

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Comments on Alternatives Analysis (September 14, 2011)

Comments Received by Email

From: Hillary Honig Ensminger [hbeans@mindspring.com]
Sent: Friday, July 29, 2011 5:42 PM
To: Henry, Andrew
Subject: Request WebPresence for Public Input for Alternatives Analysis (proposed regional rail projects)

To Henry ,Andrew ,Long Range Planning , ITRE , DC MPO< TTA, URS ,and All entities related to or involved in the outcome of the Light Rail and Long Range Regional Plan in the Triangle :
There is a much more affordable alternative to the proposed Light Rail and Fixed Rail and it will require that attention be paid to public input .To assess Public sentiment that will gauge Federal funding of the Rail Projects in the Triangle , there needs to be a greater opportunity for public input than that which is currently being offered.This is a formal request for an open ended on line provision of public input to the Alternatives Analysis (proposed regional rail projects .
More input is needed beyond the information gathered at 2 workshops .as valid reflection and sentiment of Public Opinion It is also requested that this survey be posted as soon as possible to allow for circulation and dissemination of this public input opportunity .
Public Input is critical and the attendance at the last few meetings has been poor . The provision of an on line alternative for persons who are unable to attend the meetings is essential given the internet and the web are available to greater number of tax payers than the meetings .
In addition to gathering information through a formatted survey there needs to be the opportunity for open ended comments .

Thank you .
Hillary Honig Ensminger

From: Eric Teagarden [eric.teagarden@gmail.com]
Sent: Saturday, August 06, 2011 10:43 PM
To: comments@dchcmo.org
Subject: LRT Alternatives Analysis Report

Hello,
After reading the many sections of the Alternatives Analysis Report, my concern is that I see few compelling reasons for alternative C1 for the proposed BRT/LRT versus C2.

The stated purpose of the analysis was to position the LRT service for the greatest amount of ridership at the most efficient cost point with the least impact on the environment. The study clearly shows that the C2 alternative meets all three criteria and C1 does not.

The C2 alternative: 1. Is Less expensive by 30-60 million dollars 2. Has less impact on the USACE wetlands - 1/4 acre vs. 1 acre for C1. 3. Has higher ridership than C1. 4. Is used as the baseline for estimating the differences between the other plans alternatives to the LRT. C1 alternative is never used.

There seems to be a serious mistake in reasoning and rationalizations being given for C1 rather than a clearly stated rationale. C2 is the preferrable alternative by all measures you state in the report.

Regards,
Eric Teagarden

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"The moral arc of the universe is long but it bends toward justice." TP&MLK

From: Meadowmont Community Association [meadowmont@nc.rr.com]
Sent: Thursday, August 11, 2011 11:20 AM
To: comments@dchcmpo.org
Cc: Henry, Andrew
Subject: Meadowmont Community Association Board of Directors
Attachments: Letter to Council June 2011 on LRT .doc

August 11, 2011

Please note for your files and follow up report(s) that the attached reflects the position of the Meadowmont Community Association (MCA) Board of Directors re: C1 or C2 option in Chapel Hill/Meadowmont.

The MCA board voted in support of the C2 alternative based upon the following:

1. Cost:
 - * C1 is noted as \$30M to \$60M more expensive
 - * Table 3-18 in Vol. #1 of alternative report
2. Ridership:
 - * C1 is noted to have lower ridership than C2
 - * Page 3 – 8 in Vol. #1 of alternative report
3. Environment:

- * C1 is noted as having a greater impact on wetlands
 - * 4x more wetland area affected
 - * New through way cut across Corps wetland
 - * Page 3-33 and table 3-14 in Vol. #1 of alternative report
4. Infrastructure:
- * C1 has no dedicated parking area for station
 - * C1 is Residential vs. "destination station" office complex

In addition, in reviewing the recent LRT Alternatives C1 vs. C2 report we now note:

5. Traffic analysis stated only number of intersections impacted but not number of residents on street impact
6. Parcels acquired section states number of parcels comparison but not locations: e.g many of C2 parcels in the George King Road area and Hwy 54 will have to be acquired anyway for implementation of the collector street and Hwy54 Corridor expansion
7. Alignment crosses USACE property and is subject to sub-optimal routing concerns: Costs, distance, and rail speed of LRT

Bill Ferrell, Manager
 Meadowmont Community Association
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www.meadowmont.net

From: wendy jacobs [geewen@nc.rr.com]
 Sent: Thursday, August 11, 2011 11:26 AM
 To: Comments@dchcmo.org
 Subject: Triangle Regional Transit Alternatives Analysis comments

Feedback on the Alternatives Analysis:

- * I prefer C2 because of alignment with existing roads and less environmental impact
- * I prefer D3 because of potential to support University Marketplace and redevelopment in area
- * I do not support current LRT corridor alignment between Patterson Place and Shannon Road Stations. Why isn't alignment within existing 15-501 corridor? There should not be additional destruction of New Hope Creek watershed with current planned construction. Efforts should be made to adjust alignment so that there is minimal environmental impact and use of existing infrastructure similar to C2

From: Geoffrey Daniel [gdgeist2000@yahoo.com]
Sent: Sunday, August 14, 2011 2:08 PM
To: Henry, Andrew
Cc: comments@dchcmo.org
Subject: Re: concerned citizen's feedback over C1 in Meadowmont
Attachments: C1, C2, August 14, 2001, General.docx

Mr. Henry,

First, I wanted to thank all those who've been involved and continue to be involved in this detailed and important project that's existed over the years. Because the original plan has the light rail running directly through Meadowmont, my community, I would like to cut to the chase and mention that the current proposal, C1, is far too invasive a plan for the community. Although my words flow from my keyboard, I speak on behalf of many others in the community who have voiced concerns over the years that the C1 proposal would diametrically change the way of life in our community that we've come to enjoy and support. Even though C1 has been on paper from Meadowmont's inception, the current plan would be far too invasive and costly on a number of fronts.

It would sacrifice unnecessarily the environmental balance that currently exists by constructing a large and expensive bridge project over the nearby wetlands, and this disruption would inexorably upset and alter what is an unspoiled slice of nature in our midst-if not destroy it, not to mention the high monetary costs involved in this bridge project. The current plans would also create a multi-year construction project in Meadowmont, considerably disrupting its greenspace and would forever create an unwelcome level of congestion in the Community through issues of parking, added noise, pollution and traffic. C2 on the other hand, avoids many of these issues and is a more effective proposal, bringing about, I believe, a more desirable result. It does not require a bridge and therefore avoids interference with the wetlands. It saves on costs while continuing to offer the surrounding community the option of availing themselves of ridership on the light rail; it just might be the path of least resistance. Projections also show that it would receive a wider ridership with the Woodmont area projected to become a destination office complex, in addition to its current plan.

While there is, I believe, the concept of balanced congestion, there are many of us in Meadowmont who do not believe this is the right project for our community. While recognizing that such projects might be appropriate for some cities, C1 is a design whose costs to Meadowmont, the surrounding environment, especially the wetlands, and the pocketbook are too prohibitive for it to be a success in its current form. C2 takes into consideration the adverse effects on the environment, greatly reduces costs, while at the same time providing a necessary public service. I hope and trust that the Council will reflect upon the current options and recommend C2 moving forward, a balanced recommendation for the community and the environment.

I would also question how the recent DCHC-MPO Report has sided with the C1 alternative. I have attended virtually every meeting on this subject, not to mention the Town of Chapel Hill meeting where

this discussion was postponed, and have consistently heard the community voice which is not in favor of C1 and has serious questions about its effectiveness, cost and affects on the local environment, particularly the wetlands.

In summary:

- The DCHC-MPO lists C2 as saving in excess of \$30-\$40 million, a far greater savings than C1;
- C1 is far more damaging and negatively consequential toward the environment with the construction of a bridge over the local wetlands which would forever damage the area, not to mention spell the eventual destruction of the local ecology (C1 affects 4 times the wetlands than C2 with far greater monetary costs and would cut across Corp wetlands;
- There is no dedicate parking for C1, and, if there were, the added costs would far outweigh the benefit;
- The sine qua non of such a plan is ridership, and C2-and the Report-supports greater ridership than in Meadowmont; and
- Meadowmont riders could easily travel a short distance to the Woodmont area in order to utilize its services

For these and other reasons, I would humbly propose that the C2 option maintains far more advantages for the overall project than C1 and should, in turn, be supported.

There are many members of the Meadowmont community who share these concerns and would ask for your consideration in accepting C2 over C1 to help preserve the environment and our community.

Thank you again for this opportunity to speak on an important matter of public concern.

Regards,
Geoffrey Daniel Geist

From: Hillary Honig Ensminger [hbeans@mindspring.com]
Sent: Tuesday, August 30, 2011 2:11 AM
To: Henry, Andrew
Cc: Juanita Shearer-Swink; Brad Schulz; Beckmann, Ellen
Subject: Submission of Public Input for Alternatives Analysis (proposed regional rail projects)
Attachments: 4-12-11 Triangle Transit and Houppermans Response.txt

To: Andrew Henry -
TheTransportation Advisory Committee -- TAC board
RE: Submission of Public Input for Alternatives Analysis (proposed regional rail projects) Submission of Public Input for Alternatives Analysis (proposed regional rail projects)

August 15,2011

****note: Please print out the links and attachments associated with this correspondence as a matter of record and review by the TAC and others prior to presenting.

If we are ever to see a rail system in the Triangle during our life time We need to be heard when we speak out. We ,the tax payers ,want more cost effective alternatives implemented over that which is being proposed by a hand full of politicians and private developers who have an agenda of their own.Let's start by getting rid of the FIXED RAIL being proposed altogether ..no more expanded and costly contracts with the Railroad ,no need to engineer really expensive elevations . I am proposing that we go to a on/off bus/light rail system and punt the costly FIXED RAIL portion of the project. The URS engineers deny the existence of such alternatives , but cheaper more viable alternatives do in fact exist .(SEE LETTER FROM URS ATTACHED)

There are on /off bus /light rail systems being developed in Japan by Toyota :

<http://www.wired.com/autopia/2008/05/half-bus-half-t/> costing half the price of the combined FIXED RAIL & LIGHT RAIL/DEDICATED BUS combination being pushed by private contractors using TAX dollars as well as money received from "Private Investors "whose concerns are not necessarily in the best interest of the community . A hybrid is greener , the light rail /buses are electric and have the flexibility to conform to unforeseen changes in demographics .The TTA ,MPO ,TAC <ITRE have done a good job on keeping the public in the dark ,so they won't speak out and to push this costly project through .Unless the politicians and developers listen up our opportunity to have a Regional Light Rail System that is sustainable and prioritizes the needs of the people ,stands a good chance to fail because the Feds are running out of money. Our government is going belly up .

But a Triangle wide Regional Light Rail System stands to succeed if the cost can be cut in half.

The TAC ,MPO 's ITRE , DCCH MPO and whatever other entity is involved will have to consider a more cost effective alternative to avoid putting the community at financial risk .The following Wiki articles are about American and European dual mode BusTrains that were used in the 1930s. History will be repeating itself.

<http://en.wikipedia.org/wiki/Railbus>

http://en.wikipedia.org/wiki/Railcar#New-generation_DMU_and_EMU_railcars

Your consideration and a written response in this matter is greatly appreciated .

Sincerely,

Hillary Honig Ensminger
705 Shepherd St.
Durham ,NC 27701
919-599-3503
heans@frontier.com

BusTrains that were used in the 1930s. History will be repeating itself.

<http://en.wikipedia.org/wiki/Railbus>

http://en.wikipedia.org/wiki/Railcar#New-generation_DMU_and_EMU_railcars

From: Jesse London [jll284@cornell.edu]

Sent: Tuesday, August 30, 2011 1:30 PM

To: Comments@dchcmo.org

Subject: Airport connection still not adequately addressed

Good work on the Durham-Wake Corridor Alternatives Analysis report . I have taken the time to analyze it in some detail and I find that the issues relating to an airport connection were (1) central to the public comments, (2) key to development oriented analysis, (3) not adequately addressed in the LPA and its alternative alignments, and (4) lacking in transparency as to why the airport connection was not directly addressed. Further attention should be given to this show-stopper and an addendum released before the public hearing in late 2011 which presents an alternative alignment which has at least one station within the airport property. It is mind-boggling how there can be no such alignment proposed, nor any mention of why it was not. This cursory treatment of the public comments reflects very negatively on the otherwise thorough work that your team has done. It does not have to necessarily be the recommended alignment, but it does not to be fully considered and reported.

Central to Public Comments: Though the public apparently made this a top priority for an LPA, the team did not apparently take this seriously as there is no alternative alignment with a connection directly to the airport. A Bus connection at the Triangle Metro Center is a non-starter because of the complexity of making a transfer, the current inefficiency of the TT 100 service, and the overall lack of development return (i.e. people/businesses get excited when the train REALLY goes to the airport).

Key to development oriented analysis: To put it bluntly, it is pointless to plan a regional transit system including LRT/CRT that does not include a stop directly at the airport. It seems like an exercise in futility. There is a big difference in how a city/region is perceived if you can get to the airport on the train and this translates into increased development in the region more directly than whether you can get to the mall or to the hospital. Having an airport stop is the kind of thing that business and personal visitors consider chiefly when deciding to come here to make or spend money. Though I am not certain how to quantify the effect, it is also clear that citizens have a certain sense of pride about their region when it has LRT/CRT to the airport.

One can imagine a local saying to a friend from another city, "The Triangle is all grown up now!"

We have a train system and it stops near my house." The other responds, "that is great, I was thinking of checking out the area to live or work. I'll fly over later this year to visit and try it out." To which the local responds, "Well... ummm. The train doesn't go to the airport. You have to wait for a bus, then ride 15 minutes, then wait for the train... but, THEN you are on the train." To which the response is likely a dumbfounded, "Oh...ummm"

Not adequately addressed in the LPA and alignments: Having searched for references to the word "airport" within every volume of the entire report, references appear in only 2-3 sections relevant to the public's desire for an airport connection. In Volume 1, the report takes one sentence to, at least, acknowledge that the public said an airport connection was necessary and this is repeated in the summary of public comments as the top comment. No other references are apparent which show any detailed evaluation of an alternative with a station in the airport. The costs, benefits, and other analysis are completely missing with respect to a stop at the airport. If the Triangle Metro Center is supposed to address the concern, that should be a feature listed in the TOD or otherwise explicitly referenced.

Lacking in transparency: If an alternative alignment with a stop in the airport property is not possible due to costs, problems in coordination with the airport authorities, or other factors, the report entirely fails to inform the public why this is the case. Further, it is not clear in what way public comments were used (if at all) in the evaluation and creation of alternatives. The report should show what weight was placed on comments (generally) about an airport connection and how draft alternatives were created and eliminated which included a direct airport connection. If the team never considered this alternative seriously, that behavior should be transparently clear in the report.

One has to look closely to find what was likely the top public comment buried in the report, but never fully addressed. This makes a mockery of public comment and outreach in the process. It almost seems like the report tries to slide it by the public that the airport connection was addressed because it lacks references.

Sincere Regards,
Jesse London
J.D. / LLM International Law 2011, Cornell Law School

Letters Submitted

Official submission

NHCCAC 30 August 2011

Robert S. Healy, chair

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

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

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

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

The Committee is profoundly concerned about the damage to natural systems and to recreational uses that would be created by any crossings of New Hope Creek or Sandy Creek other than on existing roads and bridges or on elevated structures that are immediately adjacent and parallel to them. We note that the proposed "locally preferred alternative" as mapped (see footnote) would run a rail corridor directly across the heart of the wetland area. The New Hope Creek Corridor Advisory Committee believes that this routing would produce major and negative impacts on the environment and on recreational use in the New Hope corridor. Specifically—

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

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

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

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

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

----the location of the proposed Patterson Place Station could encourage new development (and its run off) on sensitive lands, in particular from the proposed location just west of SW Durham Drive onto the 15-501 Bottomlands (and the slopes above them) and downstream onto the New Hope Creek Corridor lands south of Old Chapel Hill Road.

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

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

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

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

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

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



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

Beverly Eaves Perdue, Governor

Linda Pearsall, Director

Dee Freeman, Secretary

September 9, 2011

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

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

Dear Mr. Healy,

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

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

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

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

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

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

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

Sincerely,



Linda Pearsall, Director

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

Comments Submitted at Workshop
(see following pages)

CH



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

- Member Governments**
- Town of Carrboro
 - Town of Chapel Hill
 - County of Chatham
 - City of Durham
 - County of Durham
 - Town of Hillsborough
 - NC Department of Transportation
 - County of Orange

Comment Form

Alternatives Analysis – Triangle Regional Transit Program

Comments may also be emailed to comments@dchcmpto.org.

Contact Information

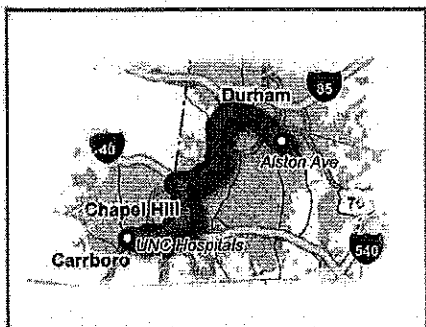
Name: _____ Organization: _____

Street Address: _____ City & State: _____

Email Address: _____ Best way to keep you informed: Email Mail None

of years living in the Triangle: _____ Zip code for where you work _____ Zip code for where you live _____

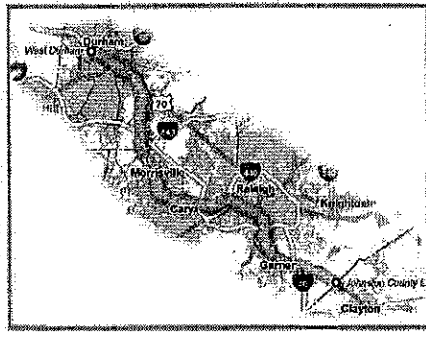
Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

Route C1 makes much more sense than C2 because

- Route C1 imposes much less on Corps of engineers land
- It would probably be more economical to construct C1 in association



Durham-Wake Corridor (Durham to Garner)

with Southwest Durham Drive

- Meadowmont, a station on Route C1, is a very desirable destination

A station should be located in Meadowmont for light rail.

CH



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Member Governments

- Town of Carrboro
- Town of Chapel Hill
- County of Chatham
- City of Durham
- County of Durham
- County of Hillsborough
- NC Department of Transportation
- County of Orange

Comment Form

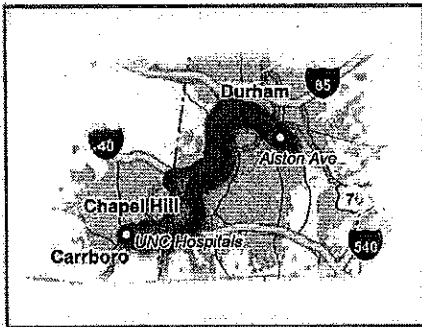
Alternatives Analysis – Triangle Regional Transit Program

Comments may also be emailed to comments@dchcmo.org.

Contact Information

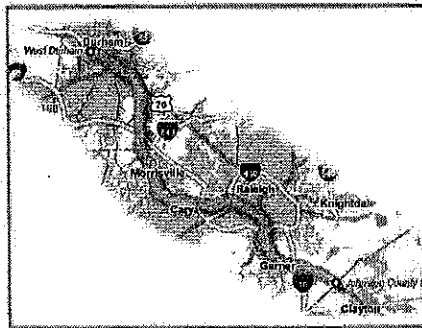
Name: Bill Ferrell Organization: Meadowmont Cm. Assn.
 Street Address: 1201 Raleigh Rd S607 City & State: Ch. NC 27517
 Email Address: meadowmont@nc.rr.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 6 Zip code for where you work 27517 Zip code for where you live 27523

Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

1. Prefer C2
2. Confusion on "Bridge" size etc if C2 at end of MM lane
3. C1 would also impact Carnegie Ridge Expansion project
4. MCA BA voted to support C2



Durham-Wake Corridor (Durham to Garner)

N/A

CH



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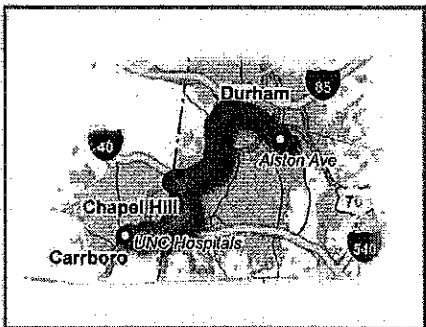
Name: Hank Rodesburg Organization: Meadowmont

Street Address: 102 Springdale Way City & State: Chapel Hill, NC 27517

Email Address: hankrodesburg@yahoo.com Best way to keep you informed: Email Mail None

of years living in the Triangle: 5 Zip code for where you work → Zip code for where you live 27517

Please share your thoughts on the alternatives (alignments, technologies and stations).



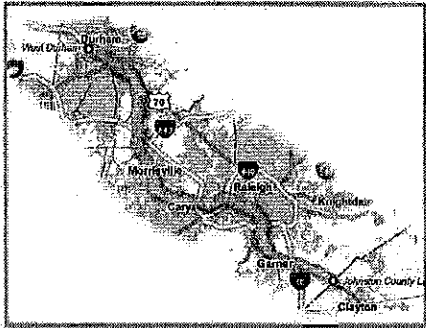
Durham-Orange Corridor (Durham to Chapel Hill)

Alt. C2 is: less expensive

Serves a greater ridership

is less environmentally destructive

Therefore C2 must be the preferred alternative



Durham-Wake Corridor (Durham to Garner)

CH



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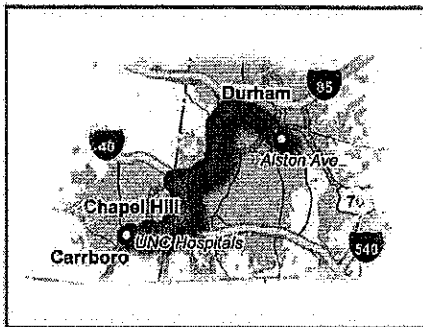
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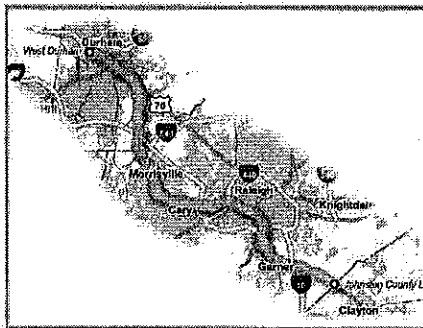
Name: Pat Carstensen Organization: _____
 Street Address: 58 Newton Dr. City & State: Durham, NC 27707
 Email Address: pats1717@hotmail.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 23 Zip code for where you work 27707 Zip code for where you live 27707

Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

~~What~~ How do you keep Alston Ave walkable until the stop comes.



Durham-Wake Corridor (Durham to Garner)

I like the idea of studying at East Durham stop. Is an excellent idea.

CH



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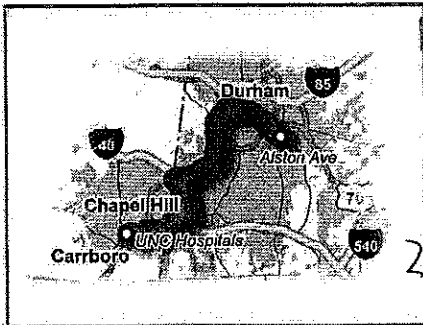
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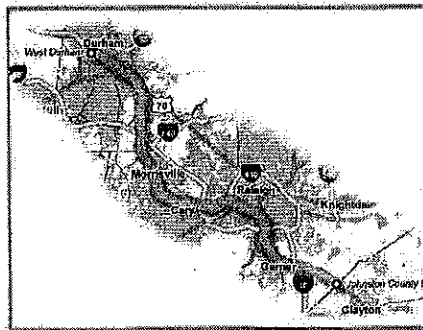
Name: GERRY COHEN Organization: _____
 Street Address: 8909 JAYMOUTH CR City & State: Raleigh NC
 Email Address: GER.COHEN@gmail.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 43 Zip code for where you work: 27609 Zip code for where you live: 27613

Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

1) AVC preferred for UNC Hospitals + 7
~~Other~~ combines better ridership
and employment access + extension
to Carrboro



Durham-Wake Corridor (Durham to Garner)

2) Wake Medical Center - pretty optional better
access to VA and hospitals
 3) please give more
specific place names
Rd should be called
Smith Center/Mason Farm Rd

4) Prefer Mecklenburg alignment
the development was designed for

www.dchcmo.org this project.



- Member Governments**
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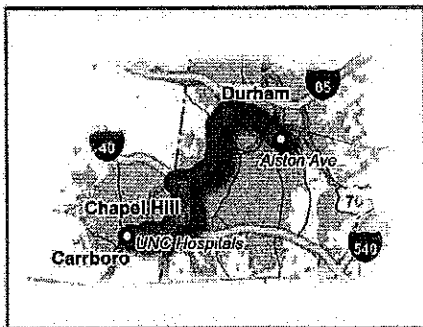
Name: Geoffrey Daniel Geist Organization: _____

Street Address: Meadowmont City & State: Chapel Hill, N.C.

Email Address: gdgeist2000@yahoo.com Best way to keep you informed: Email Mail None

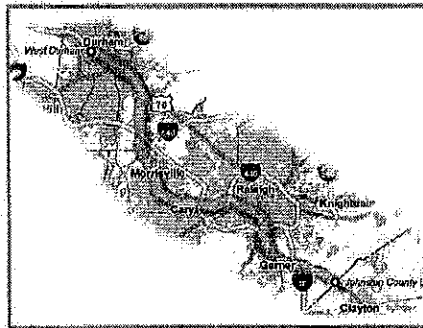
of years living in the Triangle: _____ Zip code for where you work: 27517 Zip code for where you live: 27517

Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

I would like to express my support for the C₂ plan, a plan I believe offers more advantages than C₁. It's far less costly from a monetary perspective; less damaging toward the environment and offers greater ridership potential. For these and other reasons, C₂ is a better plan & represents the path of least resistance.



Durham-Wake Corridor (Durham to Garner)



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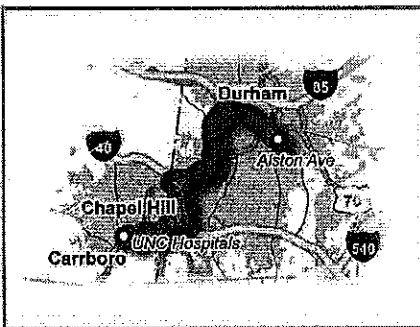
Alternatives Analysis – Triangle Regional Transit Program

Comments may also be emailed to comments@dchcmpto.org.

Contact Information

Name: Wanona Satcher Organization: CDDG/NE Central Durham Leadership
 Street Address: 1407 Taylor Street City & State: Durham, NC
 Email Address: wajisada@yahoo.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 3 Zip code for where you work: 27703 Zip code for where you live: 27703

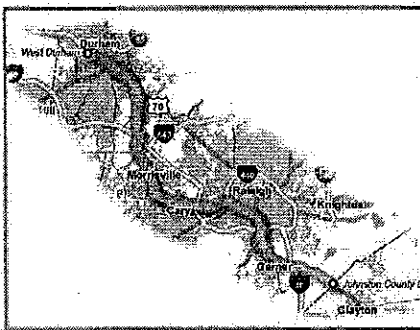
Please share your thoughts on the alternatives (alignments, technologies and stations):



Durham-Orange Corridor (Durham to Chapel Hill)

Best Alignment

- Highest for growth + infrastructure potential (vacant sites Ironfield)
- most attractive for funding
- Largest underserved populations needing transit access
- Most diverse populations (age + income)
- Most universities, cultural locations / high potential + yield for economic development



Durham-Wake Corridor (Durham to Garner)

Not preferred!

What other comments do you have regarding regional transit?

Extremely needed!!!

- makes region more competitive (globally)

- easier to move goods & services

- increased aging population - needing access to transit

- Best ROI!

Let's stay in touch about transit plans!

How did you hear about today's workshop? Email Posted flyer Website (which one) _____

Word of Mouth Newspaper Radio TV Facebook Other: _____

How was the meeting time? Excellent Very Good Satisfactory Needs Improvement Unacceptable

Workshop location? Excellent Very Good Satisfactory Needs Improvement Unacceptable

Workshop organization? Excellent Very Good Satisfactory Needs Improvement Unacceptable

What was most helpful? Video Maps Boards Staff to talk to Handout papers Other attendees



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Contact Information

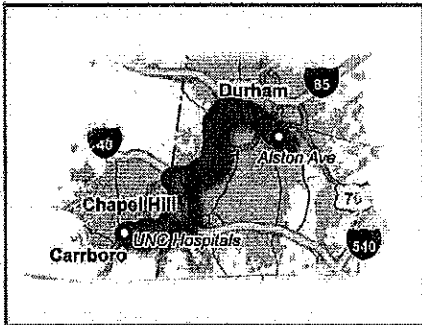
Name: Eric Teagarden Organization: _____

Street Address: _____ City & State: _____

Email Address: ERIC.Teagarden@gmail.com Best way to keep you informed: Email Mail None

of years living in the Triangle: 35 Zip code for where you work 27517 Zip code for where you live 27517

Please share your thoughts on the alternatives (alignments, technologies and stations).



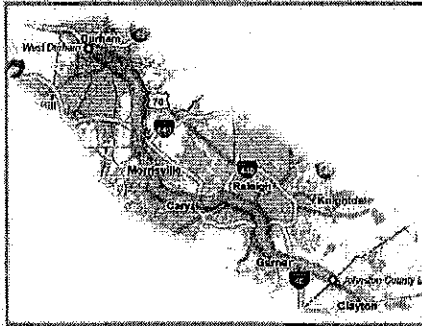
Durham-Orange Corridor (Durham to Chapel Hill)

Please select Alt. C-2 notes.

Reasons are financial - 30 million difference

environmental - no new hole in wetlands

More ridership for C-2



Durham-Wake Corridor (Durham to Garner)

LORCA CONVERSION ...
SUNSHINE

Eve Teagarden
Eric. Teagarden @ gmail.com

LRT Alternatives C1 vs C2 Comparisons

C1 is 30-60 million more expensive

Table 3-18 of Volume 1 of LRT Alternatives Report

C1 has LOWER ridership

page 3-8 of Volume 1 " " " "

C1 is MUCH greater impact

4X more wetland affected

page 3-3 of Volume 1 " " " "
table 3-14

C1 has no dedicated parking at Merdounment Station

C1 is Residential vs "destination station" office at Woodmont station



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Town of Hillsborough
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County of Orange

W

Comment Form

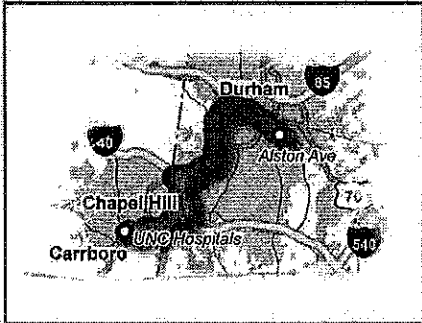
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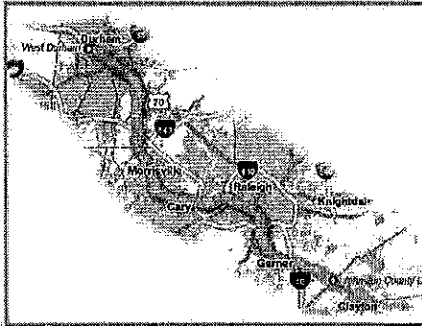
Contact Information

Name: Wendy Jacobs Organization: _____
 Street Address: 3 Streamley Ct. City & State: Durham 27705
 Email Address: geewen@ndrr.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 30 Zip code for where you work _____ Zip code for where you live _____

Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)
 - any way to integrate Meadowmont station (Bus?)
 But use C-2? (concern about environmental impact)
 - Please study alternative alignment along 15-501 to avoid New Hope Creek impact
 - D3 Best * University marketplace mixed use & surrounding apartment
 - Like idea of additional East Durham station for NCCU/Aston Ave area



Durham-Wake Corridor (Durham to Garner)

TTA has made energy and carbon savings claims for its LRT, e.g. millions of gallons burned by cars of people who would otherwise use the system. Has TTA done an analysis of energy use by the LRT vs. cars? And if so, is it a "life-cycle" analysis that includes energy embedded in the system via construction and materials?

Bob Healy

839 Sedgefield St.

Durham, 27705

healy@duke.edu