabriel	Lowe		gjlowe@gmail.com	5/3/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: My concern is with the proposed maintenance facility location of the old Pepsi plant off of Cornwallis Rd by 15-501. This abuts 2 school campuses as well as the Jewish Community Center and Judea Reform Congregation. This will adversely affect these places and the children and families that spend much time there. Please consider alternative locations for this facility.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting,	
2	583	Geoffrey	Geist	Private Citizen	gdgeist2000@yahoo.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I support the LRT but want to meet community needs like cost, ridership, convenience and respect for the environment. And after careful analysis, C2 meets these broad community needs. 2. What environmental and other issues we should consider when evaluating the project alternative?: Doing the least amount of damage to the natural heritage areas; areas of positive character; areas of steep slopes, etc. C2 does for less environmental damage than C1 and should be implemented over a route that has higher costs, lower ridership and far more community impact, negative that is (C1).	-1	-1	0	-1	0	0	0	0	0	-1	-1	0	-1	0	0	-1	0	Public Meeting,	
3	584	Buz	Lloyd		buzlloyd@ipass.net	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I have a personal and vested interest in the development of the light rail corridor between Durham and Chapel Hill with a particular interest in the development of Leigh Village.	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,	
4	586	Tom	Farmer		thomas.farmer@va.gov	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I commute from Chapel Hill to DVAMC on TTA and look forward to riding light rail. I far prefer the Option A stop at the medical centers *** ** then Stop 1. The *** ** stop would significantly limit VA access. Many VA employees (***, too!) commute to work and the stop at Fulton is far more convenient. 2. What environmental and other issues we should consider when evaluating the project alternative?: Nothing is more environmentally friendly or more fuel efficient than steel wheels on steel rails. The best thing we can do for the environment is develop a comprehensive and efficient public transit system. 3. Please share any comments you have regarding regional transit.: I love my 405 TTA Commute. THANKS!	0	0	0	0	0	-1	0	0	0	0	-1	0	0	-1	0	0	0	0	Public Meeting,

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5	587	Michael	Shiflett	Inter-Neighborhood Council Durham - Do Transit	mwshiflett@hotmail.com	5/4/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Not sure if this is PC or not but... I seem to see little, if infrequent at all, participation/involvement with the emerging Latino and immigrant populations which appear to many to be a large percentage of eventual ridership. How can this be improved? Without it, is there a mechanism included to anticipate their impact/participation. Has tax increment financing been included in the list of potential funding sources for various districts that might agree to a BID or improvement district? 2. What environmental and other issues we should consider when evaluating the project alternatives?: When proposing a specific "route" thru environmental sensitive areas, it should be noted what projected impact would doing nothing and/or depending on expanding road and bridge infrastructures caused by even more vehicles coming to the Triangle with a 75 percent increase in population, air pollution, house, tire dust, disruptive construction, increase number of accidents 3. Please share any comments you have regarding regional transit: Number one focus should remain safety. Integrating freight rail (very instrumental to NC states economy). Pedestrian safety/** Signage/ engineering best practices. Would like to see half mile transit station study area be expanded to .08 or a mile for bike/trail improvements. I understand that Charlotte wished that they had designed some of their stations only to accommodate two transit cars, now having to expand them to 3 car stations. Very expensive. Let us not make the same mistake.	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	-1	0	-1	0	0	Public Meeting,
6	588	Janet	Schoendorf		janet@schoe.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: Light rail is definitely needed to relieve traffic congestion. I think stations should primarily be in populated areas, so more people can easily access them. Parking in these areas is also critical so people who do not live within walking distance will be able to use the service easily. 2. What environmental and other issues we should consider when evaluating the project alternative?: Thought needs to be given to preserving natural areas, so there remains in perpetuity habitat for nature animal species and plants. I would prefer to see the rail go through populated and built spaces because that would be where the greatest need and use will take place. 3. Please share any comments you have regarding regional transit.: I am delighted that this is happening. I think it is a good start. I would not like to see the Triangle turn into an LA or an Atlanta. Eventually, I would like to see light rail expanded to the airport and South Point.	-1	0	0	0	0	-1	0	-1	0	-1	0	0	0	0	0	0	0	-1	0	Public Meeting,
7	589	Nan	Friedman	Photo Specialties	nan@psstudiophoto.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Electronic Comments number 3: Our business is at 130 Stancell Dr Chapel Hill near the planned Woodmont Station. There is a map showing a parking lot on top of our property. We want to say we do not want to relocate our business and do not want a parking lot at 130 Stancell Dr. Thank you.	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,		

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8	590	Jerry	Schoendorf			5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I prefer the C-2 option. Thanks for the opportunity to understand and comment on the plans and current options. 2. What environmental and other issues we should consider when evaluating the project alternative?: Please try to not exacerbate the congestion in the area between the Gateway and Patterson Place Stations, where sufficient parking for commuters (to either Duke or UNC) is essential. 3. Please share any comments you have regarding regional transit.: I'm happy to have regional transit but satellite parking options are very limited.	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,
9	591	Geoffrey	Green		geoff-public@stuchegreen.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I am in general agreement with the *** underlying the project and provided comments in prior meetings. 2. What environmental and other issues we should consider when evaluating the project alternative?: A critical environmental consideration is not merely the impact that a given route will have on land but the broader effect that the light rail system will have on transportation choices in the region. Pushing out a rail line to undeveloped areas because of trumpeted environmental concerns would case significant environmental harm due to the lost opportunity to capture trips to and from developed areas and the need to build brand new TOD at an undeveloped site.	0	0	0	-1	0	0	0	-1	0	-1	0	0	0	0	0	0	0	Public Meeting,
10	592	Patrick	Byker	K and L Gates	patrick.byker@klgates.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: I strongly support preferred alignment from Gateway South Square. This needs to move forward as quickly as possible. 2. What environmental and other issues we should consider when evaluating the project alternatives?: The benefits of transit and TOD far outweigh environmental issues. This is a quality of life issue where the good of the vast majority should not be overshadowed by narrow special interests. 3. Please share any comments you have regarding regional transit: We, as a region, need to move forward as quickly as possible to implement TOD projects along the preferred alignment and advocate for light rail construction to start as soon as possible.	-1	0	0	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	Public Meeting,
11	593	Rainer	Dammers		rainer.dammers@yahoo.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I applaud the project and hope it can get accelerated. To ensure success and high number ridership, I believe it is critical to: 1. after operational hours with typical work scheduled but also other events e.g. DPAC; Theater ..., 2.Focus on safe and pleasant access - lite underpasses, off road multiuse paths (specifically Meadowmont), bike stations to provide secure storage for bikes, timely connections, 3. With lots of traffic on 15-501 and 54 being through traffic from Chatham to Durham, Southpoint and RTP, an extension toward Pittsboro and along 54 with stops at Southpoint and RTP should be considered. Especially with the now fully *** out Tobacco Trail connecting Southpoint to downtown Durham and many neighborhoods all the way to Wake County which will provide connectivity via bike to a station there.	-1	0	0	-1	0	-1	-1	0	0	0	0	0	0	0	0	-1	0	Public Meeting,

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12	594	Dan	Jewell		djewell@cjtpea.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Full speed ahead. Please follow preferred alignment from South Square to Gateway Stations. 2. What environmental and other issues we should consider when evaluating the project alternatives?: Local site specific issues should be weighed in the context of what are the lesser environmental impacts on the entire region. i.e.: fewer car trips, less road widening, air quality, and more transit development opportunities. 3. Please share any comments you have regarding regional transit: Light rail, with coordinated bus transit is necessary to accommodate and guide our future growth, and should follow a coordinated effort to plan for transit oriented neighborhoods.	-1	0	-1	-1	-1	0	0	0	0	-1	0	0	0	0	0	-1	0	Public Meeting,	
13	595	Chris	Selby	Durham Resident		5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I agree with the Draft Purpose and Need. 2. What environmental and other issues we should consider when evaluating the project alternative?: I prefer C1 route through Meadowmont, a great destination. It is ironic that most of the objection to C1 in the Alternatives Analysis came from folks who will not be alive with the rail line is eventually constructed. Please consider both stations (A and B) at Duke University. It seems like the Patterson Place Station should be close to the businesses, actually in Patterson Place, not next to it. 3. Please share any comments you have regarding regional transit.: I commute to work daily via the TTA bus system. It works pretty well. I think I would use the light rail system occasionally. Besides Meadowmont, Durham Station looks like a great destination.	-1	0	0	0	-1	-1	0	-1	0	0	0	0	0	0	0	0	0	0	Public Meeting,
14	596	Will	Wilson	Durham Open Space and Trails DOST	wgw@duke.edu	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: DOST strongly opposes a new corridor through New Hope Creek and Sandy Creek, preferring alignment along 15/501, see lines 1 and 2. I personally oppose C1, but DOST has not yet taken a position. 2. What environmental and other issues we should consider when evaluating the project alternatives?: I am disturbed that much of the proposed development involves the loss of green space rather than redevelopment at a higher density. 3. Please share any comments you have regarding regional transit: We need regional transit, but we need to make it happen in a way that does not sacrifice the two remaining sites in the region that are listed in the Durham Inventory.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting,	

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15	597	Greg	Garneau	Durham Bicycle and Pedestrian Advisory Commission	email	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Please build this system as soon as possible. I grew up in L.A. and saw the Pacific Electric Railroad dismantled and the region commit itself to the automobile. Think that the ROW will be tweaked a little but you have the flexibility to do this (now) without Robert Moses style urban removal. Like the placement of stations, might add one at Garrett Road (high density housing plus single family homes in development nearby). Think you have done a wonderful job. 2. What environmental and other issues we should consider when evaluating the project alternatives?: Emphasize the impact of not building this system. Currently this area has the highest carbon loading per person compared to the rest of the US due to the length of commutes on average and size of vehicles. The economic development of the region will be vastly enhanced too. The savings per family for transit users vs. families using autos is considerable. 3. Please share any comments you have regarding regional transit: Most people I know favor the construction, but are skeptical as to the timeline (too long). I keep saying that: this is real and it is going to happen. Then they want to know where the stations will be so they can ride on the system at some point in the future, foreseeable, that is.	0	0	0	-1	-1	-1	0	0	0	-1	0	0	0	0	0	-1	-1	0	Public Meeting,
16	598	Karen	Berman	Judea Reform, Lerner School, Jewish Community Center	kaberman@nc.rr.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: My primary concern is the location of the light rail maintenance facility. I am apposed to the proposed Cornwallis, Pepsi, Site. Adjacent to that property is the Lerner School which has approximately 150 students, the new Jewish Community which also houses Jewish Family Services, the JCC and JFS serve hundreds of Jewish and non-Jewish members of the Durham community. Both JCC and Lerner make extensive use of their outdoor spaces and a maintenance facility would impact that usage negatively. Both institutions have plans for potential expansion that would become impossible if the maintenance facility is located on the Pepsi site. I am a long time member of Judea Reform Congregation. All three institutions serve families and children and the attractive nuisance, light and noise associated with a rail maintenance facility will have detrimental effects on all institutions located on the Jewish Community Campus on Cornwallis Rd.	0	0	0	-1	0	0	0	0	-1	0	0	0	-1	-1	0	0	0	Public Meeting,	
17	599	Rosemarie	Kitchin	Falconbridge	rkitchin@aol.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Encourage developers to coordinate with project team. Especially near Leigh Village Coordination 54 study.	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	-1	0	0	Public Meeting,	
18	600	Bill	Ferrell	Meadowmont Community Association	meadowmont@nc.rr.com	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: Town councils/MPO/commissioners all have voted to move C1 [and] C2 forward - and each have stated that C2 is the preferred plan. However at todays mt. no one would say this complete statement. C2 preferred must/should be added to all comments as it is part of the various agencies statements/vote. 2. What environmental and other issues should we consider when evaluating the project alternatives?: C1 at Rizzo CT *** does not reflect that property has *** cemetery *** it. 3. Please share any comments you have regarding regional transit: Yes, needed.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	Public Meeting,	

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19	601	Steven	Schauder	Jewish Federation of Durham Chapel Hill	sschauder@shalomdch.org	5/2/2012	1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I am concerned about the proposed building of a light rail maintenance station on Cornwallis Road at the site of the former Pepsi plant. The site currently houses a Jewish Community campus that serves thousands of local community residents. The campus was only in construction with the site was proposed so the plans were drawn without understanding the potential impact of the maintenance facility. 2. What environmental and other issues we should consider when evaluating the project alternative?: The issue of light rail noise, pollution of the maintenance facility proposed or Cornwallis Road adjacent to a synagogue, a school and a community center. This will impact thousands of people.	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Public Meeting,		
20	604	Curtis	Booke			5/2/2012	Map comments: C2 tunnel under 54, tunnel under Leigh Village connector streets. Leigh Village: alignment north of *** Pond, Planned Central Park.	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting,		
21	605	Buz	Lloyd	*** R.E. Broker	buzlloyd@ipass.net	5/2/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: Please feel free to refer Leigh Village Developer inquiries to Buz Lloyd, Real Estate Broker, 919 414 0714, buzlloyd@ipass.net, particularly for office campus development. 2. What environmental and other issues we should consider when evaluating the project alternatives?: Getting automobiles off the road. Minimizing reasons for the opposition, Meadowmont. 3. Please share any comments you have regarding regional transit: All for public transit, especially light rail.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	Public Meeting,		
22	606	David	Laudicina	Citizen of Orange County	laud9876@bellsouth.net	5/2/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project?: I think the DO-LRT is a good plan. I have major concern that the referendum in Orange County will pass with so little *** (both services and dollars) to rural orange county residents. Adding the Hillsborough train station is a wonderful addition but the real benefit will be extending the commuter rail to Hillsborough. I believe limited commuter rail service could be established on the single track from W Durham cheaply and easily. I understand this is not a priority and will happen someday in the future but it would be an added benefit to build support to pass the half cent Orange County sales tax referendum in rural Orange County. 3. Please share any comments you have regarding regional transit: The sooner you can connect the Durham Orange Light Rail segment with the N. Raleigh segment the better off the Triangle will be. The current plan appears rather disjointed but I know that will happen quickly once people realize the benefits of the whole system.	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	-1	0	0	Public Meeting,
23	608	Gili	Bethlehem			5/1/2012	Subject: Concern with the use of the Pepsi Plant as the site for the future Operation Maintenance Facility Summary: Commenter is concerned with the location of the regional operational and maintenance facility due to the negative impact on the Jewish Community Center. Commenter is also concerned with the potential pollution and noise implications.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	0	Email,		

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24	609	Eric	Teagarden			5/2/2012	Subject: Comments on the scoping LRT AA meeting on may 2 for PE/DEIS input Summary: Commenter is concerned with the location of option C1 due to the negative impact protected wetland area, Meadowmont is already almost built out, C2 is less expensive, and C1 will have a greater impact on youth and elderly populations. Commenter is also concerned with how C1 will impact active transportation in Meadowmont and the physical environment of Little Creek.	-1	-1	0	-1	0	0	0	0	-1	-1	0	-1	-1	0	0	0	0	Email,	
25	610	Kevin and Michelle	Khan		thekhans@nc.rr.com	5/3/2012	Subject: Durham-Orange Light Rail Transit Project Comment Summary: Commenter is concerned with the location of the operations and maintenance facility due to the negative impact on the Jewish Community Center. Commenter is also concerned with the potential for pollution and noise.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,	
26	611	Michele	Grant		michelegrant1@gmail.com	5/3/2012	1. Do you have any comments on the Draft Purpose and Need for the Durham Orange Light Rail Transit project?: Could not tell, but it does not seem that any of these plans provide a link to RDU, seems that an airport link is critical for getting access in and out of the airport. 3. Please share any comments you have regarding regional transit: See comments above about a link to RDU.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Website,	
27	612	Orit	Ramler		oritramler@gmail.com	5/4/2012	Subject: light rail plant in Durham Summary: Commenter is concerned with the location of the operations and maintenance facility due to the negative impact on the Jewish Community Center. Commenter is supportive of the project but mostly concerned with the impact on the youth.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Email,	
28	613	Ram	Miller		ramron67@gmail.com	5/3/2012	2. What environmental and other issues should we consider when evaluating the project alternatives? I am particularly concerned regarding the planned location of the Operations Maintenance Facility, at the old Pepsi plant. This proposed site will significantly impact on the Jewish community campus that consists of a school, the Jewish community center and a synagogue (Judea Reform). The noise and pollution from a maintenance facility located so close to an elementary school poses an unacceptable risk to the children involved. In addition, the proximity of this site to the Jewish community campus will adversely affect the ability of the this campus to expand in the future, despite the fact that expansion plans have been made and agreed upon by the current owners of the land which the Pepsi plant currently resides. I urge you to find an alternative site for the maintenance facility that will not adversely affect such a vulnerable community.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	Website,
29	614	Daniel	Daum		ddaum1500@bellsouth.net	5/4/2012	Subject: Durham-Orange Light Rail Transit Project Summary: Commenter is concerned with the C1 option due to the negative effects on the wetlands and introducing a train to a residential neighborhood with an Elementary school. Commenter is also concerned with the lack of parking available but is supportive of option C2.	-1	0	0	-1	0	-1	0	0	0	-1	0	0	-1	0	0	0	0	Email,	
30	615	Hayden	Bosworth	Durham Veterans Affairs Medical Center	hayden.bosworth@duke.edu	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility. Summary: Commenter is concerned with the proposed Cornwallis site due to the number of children in the community and the potential negative impact on the environment.	0	0	0	0	0	0	0	0	0	-1	0	0	-1	-1	0	0	0	Website,	
31	616	Kevin	Campbell			5/4/2012	Summary: Commenter is concerned with the Cornwallis site due the safety risk it poses for the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	Website,	

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32	617	Lauren	Froimson		blossomslsf@gmail.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility. Summary: Commenter is concerned with the location of the Cornwallis site due to the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	Email,
33	618	Debra	Simon		publisher@carolinawoman.com	5/4/2012	Subject: say no to Cornwallis site Summary: Commenter is concerned with the location of the operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community Center and the high number of children.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
34	619	Joseph	Elinoff		joelinoff	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned about the location of the operational and maintenance facility due to the proximity to the Jewish Community Center.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
35	620	Janice	Woychik		woychik@roadrunner.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility. Summary: Commenter is concerned about the location of the operations and maintenance facility due to the close proximity to a high number of youth as well as the Jewish Community Center.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Email,
36	621	Leonard	Kreisman		prof3025@nc.rr.com	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth.	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	Email,
37	622	Martin	Feinstein		feinstei@email.unc.edu	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and water run-off.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
38	623	Rabbi Morton	Green		mortongreen@bellsouth.net	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
39	624	Renee	Rendahl		rendahl.renee@gmail.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
40	625	Raquel	Strauss		rtql8@aol.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and increased traffic.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
41	626	Sue	Egnoto		segnoto@nc.rr.com	5/5/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,

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42	627	Thomas	Wolf		thomasmarkwolf@gmail.com	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
43	628	Beth	Goldstein		bethgoldstein104@gmail.com	5/6/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
44	629	Charlotte	Margolis		charlotte@charlottemargolis.com	5/6/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
45	630	Carol	Goldsmith		lag1959@gmail.com	5/7/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and the number of elderly drivers. Commenter is also concerned with the noise and environmental impact and increased traffic.	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
46	631	Diana	Celenza		dcbkqyrm@gmail.com	5/7/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
47	632	Ron	Shiffman		ronald30@me.com	5/7/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due the high cost.	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	-1	Email,	
48	633	Carol	Wilson		carolgrantnc01@gmail.com	5/8/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and the noise.	0	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
49	634	Richard	Kohn	UNC Chapel Hill	rhkohn@unc.edu	5/8/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center and high number of youth. Commenter is supportive of the project but also concerned with the noise and environmental impact.	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,
50	635	Jane	Carnathan			5/3/2012	Subject: Public Scoping Comment Summary: Commenter is concerned with the location of the operations and maintenance facility due to he noise and environmental impact.	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	-1	0	0	0	Phone,
51	636	Rabbi	Solomon		rabbi@bethmeyer.org	5/7/2012	Subject: Hotline message Summary: Caller was supportive of project but is concerned with the location of the operations and maintenance facility due to the close proximity to a Jewish Community Center.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Phone,
52	637	George	Baroff		gbaroff@bellsouth.net	5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Caller had a question regarding the aesthetics on the project.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	0	0	0	0	Email,

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53	638	Ryke	Longest	Duke University		5/3/2012	Subject: Comments on the Scoping for Durham Orange LRT Project: NEPA requires that locating the tracks within the Right of Way of 15-501 be evaluated Summary: Commenter is concerned about the environmental impact on New Hope Creek and the 15-501 Bottomlands.	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	other, Fax		
54	639	Bryna	Rapp		bryna@furniturelab.com	5/9/2012	1. Do you have any comments on the Draft Proposal and Need for the Durham Orange Light Rail Transit project? : I want to express my concern about the possibility of the light rail maintenance facility being located on Cornwallis Rd. The immediate adjacency to 2 schools, a synagogue and now a brand new community center is less than desirable. The Jewish community is 15 years into the development of this campus and there are plans to use 3 acres of the maintenance site to complete the vision. The campus is a community asset that serves thousands of people through these institutions and attracts families to Durham who value these amenities. We have invested over \$10 million of private donor funds into these facilities so a lot of local people are personally invested in the success of this endeavor. Please consider a site that has less civic impact. Thank you. 2. What environmental issues we should consider when evaluating the project alternative?: Please consider civic impact as well as environmental impact. The latter may be easier to mitigate.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	Postal Mail,
55	640	R. Edward	Morrissett			5/9/2012	Commenter is concerned that Option C1 will split Meadowmont and have negative environmental impacts on wetlands	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,	
56	641	Stacy	Lubov			5/4/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter was concerned with the location of the operations and maintenance facility due to the location near the Jewish Community Center and the noise and light pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	0	Email,	
57	643	Scott	Albert		salbert@aurorafunds.com	5/10/2012	Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility Summary: Commenter is concerned about the location of the new maintenance facility due to the close proximity to several schools and religious sites.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	Email,	
58	652	John	S			5/3/2012	John S indicated that an alternative alignment that travels north of the existing alignment through Meadowmont be explored, as this will minimize impacts to the wetlands and cross at the narrowest point.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Public Meeting	
59	653	Nan	Friedman			5/3/2012	Nan Friedman expressed concern over the location of the proposed Park and Ride lot located at the Woodmont Station. She indicated that she and her husband own two businesses located immediately to the west of the proposed station location. These are businesses that she has invested a large amount of time and money into, and would like to see undisturbed from the project. The businesses are named Photo Specialties and PS Studio.	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting	
60	654	Hannah	Williams			5/3/2012	Hannah Williams and Sam Poley indicated that they do not support a rail maintenance facility at the Cornwallis Road site. They further asked that the open-space area indicated south of the alignment in the vicinity of Patterson Place be evaluated as a potential rail maintenance facility.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Public Meeting	

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61	655	Jon	Bellman			5/3/2012	Jon Bellman wanted to further indicate his opposition to the Cornwallis Road maintenance facility and wanted to point out the development that has already occurred with regard to the Jewish Community Center and associated schools and facilities. He wanted to further reiterate the area of expansion promised by the owners of the old Pepsi plant.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting
62	656	Dan	Jewell			5/3/2012	Dan Jewell indicated that he prefers the current alignment as it travels through the Patterson Place development. He indicated that this area has be potential for high residential development that will come with the proposed station.	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting
63	657	Patrick	Byker			5/3/2012	Patrick Byker indicated that the best area for development along the entire corridor was around the Leigh Village proposed station location. He expressed the ambition that 100 density units/acre could be achievable as he has seen other Transit Oriented Developments meet this standard.	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	Public Meeting
64	658	Reynolds	Smith			5/3/2012	Reynolds Smith indicated that he would like the project team to evaluate 2 additional alignment options in addition to the LPA. He suggested some alternative that travels along US 15-501, as well as one that possibly travels along University Drive.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Public Meeting
65	664	Eric	Teagarden			5/11/2012	Commenter prefers the C2 alignment because is does not disturb the Little Creek Wetlands, does not disturb the already built out area of Meadowmont, would have higher ridership, and would create less noise.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
66	665	Philip	Purcell	The Members Association of the Cedars of Chapel Hill		5/12/2012	Commenter was writing on behalf of the nearly 400 residents of The Cedars, a continuing care retirement community of Meadowmont. Commenter expressed concern that the C1 alignment would separate the residents from a medical facility, would propose a safety concern for the aging population, and would have greater impact on the environment that C2.	-1	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	0	Email,
67	668	Donald	Fang*	Cedards of Chapel Hill Retirement Community		5/21/2012	Commenter is concerned that C1 would pass very close to a retirement community and the greater Meadowmont community and prefers C2. Commenter also mentioned concern for the environment and the cost of C2.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
68	670	Muriel	Roll		azalea1@cochill.net	5/20/2012	Commenter is prefers the C2 alignment option as C1 would potentially harm property values and C2 would have higher ridership.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
69	671	Libby	Lefkowitz			5/21/2012	Commenter is concerned that the C1 alignment option would harm sensitive environmental areas.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
70	672	Ivy	Hoffman			5/21/2012	Commenter expressed concern over the location of the Maintenance Facility at Cornwallis. "Don't use Cornwallis" due to proximity to Jewish Community Center Campus - safety for the children and noise disruption of occasional weekday services at the synagogue.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Phone,
71	673	Nina	Cannon		ninacannon77@gmail.com	5/20/2012	Subject: Do NOT put the TTA Light Rail Maintenance Facility at the current Pepsi property ("Cornwallis" site) Summary: Commenter was concerned with the proximity of the regional operations and maintenance facility to the Jewish Community Center due to the high number of children.	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	Email,
72	674	Morris	Wallack		morriswallack@nc.rr.com	5/20/2012	Subject: Public Comment: TTA site choices for light rail maintenance Summary: Commenter was concerned with the location of the regional operations and maintenance facility due to the proximity to the Jewish Community Center and the environmental impacts.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	Email,

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73	675	Etan	Gumerman		mudhere@gmail.com	5/19/2012	Subject: maintenance facility location in Durham... Summary: Commenter is opposed to the siting of the regional operations and maintenance facility at Cornwallis as it is a nuisance to the community.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
74	676	Prue	Mulrine		pkrine@gmail.com	5/19/2012	Subject: Light Rail Transit Summary: Commenter is opposed to the C1 alignment due to the significant environmental impacts on the environment.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Email,
75	677	John	Neter		johnneter@gmail.com	5/19/2012	Subject: Light rail transit study Summary: Commenter is in support of the C2 alignment because of the negative impact C1 will have on the retirement community and the environment. Commenter also noted that C2 will cost less and have higher ridership.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
76	678	Jim	Smith		jamesas1023@mac.com	5/19/2012	Subject: Environmental Scoping Process of light rail C1 vs. C2 Summary: Commenter supports the C2 alignment as C1 would separate the community and hurt the environment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
77	680	Ruth	Pershing	Durham Public Schools, Chapel Hill Kehillah Synagogue		5/19/2012	Subject: concern about light rail facility Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to a school, the potential pollution and negative impact on the environment.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
78	681	Walter	Aiello		waiello@nc.rr.com	5/18/2012	Subject: Cornwallis Maintenance Facility Site Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to a school, the potential negative impact on the environment, and negative impact on the local economy.	0	0	0	-1	-1	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
79	682	Ellen	Singer		ebsinger@mindspring.com	5/18/2012	Subject: TTA Maintenance Facility Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to children, concerns about pollution, and the impact on the local growth.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
80	683	Beverly	Rutstein		bbrustein@aol.com	5/18/2012	Subject: Light Rail Transit Summary: Commenter is prefers the C2 alignment option, as C1 would cut through a neighborhood and environmentally protected land.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
81	684	Renata	Schloss		renata.schloss@gmail.com	5/18/2012	Subject: Placement of Light Rail Maintenance and Storage Facility Summary: Commenter is opposed to placement of the regional operations and maintenance facility due to the close proximity to youth, negative impact on the environment, and negative impact on the land use.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,
82	685	Steve	Schauder	Executive Director, Jewish Federation of Durham-Chapel Hill	sschauder@shalomdch.org	5/18/2012	Subject: RE: Concerns regarding proposed TTA maintenance station on Cornwallis Road Summary: Commenter is concerned with the location of the proposed regional operations and maintenance facility due to the close proximity to children, the negative impacts on the environment, and use of the land.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
83	686	Colin	Thomas	UNC Department of Surgery	colin_thomas@med.unc.edu	5/16/2012	Subject: Light Rail Transit Summary: Commenter supports the C2 alignment because it is the most compatible with living conditions, cultural activities, health facilities and economic stability.	-1	0	0	0	-1	0	0	0	0	0	-1	0	-1	0	0	0	0	Email,

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84	687	Andrea	Shapiro		a.js@andjoys.net	5/16/2012	Subject: proposed ROMF at the "Cornwallis" site (Pepsi property off 15/501) is a poor choice Summary: Commenter is opposed to the location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the potential negative impact on the environment and the negative impact on land-use.	0	0	0	-1	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,	
85	688	Geoffery	Geist			5/16/2012	Commenter favors the C2 alignment due to potential harm C1 would cause to the environment and the fact that C1 would divide a community, cause more traffic, and cost more money.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,	
86	690	Joan	Bingham		joan@mailfork.com	5/16/2012	Subject: Light Rail Summary: Commenter prefers the C1 alignment due to the negative impact of the C2 alignment on the retirement community.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,	
87	692	Reynolds	Smith	Durham Open Space and Trails Commission		5/17/2012	Subject: PROPOSED LRT TRANSIT ROUTE Summary: Commenter is concerned with the location of the route through the New Hope Creek Corridor (south of 15-501 and north of Old Chapel Hill Road, running east-west between the vicinity of Garrett Road and Southwest Durham Drive). This route crosses an area identified as a protected wildlife area in the North Carolina Natural Heritage Program’s “Durham County Inventory of Important Natural Areas, Plants, and Wildlife.” It is noted as a “highly strategic location within the New Hope Wildlife Corridor” which forms “a critical link” between important wildlife areas in this region.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Email,	
88	693	Donald	Rorke		drorke@cochill.net	5/16/2012	Subject: Light Rail Transit Summary: Commenter supports the C2 alignment due to the obvious savings in planning time and money.	-1	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,	
89	694	Libby	Lefkowitz			5/17/2012	Commenter prefers the C2 alignment option as the C1 alignment would hurt The Cedars development.	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,	
90	695	Gladys	Siegel		gladys5@earthlink.net	5/14/2012	Subject: my concerns Summary: Commenter is concerned with the regional operations and maintenance facility due to impacts on the aesthetics, community center, and land use.	0	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	Email,	
91	697	Bill	Ferrell			5/2/2012	Bill Ferrell indicated that a Masters Project at UNC was conducted on the Rizzo Property which contains a number of marked and unmarked cemeteries, in addition to the historic Meadowmont Farm House, which is also co-located. He suggested this be something that is paid attention to as the DEIS is developed.	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	Public Meeting,	
92	698	Mike	Waldrop			5/2/2012	Mike Waldrop suggested a new alignment alternative that follows south of the existing alignment between the New Hope Creek area and the Martin Luther King Jr Parkway station. He further proposed moving the station further southwest along University Drive to capture the office development on the east side of University Drive. This new alignment would also minimize impact to the housing developments to the west of University Drive.	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,	
93	699	Curtis	Booker			5/2/2012	Curtis Booker indicated that the current alignment is cutting through the proposed park that has been planned as part of the Leigh Village development. He indicated that an alignment slightly to the north would circumvent this proposed park. He also expressed concern of traffic impacts of the current, proposed at-grade crossing at Farrington Road. He suggested a bridge across the road to alleviate any concern or danger of an at-grade crossing. Curtis finally indicated that a bridge should be put across I-40 to access a proposed mixed-use development located on Leigh Farm Road.	-1	0	0	-1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting,

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94	700	Adam	Goldstein			5/2/2012	Adam Goldstein indicated concern over the proposed Cornwallis Road Maintenance Facility. He explained that the facility would be located next to an already constructed Jewish Community Development area that includes two schools, Synagogue, open space, swimming pool and outdoor classrooms. He further explained that the current owner of the old Pepsi plant had deeded several acres for a proposed expansion of the community center, with further plans of potentially developing the entire old Pepsi site.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting,	
95	701	Will	Raymond			5/2/2012	Will Raymond indicated his concern for the increased development pressures along Farrington Road with regard to the number of natural areas (wetlands, floodplains) along the corridor. His concern stemmed from the Jordan Lake watershed restrictions and the increase in impervious coverage that new station locations and development would bring to the area. He further expressed concern over the traffic increase that will occur along Farrington Road as a result of these new development pressures.	-1	0	-1	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	Public Meeting,
96	702	Julie	Harris			5/2/2012	Julie Harris clarified Adam Goldstein's comment regarding the Jewish Community area development and provided specific locations for facilities such as a running track, swimming pool, and outdoor classrooms which have all been completely, or currently under construction. She further expressed concern with regard to having a maintenance site situated so close to children.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Public Meeting,	
97	703	Geoffery	Geist			5/2/2012	Geoffrey Geist indicated that he had a preference for the C2 alignment because of topography issues associated with the C1 alignment. He thought that more bridging would need to be constructed to cross the wetland areas, which would drive up the cost of the project.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Public Meeting,
98	704	General	Public			5/2/2012	A general member of the public commented that there is substantial noise and vibration concern with relation to the proposed Cornwallis Road Maintenance Site. Due to the proximity of schools, community centers and general recreation areas, the impacts would be negative from the proposed site.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	0	Public Meeting,
99	705	Mark	Ahrendsen			5/2/2012	Mark Ahrendsen had questions regarding the possible location merge of the two rail maintenance facilities along Farrington Road. A representative sample of the area required was diagramed on the screen.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Public Meeting,
100	706	Ethan	Hertz		ehertz@hotmail.com	5/22/2012	Subject: Concern About Proposed Cornwallis Site Summary: Commenter is strongly opposed to the proposed regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the large number of children, and the noise/vibration pollution to the area.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	0	Email,
101	707	Donald	Rorke		drorke@cochill.net	5/23/2012	Commenter recommends the C2 alignment as the C1 would have potential negative impacts on a community and the environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	0	Email,
102	708	Philip	Zaleon	Past President, Durham-Chapel Hill Jewish Federation	phil@zpd.net	5/23/2012	Subject: Objection: Light Rail Maintenance and Storage Facility Summary: Commenter is opposed to the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the high numbers of children in the area, and the negative impact on the economic development in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	Email,
103	709	Muriel	Roll			5/24/2012	Commenter is opposed to the light rail alignment as it will split the retirement community from a health center.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	Postal Mail,

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104	710	Rose	Mills	Jewish Federation of Durham-Chapel Hill Board Member (Executive Secretary) and Founding Member of the Lerner Jewish Community Center	rmills1@bellsouth.net	5/24/2012	Subject: Location of a Light Rail Maintenance and Storage Facility Summary: Commenter is opposed to the proposed location of the regional operations and maintenance facility due to the close proximity to children and the aesthetic damage to the community.	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	Email,
105	712	Darren	Whol		wholmd@hotmail.com	5/23/2012	Subject: (no subject) Summary: Commenter is opposed to the proposed location of the regional operations and maintenance facility due to the close proximity to children, pollution, and aesthetic impact on the community as well as future development concerns.	0	0	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	0	0	0	Email,
106	713	Frank	Dworksy		oxfordhawk@aol.com	5/22/2012	Subject: TTA PROPOSAL Summary: Commenter has concerns over the proposed location of the regional operations and maintenance facility due to the close proximity to children, pollution, damage to the community aesthetics and concerns over future development.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
107	715	Robert	Gutman		ragutman@thegutmans.com	5/23/2012	Subject: PLANNING REGARDING THE POTENTIAL FOR VERY DISRUPTIVE NOISE AT THE JEWISH CAMPUS ON CORNWALLIS Summary: Commenter is concerned with the location of the proposed regional operations and maintenance facility due to the close proximity to the Jewish Community Center.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
108	716	Donald	Rorke		drorke@cochill.net	5/23/2012	Subject: (no subject) Summary: Commenter suggests looking at other developments in transportation technologies to mitigate environmental damage.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	Email,
109	719	Will	Raymond			5/2/2012	Commenter shared concerns about economic development and environmental concerns. Commenter would like to see a brownfield comparison between 15-501 and Highway 54 in terms of what is present now, not when the plans were developed years ago. In addition, commenter is concerned with the environmental impact from the Highway 54 to 15-501 development on New Hope Creek watershed.	-1	0	-1	0	-1	0	0	0	0	-1	0	0	0	0	0	0	0	Public Meeting,
110	720	Claude	McFarlane			5/2/2012	Commenter would like to see new alignment proposals to expand and include other areas north of Duke University/Hospital area.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	Public Meeting,
111	721	Julie	Harris			5/2/2012	Commenter is opposed with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
112	722	Adam	Goldstein			5/2/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,

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113	723	Steven	Schauder			5/2/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
114	724	Gustavo	Montana			5/2/2012	Commenter would like to see that the stations are easily accessible on bicycle and see that the Greenwood neighborhood is connected to Meadowmont and the Oaks via an overpass over 15-501.	0	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	-1	0	Public Meeting,
115	725	Geoffery	Geist			5/2/2012	Commenter supports the C2 alignment as it is far less expensive, will create less damage to the environment, and avoid dividing the Cedars retirement community.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	-1	0	Public Meeting,
116	726	John	Friedman			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity of the Jewish community, the high number of children present, and negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Public Meeting,
117	728	Jonathan	Lovins			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
118	729	Larry	Rocamora			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
119	730	Jon	Bellman			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
120	731	Sam	Poley			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Public Meeting,
121	732	Gabriel	Lowe			5/3/2012	Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high numbers of children, and the negative environmental impacts.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Public Meeting,
122	734	Janet	McPherson			5/29/2012	Commenter endorses the C2 alignment due to lesser impact on the environment in comparison to C1.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
123	735	Mary Ann	Van Kampen			6/29/2012	Commenter prefers the C2 alignment as it avoids separating the Retirement Center from the Health Center and mitigates the negative impact on the environment.	-1	0	0	0	0	0	0	0	-1	0	0	0	-1	0	0	0	0	Postal Mail,
124	736	Scott	Randell		scott_randell@med.unc.edu	6/28/2012	Subject: Maintenance Facility at the current Pepsi property Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high number of children in the area, the negative aesthetic and visual impact, and the future development on Cornwallis.	0	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	0	-1	0	Email,
125	737	Arthur	Werner	AMEC Environment and Infrastructure	arthur.werner@amec.com	6/29/2012	Subject: Potential LRT Maintenance Sites Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Community Center, the high number of children in the area, the negative aesthetic and visual impact, and the future development on Cornwallis.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,

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126	739	Hank	Rodenburg	Meadowmont Community Association		5/29/2012	Commenter wrote on behalf of the Meadowmont Community Association Board to support the C2 alignment due to the limited environmental impacts, possibility for future growth, the possibility for higher ridership, and less impact on the community.	-1	0	-1	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,	
127	740	Bill	Ferrell	Meadowmont Community Association	meadowmont@nc.rr.com	5/29/2012	Commenter wrote on behalf of the Board of Directors of the Meadowmont Community Association, who voted in favor of the C2 alignment.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,	
128	741	Camilla	Rushbrooke*			5/29/2012	Commenter opposes the C1 alignment as it would cut off access to the health center and other local amenities while also posing a safety issue.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Postal Mail,	
129	742	Robert	Eby		camden@min dspring.com	5/29/2012	Commenter is writing to support the C2 alignment as the C1 alignment would cut off access to a health center and harm the environment.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
130	743	James	White	Meadowmont Community Association		5/29/2012	Commenter is writing on behalf of the Meadowmont Community Association as it minimizes the environmental and social impact on the surrounding area.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
131	744	Jane	McPherson			5/29/2012	Commenter is writing to voice support of the C2 alignment as it mitigates the environmental impact.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
132	745	John	Neter			5/24/2012	Commenter wrote in support of the C2 alignment. C1 would have negative impacts on the Retirement Community and cut access to the health center, the route costs more, and may have negative impacts on the surrounding wetlands.	-1	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
133	746	Faye	Kalman*			5/24/2012	Commenter is in support of the C2 alignment as it would have the least negative impact on the area, support growth, and protect the environment.	-1	0	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
134	747	Muriel	Roll			5/24/2012	Commenter wrote in support of the C2 alignment as it is thought to have higher ridership and lower impact on the environment.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	-1	0	Postal Mail,
135	748	William	Putis		william_putis@unc.edu	5/24/2012	Commenter wrote in support of the C2 alignment because it better addresses safety and environmental concerns.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
136	749	Nina	Mitchell			5/31/2012	Commenter is opposed to the C1 alignment as it will divide a community and decrease access to the health center.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	Postal Mail,
137	750	Marjorie	Combs		mscombs47@gmail.com	5/29/2012	Subject: Light Rail Transit Summary: Commenter is concerned that the C1 alignment will create a safety hazard for the aging population, decrease access to the health center, and damage the surrounding environment and therefore supports the C2 alignment.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
138	751	Arthur	Rolander		rolander99@aol.com	5/29/2012	Subject: Light Rail Transit Summary: Commenter is in support of the C2 alignment as it is less costly, would do less damage to the environment, and would not hurt the retirement community.	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	0	0	0	0	Email,
139	752	Rod	James	President of Condominium Board, the Cedars of Chapel Hill	rodjames112@cochill.net	5/28/2012	Subject: Planning for Light Rail in The Triangle area Summary: Commenter wrote on behalf of the Condominium Board of the Cedars of Chapel Hill. They support the C2 alignment as it has less effect on the environment the people living in Meadowmont.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,

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140	753	Lynda	Nolta		lwnolta@cochill.net	5/28/2012	Subject: Chapel Hill C2 Preference Summary: Commenter is in favor of the C2 alignment as it has less negative impact on the environment and the people living in the Retirement Community.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	-1	0	Email,
141	754	Neal	Wolgin		neal@ti-law.com	6/4/2012	Subject: Transit railyard - former Pepsi site Summary: Commenter is concerned over the proposed location of the regional operations and maintenance facility due to the close proximity to children, the negative impact aesthetic impact on the environment and impact on the local growth.	0	0	0	-1	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
142	755	Gerda	Hurrow	541 Cedar Club Circle		6/4/2012	Commenter is concerned with the C1 alignment dividing a community with aging population, damage the surrounding environment, and create safety concerns, therefore supports the C2 alignment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
143	756	Esther	Lederman		elederman1@aol.com	6/4/2012	Subject: Light Rail Transit Summary: Commenter is concerned that the C1 alignment will create a safety hazard for the aging population and decrease access to a health center.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,
144	758	Steven	Prince	Duke University	sprince@duke.edu	6/1/2012	Subject: maintenance facility at Cornwallis site Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the high number of children in the area, and the potential negative impacts on the environment and community growth.	0	0	0	-1	0	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Email,
145	759	Susan	Montani	Judea Reform Member	sym@nc.rr.com	6/1/2012	Subject: Opposed to site! Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center and the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
146	760	Paul	Green		pegreen@earthlink.net	6/1/2012	Subject: C1 vs. C2 options at Chapel Hill Summary: Commenter is concerned that the C1 alignment would harm the environment and hurt the Cedars retirement community.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,
147	761	Lissa	Mohr			6/1/2012	Subject: light rail Cornwallis site Summary: Commenter is concerned with the proposed location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center, the high number of children in the area, and the potential negative impacts on the environment and community growth.	0	0	0	-1	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
148	763	Rodney	James	The Cedars of Chapel Hill Condominium Board, President		6/4/2012	Commenter opposed C1 alignment due to potential negative environmental impacts on wetlands. Commenter was in favor of C2 alignment because of lesser cost and its potential to create greater ridership.	-1	-1	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
149	764	Shirley	Little	The Cedars of Chapel Hill Condominiums		5/18/2012	Commenter does not support light rail going through The Cedars community where she lives due to quality of life concerns, environmental impact concerns, and concerns regarding access to the DuBose Health Center.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,

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150	765	Beverly	Rutstein	The Cedars of Chapel Hill Condominiums		5/22/2012	Commenter supports C2 alignment and does not want C1 alignment because of concerns regarding isolation of the condominiums, decreasing property values, and negative environmental impacts.	-1	0	0	-1	-1	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
151	766	Libby	Lefkowitz	The Cedars of Chapel Hill Condominiums		5/22/2012	Commenter is concerned about the C2 alignment because she thinks it will lead to decreased property values and reduce the value and reputation of the overall area.	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
152	767	Margaret	Rook	The Cedars of Chapel Hill Condominiums		6/8/2012	Commenter is concerned about the C1 alignment because of the potential negative environmental impacts.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
153	768	Simi	Singh		SimiRSingh@gmail.com	6/10/2012	Commenter is opposed to the ROMF site because of concern over air and noise pollution and harm coming to local children.	0	0	0	0	0	0	0	0	-1	0	0	0	-1	-1	0	0	0	Website,
154	769	Inessa	Fannin		inessafannin@gmail.com	6/10/2012	Subject: Light rail maintenance station behind JCC Commenter objects to the light rail maintenance station that is being proposed near the JCC, Lerner School and Judea Reform Congregation for reasons related to quality of life, noise and air pollution, and property values.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
155	770	Raj	Singh		RajSingh@PO Box.com	6/10/2012	Commenter would like a new, less populated spot to be chosen for the train maintenance center and does not like the current location choice because of its proximity to children, a school, and a community center. Commenter believes it will be unhealthy.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Website,
156	771	Eleanor and Hal	Lamb*	The Cedars of Chapel Hill Condominiums		5/22/2012	Commenter is concerned about C1 alignment because of its perceived negative social, environmental, safety impacts. Commenter prefers C2 alignment due to their belief that it will have less of a negative impact on the environment and on property values, and because of its perceived lower cost and higher potential for ridership generation.	-1	-1	0	0	-1	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
157	772	Elizabeth	Ruben		elizabeth.ruben@gmail.com	6/10/2012	Commenter is opposed to a light rail maintenance facility by the school and community center due to the large number of children and the potential noise and air pollution exposure. She states that law suits will be a likely result.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Website,
158	773	Jeff	Gordon		koufax1969@yahoo.com	6/10/2012	Commenter is opposed to the light rail maintenance station location proposal because of his concerns over the pollution increase and the reduction of enjoyment that would be experienced by those who use the JCC campus and the Lerner School. His child attends Lerner.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Website,
159	774	Sonya	Fischer		sonyafischer@gmail.com	6/10/2012	Commenter is supportive of light rail maintenance station in the Triangle but not of a station located behind the Lerner School, JCC, Judea Reform, and surrounding neighborhoods. She is concerned about the impact on the community of noise, air, and light pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	Website,
160	775	John	Trimpi		johntrimpi@gmail.com	6/9/2012	Commenter objects to the light rail maintenance facility being located at the JCC, Lerner, and Judea site on the basis of noise, smells, and sights.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,

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161	776	Jonathan	Fischer		fischerj@piedmonthealth.org	6/8/2012	Commenter objects to the light rail maintenance facility near the Lerner School and the JCC. He is concerned due to pollution, safety hazards for children, the nuisance of it during outdoor instruction, religious worship and community-building, and its preventing the future development of the JCC campus.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,
162	777	Eli	Fischer		jfischer@n3cn.org	6/8/2012	Commenter objects to light rail maintenance facility near the Lerner School and the JCC. His concerns are that there will be safety hazards for the students, air, noise, and light pollution, that it will be a nuisance during classes, religious services, and community-building activities and that it will prevent the JCC from expanding.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,
163	778	Barbara	Jacobson		bbj121@nc.rr.com	6/8/2012	Commenter is concerned about the placement of the maintenance facility near the Judea synagogue, the Lerner School and the new JCC community facility. She thinks that it will result in noise, vibrations, pollution and a negative aesthetic on the campus and the community.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Website,
164	779	April	Springer		burst@emailmeform.com	6/10/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?: I am a 5th grade student at the Lerner School and my education is very important to me and many others. I figure it would be quite a bit hard for me to hear my teacher, (or learn) if there is a loud Light Rail Maintenance Station next-door. Please think about this and the other reasons why we should not have a Light Rail Maintenance Station in this location. What environmental and other issues should we consider when evaluating the project alternatives?: When fixing trains, you may need to use different gasses. These gasses will mix with pure oxygen and pollute the earth. You should be thankful to the Earth, because it gives you air, a home, and food. Without Earth, you would not be alive.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Website,
165	780	Joshua	Klein		j.klein006@gmail.com	6/10/2012	Subject: Light Rail Station Next to the JCC Commenter is concerned with the impact of the maintenance facility location on the JCC. He thinks that it will negatively impact the users ability to enjoy the facilities including the pool and the gym as well as the safety of the users and the cleanliness of the facilities too.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
166	781	David	Klein		go.bluedevils00@gmail.com	6/10/2012	Subject: Don't Built It Near The JCC Summary: Commenter goes to the JCC and is concerned with the impact the maintenance facility will have on the JCC users' ability to enjoy the pool and the surroundings. He is worried about air and noise pollution in particular.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
167	782	Dawn	Paffenroth	Legal Shield, Small Business & Group Benefits Specialist, Independent Associate	paffenroth@att.net	6/10/2012	Subject: Comment on Durham-Orange Light Rail Transit Project Summary: Commenter is concerned with the Alston Avenue/NCCU Station timing and thinks that the station should be built in the first phase of the Light Rail Transit instead of waiting for the D-O Corridor. They think this area needs access now in particular because it is low income.	-1	0	0	0	0	-1	0	0	0	0	0	0	-1	0	0	0	0	Email,

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168	783	Lauri	Klein	Bachman & Swanson, PLLC	lklein004@gmail.com	6/10/2012	Subject: rail Summary: Commenter is concerned about the maintenance station near JCC, Judea, and the Lerner School because she thinks that it would disrupt the quiet environment and make people not want to go there for social, education, and religious activities.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
169	784	Susan	Kudler		skudler@nc.rr.com	6/11/2012	Subject: Light Rail Maintenance and Storage Facility Summary: Commenter supports the Cornwallis site for the maintenance facility very strongly and even in light of others' critiques of it, she thinks that Light Rail will have an important environmental benefit and should happen soon.	0	0	0	0	0	0	0	0	0	-1	0	0	0	-1	0	-1	0	Email,
170	785	Kelly	Robinson		awineman@shalomdch.org	6/10/2012	Subject: NO to the light rail facility Summary: Commenter is against the maintenance facility near JCC on Cornwallis due to noise pollution and the risk to future economic development of the JCC site.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
171	786	Paul	Feldblum	Clinical Sciences, FHI 360, Senior Epidemiologist	pfeldblum@fhi360.org	6/11/2012	Subject: TTA maintenance facility in Durham Summary: Commenter urges the choosing of an alternate location for the maintenance facility away from the JCC site, because he is concerned that the planned siting will negatively impact the attractiveness of the campus and the recreation and education activities.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
172	787	Amy	Hurwitz		jonahhelix@yahoo.com	6/11/2012	Subject: AGAINST proposed maintenance facility at Pepsi property Summary: Commenter is against the maintenance facility location proposal because of light/noise/air pollution and because it would prevent the expansion of the JCC, which she thinks would be a better benefit for the community (especially the planned senior housing).	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,
173	788	Matt	Springer	Durham Chapel Hill Jewish Federation, Past President	suspring@aol.com	6/10/2012	Subject: Cornwallis/Western Bypass Maintenance Depot Summary: Commenter is concerned with the maintenance facility near JCC, the Lerner School, Judea Reform synagogue. He is concerned with the negative impact it will have on the youth, senior, community programs in terms of noise, pollution, and overall nuisance.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
174	789	John	Wilson	Friends of the Little Creek Bottomlands and Slopes SNHA	JohnWilsonProductions@gmail.com	6/11/2012	Commenter opposes the C1 alignment due to concerns regarding the negative impact on natural resources and wildlife. He states that the C2 alignment would not have as negative an impact on natural resources and wildlife. He also opposes C1 and supports C2 because of concerns regarding the higher cost of C1, the lower ridership predictions, the lack of sufficient parking it will provide and the fact that it will result in closure to feeder streets into Meadowmont causing safety and traffic issues.	-1	-1	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
175	790	Staci	Spransy		awineman@shalomdch.org	6/11/2012	Subject: opposition to the light rail maintenance ctr Summary: Commenter opposes the light rail maintenance station near the JCC/Judea Reform because she believes there are other places it can be built.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
176	792	Bonnie	Simms		jbsimms@cocohill.net	6/15/2012	Commenter prefers the C2 alignment as it would have higher ridership, costs less money, and have less of an impact on the environment and the Meadowmont Community.	-1	-1	0	-1	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Postal Mail,
177	793	Elyza	Halev		elyzahalev@mac.com	6/11/2012	Subject: Light Rail- Right Idea, WRONG location Summary: Commenter objects to the maintenance station near the JCC campus and thinks it would have negative impacts on the community and the students esp. from noise/air/light pollution.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,

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178	794	Martha	Oxenfeldt			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
179	795		Stevenson			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
180	796	John	Rutledge	Colony Park resident	johnrutledge.john@gmail.com	6/13/2012	Subject: proposed use of Pepsi facility Summary: Commenter opposes the transit maintenance facility due to concerns regarding it being a nuisance to children, the air and noise pollution, the negative visual aesthetic, and the better use of the land from a financial perspective for the community.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	0	Email,
181	797	L	Rosbenburg			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
182	798	John	Bauman			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
183	799	Gayla	Halbrecht			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
184	800	Marla	Saarenaraa			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
185	801	Pete			magoopete86@gmail.com	5/11/2012	Commenter recommended five alternatives that are outside of the scope and alignment of the D-O Corridor; see diagrams of proposed routes attached.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
186	802	Mary	Patton			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Website,
187	803	Alexander	Nagls			6/15/2012	Commenter is concerned about the C1 alignment as the plans were created years ago when the land was not developed so does not consider the existing land use and would also have negative impact on the surrounding environment.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
188	804	Marie	Hall			6/15/2012	Commenter is concerned that the C1 alignment would not contribute to the economy and local growth and therefore supports the C2 alignment.	-1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
189	805	Connie	Margolin		cmargolin@nc.rr.com	6/13/2012	Subject: the Cornwallis site Summary: Commenter is concerned about the maintenance facility near the JCC because of its negative impact on social cohesion and on the ability of students and users to learn and achieve physical and emotional health, and because it will prevent the JCC from expanding and developing senior housing for low-income seniors. Instead, she recommends putting a light rail stop there with trees, mixed-use development, a park and more.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	0	Email,
190	806	G	Taylor			6/15/2012	Commenter is concerned that the C1 alignment would have negative impact on the environment and the Meadowmont Community, as the original alignment was developed with the area was just farmland.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,

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191	807	Dorothy	Lavine			6/15/2012	Commenter is concerned about the C1 alignment as it may have negative impacts on the environment and Meadowmont Community since the plans were developed when the land was still farmland.	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	Postal Mail,
192	808	Pete			magoopete86@gmail.com	6/14/2012	Subject: Lightrail and Commuter Rail Ideas Summary: Commenter wants a light rail route that goes to RDU. He provides an idea for the Lightrail route that goes to RDU, another light rail route, six Mall Hop Express Routes, and three Black Friday routes. He refers to the following route ideas he has provided: a NC/I-540 Park and Ride Express route, NC 147 Park and Ride route, and a NC 55 Park and Ride route. Finally, he refers to a three R Line routes for Downtown Raleigh.	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	Email,
193	809	Raina	Elsner		rainaelsner@gmail.com	6/15/2012	Subject: Opposed to the ROMF at the Cornwallis Site Summary: Commenter objects to the placement of the maintenance facility near the JCC campus for fear that it will negatively impact the users' health, well-being, and quality of life due to noise/air pollution and more.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
194	811	Allison	Eisner	Parent, former board member, The Lerner School, Member, Jewish Community Center	allison.eisner67@gmail.com	6/15/2012	Subject: Proposed new light rail maintenance facility at Pepsi plant in Durham Summary: Commenter opposes the locating of the maintenance facility near the JCC campus because of concerns over disruptions, air pollution, environmental damage, and the difficult financial situation it will put JCC in by preventing their extension.	0	0	0	0	-1	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
195	812	Lou	Kolman		loukolman@gmail.com	6/15/2012	Subject: light rail maintenance facility along Western Bypass Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	-1	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
196	813	Michael	Kornbluth	Taibi Kornbluth Law Group	mkornbluth@taibikornbluth.com	6/15/2012	Subject: New Light Rail Maintenance Facility Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center and the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Email,
197	814	Jeff	Spinner-Halev		jhalev@gmail.com	6/15/2012	Subject: Light rail Summary: Commenter is opposed to light rail maintenance center right next to the JCC and the many children who use it.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
198	815	Jeffrey	Peppercorn	Duke University Medical Center	jpeppercorn@gmail.com	6/15/2012	Subject: light rail Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	-1	-1	0	0	0	0	0	0	0	-1	-1	0	0	0	Email,
199	816	Kelly	Asher		asherkelly@gmail.com	6/15/2012	Subject: Light rail maintenance facility opposition Summary: Commenter is opposed to the regional operations and maintenance facility due to the close proximity to the Jewish Community Center and the negative impacts on the learning environment.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
200	817	Lewis	Margolis		golew2000@yahoo.com	6/15/2012	Subject: Cornwallis site Summary: Commenter opposes the TTA maintenance facility site at the JCC because it would negatively impact the children and families that use it as well as the JCC's economic development plans.	0	0	0	0	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,

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201	818	Dirk	Wilcox		dirk.wilcox@kenexa.com	6/15/2012	Subject: Light Rail Maintenance Facility Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	-1	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
202	819	Jeffrey	Fischer		jeff@jmfischerphd.com	6/15/2012	Subject: Light rail near JCC Summary: Commenter is opposed to the regional operations and maintenance facility due to the close proximity to the Jewish Community Center.	0	0	0	0	0	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
203	820	Noah	Pickus		pickus@duke.edu	6/15/2012	Subject: Opposed to ROMF Siting near Jewish Campus Summary: Commenter opposes the ROMF near the JCC because he fears it will have a negative impact on the community.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
204	821	Jesse	Kalisher		jesse@kalisheer.com	6/15/2012	Subject: please consider another spot for your light rail maintenance facility Summary: Commenter is against the proposed regional operations and maintenance facility on Cornwallis due to the close proximity to the Jewish Community center, the high number of children, and possible damage to local growth and development.	0	0	0	0	-1	0	0	0	0	-1	-1	0	-1	-1	0	-1	0	Email,
205	822	Elaine	Marcus		efmarcus@nc.rr.com	6/15/2012	Subject: opposed to vote Summary: Commenter opposes the old Pepsi building being used as a rail maintenance shed. She states that it is too close to schools, a playground, and a community center and that it will create noise and air pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
206	823	Julie	Shermak		julieshermak@yahoo.com	6/15/2012	Subject: Location of light rail maintenance facility al ... Summary: Commenter is concerned with the location of the regional operations and maintenance facility due to the close proximity to the Jewish Cultural Center and the high number of children in the area.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
207	824	Chuck	Solomon		crsolomon@sprintmail.com	6/15/2012	Subject: Opposed to "Cornwallis" site proposed Maintenance Facility Summary: Commenter is opposed the proposed maintenance facility at the current Pepsi site because it would be a nuisance to the schools, community center and house of worship and suggests that a more suitable site be found at an already established industrial site.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,

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208	825	Gregory	Louie		gregory.louie@gmail.com	6/15/2012	Do you have any comments on the Draft Purpose and Need for the Durham-Orange Light Rail Transit project? I fully agree with the draft purpose and need. Prior to that I lived in NYC and Westchester, NY and used either the subway and/or the light rail (Metro North) daily. I would love to see light rail flourish in the Triangle. Although, it wasn't specifically stated in the scoping information booklet. I and other citizens are deeply concerned about climate change for our children and our children's children. We understand that the impacts we have on earth have lasting effects and wish to support mass transit as one of many necessary means for reducing our burgeoning human population's impact on the earth. Regarding the D-O LRT project environmental & community resources map (Spring 2012): Please include the following community resources, which are missing on your map, all of these are next to the private school (Lerner Jewish Day School) on Cornwallis Road: 1. As of Spring 2012, the public school: Maureen Joy Charter School still occupies that campus. 2. Levin Jewish Community Center 3. Judah Reform Synagogue Regarding the proposed Light Rail Maintenance Facility at the old Pepsi Plant: The proposed Light Rail Maintenance Facility abuts the Levin Jewish Community Center. Construction and daily operations will result in increased noise, light, air and ground pollution. I imagine alternative sites of the light rail maintenance facility exists. For example, Durham GIS reveals a 12 acre property at 1102 Moreene Road owned by the City of Durham and designated as "vacant community service." I have attached a .pdf file describing the property. Please consider this alternative as you work on the final environmental impact statement.	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	-1	0	-1	0	-1	0	Email,
209	826	Sally	Brown	The Lerner Day School, Teacher, Levinn JCC, Member	sallybrown721@gmail.com	6/15/2012	Subject: against light rail maintenance facility Summary: Commenter is opposed to the light rail maintenance facility near the JCC because of concerns regarding increased traffic and noise.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,		
210	835	Jessica	Finelt Leff		jessiepaige127@gmail.com	6/16/2012	Subject: NO LIGHT TRANSIT Summary: Commenter says placing the ROMF next to the JCC is not conducive to a well-functioning JCC and opposes the siting.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,		
211	836	Jacquelyn	Floreen	The Cedars of Chapel Hill Condominiums, Resident	jacklymph1@aol.com	6/16/2012	Subject: light rail transit project C1 and C2 comments from a citizen at The Cedars Retirement Village, Chapel Hill NC Summary: Commenter opposes the C1 light rail option that goes through the retirement village separating them from the DuBose Health Center for fear that it will have a negative impact on residents' and patients' health. She also thinks that it will have a negative impact on the bird sanctuary across from the residential community. She supports the C2 alignment.	-1	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	0	Email,		

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212	837	Jennifer	Shweky	ERG, Environmental Specialist, JCC, Member, The Lerner School, Parent	Jennifer.Shweky@erg.com	6/16/2012	Subject: Light Rail Maintenance Facility Summary: Commenter opposes the light rail maintenance facility at the former Pepsi site as her children attend The Lerner School and go to the JCC and she believes it would reduce their enjoyment due to noise and air pollution.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,	
213	838	Kim	Weaver	Lerner Jewish Community Day School, Parent	kimweaver_2@yahoo.com	6/16/2012	Subject: Against Placing Maintenance Facility at Cornwallis Site Summary: Commenter opposes the placement of the ROMF near the JCC and Day School and Synagogue due to concerns over noise and disruption.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,	
214	839	Lynne	Hurwitz		lynne.koweek@duke.edu	6/16/2012	Subject: light rail maintenance in Durham Summary: Commenter opposes the ROMF near the two elementary schools and the place of worship at the JCC because it will impact the quiet and the atmosphere of learning.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,	
215	840	Madison	Springer		madrock9@gmail.com	6/16/2012	Subject: PLEASE DON'T BUILD A RAIL MAINTENANCE STATION NEXT DOOR TO OUR COMMUNITY!!! Summary: Commenter opposes the ROMF near the JCC, Lerner School, and Maureen Joy School, where it would be loud and a distraction.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,	
216	841	Robert	Healy	Duke University, Professor Emeritus of Environmental Policy and Public Policy Studies	healy@duke.edu	6/17/2012	Subject: Comments on TTA Scoping Process Summary: Commenter opposes light rail overall and thinks that improved bus service is the better option because it goes many more places. He thinks that the bus stop for the Robertson Scholars Bus at Duke, which is a very popular bus, is the best spot in terms of being close to where the users are, whereas the proposed light rail stop at Duke is a 15-minute walk from the bus stop. Further, he objects to the high cost of light rail, how long it takes to implement (rendering its technology obsolete), its limited impact on reducing carbon emissions and reducing VMT, the lack of certainty that it will result in economic development and job-creation, the encouragement of urban sprawl that its park-and-ride lots will result in, the negative impact it would have on New Hope Creek, and the fact that Durham has a lot of areas that need this funding. He requests a response indicating receipt of his comment submission.	0	-1	0	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	-1	Email,

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217	842	Avery	Goldstein	Judea Reform Congregation, Member	jagoldy@earthlink.net	6/17/2012	Subject: Feedback via the Durham-Orange Light Rail Transit Project Do you have any comments on the Draft Purpose & Need for the Durham- Orange Light Rail Transit project?: Yes - what is the timeline for this project? I am also concerned about the fact that I am a member of Judea Reform Congregation, and heard through word of mouth that a maintenance facility is being planned literally in our backyard. Surely this violates an ethical principle concerning the right we have to worship in peace. The site could be used for the benefit of Durham - perhaps people would like to live near the JCC campus as opposed to ruining the area with industrial traffic and noise. The whole project seems to have no respect for anyone - except the rich people who live in Meadowmont who don't want it. have some respect, Durham. Look out for the people who want to live, worship, and send their kids to YOUR public schools. Send the rail up 15-501 which is already a business area - NOT in the backyards of the people who are trying to make Durham a good place to live. What environmental and other issues should we consider when evaluating the project alternatives?: Your website is unclear and difficult to glean information from. What is the best way to voice concerns about the proposed path of the light rail system? I live near Creekside Elementary school and it is unclear where the rail will be in relation to the school. Whom do I contact regarding the safety of children attending this school? How did you hear about today's workshop?: Other Commenter requests feedback on the following: What is the best way to voice concerns about the proposed path of the light rail system? Whom do I contact regarding the safety of children attending this school?	0	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Website,
218	843	Carol	Krucoff	healingmoves.com	ckrucoff@gmail.com	6/17/2012	Subject: NO to light rail maintenance at Pepsi Summary: Commenter objects to ROMF next to The Lerner School, JCC, and the Judea Reform Congregation due to concerns about safety hazards for the children, noise, air, and vibration and light pollution, and disruption to education and worship activities.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,	
219	844	Dorothy	Gianturco	Colony Park resident	dorothygianturco@gmail.com	6/17/2012	Subject: Proposed Rail Maintenance Facility Summary: Commenter opposes the ROMF at the old Pepsi site off of Cornwallis Rd. because it will disturb the residents, school users, and be a danger to the school students and the residents. She does not provide more detailed reasons for opposition.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,	
220	845	Kim	Sampson		kssampson@gmail.com	6/17/2012	Subject: No TTA light rain station on Pepsi property Summary: Commenter opposes the ROMF next to the Judea Reform Congregation, the JCC, and The Lerner School. She is concerned about the diminishing of quality of life on the property via noise, pollution, traffic, and 24 hour light.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,	

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221	846	KC	Cloud		cloudkc@gmail.com	6/17/2012	Subject: Fwd: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform Properties Summary: Commenter forwards an email from Laurie Scott and above it comments: "Please consider an alternate site to the one suggested adjacent to the Jewish community center." The forwarded email is the following: From: "Laurie Scott" <laurie.scott.mail@gmail.com> Date: Jun 17, 2012 8:25 PM Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties To: <info@ourtransitfuture.com> Cc: "KC Cloud-Borgstedt" <cloudkc@gmail.com>, <diggie.the.mango@gmail.com> Dear Triangle Transit Authority, I would like to add my voice to the public comment period currently open regarding the proposed Light Rail Maintenance station at the current Pepsi facility. I am a member of the Levin Jewish Community Center, which is part of an active campus on Cornwallis Road. I oppose placing the LR Maintenance Station near this vibrant property because it will add air, noise, vibration and light pollution to a campus dedicated to education, religious worship and community-building activities. I hope that you will consider other locations which will not interfere with this important community location. Laurie Scott JCC member	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	Email,
222	847	Laurie	Scott	JCC, member	laurie.scott.mail@gmail.com	6/17/2012	Subject: Opposing the placement of a Light Rail Maintenance Station at the Pepsi facility adjacent to the JCC, Lerner School and Judea Reform properties Summary: Commenter opposes the ROMF being sited near the JCC because of the added air, noise, vibration and light pollution that would disrupt education, religious worship, and community-building activities.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,		
223	848	Susan	Sonberg	Downing Creek, Resident	Sonkoff@aol.com	6/17/2012	Subject: Durham-Orange Light Rail Transit Summary: Commenter concerned about the C2 alignment's negative impact in terms of congestion on the Barbee Chapel Road intersection and at the entrance and egress from the Downing Creek neighborhood. She is also concerned about ped and bike safety at the already congested intersection and along Stancell Drive, an area which is widely used by pedestrians to access the Meadowmont Trail System, and reduced access to the station from both sides of Highway 54. She suggests running the rail line in the center of Hwy 54 between the east and westbound lanes of Hwy 54 instead of running it a bit east of their entrance at ground level. She also suggests a ped bridge over the highway.	-1	0	0	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,		
224	849	Caryn	Rossi Louie	The Lerner Day School, Parent, NC School for Science and Mathematics, Instructor of Chinese	carynrossi@gmail.com	6/18/2012	Subject: Please DO NOT build the Maintenance Facility at the current Pepsi property! Summary: Commenter objects to the ROMF near the Lerner/JCC property due to air and noise pollution, negative aesthetic and visual impact, and the prevention of future development of the JCC (mixed use, senior housing) that could have economic benefits.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,		
225	850	Catherine and Nikhil	Dhongade	Pickett Park, Resident	catherine_dhongade@hotmail.com	6/18/2012	Subject: Durham-Orange County Corridor for the Light Rail Summary: Commenters prefer Alternative 1 route for the South Square Station and oppose Alternative 3, which comes close to their properties and would negatively impact their living environment.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,		

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226	851	Carrie	Muh	Duke University Medical Center, Assistant Professor of Surgery and Pediatrics	carrie.muh@duke.edu	6/18/2012	Subject: Proposed Maintenance Facility at Pepsi property next to Lerner School on Cornwallis Summary: Commenter opposes the siting of the ROMF near the JCC, The Lerner School, and the Judea Reform Synagogue. The opposition is due to concerns regarding noise pollution, and disruption of the classroom, religious, and community activities that take place there. There is further concern over the siting preventing the JCC from using that land to develop as they intend to do (building mixed-use, senior housing or a new school etc.) in a way that would benefit the community socially and economically.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,
227	852	Deepak	Voora	Pickett Park, Resident	dvoora@hotmail.com	6/18/2012	Subject: Light rail route Summary: Commenter prefers Alternative 1 route for the South Square Station and opposes Alternative 3 as it comes close to her property.	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Email,
228	853	Matthew	McConnel		matthewmcconnell@hotmail.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : I grew up in Portland, Oregon, and loved the light rail there. I have no doubt that my wife and I would use a Triangle light rail, not only for work but also for day-trips as well. Please share any comments you have regarding regional transit.: I reiterate, please. I want to take the train to work and to show the country how forward we are. How did you hear about today's workshop?: Radio	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	Website,
229	854	Marjorie	Soforenko		soforenko@gmail.com	6/18/2012	Subject: light rail maintenance station Summary: Commenter asks that the light rail maintenance station not be put near the JCC, Lerner School, or Judea Reform Synagogue. She does not elaborate.	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	Email,
230	855	Lanier	DeGrella	Pickett Park, Resident, Childcare Services Association, Statewide Infant/Toddler Project, Manager	lanierd@childcareservices.org	6/18/2012	Subject: South Square light rail route Summary: Commenter objects to South Square light rail route alignment 3 because it would come close to their property and result in noise pollution and lower home values. They support light rail but not with alignment 3.	-1	0	0	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	Email,

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231	856	James	Doughty	Downing Creek, Resident	jdoughty6@n c.rr.com	6/18/2012	Rail Transit project? : Hello, I am a resident of the Downing Creek neighborhood writing in support of the original C1 route for future light rail development, and in opposition to the alternate C2 route. What environmental and other issues should we consider when evaluating the project alternatives?: In my view, advocates of the faulty C2 route, in particular, the residents and managers of Meadowmont believe that volume and repetition are substitutes for logic in this planning process. I am confident your body will see the issue more clearly. I'd like to elaborate on three elements of this decision. 1. "Walkability" or hypocrisy? C1 brings direct light rail access to Meadowmont, a community whose marketing is based largely on "walkability" and pedestrian amenities. The community's own website goes out of its way to evoke "the old town square" dotted with shops, cafes and offices --a place with a friendly atmosphere where you didn't need a car to get from one place to another. Bringing a passenger rail station into the heart of such a community makes sense. C2 brings a passenger rail station to a site (Woodmont) that is peripheral to residential areas that do not tout "walkability" as their core ethic. Neither Downing Creek nor Falconbridge even have sidewalks away from their main arteries. There are no shops on this side of the highway--no mixed-use pedestrian environment. Bringing a passenger rail station to the periphery of such communities makes no sense. 2. A 19th-century crossing for a 21st-century system? Seriously? C1 carries the light rail line over N.C. Route 54 via a grade separated crossing, which preserves both safety and vehicular traffic flow. What environmental and other issues should we consider when evaluating the project alternatives?: Railroad grade crossings are recognized as outdated and dangerous, and there is a nationwide movement to eliminate them wherever possible. The Federal Railroad Administration reports that collisions between trains and highway vehicles are historically the greatest source of injuries and fatalities in the railroad industry. So: A brand-new, 21st-century transit system in one of the nations most forward-thinking regions is going to go out of its way include a new grade crossing? Will the trains have cow catchers and steam whistles too? 3. It's all in the timing C1 places the rail corridor and passenger	-1	0	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	-1	0	Website,
232	857	Laurie	Edwards	Pickett Park, Resident	laurieedwards @yahoo.com	6/18/2012	Subject: Light Rail system concerns Summary: Commenter objects to South Square light rail alignment 3 and supports alignment 1 because the former would come close to their property and result in noise pollution and privacy.	-1	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Email,		
233	858	Joshua	Brandstadter	Pickett Park, Resident	joshua.brands tadter@gmail. com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : I am a resident of Pickett Park at 2822 Pickett Rd in Durham. I have reviewed your plans for the light rail in the Durham-Orange County Corridor and would like to inform you that: I strongly prefer Alternative 1 for the South Square station. The other proposed route, Alternative 3, would come just behind my small backyard and there would be no way to prevent the route from irreparably ruining the enjoyment and privacy of my own home. I strongly urge you to use Alternative 1, which would be at a more respectable distance. Commenter requests response: "I appreciate any response you can provide and would be happy to have a conversation with you by email or phone (516-286-1380)." How did you hear about today's workshop?: Word of Mouth How was the meeting time? : Unacceptable Workshop location? : Unacceptable Workshop organization?: Unacceptable What was most helpful?: Video, Maps	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Website,

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234	859	Roger	Henderson	citizen	completestreetsroger@gmail.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : No What environmental and other issues should we consider when evaluating the project alternatives?: Consider the economic effect on the region if we do NOT implement LRT and Commuter Rail as proposed. I believe the region will not succeed as we all hope and expect unless there is Please share any comments you have regarding regional transit.: I've lived in the DC area, in Chicago, in Oakland and San Francisco and regularly used rail and bus in all of those regions. My wife and I will be downsizing now that our youngest child will be attending college in Chapel Hill. We can easily see ourselves moving near a rail station and using rail and bus regularly. Please build it.	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	Email,
235	860		Durham Bicycle and Pedestrian Adviso	environmental/business organizational interest		6/18/2012	Commenter requests incorporation in the upcoming Preliminary Engineering and Draft EIS, a multi-use trail, especially between the former South Square area in Durham and the Meadowmont Area in Chapel Hill. This trail is recommended along the transit corridor in both the Durham Bicycle Transportation Plan and the adopted NC 54-Interstate 40 Corridor Study.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	Postal Mail,	
236	861		Triangle Land Conservancy	environmental/business organizational interest		6/18/2012	Commenter requests evaluating light rail track location alternatives that are located within the Right of Way of 15-501 as is required by NEPA process. Commenter notes that in the light rail project Scoping Booklet, the maps shows the 15-501 bottomlands route is the only route to be studied further, whereas the text states that alternative routing within the ROW of 15-501 will be evaluated. Commenter requests that this confusion be cleared up. Commenter prefers that alternatives be evaluated to preserve the health of the New Hope Creek Bottomland Forest.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
237	862	Martha	Tyson			6/18/2012	Commenter objects to the C2 route because of the impact on sensitive environmental areas C1 would pass through, especially wetlands and wooded areas.	-1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	Postal Mail,
238	863	Ruel	Tyson	The Cedars of Chapel Hill Condominiums, Resident		6/18/2012	Commenter opposes C1 alignment because he agrees with The Meadowmont Community Association Board of Directors that C1 would not increase business in Meadowmont Village and along with the board, he supports the C2 alignment, even though he doesn't believe the C1 alignment would do much damage to the Cedars.	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Postal Mail,
239	864	Eric	Solomon	Beth Meyer Synagogue, Rabbi, The Lerner Jewish Community Day School, Parent	rabbi@bethmeyer.org	5/1/2012	Commenter supports the light rail project he is concerned about the ROMF near the JCC, The Lerner School, and the Judea Reform Synagogue. The opposition is due to concerns regarding noise pollution, and disruption of the classroom, religious, and community activities that take place there.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	-1	0	0	Phone,
240	865	Ivy	Hoffman			5/21/2012	Commenter expressed concern over the location of the Maintenance Facility at Cornwallis. The opposed it due to proximity to Jewish Community Center Campus because of concerns over safety for the children and noise disruption of occasional weekday services at the synagogue	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	0	Phone,

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241	866		No Name "voter in Durham area"			6/12/2012	Commenter expressed opposition to the Light Rail Station next to the Community Center Campus because it would interfere wit the progress of the site, cause noise pollution and hamper future development.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Phone,
242	867	Mary	Alexrod			6/12/2012	Commenter opposes the ROMF near the JCC and the Lerner School. No additional information provided.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Phone,
243	868	Pearl	Lavine			6/15/2012	Commenter spoke face to face with staff to express her concern over the proposed ROMP location on Cornwallis. She has been a resident since 1960 and although in favor of the project, does not want the ROMF near the JCC and school. No additional information.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Phone,
244	869	Judith	Segal			6/16/2012	Commenter called to object to the inappropriate placement of the ROMF due to proximity to the school for the children and community center for the elderly. Also, not a good use of the land. No additional information.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	Phone,
245	870	Edith	Cannon			6/17/2012	Commenter is a taxpayer and opposes the ROMF near the JCC and school. She is concerned about the pollution in the form of oil, noise, air, vibration, light and visually. Feels the site could have a better economic use and future development.	0	0	0	0	-1	0	0	0	-1	-1	-1	-1	-1	-1	0	0	0	Phone,
246	871	Kim	Weaver			6/18/2012	Commenter is concerned about proposed location of the ROMF. She has a 3 year old at the school and location would be undesirable. Also because the area is rather spiritual with the JCC, synagogue and school and the ROMF would be disruptive. In favor of the project, but not location of the ROMF. No additional information.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	Phone,

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247	872	John	Smith			6/19/2012	Rail Transit project? : I have several comments on the over all project. Not just the Durham-Orange county project. What environmental and other issues should we consider when evaluating the project alternatives?: I think that the environmental issue evaluating the project are pretty well already dictated by the EPA, state, county, and local municipalities I am former military and have traveled a lot and seen a lot of effective public transportation in U.S. Cities, Europe, and Asia. I have lived in the south now 12 years and have resided in North Carolina for seven years now. I also have not been able to drive due to some developments from my last deployment to Iraq. I have had a growing awareness of issues with the system now and with the future projects. I would like to first start by saying that I'm in full support of public transportation. I have seen a lot of concerns from my fellow tax payers that don't understand and are concerned about cost. I think one thing that has lacked in this initiative has been an explanation of basic projected cost. Which can be explained without a comprehensive plan. Such as subsidize and how they work. I hear a lot from fellow conservatives about how subsidized public transportation is. I think the word needs to get out about how subsidized road projects are as well. They seem to believe that gas tax covers building bigger roads that can't keep up with growth. Also, I hear a lot about how transit doesn't improve business growth prospects. I think that the tax payers need to hear how the system would improve growth of business, not only that but improve choice of college for students. I think a lot of people are unaware that most university now do not allow cars for certain year students and how that may impact choice of college due to the lack of transportation. Another thing I hear a lot is how no one uses the in place bus system now. I have tried to explain and think it needs to be voiced by this organization that the system is not in well working order because of separation of municipalities, bus flow, running time, and stops. It is my understanding this new project would work in conjunction with Orange, Durham, and Wake county which would improve use. Things I have noticed since I haven't been able to drive. That the public may not be aware of that they need to know and also what needs to be thought about in planning.	0	-1	0	0	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	0	Website,
248	873	Sally	Curtis		curtisse@gmail.com	6/18/2012	Subject: Comments re proposed Lightrail System and Maintenance Facility Summary: Commenter supports light rail overall but objects to the siting of the ROMF near the JCC due to concerns about noise, air, light, and vibration pollution and overall diminishing of the attractiveness of the area.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	-1	0	Email,		
249	874	Tal	Wittle		talw@wittle.net	6/18/2012	Subject: Concern about Rail Maintenance Facility at Cornwallis Site Summary: Commenter opposes the siting of the ROMF near the JCC, The Lerner School, and the Judea Reform Synagogue. The opposition is due to concerns regarding noise and air pollution, the impact on the attractive aesthetic, and disruption of the classroom, religious, and community activities that take place there. There is further concern over the siting preventing the JCC from using that land to develop as they had intended to do (building mixed-use, senior housing or a new school etc.) in a way that would benefit the community socially and economically.	0	0	0	0	-1	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,		

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250	875	Akio	Sone		m440221@gmail.com	6/18/2012	Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? : I support the D1 (Westgate Drive) of South Square Alignment Options instead of the D3 (Shannon Road) because the D1 is cheaper and easier/faster to be built besides it does not run immediately behind my housing unit. The Alternative Analysis, volume 1 (July 2011), p. 3-43 recommended the D3 over the D1 based on its higher ridership estimate, not its costs nor its property-impacts. I think this recommendation overestimated the uncertain effects of the planned University Marketplace. Even if this project is finished within next few years, it is highly doubtful its tenant shops would be attractive/distinct enough to constantly contribute to higher ridership because of the oversupply of retail space in this area (see vacant retail spaces in near-by Patterson Place) and completions with other near-by malls. Also, unless its proposed housing units in the University Marketplace are mainly marketed to low-income households, the estimated "up to 650 additional boardings" would be unlikely based on my daily TTA-bus commuting experience (routes400/405). If the D1 is chosen, parking spots in front of Target or Burger King could be officially used for car-pooling (currently there are TTA-bus-riders who park their car in front of the SuperTarget in South Square Mall). I think it is a bad idea to promote a stalled development project by twisting the rail route, which costs more and impacts properties more for taxpayers in Durham in return for its uncertain future benefits. What environmental and other issues should we consider when evaluating the project alternatives?: Generally speaking, the past rail transit projects in the US have underestimated its final costs due to its delays and unexpected events and overly optimistic ridership estimation. Therefore, it is very important for this light rail project not to underestimate its costs and not to overestimate its ridership and side-effect benefits.	-1	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Website,
251	876	Kenny	Levine	Counseling for Adults, Adolescents and Couples, LCSW	therapy@kenylevine.com	6/18/2012	Subject: TTA Maintenance Facility site Summary: Commenter opposes ROMF siting near JCC, The Lerner School and Judea Reform Congregation due to concerns over the negative impact it will have on children, families, adults, and seniors. He does support light rail in general.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	-1	0	0	Email,			
252	877	Karen	Berman	Durham Chapel Hill Jewish Federation	kaberman@nc.rr.com	6/18/2012	Subject: Jewish Federation Future Plans for Pepsi Property Summary: Commenter opposes the ROMF at the JCC campus. She attached a plan developed by the Jewish Federation for the development of the 2.5 acre Pepsi property. The plan includes additional parking, three tennis courts, outdoor gathering space with shelter, a softball field and a 50 ft. buffer between the JCC and the remainder of the property. She also noted that they plan to develop multifamily or senior housing, which would benefit the community.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	Email,			
253	878	Brian	Lowinger		brianlowinger@yahoo.com	6/18/2012	Subject: JCC Summary: Commenter requests that light rail not be put next to the JCC and states that there are other sites suited to the facility. Does not expand further.	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	Email,			

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254	879	Mark "Bryce"	Reynolds		brycereynolds@hotmail.com	6/18/2012	Subject: comments on the light rail maintenance station proposal at the Pepsi property Summary: Commenter opposes the ROMF at the JCC campus and believes there are better sites where the noise, pollution, and visual impact would not be so disturbing to children and the community.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,			
255	880	Cecilia	Payne	The Lerner Day School, Teacher	cecilia@lerner.school.org	6/18/2012	Subject: Light rail Machinery Site Summary: Commenter supports the light rail project, but she objects to the ROMF siting near JCC because it will mean that the teachers cannot access certain geological formations they have been using on the site for instruction, because there is a safety risk for students, and because of noise, air, and chemical pollution.	0	0	0	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	-1	0	Email,			
256	881	Kaitlin	Rawluk	Pickett Park, Resident	krawluk@gmail.com	6/18/2012	Subject: Proposed light rail near Pickett rd and Pickett park Summary: Commenter opposes alternative 3 route for south square station and prefers route 1 because the former comes close to her home and will create noise pollution, light pollution, a lack of privacy, and it will be an eye sore. She also states that the preferred route may be more accessible given that it is already the site of a bus stop. Finally, she states that several stores on the west drive side are not thriving and would either be able to be removed or renewed with a train stop there.	-1	0	0	0	-1	0	0	0	-1	0	0	-1	0	0	0	0	0	Email,			
257	882	Mabel	McElhaney	retiree	treely@nc.rr.com	6/18/2012	Please share any comments you have regarding regional transit.: I am a staunch supporter of public transportation, especially rail. However, while this proposal is worthwhile, the only portion of Orange County served is a minimal corner limited to the UNC Hospitals. Bus connections also serve the towns of Chapel Hill and Carrboro, but no one else in Orange County benefits in the least. We will have only vestigial service to Durham and Chapel Hill, and those north of Hillsborough will have none. Therefore, no one outside Chapel Hill/Carrboro should pay for any of this proposal. The unserved majority of Orange represent the least able to pay for this project and cannot be expected to invest in a plan that may not benefit them in their lifetime. When the plan is extended to connect residences countywide, then we should share the cost. Good public transportation needs to come within two blocks of every residence and involve no more than twenty-minute waits 24/7. I know such a thing is a long way off, but planners must not lose sight of it as the Golden Snitch (the goal). How did you hear about today's workshop?: Newspaper	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	Website,
258	883	Muriel	Roll	The Cedars of Chapel Hill Condominiums, Resident	azalea1@cochill.net	6/18/2012	Subject: Light Rail Transit Summary: Commenter supports light rail as way to ease congestion, and she opposes the C1 route and prefers the C2 route because the latter would have minimal impact due to it using the median now on Route 54 and because the latter would have higher ridership. She is also concerned that The Cedars residents property values would drop with C1 and that C1 would do more damage to wooded and wetland areas as well as the bird sanctuary.	-1	0	0	0	-1	0	0	0	0	-1	0	0	0	0	0	-1	0	Email,			
259	884	Michele	Dubow	JCC, member	mdubow@earthlink.net	6/18/2012	Subject: Comments rejecting Maintenance Facility at Pepsi property, Durham Summary: Commenter opposes ROMF by JCC along 15-501 because of noise, pollution, commotion, visual interference, and because it will be disruptive to religious worship, enjoyment of the pool and exercise facilities and to children at camp and at school.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	0	0	Email,			

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260	885	Richard	Lucas		sillyl@mindspring.com	6/18/2012	Subject: Re the Light Rail Maintenance Station Summary: Commenter opposes the ROMF near the JCC and The Lerner School and Judea Reform Synagogue because it will negatively impact the learning environment and because the area is already congested enough traffic-wise. He recommends allowing the JCC to move forward with its plans for senior housing and other mixed use developments that would be attractive and that would increase the economic vitality of the area. He is also concerned about the noise/air pollution from more traffic.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,	
261	886	Rachel	Raney	JCC, member	teamraney@gmail.com	6/18/2012	Subject: proposed maintenance facility near Levin JCC Summary: Commenter opposes ROMF near JCC, school, and synagogue because of pollution and the limitations it places on JCC's future growth. She does not expand further. Her son attends camp there and they use the facilities year round.	0	0	0	0	-1	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,	
262	887	Stan	Paskoff	Judea Reform Congregation Board of Trustees, President	paskoff@duke.edu	6/18/2012	Subject: light rail maintenance station Summary: Commenter opposes ROMF near JCC and Judea Reform Congregation due to concerns over noise, vibration, after-hours illumination, and danger to children. he is also concerned that the facility would cause larger water issues than the water run-off issues they already have and have taken a great deal of effort to control. He also thinks it will be a potential danger to the students who would be attracted to it and perhaps be harmed by it. He states the JRC is fully in support of light rail and would not mind a station at this location.	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	0	-1	0	Email,	
263	888	Sissi	Schulmeister-Antona		sissi@audiomedialab.com	6/18/2012	Subject: No to a light rail maintenance station at the current Pepsi property Summary: Commenter objects to the ROMF at the JCC site because it is not conducive to a campus where children are and because it would lead to pollution, noise, and vibration. She does not elaborate.	0	0	0	0	0	0	0	0	-1	0	-1	0	-1	-1	0	0	0	Email,	
264	889	Trudi	Abel	The Lerner Day School, Parent	tabel@duke.edu	6/18/2012	Subject: Concerns re: Location of Light Rail Maintenance Facility on Western Bypass Summary: Commenter supports light rail but opposes ROMF at JCC site due to concerns about noise, vibrations, light pollution and the overall reduction in tranquility. She does not expand further.	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	-1	0	-1	0	Email,	
265	890	Rebecca	Board	Downing Creek Community Association	rebecca@downingcreek.org	6/18/2012	Subject: Light Rail Transit Project Comments from the Downing Creek Community Association Summary: Commenters oppose C2 light rail alignment. Their concerns are: it shows a ground level rail crossing over Barbie Chapel Road (BCR) and the Downing Creek subdivision's entrance, which will restrict traffic flow; it runs contrary to overpass plan for BCR NC 54 interchange, so if the tracks are laid at grade level the interchange could need to be reconfigured; its placement would not sufficiently serve the higher concentration res/comm/gov services nearby including in Meadowmont, which will undermine the NC 54 Corridor Master Plan; it will result in increased ped traffic across NC 54 leading to increased ped safety risk; it is contrary to the NC 54 Corridor Master Plan again, which has as its goal to reduce traffic congestion caused by increased use of NC 54. Commenter asks that receipt of this comment be confirmed.	-1	-1	0	-1	-1	0	0	0	0	-1	0	0	-1	0	0	0	0	0	Email,

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method		
266	891	Robert	Healy	New Hope Creek Corridor Advisory Committee	healy@duke.edu	6/18/2012	Subject: Comments of New Hope Creek Corridor Advisory Committee on Portions of the Transit Corridor within the New Hope Creek planning area Summary: Commenters are supportive of light rail but oppose the "locally preferred alternative" that would run a rail corridor across the heart of the New Hope Creek Bottomland Forest wetland area. They oppose it because the new structures, equipment and temporary roads would be destructive, it would present a barrier to wildlife movement because it will be built at "mid-block" and away from the planned 15-501 (which has a high enough and wide enough opening underneath to allow passage), it would produce noise, vibration, visual distraction and interference with the educational value of programs that happen in the forest, its construction and structures would damage Sandy Creek, the maintenance station nearby would lead to pollution and runoff, and it would encourage new development on sensitive lands. The committee proposes alternate option that would minimize the above problems: alignment south of 15-501, with the New Hope Creek transit crossing at the new highway bridge or a crossing parallel to Old Chapel Hill Road. Commenter requests acknowledgement of receipt and notification that the attachments have opened correctly	-1	0	0	-1	-1	0	0	0	-1	-1	-1	-1	-1	-1	-1	-1	0	0	-1	Email,
267	892	John	Kent	New Hope Creek Corridor Advisory Committee		6/18/2012	Commenter presents the New Hope Corridor Advisory Committee's Response to Proposed Locally Preferred Alternative for a TTA Transit Corridor between South Square and SW Durham Drive: for across New Hope Creek corridor, they recommend an alignment within the 15-501 south side ROW (close to the New Hope Creek bridge pair); for across Sandy Creek corridor they recommend within the south side ROW of eastbound off ramp from 15-501 to MLK Jr. Parkway, north of Larchmont; they also recommend revisiting the 15-501 MIS Phase I study "Rail Corridor B" Sandy Creek crossing (Garrett Rd east)in the EIS effort because it is much like their Sandy Creek proposal; and they recommend locating the Patterson place maintenance facility, which is too close to New Hope Creek Corridor, on the west side of Witherspoon Blvd. They make these recommendations for the purpose of reducing the project's impact on the natural environment and sensitive lands in the area.	-1	0	0	0	0	0	0	0	0	0	-1	0	0	0	-1	0	0	0	0	Postal Mail,
268	893	Michael	Waldrup		mikewald@mindspring.com	6/18/2012	Subject: Comments regarding Durham-Orange Transit Alignment scoping process (1/x) Summary: Commenter opposes the locating of the station at MLK backing it into the corner at the intersection of MLK and University Drive. He suggests locating the station down University Drive to the west of MLK within the already good station area that at present puts 1,850 apartment units (residential communities of Chapel Hill Road, particularly if ped paths to station are created) and 600,000 square feet of office space within walking distance. He states that this new station location he proposes is in a corridor that has been embedded in the Master Plan for Patterson Place, provides direct access to desirable destinations, will become the heart of TOD, will create a corridor that allows ped/bike access to this main transit spine, and could accommodate a bus connection at the eastern end of the station close to SW Durham Drive, allowing for a quick drop-off and turn around providing high quality service through other quadrants.	-1	0	0	-1	-1	0	0	0	0	0	0	0	-1	0	0	0	0	0	Email,	

manual #	COMID	First_Name	Last_Name	Business_Organization if any noted	Email	Date_Received	Comments_Received	Corridor_Location	Funding	Growth_Management	Land_Use	Local_Economy	Stations	Service	Purpose_Need	Noise_Air_Quality	Natural_Resources	Cultural_Resources	Visual_Resources	Social_Aspects	ROMF	Other	Noted_Support	Noted_Opposition	Comment Receipt Method
269	829	Sylvia and Bernie	Leibel		sylvialeibel@gmail.com	6/15/2012	Subject: NO to a light rail maintenance station Summary: Commenters object to the maintenance facility at the current Pepsi site behind a school and House of Worship because it is not good for students and learning, creates pollution, threatens the future development of the JCC, which could result in economic benefits for Durham.	0	0	0	0	-1	0	0	0	0	-1	-1	0	-1	-1	0	0	0	Email,
270	830	Adi	Livnat		adi@vt.edu	6/17/2012	Subject: Location of transit maintenance facility Summary: Commenter objects to the maintenance facility being located near the JCC, the school and the community center, due to concerns about noise, fumes, 24 hour activity, and the resulting loss of community wealth as families move elsewhere.	0	0	0	0	-1	0	0	0	-1	-1	-1	0	-1	-1	0	0	0	Email,
271	831	Arie and Anita	Lewin	JCC, Founding Members	ahl@rti.org	6/16/2012	Subject: Light Rail Summary: Commenters object to ROMF at Cornwallis site and recommend locating it at the Patterson Place site where there is already noise and lights and lots of traffic all night. There concerns regarding the Cornwallis site are the negative impacts it would have on learning at the school and on worship at the synagogue and enjoyment at the JCC, the fact that it would prevent the campus from being developed more by as the community had intended.	0	0	0	0	-1	0	0	0	0	0	-1	0	-1	-1	0	0	0	Email,
272	832	Celeste	King	Pickett Park, Resident	celhking@earthlink.net	6/16/2012	Subject: Light rail Summary: Commenter supports "Alternative 1" for the light rail because the other comes too close to Pickett Park apartment complex.	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	Email,
273	833	Eric	Wittle	The Lerner Day School, Parent, Levin Jewish Community Center, Member	ericw@wittle.net	6/16/2012	Subject: Proposed light rail ROMF Summary: Commenter opposes the ROMF near the Jewish Community Day School and the JCC because he thinks it will be disruptive to learning and enjoyment of the campus.	0	0	0	0	0	0	0	0	0	0	-1	0	0	-1	0	0	0	Email,
274	828	Aaron	Leff		appleff@gmail.com	6/16/2012	Subject: no light rail Summary: Commenter does not want the light rail maintenance station at the Cornwallis location.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	Email,
				274 comments from May 1 - June 18, 2012																					
							absolute #	104	19	6	58	46	13	6	3	83	114	143	30	188	153	6	45	3	
							percent of 274 correspondences	38%	7%	2%	21%	17%	5%	2%	1%	30%	42%	52%	11%	69%	56%	2%	16%	1%	

APPENDIX E SCOPING COMMENTS

PART 3: AGENCY COMMENTS RECEIVED

FEDERAL

STATE

LOCAL



U.S. Department
of Transportation

**Federal Aviation
Administration**

Atlanta Airports District Office

1701 Columbia Ave., Campus Bldg.

Atlanta, GA 30337-2747

P: (404) 305-7150 F: (404) 305-7155

May 30, 2012

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

Dear Mr. Smart:

RE: Federal Aviation Administration, Atlanta Airports District Office (FAA ATL-ADO) Scoping Comments on the Durham-Orange Light Rail Transit (D-O LRT) Project

The Federal Aviation Administration (FAA) could not participate in the scoping meetings held earlier this month for the subject project. However, we have reviewed the background information and materials posted on the D-O LRT Project website: <http://www.ourtransitfuture.com/index.php/projects/durham-orange> presented at the scoping meetings.

We appreciate the Federal Transit Administration's and Triangle Transit's outreach to the FAA requesting our assistance in identifying and defining the issues that should be studied in detail through the National Environmental Policy Act (NEPA) analysis process for the D-O LRT Project. Areas of particular and unique concern to the FAA that should be considered and included in your proposed action's design, construction and NEPA analysis process follow:

- 1) While the project map did not identify the proximity of the proposed action to airports, it appears the proposed project or portions thereof would occur within a 5-mile radius of at least one airport, Horace Williams Airport (IGX), Chapel Hill, NC.

Hazardous wildlife attractants on and near airports are of great concern to the FAA. FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, provides our guidance on this subject.

- We note the project will likely require storm water management facilities/structures and may require substantial stream bank and/or wetland mitigation in association with permitting actions necessary to support the proposed project.
- To ensure no hazards to aviation are created by the proposed project, your

NEPA analysis should ensure that all elements of the project design and construction, including any proposed mitigation measures, consider and incorporate the guidance found in FAA Advisory Circular 150/5200-33B.

- 2) If your organization is planning to sponsor any construction or alterations which may affect navigable airspace, you must file a *Notice of Proposed Construction or Alteration* (Form 7460-1) with the FAA (See <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>). The requirements for filing with the FAA for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference 14 CFR Part 77.9.
- 3) The Horace Williams Airport is a general aviation airport. Currently, the FAA Airport Improvement Program is administered by the NCDOT Division of Aviation on behalf of the FAA for all general aviation airports located in North Carolina. Therefore, please include the NCDOT Division of Aviation (address located in the closed copy distribution list below) in future correspondence on this matter. This will ensure they are informed as the project progresses and allow them to provide additional comments and input related to aviation safety concerns as the proposed action and alternatives are refined during the NEPA, design, and construction process.

Thank you for the opportunity to participate in your scoping process. Please contact me at dana.perkins@faa.gov or (404) 305-7152 if our comments require discussion or if I may be of further assistance

Sincerely,



Dana L. Perkins
Environmental Program Manager

cc: Rick Barkes/Jennifer Fuller/Chastity Clark, NCDOT Division of Aviation, 1560
Mail Service Center, Raleigh, NC 27699-1560
Jon Heisterberg, U.S. Department of Agriculture, Animal and Plant Health
Inspection Service – Wildlife Services, 6213-E Angus Drive, Raleigh, NC
27617
Juanita Shearer – Swink, FASLA, Triangle Transit, P.O. Box 530, Morrisville, NC
27560
Jeff Weisner, URS - Planning Department, 1600 Perimeter Park drive Suite 400,
Morrisville, NC 27560



DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
69 DARLINGTON AVENUE
WILMINGTON, NORTH CAROLINA 28403-1343

REPLY TO
ATTENTION OF:

June 19, 2012

Regulatory Division

Action ID No. SAW 2012 00957

Mr. Brian Smart
Federal Transit Administration
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

Dear Mr. Smart:

Reference is made to the e-mail from Ms. Juanita Shearer-Swink with the Triangle Transit received on May 24, 2012, requesting scoping comments on the proposed Durham-Orange Light Rail Transit Project located on new linear alignment from UNC Hospitals in Chapel Hill, Orange County, North Carolina, to Austin Avenue in Durham, Durham County, North Carolina. This correspondence addresses concerns from both the Operations and Regulatory Divisions with the U.S. Army Corps of Engineers, Wilmington District. Comments from Operations address their concerns pertaining to the project's proposed impacts to Corps owned property within the Jordan lake watershed and Regulatory's comments specifically address the project's impacts to waters of the United States, including adjacent wetlands, subject to our regulatory authority pursuant to Section 404 of the Clean Water Act.

First of all, with regards to our concerns pertaining to Operations, please reference the proposed alternatives shown crossing government property along Little Creek at B. Everett Jordan Lake. This property is under the stewardship of US Army Corps of Engineers (USACE), Wilmington District, Operations Division. A route crossing this property would require an easement from the federal government. Requests for use of government property administered by USACE are reviewed in compliance with USACE policies for out granting of government property and the National Environmental Policy Act (NEPA). The decision to approve or deny a requested use would be made after the review process has been completed and the requirements of NEPA have been satisfied. If a route crossing government property is proposed, the EIS being prepared for the Federal Transit Authority (FTA) may satisfy the NEPA requirements for our land use request review process. However, in order to meet our NEPA requirements the discussion of alternatives must include routes that do not impact public lands. The EIS scoping document does not include discussion or depiction of alternatives off of government property. Alternative routes should be added and/or the study area should be increased to include alternatives to the north and east of those currently depicted crossing public lands along Little Creek. The discussion of impacts due to routes crossing public lands should include impacts due to relocation of existing roads, utilities, etc. Routes crossing public land must be avoided, if possible, and impacts minimized, if public lands cannot be avoided. Mitigation would be required for any unavoidable adverse impacts on public lands.

The congressionally authorized purposes of the Jordan Lake project are flood control, water supply, water quality, recreation, and fish and wildlife conservation. In addition to these authorized purposes, the permanent wildlife lands in the area which include the Little Creek Waterfowl Impoundment, serve as mitigation for adverse impacts from the construction of Jordan Lake. The area is leased to the State of North Carolina and managed by the North Carolina Wildlife Resources Commission (NCWRC) as part of their game lands program. Portions of a Significant Natural Heritage Area as designated by the NC Natural Heritage Program (NCNHP) are located in the proposed alignments. The proposed alignments are within the lake's flood storage pool, which is subject to inundation to elevation 245 feet mean sea level. If you require any additional information regarding use of public lands at Jordan Lake, please contact Mr. Michael Hosey, Operations Division at 919-542-4501, extension 26.

In regards to our Regulatory concerns, our review is based on the information provided at the Scoping meeting for regulatory agencies held on May 2, 2012, and the referenced e-mail. It appears that the proposed light

rail project may impact jurisdictional waters of Little Creek and New Hope Creek of the Cape Fear watershed (HUC 03030002). Department of the Army (DA) permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for the discharge of excavated or fill material into waters of the United States or any adjacent wetlands in conjunction with this project, including disposal of construction debris. Specific permit requirements will depend on design of the project, extent of fill work within the waters of the United States, construction methods, and other factors including temporary construction, support facilities (i.e. rail stations, maintenance shop facilities), facility maintenance access, mechanized land clearing and dewatering activities.

Please be aware that the Department of the Army and the U.S. Environmental Protection Agency signed a memorandum of agreement (MOA) on November 15, 1989, establishing procedures for DA permit authorization in compliance with Clean Water Act Section 404(b)(1) Guidelines. First of all DA permits are available only for work dependent upon being located within a jurisdictional waters of the United States that are the least environmentally damaging practical alternative. Once that alternative is determined, then the DA permit authorization requires that the project design avoids and minimize impacts to jurisdictional waters. Finally for those impacts that cannot be avoided and minimized appropriate and practical mitigation will be required.

With reference to the provided Scoping Information Booklet (SIB), we offer the following comments:

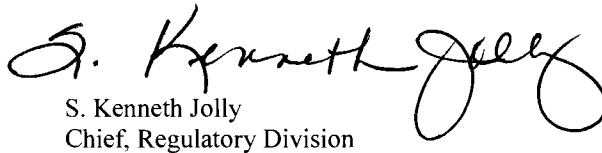
- a. Widening of an existing transportation corridor through a jurisdictional waters systems (i.e. wetlands) most often is preferred over a new alignment or realignment of the existing linear transportation corridor. The existing linear transportation corridor has already impacted the jurisdictional water systems. The SIB includes such an alternative for the crossing of the Little Creek system along the NC 54 corridor. However, the SIB crossing of the New Hope Creek system does not include such an alternative even though such an alternative appears to exist along the US 15/501 corridor. We recommend that such an alternative should be included in the Scoping review. Although not discussed in the SIB, other new alignment alternatives were discussed at in your May 2, 2012, workshop. In our discussions you stated that the details of these reviewed alternatives were available and in documents located on the project web page. We have reviewed the web page documents and could not find the referenced other new alignment alternatives details. Again we request that you provide the referenced details to be included in our scoping review comments for your proposed transportation project.
- b. Linear transportation projects often result in the unavoidable crossings of jurisdictional waters systems with the need to connect logical termini associated with the project purpose. However, these crossings should be made perpendicular and at the narrowest point of the jurisdiction waters system. Maps included with the SIB shows such an opportunity within the defined project study area located north of the C1 alternative for the Little Creek crossing. The SIB maps also show another opportunity for avoidance in the crossing of New Hope Creek adjacent to the US 15/501 bridge crossing. We recommend that such alternatives should be included in the Scoping review.
- c. DA permit authorization requires minimization of unavoidable impacts to jurisdictional waters. Review of construction methods often result in the best opportunities for such required minimization efforts. Although not discussed in the SIB, aerial segments were discussed at your May 2, 2012, workshop and in documents located on the project web page. We recommend the aerial crossings (i.e. bridging) of the proposed projects unavoidable crossings of jurisdictional waters.
- d. The SIB identified two large jurisdictional water systems (i.e. Little Creek and New Hope Creek). However it did not identify other jurisdictional streams channels and/or adjacent wetlands that no doubt exist in a 17 mile linear corridor. Such information is necessary for your planning that should include avoidance and minimization of impacts to jurisdictional waters. We recommend a jurisdictional delineation and mapping of jurisdictional waters for the proposed project 17 mile corridor.
- e. The SIB discusses the use of top down construction to minimize impacts, however, discussions of plans for permanent access roads for the maintenance of the LRT track and the possibility for impacts to jurisdictional waters from the installation of those roads should be included in the scoping review.
- f. Potential boarding stations and maintenance yards were identified in the SIB, however, a more robust discussion regarding impacts to jurisdictional features from the construction of the stations and maintenance yards should be included in the scoping review.

g. Final comment, your scoping review should include discussion of plans for compensatory mitigation of unavoidable impacts to jurisdictional waters associated with the proposed project.

Thank you in advance for completing our Customer Survey Form. This can be accomplished by visiting our web site at <http://per2.nwp.usace.army.mil/survey.html> and completing the survey on-line. We value your comments and appreciate your taking the time to complete a survey each time you interact with our office.

Thank you for the opportunity to comment on the scoping review of your proposed project. We encourage and look forward to the continuing coordination with you in the planning and development of this project. Should you have any questions pertaining to Regulatory concerns, please contact Mr. Thomas at the Raleigh Field Office at 919-554-4884, ext. 25.

Sincerely,


S. Kenneth Jolly
Chief, Regulatory Division



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

15 June 2012

Triangle Regional Transit Program
Attn: Juanita Shearer-Swink
PO Box 530
Morrisville, NC 27650

Dear Ms. Shearer-Swink:

This letter is in response to your request for scoping comments from the U.S. Fish and Wildlife Service (Service) on the potential environmental effects of the proposed Durham-Orange Light Rail Transit Project in Durham and Orange Counties, North Carolina. These comments provide information in accordance with provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667d) and section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

The Federal Transit Administration (FTA) and the Triangle Transit plan to develop approximately 17 miles of light rail transit service from UNC Hospitals in Chapel Hill, Orange County to NCCU in Durham, Durham County. There are currently no known occurrences of federally protected species in the vicinity of the proposed project, however, the Service has concerns regarding the potential environmental impacts to wetland resources within the proposed corridor.

The proposed study area for alignment options C1 and C2 crosses Little Creek at the Orange/Durham County line. This portion of the corridor crosses the Jordan Game Land which is owned by the US Army Corps of Engineers (USACE) and managed by the NC Wildlife Resources Commission (NCWRC). This area has been designated by the NC Natural Heritage Program (NCNHP) as the Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA), which is an area of land and/or water that has been recognized as being important for the protection of the State's biodiversity, including high-quality or rare natural communities, rare species, and special animal habitats. The Service is concerned not only about impacts to the ecological integrity of SNHA and ability of the public to use the area as a game land, but also those potential impacts to the Upper Little Creek waterfowl impoundment which serve as mitigation for adverse impacts from the construction of Jordan Lake. The Service requests that the study area be expanded to include areas that may not impact the Game Land.

The proposed project also crosses New Hope Creek near the Orange/Durham County line. In the early 1990s as part of the National Wetlands Priority Conservation Planning mandate from the Emergency Wetlands Resources Act of 1986, the Service designated approximately 1,500 acres of the New Hope Creek Corridor as a regionally important wetland that warrants protection because of resource value and vulnerability. The significance of this piedmont swamp forest is as an ecological corridor that connects habitat between Duke Forest and Jordan Game Land. There are several recognized SNHAs in the vicinity of this study area, including the Dry Creek/Mount Moriah Bottomland, New Hope Creek Aquatic Habitat, New Hope Creek Slopes and New Hope Creek Bottomland Forest. Considerable conservation efforts have resulted in significant habitat connectivity along the New Hope Creek corridor. A rail crossing in the New Hope Creek Study Area should not impact habitat connections that have been established.

For transportation improvement projects, the Service recommends the following general conservation

measures to avoid or minimize environmental impacts to fish and wildlife resources:

1. Wetland and forest impacts should be avoided and minimized to the maximal extent practical. Areas exhibiting high biodiversity or ecological value important to the watershed or region should be avoided. Proposed highway/rail projects should be aligned along or adjacent to existing roadways, utility corridors or other previously disturbed areas in order to minimize habitat loss and fragmentation. Highway shoulder and median widths should be reduced through wetland areas;
2. Crossings of streams and associated wetland systems should use existing crossings and/or occur on a bridge structure wherever feasible. Bridges should be long enough to allow for sufficient wildlife passage along stream corridors. Where bridging is not feasible, culvert structures that maintain natural water flow and hydraulic regimes without scouring or impeding fish and wildlife passage should be employed;
3. Bridges and approaches should be designed to avoid any fill that will result in damming or constriction of the channel or flood plain. To the extent possible, piers and bents should be placed outside the bank-full width of the stream. If spanning the flood plain is not feasible, culverts should be installed in the flood plain portion of the approach to restore some of the hydrological functions of the flood plain and reduce high velocities of flood waters within the affected area;
4. Bridge designs should include provisions for roadbed and deck drainage to flow through a vegetated buffer prior to reaching the affected stream. This buffer should be large enough to alleviate any potential effects from run-off of storm water and pollutants;
5. Off-site detours should be used rather than construction of temporary, on-site bridges. For projects requiring an on-site detour in wetlands or open water, such detours should be aligned along the side of the existing structure which has the least and/or least quality of fish and wildlife habitat. At the completion of construction, the detour area should be entirely removed and the impacted areas be planted with appropriate vegetation, including trees if necessary;
6. If unavoidable wetland or stream impacts are proposed, a plan for compensatory mitigation to offset unavoidable impacts should be provided early in the planning process. Opportunities to protect mitigation areas in perpetuity via conservation easements, land trusts or by other means should be explored at the outset;
7. Wherever appropriate, construction in sensitive areas should occur outside fish spawning and migratory bird nesting seasons. In waterways that may serve as travel corridors for fish, in-water work should be avoided during moratorium periods associated with migration, spawning and sensitive pre-adult life stages. The general moratorium period for anadromous fish is February 15 - June 30;
8. Best Management Practices (BMP) for Construction and Maintenance Activities should be implemented; and
9. Activities within designated riparian buffers should be avoided or minimized.

Section 7(a)(2) of the Endangered Species Act requires that all federal action agencies (or their designated non-federal representatives), in consultation with the Service, insure that any action federally authorized, funded, or carried out by such agencies is not likely to jeopardize the continued existence of any

federally-listed threatened or endangered species. A biological assessment/evaluation may be prepared to fulfill the section 7(a)(2) requirement and will expedite the consultation process. To assist you, a county-by-county list of federally protected species known to occur in North Carolina and information on their life histories and habitats can be found on our web page at <http://nc-es.fws.gov/es/countyfr.html> .

Although the NCNHP database does not indicate any known occurrences of federally listed species near the project vicinity, use of the NCNHP data should not be substituted for actual field surveys if suitable habitat occurs near the project site. The NCNHP database only indicates the presence of known occurrences of listed species and does not necessarily mean that such species are not present. It may simply mean that the area has not been surveyed. If suitable habitat occurs within the project vicinity for any listed species, surveys should be conducted to determine presence or absence of the species.

If you determine that the proposed action may affect (i.e., likely to adversely affect or not likely to adversely affect) a listed species, you should notify this office with your determination, the results of your surveys, survey methodologies, and an analysis of the effects of the action on listed species, including consideration of direct, indirect, and cumulative effects, before conducting any activities that might affect the species. If you determine that the proposed action will have no effect (i.e., no beneficial or adverse, direct or indirect effect) on listed species, then you are not required to contact our office for concurrence.

We reserve the right to review any federal permits that may be required for this project, at the public notice stage. Therefore, it is important that resource agency coordination occur early in the planning process in order to resolve any conflicts that may arise and minimize delays in project implementation. In addition to the above guidance, we recommend that the environmental documentation for this project include the following in sufficient detail to facilitate a thorough review of the action:

1. A clearly defined and detailed purpose and need for the proposed project, supported by tabular data, if available, and including a discussion of the project's independent utility;
2. A description of the proposed action with an analysis of all alternatives being considered, including a "no action" alternative;
3. A description of the fish and wildlife resources, and their habitats, within the project impact area that may be directly or indirectly affected;
4. The extent and acreage of waters of the U.S., including wetlands, that are to be impacted by filling, dredging, clearing, ditching, or draining. Acres of wetland impact should be differentiated by habitat type based on the wetland classification scheme of the National Wetlands Inventory (NWI). Wetland boundaries should be verified by the U.S. Army Corps of Engineers;
5. The anticipated environmental impacts, both temporary and permanent, that would be likely to occur as a direct result of the proposed project. The assessment should also include the extent to which the proposed project would result in indirect and cumulative effects to natural resources;
6. Design features and construction techniques which would be employed to avoid or minimize impacts to fish and wildlife resources, both direct and indirect, and including fragmentation and direct loss of habitat;
7. Design features, construction techniques, or any other mitigation measures which would be employed at wetland crossings and stream channel relocations to avoid or minimize impacts to waters of the US; and,

8. If unavoidable wetland or stream impacts are proposed, project planning should include a compensatory mitigation plan for offsetting the unavoidable impacts.

The Service appreciates the opportunity to comment on this project. Please continue to advise us during the progression of the planning process, including your official determination of the impacts of this project. If you have any questions regarding our response, please contact Sarah McRae at sarah_mcrac@fws.gov or 919-856-4520x16.

Sincerely,

Pete Benjamin
Field Supervisor

Cc: Brian Smart, FTA
Travis Wilson, NCWRC
Michael Hosey, USACE
Allison Weakley, NCNHP
John Kent, New Hope Creek Corridor Advisory Committee

Yu Robinson, Cyndy

From: Anita_Barnett@nps.gov
Sent: Monday, June 18, 2012 1:55 PM
To: WASO_EQD_ExtRev@nps.gov; info@ourtransitfuture.com; brian.smart@dot.gov
Subject: ER-12/0229 Proposed Premium Transit Service corridor - FTA

Mr. Smart:

The National Park Service has reviewed the Notice of Intent to prepare a Draft Environmental Impact Statement for a Proposed Premium Transit Service Corridor in Durham and Orange Counties and we have no comments. If you have any questions, please contact Anita Barnett, Environmental Protection Specialist at 404-507-5706. Thank you for the opportunity to review and provide comments.

National Park Service
Anita Barnett
100 Alabama Street
1924 Building
Atlanta, Georgia 30303

404-507-5706 Phone
404-562-3257 Fax
Anita_Barnett@nps.gov

Yu Robinson, Cyndy

From: Jill.Stark@dot.gov
Sent: Wednesday, June 20, 2012 9:54 AM
To: jshearerswink@triangletransit.org
Cc: gnorthcutt@triangletransit.org; Weisner, Jeff; Yu Robinson, Cyndy; pmcdonough@triangletransit.org
Subject: RE: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

My only comment would be that we would not support any route that would run along interstate routes and hinder the widening of any interstate.

*Jill S. Stark
Transportation Planner
Federal Highway Administration
310 New Bern Avenue, 4th Floor
Raleigh, NC 27601
919.747.7027*

****Please consider the environment before printing this email.****

From: Juanita Shearer-Swink [mailto:jshearerswink@triangletransit.org]
Sent: Wednesday, June 20, 2012 9:34 AM
To: Stark, Jill (FHWA)
Cc: Sullivan, John (FHWA); Greg Northcutt; 'Weisner, Jeff'; Cyndy Yu Robinson ; Patrick McDonough
Subject: RE: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

Good Morning Jill:

As I indicated in the voice mail message which I left for you this morning, it appears that we have not received scoping comments regarding the Durham-Orange (D-O) Light Rail Transit (LRT) from FHWA.

While the comment period closed on June 18th, we would greatly appreciate receiving correspondence from your agency reflecting a federal interest in the project. For your use I have attached a map showing the Durham-Orange (D-O) Light Rail Transit (LRT) project.

Background information and additional material including mapping which was presented at the Scoping meetings in May 2012, are available on the D-O LRT Project website:

<http://www.ourtransitfuture.com/index.php/projects/durham-orange>. For your convenience I have also attached a copy of the Scoping Information Booklet prepared for the project.

If you need additional information or have any questions regarding the D-O LRT Project, please contact Mr. Jeff Weisner, URS Planning Department Manager at (919) 461-1440 or jeff_weisner@URS.com (1600 Perimeter Park Drive, Suite 400, Morrisville, NC 27560), or me as listed below.

Your comments may be sent to Brian C. Smart / Environmental Protection Specialist / FTA / 230 Peachtree Street, NW, Suite 800 / Atlanta, GA 30303 / phone (404-865-5607) / email: brian.smart@dot.gov; Jeff Weisner or me. You may also provide your comments by mail:

TRTP, P.O. Box 530, Morrisville, NC 27560. We look forward to receiving your comments at your earliest possible convenience.

Thank you.

Juanita

Juanita Shearer-Swink, FASLA

Project Manager

Triangle Transit

Phone: (919) 485-7412

Fax: (919) 485-7541

jshearerswink@triangletransit.org

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4600 Emperor Blvd. Suite 100, Durham, NC 27703



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

From: Juanita Shearer-Swink

Sent: Thursday, May 24, 2012 7:13 PM

To: 'John.T.Thomas.JR@saw02.usace.army.mil'; 'Michael.L.Hosey.II@usace.army.mil'; 'james.lastinger@usace.army.mil'; 'jean.b.gibby@usace.army.mil'; 'Francis.e.ferrell@usace.army.mil'; 'linda.pearsall@ncdenr.gov'; 'melba.mcgee@ncdenr.gov'; 'dee.freeman@ncdenr.gov'; 'sheila.holman@ncdenr.gov'; 'brian.strong@ncdenr.gov'; 'heather.hildebrandt@ncdenr.gov'; 'rob.ridings@ncdenr.gov'; 'Allison.weakley@ncdenr.gov'; 'john.sullivan@fhwa.dot.gov'; 'dana.perkins@faa.gov'; 'rusty.nealis@faa.gov'; 'jkorest@durhamcountync.gov'; 'mueller.heinz@epa.gov'; 'john_ellis@fws.gov'; 'pete_benjamin@fws.gov'; 'sarah.mcrae@fws.gov'; 'dewitt.hardee@ncagr.gov'; 'david.smith@ncagr.gov'; 'jeff.crow@ncdcr.gov'; 'shawn.faircloth@ncdcr.gov'; 'renee.gledhill-earley@ncdcr.gov'; 'zeke.creech@doa.nc.gov'; 'gconti@ncdot.gov'; 'showard@ncdot.gov'; 'rkwall@ncdot.gov'; 'jhopkins@dot.state.nc.us'; 'wbowman@ncdot.gov'; 'mkneis@ncdot.gov'; 'farmergray@ncdot.gov'; 'doug.howell@ncdps.gov'; 'jb.martin@nc.usda.gov'; 'travis.wilson@ncwildlife.org'; 'jill.stark@dot.gov'; 'pmorris@ncdot.gov'; 'thart@ncdot.gov'; 'mmills@ncdot.gov'; 'jnance@ncdot.gov'; 'gary_jordan@fws.gov'

Cc: 'brian.smart@dot.gov'; 'Weisner, Jeff'; Cyndy Yu Robinson ; Greg Northcutt; Brad Schulz

Subject: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

Representatives of Federal, State and Local Regulatory Agencies

Dear Colleague:

Following the decision by the Durham-Chapel Hill-Carrboro MPO to advance the Durham-Orange Light Rail Transit (D-O LRT) Project for further study in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, the Federal Transit Administration and Triangle Transit initiated an Environmental Scoping process for the D-O LRT Project on April 3, 2012. The deadline for Scoping comments on the D-O LRT Project is June 18, 2012.

In addition to Public Scoping Workshops and a Briefing for Elected and Appointed Officials, a Scoping Meeting for Regulatory Agencies was held on May 2, 2012, in Chapel Hill, NC.

Through Scoping the public, elected and appointed officials and representatives from interested government agencies provide comments on the proposed project's draft Purpose and Need, the alternatives to be evaluated and the potential impacts of the alternatives. As you know, the

Scoping process is intended to help define the range of issues that will be studied in the EIS which, subject to Federal and local decision-making, is anticipated to be undertaken by mid-2013.

Background information and materials including mapping presented at the Scoping meetings in May 2012, are available on the D-O LRT Project website:

<http://www.ourtransitfuture.com/index.php/projects/durham-orange>. For your convenience I have attached a copy of the Scoping Information Booklet prepared for the project.

The Federal Transit Administration and Triangle Transit desire to engage in meaningful coordination with interested Federal, state and local agencies. Interested Federal agencies seeking to be included as a Cooperating Agency are therefore encouraged to contact Mr. Brian Smart, Environmental Protection Specialist, Federal Transit Administration, (404) 865-5607, brian.smart@dot.gov (230 Peachtree Street NW, Suite 800, Atlanta, GA 30303).

We need to receive your comments and input no later than June 18, 2012. It is equally important for you to let us know that your agency does not intend to comment or participate in the Scoping process for this project. If you need additional information or have any questions regarding the D-O LRT Project, please contact Mr. Jeff Weisner, URS Planning Department Manager at (919) 461-1440 or jeff_weisner@URS.com (1600 Perimeter Park Drive, Suite 400, Morrisville, NC 27560), or me as listed below.

Your comments may be sent to Brian Smart, Jeff Weisner or me. You may also provide your comments by mail: TRTP, P.O. Box 530, Morrisville, NC 27560. We look forward to receiving your comments no later than June 18, 2012.

Thank you for your assistance and cooperation.

Juanita

Juanita Shearer-Swink, FASLA

Project Manager

Triangle Transit

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Yu Robinson, Cyndy

From: Jill.Stark@dot.gov
Sent: Thursday, June 21, 2012 10:40 AM
To: jshearerswink@triangletransit.org; gnorthcutt@triangletransit.org; Weisner, Jeff; Yu Robinson, Cyndy; bschulz@triangletransit.org
Cc: Bradley.Hibbs@dot.gov; Clarence.Coleman@dot.gov; Felix.Davila@dot.gov; Jgeigle@dot.gov; John.Sullivan@dot.gov; Michael.Dawson@dot.gov
Subject: FHWA Comments regarding Orange Chatham Lightrail

Juanita, thank you for the opportunity to comment on the planning process for the Durham-Orange lightrail project. As mentioned previously, most comments would be deferred to FTA. However a few questions did arise regarding the scoping booklet:

- Is this project intending to encroach on I-40?
- Is the project proposing any type of direct access from I-40 to lightrail stations, particularly Gateway and Leigh Village?
- Is the project proposing to use I-40 right of way?
- Is the project proposing to modify any existing interstate interchanges?
- Who will write the environmental document?
- Is there a letter of intent?
- If the proposed project route is published and made available to the general public, are the project sponsors prepared to handle inverse condemnation claims filed by property owners and businesses who claim that their property values and their ability to sell, rent or develop their properties have been negatively impacted by the publication of the route?
- Will the project sponsors be acquiring property under corridor preservation or protective acquisition regulations prior to the selection and public hearing disclosure of the preferred alternatives in the NEPA process?

*Jill S. Stark
Transportation Planner
Federal Highway Administration
310 New Bern Avenue, 4th Floor
Raleigh, NC 27601
919.747.7027*

****Please consider the environment before printing this email.****



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

July 27, 2012



Mr. Brian Smart
Transportation Planner
Federal Transit Administration, Region IV
230 Peachtree Street NW, Suite 800
Atlanta, Georgia 30303

SUBJ: EPA Scoping Comments for the Environmental Impact Statement (EIS) on the Durham-Orange Light Rail Transit Project, Durham and Orange Counties, North Carolina.

Dear Mr. Smart:

Thank you for the opportunity to comment on the above subject document. Pursuant to Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA), Region 4, reviewed materials that include information on the proposed project, and accepted the Federal Transit Administration's (FTA's) request to act as a cooperating and participating agency on the proposed project.

The Durham-Orange Light Rail Transit Project involves light rail transit and station planning in a 17-mile corridor between Durham and UNC Chapel Hill. Bus coverage and frequency will also be expanded. The proposed project will provide connections to North Carolina Central University, downtown Durham, Duke University, Duke University Medical Center, Durham Veterans Administration Medical Center, the Friday Center, UNC Hospitals and several park-and-ride lots. Connections will also be made to Amtrak and various buses in downtown Durham. The purpose of the proposed transit investment in the Durham-Orange County (D-O) Corridor is to provide solutions that address the need to enhance mobility, expand transit options between Durham and Chapel Hill, serve populations with high propensity for transit use and foster compact development.

The proposed project currently includes the development and analysis of three primary alternatives between the University of North Carolina Hospitals and east Durham. The alternatives evaluated include a No-Build Alternative that serves as the baseline condition; a Transportation Systems Management (TSM) Alternative consisting of an enhanced bus network that provides a level of transit service and capacity similar to that of a fixed-guideway transit service; and a Light Rail Transit (LTR) Alternative consisting of a new fixed-guideway rail alignment and support facilities. This alternative represents the locally preferred alternative as currently proposed. EPA notes that the federally preferred alternative for the project will be selected in the FEIS.

EPA wishes to note that we support the use of light-rail transit technology for this project. Optimizing the use of existing transportation corridors can reduce the amount of greenfield acreage that would be disturbed, if new alignments were selected. However, we also understand that such projects are not without their impacts. So, we have attached some detailed comments for your consideration.

EPA appreciates the opportunity to provide these scoping comments and look forward to working with you on the proposed project. If you have any further questions or concerns, you may contact Ntale Kajumba at (404) 562-9620.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Mueller", with a stylized flourish at the end.

Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

cc: Detailed EPA Comments

EPA Detailed Scoping Comments on Durham-Orange Light Rail Transit Project

Alternatives: The alternatives analysis evaluation document considered various alignments and the alignments that best met the project purpose and need. The alternatives considered include a No-Build Alternative and two build alternatives. The alternatives analysis and the locals both identified the Light Rail Transit (LRT) Alternative as the technology that best satisfies the purpose and need. Rationale for selection of the alternative is included in the document. EPA notes that there are a few alternative alignments within the corridor (e.g., Alternative C1 and 2) that will require further study. These alternatives also involve environmental resource consideration. The DEIS should indicate discuss the rationale for rejecting any proposed alternative.

Air Quality: The Draft EIS should contain a discussion of the regulatory transportation air quality requirements, air quality concerns in the project area, and a carbon monoxide (CO) analysis. The document should assess existing air quality conditions in terms of National Ambient Air Quality Standards (NAAQS), Federal Prevention of Significant Deterioration (PSD) increments, and state air quality standards (if they are more stringent than the federal regulations). Based on our review, Durham and Orange County, NC is currently unclassifiable or in attainment of the National Ambient Air Quality Standards. EPA recommends that the project implement overall diesel emission reduction activities through various measures such as: switching to cleaner fuels, retrofitting current equipment with emission reduction technologies, repowering older engines with newer cleaner engines, replacing older vehicles, and reducing idling through operator training and/or contracting policies. EPA can assist in the future development or implementation of these options.

Mobile Sources Air Toxics: Evaluation of project should include consideration of the impacts of air toxics emissions from trains, buses and vehicular traffic on nearby population centers and sensitive populations. The EIS should include an inventory of air toxics emissions (including diesel emissions) from both stationary and mobile sources that serve the facility, including the locomotives, switchers, tractors, and support equipment, etc. It should also include a screening level evaluation of the potential impacts of these emissions on neighboring populations. The screening level evaluation could be conducted using the approach described in EPA's Air Toxics Risk Assessment Reference Library (ATRA Library). We refer the project applicant to the ATRA Library, Volume 1 Section 3.3.3 for further detail (http://epa.gov/ttn/fera/risk_atra_main.html). The evaluation should include a description of recent literature concerning the impact of air toxics emissions on near-transportation receptors, including sensitive receptors such as children and the elderly. If sensitive receptors exist within the project area and mobile source air toxic issues are projected to increase, the evaluation should also describe the methods that will be used to mitigate any unavoidable emissions and impacts.

Water Quality: Pollution Control: Best Management Practices (BMPs) should be used to reduce erosion during and after construction. Typical BMPs include the use of staked hay bales, silt fences, sediment ponds, mulching and reseeding, and appropriate buffer zones along water bodies. The document should include an erosion control plan or reference *North Carolina's Erosion and Sediment Control Planning and Design Manual* and document FTA's and Triangle Transit's commitment to compliance. Compliance should include National Pollutant Discharge Elimination System (NPDES) permit coverage for the construction activity, compliance with the

Storm Water Management Program and proper and maintenance of BMPs. BMPs for the design operational life of the facility should also be considered.

The document should discuss any proposed crossings of water bodies. In general, crossings should be minimized. Unavoidable crossings should be strategically placed to reduce harm by avoiding fish spawning areas, avoiding fringe wetlands, approaching at right angles to streams, etc. If the proposed project includes disturbance of one or more acres of land during construction, and point source discharges into waters of the United, coverage under EPA's storm water NPDES General Permit or state equivalent is required. Contact North Carolina's Department of Environment and Natural Resources Water Quality Division for further information on the NPDES program.

Aquatic Resources: To fully evaluate this proposal, the requirements of the Section 404 (b) (1) Guidelines (Guidelines) must be fully and completely considered if this project is to move forward. The objective of the Guidelines is to require would-be dischargers of fill material to avoid and minimize impacts, and compensate for those which are unavoidable. To do this the applicant will have to, at a minimum, fully consider: developing the least environmentally damaging practicable alternative and associated requirements of section 230.10 (a). The least environmentally damaging alternative is determined by utilizing the project's "basic project purpose". If the basic project purpose can be achieved by less environmentally damaging means then EPA would prefer those. The EIS should also include information which addresses the Guidelines' prohibition on allowing the potential effects of the fill to cause violations of state water quality standards, applicable toxic effluent standards, jeopardize threatened and/or endangered species or their habitat. If unavoidable impacts to wetlands, streams and floodplain are involved, information will be needed outlining how impacts have been avoided and how the unavoidable impacts will be compensated. Compensation for any unavoidable impacts will have to comply with Subpart J, Compensatory Mitigation for Losses of Aquatic Resources (a.k.a., the Mitigation Rule of 2008).

Noise: Noise impacts should be predicted for the no build and each of the build alternatives. State-of-the-art noise modeling should be provided and consistent methods used by North Carolina Department of Transportation. EPA looks to FTA to provide federal oversight and consistency in approach, methodology and mitigation. The EIS should document construction noise attributable to the project. Typical noise levels produced by construction equipment (e.g., trucks, front end loaders, pile drivers, etc.) within 50 feet, which are available in the literature, should be disclosed. The total project construction time (months, years) should also be estimated in order to help assess the magnitude of the construction noise impact. Attempts should also be made to estimate the temporary construction time associated with any one feature along the ROW or section thereof. For example, how long is construction expected to take near any given affected residence or for an average mile of construction? This information will allow affected residents and businesses to approximate their degree of noise disturbance during construction.

Although temporary, construction noise should be reasonably mitigated in residential areas. Construction should not start before 7AM or continue after 7PM during the work week (5-6 days) and be discontinued on Sundays and on locally-observed federal and/or state holidays. In addition, the use of a hush house should be considered around any stationary equipment to shield

noise at its source, and all motorized equipment should be properly tuned to the manufacturer's specifications for additional source reduction. All construction equipment should be equipped with noise attenuation devices, such as mufflers and insulated engine housings. Such mitigative methods should be made a contractual obligation that is periodically reviewed in the field by FTA, Triangle Transit or third-party inspectors.

The document should predict what noise levels can be expected from the project, and the distance to the closest residence/receptor. Background (ambient) noise levels should also be included in the document. EPA prefers that noise impacts are measured using the Leq(h) metric since it provides an average level during peak traffic periods as opposed to the L10 metric which provides a less specific level that is not exceeded more than 10 percent of the time. The NEPA evaluation should also estimate the projected incremental increase of noise. Generally, EPA considers all increases over 10 dBA at any given noise level as a significant increase. Comparisons to any noise guidelines (e.g., DOT/FTA) or city ordinances are also appropriate. EPA has a target noise level (not a guideline or standard) of DNL 55 dBA for outdoor areas where people spend a varying amount of time (such as residences). In addition, OSHA regulations apply for all employees affected by job noises.

Noise abatement should be considered by FTA when project noise impacts approach the DOT Noise Abatement Criteria or if they meet or exceed the existing noise levels by 10 dBA (especially if the existing noise levels are 50 dBA and above). Forms of noise and/or visual mitigation include, but are not limited to, vegetative screens, vegetated earthen berms (suburban areas), fabricated noise barriers, and alignment shifts. Avoiding noise impacts via alignment shifts is frequently more effective than mitigation.

Archeological and Historic Property: The EIS should identify potential archeological sites and historic properties within the project area. If present, the EIS should document that proper coordination with the State Historic Preservation Office (SHPO) has occurred. EPA encourages use of the NEPA process as a mechanism for compliance with Section 106 of the National Historic Preservation Act. The EIS should discuss any avoidance or minimization measures and procedures for events such as unearthing archaeological sites during prospective construction. Such procedures should include work cessation in the area until the SHPO and/ the Tribes approve of continued construction.

Threatened or Endangered Species: EPA principally defers to and encourages continued coordination with the National Marine Fisheries Service (NMFS) and the U.S. Fish & Wildlife Service regarding assessments of federally-protected threatened or endangered species. Impacts to threatened and endangered species should be discussed and assessed in the EIS.

Environmental Justice: Pursuant to the executive order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (February 11, 1994) and its accompanying memorandum, the EIS should examine the effect of the transportation facilities on minority and/or low-income populations. The EIS should identify, analyze and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The EIS should include a demographics analysis of the affected project

area. Some of this information can be found at the U.S. Census Bureau, U.S. Bureau of Labor Statistics, LAUS, and the U.S. Bureau of Economic Analysis, REIS. Publically available EPA Web-based tools like *EJView*: <http://http://epamap14.epa.gov/ejmap/entry.html> and *NEPAssist*: <https://oasext.epa.gov/NEPA/> can also be used to conduct preliminary screening level EJ reviews. This information should be used in conjunction with information acquired during the public involvement and ground verification processes. Based on the coordination documents, the public involvement process has been robust and should continue to provide opportunities for communities to help identify potential effects, and minimization and mitigation measures. A summary of the communities' potential environmental justice concerns and the agencies response to those concerns should be included in the EIS. EPA notes that effort to improve access to public meetings, official documents, and notices to affected communities are being made. Efforts to minimize and mitigate adverse impacts should be outlined or analyzed in EISs, whenever feasible, should address significant and adverse environmental effects of proposed federal actions on minority communities and low income communities.

Children's Health: The EIS should evaluate potential environmental and human health effects of the proposed project on children. Information identifying children under 18 (demographics) within the surrounding area and schools in proximity to the transportation corridors and stations should be included in the EIS. Both the impacts and benefits of the proposed project on this population should be assessed.

Indirect and Cumulative Impacts - Transit projects have both direct and indirect effects on the environment. NEPA requires the assessment and disclosure of reasonably foreseeable effects of transportation projects or the indirect effects of the project. Cumulative impacts are "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions." It is suggested that the spacial/temporal criteria of the analysis be given and that they be uniform throughout the analyses of the project, if appropriate. Such consideration should include other transit projects in the Durham and Orange County area and other private, local, state, or federal projects in general -- particularly those with similar impacts -- that are existing, proposed or are expected to occur within the reasonably foreseeable future (10-20 year horizon).

From: Barkes, Richard W [<mailto:rbarkes@ncdot.gov>]

Sent: Friday, June 08, 2012 9:34 AM

To: Juanita Shearer-Swink; Clark, Chastity N; Fuller, Jennifer M

Cc: Weisner, Jeff; Greg Northcutt; 'dana.perkins@faa.gov'; 'brian.smart@dot.gov'

Subject: RE: REMINDER: DURHAM-ORANGE LRT PROJECT SCOPING COMMENTS ARE DUE JUNE 18, 2012

Juanita

To simplify this communication I will be the point of contact on this project for the Division of Aviation. We concur with the FAA comments from Dana Perkins however we do not anticipate any negative impacts from your project on the airport. Please feel free to contact me and we can further discuss the potential Storm water/wetlands impacts mentioned in the FAA response.

Rick

Rick Barkes, Deputy Director
NC Department of Transportation
Division of Aviation
1560 Mail Service Center
Raleigh, NC 27699-1560

rbarkes@ncdot.gov

Office – 919 840-0112

Cell – 919 621-8413



North Carolina Department of Environment and Natural Resources

Division of Water Quality
Charles Wakild, P.E.
Director

Beverly Eaves Perdue
Governor

Dee Freeman
Secretary

June 6, 2012



MEMORANDUM

To: Juanita Shearer-Swink, Triangle Transit

From: Rob Ridings, NC Division of Water Quality, Transportation Permitting Unit

RR

Subject: Scoping comments on proposed Durham-Orange Light Rail Transit Project in Durham and Orange Counties.

The following is DWQ's scoping comments for the referenced project. Preliminary analysis of the project reveals the potential for impacts to streams, buffers, and jurisdictional wetlands in the project area. More specifically, potential impacts to the following streams and/or their tributaries:

Stream Name	River Basin & Subbasin	Stream Classifications	Stream Index Number	303(d) Listing?
Morgan Creek	Cape Fear 06	WS-IV; NSW	16-41-2-(5.5)	Yes
Bolin Creek	Cape Fear 06	WS-IV; NSW	16-41-1-15-1-(4)	No
Little Creek	Cape Fear 06	WS-IV; NSW	16-41-1-15-(0.5)	Yes
New Hope Creek	Cape Fear 05	WS-IV; NSW	16-41-1-(11.5)	Yes
Sandy Creek	Cape Fear 05	WS-V; NSW	16-41-1-11	No
Third Fork Creek	Cape Fear 05	WS-IV; NSW	16-41-1-12	No
Ellerbe Creek	Neuse 01	WS-IV; NSW	27-5-(0.7)	Yes

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Quality requests that Triangle Transit consider the following environmental issues for the proposed project:

Project Specific Comments:

1. The streams in the project corridor are WS-IV (or WS-V); NSW waters of the State. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams. NCDWQ requests that design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ's *Stormwater Best Management Practices*.

Transportation and Permitting Unit
1650 Mail Service Center, Raleigh, North Carolina 27699-1617
Location: 512 N. Salisbury St. Raleigh, North Carolina 27604
Phone: 919-807-6300 \ FAX: 919-807-6492
Internet: www.ncwaterquality.org

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2. Morgan Creek, Little Creek, New Hope Creek, and Ellerbe Creek are on the state's 303(d) list for impaired use for aquatic life. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDWQ recommends that the most protective sediment and erosion control BMPs be implemented in accordance with *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) to reduce the risk of further impairment to these waters. NCDWQ requests that design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ *Stormwater Best Management Practices*.

3. This project is within the Jordan Lake and Neuse River Basins. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0267 and 15A NCAC 2B.0233, respectively. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC 2B.0267 and 15A NCAC 2B.0233. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to NCDWQ prior to approval of the Water Quality Certification.

General Project Comments:

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands, buffers and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ's *Stormwater Best Management Practices Manual*, July 2007, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
4. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.

5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland, buffer, and stream impacts with corresponding mapping.
6. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. The applicant shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
8. The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, NCDWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the applicant should not install the bridge bents in the creek, to the maximum extent practicable.
10. Whenever possible, NCDWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWQ's *Stormwater Best Management Practices*.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
15. This project will require a 404 application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the applicant and written concurrence from NCDWQ. Please be aware that any approval will be

contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by NCDWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact NCDWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.
19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction

Thank you for requesting our input at this time. The applicant is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Rob Ridings at 919-807-6403.

cc: US Army Corps of Engineers, Raleigh Field Office
Chris Militscher, Environmental Protection Agency (electronic copy only)
File Copy



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

Beverly Eaves Perdue
Governor

Linda Pearsall
Director

Dee Freeman
Secretary

June 18, 2012

SUBMITTED VIA EMAIL AND US MAIL

Juanita Shearer-Swink
Triangle Regional Transit Program
P.O. Box 530
Morrisville, NC 27560

SUBJECT: Scoping – Durham-Orange Light Rail Transit Project

Dear Ms. Shearer-Swink:

We are writing in response to the request for comments during scoping for the proposed Durham-Orange Light Rail Transit project. The North Carolina Natural Heritage Program (NCNHP) has previously commented on the Locally Preferred Alternative Study conducted for this project. We appreciate this opportunity to provide information about the possible direct, secondary, or cumulative impacts to Significant Natural Heritage Areas (SNHAs) located along alternative alignments for the proposed Light Rail Transit (LRT) on Little Creek and New Hope Creek.

Direct Impacts

Alignment Alternatives C1 and C2 both cross the Little Creek Bottomlands and Slopes SNHA. Of the two, Alternative C1 would have the greater direct impact to the natural area, since it crosses the Little Creek floodplain along a proposed new alignment that will pass through currently undeveloped forest. Land that will be affected by this alternative is on property owned by the US Army Corps of Engineers (USACOE) that was acquired specifically to mitigate for wildlife habitat lost during the construction of the Jordan Reservoir project. This area is currently managed by the State of North Carolina as a part of the Jordan Lake Game Land.

Alternative C2 follows existing roadways, crossing the Little Creek floodplain adjacent to NC 54 and then following George King Road, a currently unpaved road that divides the USACOE-owned property, all of which is included in the SNHA. Although this alternative follows existing travel corridors, some use may be made of the USACOE property in order to construct the LRT.

Only one alignment across the New Hope Creek floodplain was considered in the Locally Preferred Alternatives Study, transecting a wide tract of bottomland forest located on a privately owned property just north (about 0.1 miles) of the USACOE/NC Game Land boundary. We commend the decision – mentioned in the Scoping Booklet – to include an

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Natural Resources Planning and Conservation

additional alternative along the US 15-501 right-of-way within the NEPA review process. The exact alignment of this alternative, however, is not illustrated in the Booklet.

The direct impacts resulting from the construction of the LRT along either of these alignments may cause the loss of some high quality habitats classified by the Natural Heritage Program as Piedmont Bottomland Forest (on both New Hope and Little Creeks), Mesic Mixed Hardwood Forest (on Little Creek) and Piedmont Levee Forest (on New Hope Creek). Of particular concern are potential impacts to the population of *Carya laciniosa* (Big Shellbark Hickory) in the New Hope Creek Bottomland Forest SNHA, south of US15-501; this is the only population of this species known to occur in the Piedmont, one of only 5 known to occur in the state, and this is considered to be the best quality population.

Additional rare species that are reported from the vicinity of the proposed project are listed below:

Significant Natural Heritage Area (SNHA)	Species (Common name)	Federal Status	State Status	Last Observation
Little Creek Bottomlands and Slopes	<i>Carex bushii</i> (Bush's Sedge)		SR-P	1968
Little Creek Bottomlands and Slopes	<i>Dichanthelium annulum</i> (Ringed Witch Grass)		SR-P	Pre-1902
Little Creek Bottomlands and Slopes	<i>Monotropsis odorata</i> (Sweet Pinesap)	FSC	SC-V	1927
Little Creek Bottomlands and Slopes	<i>Tridens chapmanii</i> (Chapman's Redtop)		T	1894
New Hope Creek Bottomland Forest	<i>Carya laciniosa</i> (Big Shellbark Hickory)		T	1999

FSC = Federal Species of Concern

T = State Threatened

SC-V = State Special Concern, Vulnerable

SR-P = Significantly Rare in North Carolina, Peripheral

Secondary (Indirect) Impacts

All of these proposed alternatives are likely to have significant secondary impacts, particularly the alternatives along new alignments. In addition to the direct effects of habitat loss resulting from land clearing, opening the canopy of the forest will create edge effects on the remaining stands, which is likely to encourage the growth of invasive species.

Effects extending well beyond the actual footprint of the project will result from disruption of animal movements along these important travel corridors. Impacts to the New Hope Creek floodplain are especially important in this regard because it provides connections between the Jordan Lake Game Land to the south and several other protected natural areas to the north, including Duke Forest, Boulevard Lands, and New Hope Preserve. The Little Creek floodplain similarly provides a connection between the Jordan Lake Game Land and a series undeveloped, predominately publically-owned tracts extending west to US 15-501 and located in the 100 year floodplain of Jordan Lake, which gives them at least some protection from development.

Cumulative Impacts

Impacts of this project will take place in the context of a large amount of development that is either already happening around the margins of New Hope Creek and Little Creek floodplains – we have reviewed several in the last few years – or that is currently in the planning and review stage, or that can be expected to occur in the near future. A significant portion of this development can be expected to result from this project itself. As stated in the Scoping Booklet, construction of the LRT is not only intended to expand transit options between Durham and Chapel Hill but also to foster development within certain areas and to promote economic growth. This linkage between the LRT and future development is very clearly stated in the NC 54-I40 Corridor Study, which we recently reviewed and submitted comments on. For the area covered by this study, selection of alternative alignments for the LRT is strongly tied with development that will closely impinge upon the SNHA and public lands. For many species of wildlife, close proximity to dense human development and other activities is very disruptive, leading to effective loss, degradation, and fragmentation of habitats, even where the vegetation and physical features of the landscape remain otherwise the same.

Recommendations for Analysis of Impacts

All three types of expected impacts should be thoroughly addressed in any environmental documents produced for this project. Field surveys should be conducted to determine the significance of direct impacts as well as the indirect impacts on adjoining areas of habitat. For the analysis of indirect impacts, we suggest that the study area be extended from the USACOE-owned lands to US 15-501 along Little Creek and to both the Korstian and Durham Divisions of Duke Forest along New Hope and Mud Creeks. The Natural Heritage Program has conducted inventories of some of these tracts in the past, which may be of some use in this analysis (LeGrand, 1999; Hall and Sutter, 1999). Cumulative impacts should be considered both in terms of the development the project itself will contribute to – including transit stations and associated facilities, shopping centers, and planned developments – as well as additional development that is projected to occur within the overall study area of this project (as modified above).

In assessing the potential for impacts to the SNHAs resulting from this project, we request that the analysis include a greater range of alternative alignments than were considered in the Locally Preferred Alternative Study. Specifically, we echo the request made by NC Wildlife Resources Commission that consideration be given to modifying the C-1 alternative so that it avoids direct impact to Jordan Game Lands and the Significant Natural Heritage Areas. We also recommend that an alternative which follows existing transportation corridors, including the NC 54 right-of-way from the Friday Center to I-40, and then following the I-40 right-of-way north to the proposed Leigh Farms transit hub be studied. This alignment would involve the least amount of impact to the Little Creek floodplain, Jordan Game Lands and the SNHA. Similarly, we would like to see a full assessment be given to an alignment following the US 15-501 right-of-way across New Hope Creek as noted in at the bottom of page 8 in the scoping booklet.

Recommendations for Avoidance, Minimization, and Mitigation of Impacts

In general, we would like to see the following design features be incorporated into the proposed project:

- Selection of alignments that avoid or minimize impacts as much as possible to significant natural areas, following already disturbed transportation corridors as much as possible.

Juanita Shearer-Swink
June 18, 2012

- Design of floodplain crossings that maintain or enhance wildlife movements.
- Establishment of buffers between the identified natural areas and any development that results from or is otherwise associated with the creation of the LRT and related transportation improvements.

We commend the effort this project represents to plan and manage the tremendous growth that is occurring within this area. However, we would like to point out that protection of local natural areas and the species and ecosystems they support results from the efforts of Orange and Durham counties with strong support of their citizens and various state agencies. Protection of the wildlife movement corridor along New Hope Creek in particular has received a great deal of attention, with private conservation organizations, county government agencies, and state agencies all contributing to the protection of natural areas within this area. For example, the new bridge on US 15-501 was designed explicitly to accommodate the movement of animals between the USACOE lands at the upper end of Jordan Lake and Duke Forest and other conservation lands located north of US 15-501.

The above mentioned bridge on US 15-501 clearly illustrates that transportation planning can be done in conjunction with protecting, or even enhancing, the functions of natural ecosystems. We would like to see that example be followed in the development of the LRT and related transportation plans. A cooperative, collaborative planning effort, involving conservation-minded citizens and agencies as well as transportation and land use planners, will facilitate the development of a truly comprehensive solution to the problems associated with future growth within this region.

Thank you for the opportunity to comment on this proposed project during the scoping process. Please feel free to contact us if you have any questions or we can assist further.

Sincerely,



Linda Pearsall

cc: Brian Smart, FTA
Melba McGee, NCDENR
Sarah McRae, USFWS
Michael Hosey, USACOE
Rob Ridings, NCDWQ
Andy Henry, DCHC MPO

From: Gledhill-earley, Renee [<mailto:renee.gledhill-earley@ncdcr.gov>]
Sent: Tuesday, June 19, 2012 12:28 PM
To: info@ourtransitfuture.com; Smart, Brian (FTA)
Subject: Durham-Orange Light Rail Transit Project ER 12-0738

We have reviewed the information provided at the May 2, 2012 meeting and find that review under Section 106 and Section 4(f) will be necessary. Thus, we look forward to working with you as the project progresses.

Please reference our website at: <http://www.hpo.ncdcr.gov/> to review information on what resources are available to you as you proceed with your project. The information concerning known historic properties on our web-based GIS <http://gis.ncdcr.gov/hpoweb/> should also be helpful. Information concerning significant archaeological resources must still be obtained from the Office of State Archaeology.

Thank you,
Renee G-E

--

Renee Gledhill-Earley
Environmental Review Coordinator
NC State Historic Preservation Office
4617 Mail Service Center
Raleigh, NC 27699-4617
Phone: 919-807-6579 Fax: 919-807-6599
<http://www.hpo.dcr.state.nc.us>

Special Notice: To expedite review of your project, you may wish to follow the directions found at http://www.hpo.ncdcr.gov/er/er_email_submittal.html for submitting requests via email.

This message does not necessarily represent the policy of the Department of Cultural Resources. E-Mail to and from me, in connection with the transaction of public business, is subject to the North Carolina Public Records Law (N.C.G.S. 132) and may be disclosed to third parties.



⊠ North Carolina Wildlife Resources Commission ⊠

Gordon Myers, Executive Director

MEMORANDUM

TO: Juanita Shearer-Swink, FASLA
Project Manager, Triangle Transit

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program

DATE: June 12, 2012

SUBJECT: Response to the scoping notification regarding fish and wildlife concerns for the proposed Durham-Orange Light Rail Transit Project, Durham and Orange Counties, North Carolina.

This memorandum responds to a request for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed project. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The Triangle Transit Authority in coordination with the Federal Transit Authority has initiated the scoping process for the Durham-Orange Light Rail Transit Project. The proposed project will include the development of approximately 17 miles of light rail transit service from UNC hospitals in Orange County to east Durham in Durham County. The following are specific items of concerns within this corridor:

The project study area includes a portion of Jordan Game Land. Located on US Army Corps of Engineers (USACE) property, Jordan Game Land is managed by NCWRC for public use, and included in this section of the game land is the Upper Little Creek waterfowl impoundment. This area has also been documented as Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA) by NC Department of Natural Resources, Natural Heritage Program. Public conservation areas are an important resource; however in an urbanizing setting such as this the significance of these areas is elevated. As the surrounding landscape develops habitat is minimized and the continuity of that habitat is fragmented. Coinciding with that loss is the difficulty to mitigate for impacts to these areas. Direct impacts to the Little Creek portion of Jordan Game Land would likely have significant and irremediable effects to this area. Therefore NCWRC request that TTA broaden the study area to develop an avoidance alternative for the Jordan Game Land.

New Hope Creek is also traversed by this project, although the project does not directly impact conservation property, the New Hope Creek corridor provides an important ecological connection between Duke Forest and Jordan Game Land. Extensive conservation effort in this area has resulted in the preservation of multiple properties within this corridor by NC Ecosystem Enhancement Program and NC Clean Water Management Trust Fund. Additionally, during the planning and design of the recent Highway 15/501 improvements federal and state agencies as well as local organizations coordinated with NCDOT to incorporate a longer bridge crossing at New Hope Creek to improve habitat connectivity. Any light rail crossing in this area should not undermine the efforts and funding that provided a much improved ecological linkage.

To help facilitate document preparation and the review process our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program
Dept. of Environment & Natural Resources
1601 Mail Service Center
Raleigh, NC 27699-1601.
WWW.ncnhp.org

and,

NCDA Plant Conservation Program

P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (USACE). If the USACE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. A cumulative impact assessment section which analyzes the environmental effects of construction and quantifies the contribution of this individual project to environmental degradation.
8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the project.
9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 528-9886.

cc: Sarah McRae, USFWS
Rob Ridings, NCDWQ
John Thomas, USACE
Michael Hosey, USACE
Brian Smart, FTA
Jeff Weisner, URS
Melba McGee, DENR
Allison Weakley, NHP

Maryann Battista

CIN 120148

From: Greg Northcutt
Sent: Monday, June 18, 2012 5:13 PM
To: Maryann Battista
Cc: Juanita Shearer-Swink
Subject: FW: Durham-Orange LRT scoping comments
Attachments: TJCOG Durham-Orange Scoping Memo.pdf

For doc control and distribution.

Greg Northcutt

Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: John Hodges-Copple [<mailto:johnhc@tjcog.org>]
Sent: Monday, June 18, 2012 4:56 PM
To: info@ourtransitfuture.org
Cc: Greg Northcutt; Kirby Bowers
Subject: Durham-Orange LRT scoping comments

Hi Greg,

Attached are a few comments on the scoping phase of the project. Please let me know if you have questions.

Regards,

John Hodges-Copple
Director of Regional Planning
Triangle J Council of Governments
PO Box 12276
Research Triangle Park, NC 27709

919-558-9320
johnhc@tjcog.org / www.tjcog.org

Street Address: 4307 Emperor Blvd.
Durham, NC 27703

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MEMORANDUM

To: Greg Northcutt, Triangle Transit
From: John Hodges-Copple, Planning Director, Triangle J Council of Governments *John Hodges-Copple*
Date: June 18, 2012
Topic: Comments on Durham-Orange Light Rail Transit Project Scoping
cc: Kirby Bowers, Executive Director, Triangle J Council of Governments

Thank you for the opportunity to comment on the Project Scoping for the Durham County-Orange County Light Rail Transit Project.

As a regional planning agency, Triangle J COG Planning Department's interests focus on the ability of transit alternatives to result in meaningful, long-term, regional-scale investments able to shape growth and support economic development as the region adds another million people over the next generation. The Planning Department is pleased that the purpose and need statement on pages 5 and 6 of the Scoping Information Booklet specifically addresses the need for compact development to accommodate growth in a pattern that makes fixed guideway transit service most cost-effective. As the project continues, we encourage this focus on cost-effective development patterns able to serve a variety of different customers and offer choices for travelers within the Durham County-Orange County travel market to remain a very high priority.

In addition, there are a few specific comments that we believe the project scope should incorporate:

1. The scope appropriately suggests an expanded study area to examine the best crossing of New Hope Creek to minimize environmental impact while serving travel destinations. The expanded study area in the scoping booklet, however, appears to assume that only areas north of the initial alignment stretching to US 15-501 might contain the optimal crossing. The Planning Department thinks the scope should acknowledge that alignments to the south of the original alignment, perhaps stretching as far south as Durham-Chapel Hill Road might also contain viable alternatives, especially since a more northerly crossing might entail an additional crossing of the Sandy Creek floodplain.
2. The scope notes that the planning will include support facilities (such as a maintenance facility). The planning department strongly encourages that the scope be open to locations for a maintenance facility that might not be somewhere between the Alston Avenue and UNC-Hospitals termini; specifically locations east of Alston Avenue along the existing rail corridor. When total costs and impacts are considered, a maintenance facility location between the project termini may not be optimal, especially given public reaction to initial sites noted during the Alternatives Analysis process.

Again, thank you for the opportunity to provide input, and please feel free to contact me if you have any questions. I look forward to working with you, the Triangle Transit staff and your consultants in the next steps in advancing transit service in the region.



Durham Bicycle & Pedestrian Advisory Commission

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

*received
18 June -12*

June 13, 2012

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

FROM: Durham Bicycle and Pedestrian Advisory Commission (BPAC)

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

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

We note that in the adopted Durham Bicycle Transportation Plan (2006), as well as the adopted NC 54-Interstate 40 Corridor Study, a multi-use trail is recommended along the transit corridor. We request incorporation of this trail in the upcoming Preliminary Engineering and Draft 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.



D U R H A M

Open Space & Trails Commission

Durham City-County Planning Department ■ 101 City Hall Plaza ■ Durham, NC 27701

November 30, 2011

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Ellen Reckhow, Chair

Board of Trustees

Triangle Transit Authority

4600 Emperor Blvd. Suite 100

Durham, NC 27703

Re: Light Rail Crossing over the New Hope Creek

Dear Chair Reckhow,

As you well know from your long service, Durham's Open Space and Trails Commission (DOST) seeks, as a primary goal, "(t)o plan for the preservation of environmentally significant sites such as scenic stream corridors, Durham County Inventory sites, wetlands, and other lands which represent Durham's natural heritage."

DOST generally supports the goals of mass transit as it serves to foster smart growth, the reduction of sprawl, and the preservation of environmental resources. Indeed, DOST supported the recent transit sales tax referendum, but we were disappointed to discover the proposed light rail transit crossings at Sandy Creek and New Hope Creek cutting through environmentally important and intact stream corridors previously protected through DOST efforts and public funds. The unnecessary creation of a new corridor mid-way between two established road corridors (map and letters attached) introduces great environmental damage to this sensitive area and further harms our long-term water quality needs.

Through a resolution passed 11/16/2011 (attached), DOST opposes any new corridors through this area and asks the TTA to revise the light rail transit plan to place the transit corridor through the existing right-of-way for Highway 15-501 (or other existing road corridor) as it crosses the New Hope Creek Corridor/Floodplain and the Sandy Creek Corridor/Floodplain. In this way Durham can develop a mass transit system without needlessly sacrificing our few remaining sensitive natural areas in that region.

Sincerely,

Will Wilson, Chair

Durham Open Space and Trails Commission

cc: Durham City Council

Durham County Board of County Commissioners

Durham-Chapel Hill-Carrboro MPO

Resolution on Light Rail Transit (LRT) or Bus Rapid Transit (BRT-High) in the New Hope Creek and Sandy Creek Areas

Whereas, the Durham Open Space and Trails Commission is committed to protecting the integrity of important local open spaces and the educational and recreational qualities of local trails, and;

Whereas, Triangle Transit's Conceptual Alternatives Technical Report: Durham-Orange County Corridor Alternatives Analysis, dated 1/28/2011, shows the locally preferred alternative (LPA) for the light rail line crossing the New Hope-Sandy Creek Corridor/Floodplains (as shown in the adopted New Hope Creek Corridor Open Space Master Plan) in locations that would degrade the quality of important open space and natural area lands, and;

Whereas, the LPA route would reduce the educational and recreational qualities of the New Hope Bottomlands Trail, and;

Whereas, detailed comments by the New Hope Creek Corridor Advisory Committee (NHCCAC) and the North Carolina Natural Heritage Program have identified these impacts, particularly habitat alteration and interference with wildlife movement as a result of both the construction process and the erection of permanent structures and creation of usage corridors, and;

Whereas, the Durham Open Space and Trails Commission concurs in the concerns raised by NHCCAC and NC Natural Heritage Program, and;

Therefore be it resolved that the Durham Open Space and Trails Commission strongly endorses the concept of a LRT and/or BRT-High transit corridor using the right-of-way of Highway 15-501 or other existing road corridor as it crosses the New Hope Creek Corridor/Floodplain and the Sandy Creek Corridor/Floodplain;

Adopted this 16th day of November, 2011.



Will Wilson, Chair
Durham Open Space and
Trails Commission



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."

Click: "Maps/Plats."

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

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

Click on the page icon after "Image: ."

Click: "Retrieve as PDF."

Click: "View the image in PDF format."

Notes



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,

A handwritten signature in black ink, reading "Linda Pearsall". The signature is fluid and cursive, with the first name "Linda" and last name "Pearsall" clearly distinguishable.

Linda Pearsall, Director

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



TOWN OF CHAPEL HILL
Town Manager's Office

405 Martin Luther King Jr. Blvd.
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June 15, 2012

Mr. David King
General Manager
Triangle Transit
PO Box 13787
Research Triangle Park, NC 27709

Dear David,

Thank you for your letter of May 24, 2012 requesting comments from the Town of Chapel Hill related to the Durham to Chapel Hill light rail Environmental Impact Statement Scope of Work. On January 23, 2012 the Town Council reviewed the Local Preferred Alternative for the proposed light rail corridor and adopted several recommendations for consideration by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

I believe these recommendations should be addressed in the Environmental Impact Statement. I have provided those comments below and request they be incorporated into the Scope of Work.

- Alternative alignments C1 and C2 should be further analyzed as part of the anticipated Environmental Impact Statement. The Town expresses a preference for alignment C2.
- The Environmental Impact Statement should include a more detailed assessment of the location of the Hamilton Road Station and include options for grade separation at the crossing of the C2 corridor with Barbee Chapel Road as included in the NC54 Phase II Study.
- The Environmental Impact Statement should evaluate the impact of both alignments on the Little Creek floodplain and the proposed Little Creek trail.

In addition to the those recommendations it is our understanding that the University of North Carolina at Chapel Hill has proposed a modification to the location of the station proposed for the main campus near the University of North Carolina Hospital. We support the proposed station relocation and request that the Environmental Impact Statement Scope of Work include evaluation of the proposed modification.

Thank you for your cooperation in this matter. Please contact me if you have any questions.



Roger L. Stancil

MEMO

TO: Greg Northcutt, Director of Capital Development
FROM: Ed Harrison

SUBJECT: Comments on scoping for LPA PEIS, Durham-Orange corridor

DATE: June 18, 2012

REPLY TO: ed.harrison@mindspring.com

I am familiar with the project and its environs for a number of reasons: three decades of continuous natural community fieldwork and identification in Durham and Orange Counties; 18 years of association with Triangle Transit's regional planning process, including the past 2.5 years as a member of the Board of Trustees; over a decade as a Chapel Hill Town Council member, with the last 2.5 years dealing with corridor concerns.

My remarks focus on three station areas and/or corridors and associated issues:

1. An uncommon/"vulnerable" natural community type potentially within the C-1 alternative corridor
2. Possible inadequate length of bridging in C-1 corridor
3. Potential impact on built lot by C-1 corridor at eastern edge of Meadowmont
4. Pedestrian access issues for the Hamilton Road station
5. Ability to extend future fixed guideway to west/north of UNC Hospitals station (Consult ToCH staff)

1. AN UNCOMMON/"VULNERABLE" NATURAL COMMUNITY TYPE POTENTIALLY WITHIN THE C-1 ALTERNATIVE CORRIDOR

Natural community of concern: Piedmont Swamp Forest

As defined by the adopted LPA, the C-1 corridor where it crosses the Little Creek floodplain, appears to intersect with an area with inundation periods greater than would be expected in an "average" Piedmont Bottomland Hardwood Forest in the Triassic Basin. This is based on satellite photos of the area that were not in the LPA documents.

In Michael Schafale's 2011 edition of the "Guide to the Natural Communities of North Carolina – Fourth Approximation," he differentiates between the true "Piedmont Swamp Forest" and Piedmont Bottomland Hardwood Forest. Shown first is the differentiation, and then the community description.

DIFFERENTIATING PIEDMONT SWAMP FROM BOTTOMLAND FOREST

Comments: There has been substantial confusion in the nomenclature of Piedmont swamps versus bottomland forests. The oak-dominated, broad Triassic basin floodplains have been called swamps in some of the literature and bottomlands

elsewhere. However, these floodplains include both wetter swamps that stay flooded for long periods, and slightly drier oak-dominated areas that correspond to this subtype. The 3rd Approximation contributed to the confusion by mixing descriptions of these heterogeneous floodplains. The 4th Approximation attempts to reduce confusion by defining Piedmont Bottomland Forest as the portion of the flooding gradient where most oaks occur, and defining Piedmont Swamp Forest as the wettest sites, where only the most water-tolerant trees (including *Quercus lyrata* but not most other oak species) predominate.

PIEDMONT SWAMP FOREST GNR

Synonyms: *Acer rubrum* - *Fraxinus pennsylvanica* / *Saururus cernuus* Forest (CEGL006606). Ecological Systems: Southern Piedmont Large Floodplain Forest (CES202.324).

Concept: Type covers communities of the wetter parts of large Piedmont floodplains, generally backswamps and large sloughs but possibly depressions on terraces. These areas are flooded for prolonged periods and support species tolerant of longer hydroperiod, such as *Fraxinus pennsylvanica*, *Ulmus americana*, *Acer rubrum* var. *trilobum*, and *Quercus lyrata*.

Distinguishing Features: Piedmont Swamp Forest is distinguished from all other Piedmont floodplain types by its flood-tolerant species composition, generally dominated by *Fraxinus pennsylvanica*, *Ulmus americana*, *Acer rubrum*, or *Quercus lyrata*. The lower strata are similarly water-tolerant, with a relatively depauperate herb layer, generally dominated by *Carex* spp., *Saururus cernuus*, or *Boehmeria cylindrica*.

In my recent examination of known examples of this community type, the predominance of wetland obligate trees such as Overcup Oak (*Q. lyrata*) and Black Willow (*Salix nigra*) shading wide sloughs full of Lizardtail (*Saururus cernuus*) seems to capture the essence of Piedmont Swamp Forest. No other oak species are visible. Also, there are frequently visible Marsh Rabbits – seen nowhere else in the Piedmont landscape.

The “GNR” appellation indicates that it is “Globally Not Ranked.” I’m told that this is because neighboring states with Piedmont rivers and creeks have not clearly identified the community type, most notably South Carolina.

The closest described NatureServe community type is the Red Maple-Green Ash/Lizard Tail forest.

Reference :

http://www.natureserve.org/explorer/servlet/NatureServe?searchCommunityUid=ELEMENT_GLOBAL.2.685450

Global Status: G3G4 (14Feb2012)

Rounded Global Status: G3 - Vulnerable

Reasons: This association is geographically restricted to the Mid-Atlantic Coastal Plain and in limited areas of the Piedmont. It occurs in small patches, generally less than 20 acres. As of December 2011, it is ranked as S3 in Maryland and S3S4 in Virginia, where it is reportedly widespread in the backswamps of the Coastal Plain. In New Jersey, this type is documented from Great Swamp on the transition from Inner Coastal Plain to Piedmont. This type also is likely to occur in Delaware but its classification requires further resolution there. Beaver impoundments have been observed to threaten this vegetation.

2. POSSIBLE INADEQUATE LENGTH OF BRIDGING IN C-1 CORRIDOR

My examination of the agency supplied satellite photo of the LPA corridor crossing Little Creek, using other topo maps to compare with topo on that one, suggests that the floodplain bridging would need to be extended at least 20 percent in length on the eastern end to deal with likely flooding. Am simply basing this on the latest FEMA elevations. I would recommend a re-examination of likely flooding extent on the eastern end of the crossing.

3. POTENTIAL IMPACT ON BUILT LOT BY C-1 CORRIDOR AT EASTERN EDGE OF MEADOWMONT

Based on field examination today, the easternmost lot now shown as having impact from Corridor C-1 in the adopted LPA, is undergoing site development. The advertised price for the house to be built there, plus the usual pricing for Meadowmont single family lots, suggests that it would be a very expensive condemnation to gain use of that single area, lot 302. The alignment available for examination last year did not show the alignment in that location, although it was a very short distance away. In the event C-1 is used, it should be tweaked to avoid this expensive property – which would be expensive even if unbuilt.

4. PEDESTRIAN ACCESS ISSUES FOR THE HAMILTON ROAD STATION

As someone who has frequently crossed NC 54 at Hamilton Road – most often by bicycle – I see no way to integrate the future redevelopment in Glen Lennox within the station area without a grade-separated crossing. An extended pedestrian signal – which by Triangle standards tops out at 15 seconds – would back peak hour street traffic on NC 54 through adjoining signalized intersections. The approved NC 54 plan (May 9 2012 MPO action) does not appear to include such a grade-separated crossing. Based on recent examples elsewhere in nearby counties, the 2012 cost of such a facility would be in the millions of dollars. Given the importance of the Glen Lennox buildout to the success of this station area, it would be helpful if this access issue could be included in the scope in some way. I was involved with the Glen Lennox planning process as the first Council Member brought into neighborhood meetings on the redevelopment proposal, and then as Council liaison to the Neighborhood Conservation District Committee that produced the concept plan.

5. ABILITY TO EXTEND FUTURE FIXED GUIDEWAY TO NORTHWEST OF UNC HOSPITALS STATION

The UNC Hospitals station location needs to be examined for how it affects the ability of transit providers to extend a fixed guideway to the northwest, toward Carrboro and beyond. Town of Chapel Hill staff have flagged that as a potential issue with the location as shown in the LPA, or as contemplated by UNC.

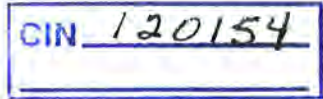
NOTE: I can be available for follow up on these concerns if it is helpful.



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June 12, 2012

Mr. David King, General Manager, Triangle Transit
Mr. Greg Northcutt, Director of Capital Development, Triangle Transit
c/o Triangle Regional Transit Program
P.O. Box 530
Morrisville, NC 27560

Dear Mr. King and Mr. Northcutt:

Thank you for the opportunity for the Town of Carrboro to provide comments on the scoping process for the Durham-Orange Light Rail Transit (D-O LRT) Project.

The Carrboro Board of Aldermen ("Board") has reviewed plans for regional fixed-guideway service at several of its meetings over the last two years. The Board approved resolutions on November 9, 2010, and November 22, 2011, that included comments pertaining to the station design at UNC Hospitals.

- From the November 9, 2010, resolution: "The design of a regional rail segment to UNC Hospitals should not preclude extensions to Downtown Chapel Hill, Downtown Carrboro, and Carolina North".
- From the November 22, 2011, resolution: "That [the] A3(d) station at UNC Hospital does not preclude future extensions to downtown Chapel Hill [and] Carrboro".

Designing a station to allow for future extensions of the light rail transit service to Carrboro would preserve the opportunity for the Town to address Objectives 4.13 and 4.14 of its *Vision 2020* guiding document.

Objective 4.13 states that the town should cooperate with Chapel Hill and other regional entities in a comprehensive transportation plan to include: regional transit service conducted by the Triangle Transit Authority, seamless connections among all the region's public transit systems, and shorter routes and more frequent service.

Objective 4.14 expresses support for a passenger rail connection through downtown Carrboro.

We hope you will take the Board's comments into consideration as you progress with the Environmental Scoping phase.

Sincerely,

Mark Chilton
Mayor, Town of Carrboro

cc: David Andrews, Town Manager
Patricia McGuire, Planning Director
Jeff Brubaker, Transportation Planner

APPENDIX E SCOPING COMMENTS

PART 4: INSTITUTION AND ORGANIZATION COMMENTS RECEIVED



Received
18 June 12

June 14, 2012

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

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

Dear Ms. Yu-Robinson,

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

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

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

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

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



THE UNIVERSITY,
of NORTH CAROLINA
at CHAPEL HILL

AVI King

CIN 120152

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June 13, 2012

David King, General Manager
Triangle Transit
Post Office Box 13787
Research Triangle Park, NC 27709



Dear David:

We are writing to provide comments from the University of North Carolina at Chapel Hill and the UNC Health Care System related to the Public and Agency Scoping currently underway for the Durham-Orange light rail project, in particular the station located on the campus near UNC Hospitals.

During the Alternatives Analysis process for the Durham-Orange corridor, we and other representatives of the University and the UNC Health Care System participated in the identification and review of potential alternative alignments and station locations within the Town of Chapel Hill, including on the University campus. The University has reserved a route in its master plan since 1999 for a fixed guideway and terminal station for the proposed regional rail system. As part of the Alternatives Analysis, the University was requested to identify a through station location, which would allow continuation onto South Columbia Street at some point in the future if local governing authorities desire to extend the route.

Several potential station locations were discussed, three of which were evaluated in the Alternatives Analysis. These were UNC A and UNC C, both southwest of Manning Drive, and UNC D, located south of the Genetic Medicine Facility. UNC D was recommended as the preferred alternative and adopted by the DCHC MPO as part of the Locally Preferred Alternative project to be advanced for further study.

Subsequent to identifying UNC D as the University's preferred alternative, the University began a more detailed internal review, involving all internal stakeholders and the University's master plan consultants. This review revealed insurmountable problems with the location of UNC D, which resulted in the identification of a new station location, UNC E, that will be used as either a terminal or a through location. The insurmountable problems associated with UNC D include its location on top of a major new walkable utility tunnel that provides chilled water, steam, and power to the entire south campus, and conflicts with the road network and pedestrian bridge required to provide access to a major patient care facility. Maps showing the location of UNC E as well as UNC D are attached.

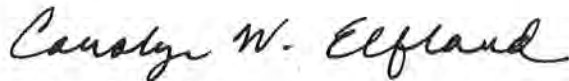
We believe that UNC E is a superior location to UNC D for several reasons. The platform is located much closer to the employment and patient concentration of the UNC Health Care

complex than UNC D. It also connects to the extensive pedestrian circulation already provided in this area for adjacent parking decks. The University anticipates the need to replace the oldest parking deck in this area at about the same time as the rail station will be under construction, offering the opportunity to alter the current footprint of the deck to better accommodate the train. The alignment for a potential extension to South Columbia Street is better than the UNC D alignment for that purpose since, compared to UNC D, there is more flexibility in the campus master plan in the area to the west of the station to allow for an extension if the local governments want to extend the service. In addition, the UNC E terminal station location has more land available for convenient feeder bus service.

The University is in the process of formally revising its master plan to accommodate UNC E, including changing the road network and moving infrastructure and footprints for new buildings. As was the case with UNC A, which was reserved in the master plan in 1999 and released for other use as a result of the LPA process, the University will ensure that the alignment and station location for UNC E are not encroached upon as it continues development in this area of the campus over the next decade.

Thus, we are requesting inclusion of UNC E in the Preliminary Engineering and Environmental Impact Statement for the Durham-Orange light rail project.

Sincerely,



Carolyn W. Elfland
Associate Vice Chancellor for Campus Services
The University of North Carolina at Chapel Hill



Mary Beck
Senior Vice President for System Affiliations
UNC Health Care

cc: Chancellor Holden Thorp
Dean William Roper
Brian Smart, US DOT
Damien Graham, TTA
Mark Ahrendsen, DCHC MPO
Gordon Merklein, UNC
Jeff McCracken, UNC
Ray Magyar, UNC
Anna Wu, UNC



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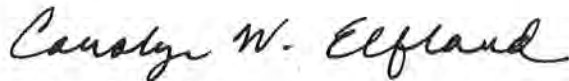
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