

Municipal Agencies

Affiliation	<i>Municipal</i>
Sub-Group	<i>Town of Carrboro</i>
First Name	<i>David</i>
Last Name	<i>Andrews</i>

Comment

Letter of support - DO LRT Patricia J. McGuire [PMcGuire@townofcarrboro.org]10/13/2015 5:32 PM "jmann@gotriangle.org" <jmann@gotriangle.org> "Patrick McDonough" <patrick@patrickmcdonough.com>, "David Andrews" <dandrews@townofcarrboro.org>, "info@ourtransitfuture.com" <info@ourtransitfuture.com> Dear Mr. Mann, Please see the attached letter of support from David Andrews, Town of Carrboro. Don't hesitate to let me know if you need other information. Trish McGuire Patricia J. McGuire, AICP, CZO, CFM Planning Director Town of Carrboro 301 W. Main Street Carrboro, North Carolina 27510 35° 54' 41", -79° 04' 39" 919-918-7327 (T)/919-918-4454 (F) pmcguire@ci.carrboro.nc.us http://townofcarrboro.org Town of Carrboro, NC Website - http://www.townofcarrboro.org E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law and may be disclosed to third parties. October 13, 2015 Jeff Mann General Manager Go Triangle 4600 Emperor Blvd., Suite 100 Durham, NC 27703 Subject: Letter of Support- Preferred Alternative for the Durham-Orange Light Rail Project Dear Mr. Mann, This letter conveys the support of the Mayor and Board of Aldermen for your agency's efforts to develop the Durham-Orange Light Rail Transit (D-O LRT) project. The town's policies and actions have supported the exploration and expansion of transportation alternatives, including rail, for many years. As a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, a longstanding partner in the provision of local bus service with Chapel Hill Transit, and as a potential future light rail transit extension destination, the Town endorses the NEPA preferred alternative and will be encouraging the MPO to endorse the Environmental Impact Statement preferred alternative when it votes on this matter in November. Please contact me if you have any questions. I can be reached at (919) 918-7315 or dandrews@townofcarrboro.org. Sincerely, David L. Andrews Town Managers

Comment Responses

Comment noted.

DEIS/Errata References

Complete DEIS

Affiliation	<i>Municipal</i>
Sub-Group	
First Name	<i>Ed</i>
Last Name	<i>Harrison</i>

Comment

As a Chapel Hill Town Council Member who is appointed by my jurisdiction to represent it on the Go Triangle Board of Trustees, I have spent more than five years receiving information on this project, including many details of the Alternatives Analysis and studies after that. I have also done my research. I support most aspects of the Light Rail project itself, including the selection of that mode as the best to serve Chapel Hill. I have been provided the detailed comments submitted by the City of Durham and by the Southern Environmental Law Center, and I voted to approve the "big-picture" comments submitted by the Town of Chapel Hill. The City of Durham's comments were generally accurate, in my view. I would ask that the Pedestrian and Bicycle section of those comments which are made on Sections 3 and 4) be applied in all relevant areas to similar locations in Chapel Hill, especially in the parts of the NC 54 and Fordham Boulevard corridors that include stations and rail alignment. In terms of Sections 5 and 6, Environmental Consequences and Mitigation Measures:1.A grade-separated bicycle and pedestrian facility will be essential to connect the Woodmont station to the UNC-CH Lloyd tract on the north side of NC 54, in order to maximize ridership from future development on UNC land.It would be excellent if Go Triangle would participate in innovative planning for bike/ped crossings from the redeveloped Glen Lennox property to the Hamilton Road station.2.The Gateway Station plan should include a safe, convenient, and direct connection to the planned pedestrian and bicycle facilities on Old Durham-Chapel Hill Road. The station area design which has been available for review since 2014 does not clearly show that. Preserving as much as possible of the ~2017-17 bike/ped project will be greatly appreciated. [I began advocating for that project in 1993, based on the recommendations made that year to the DCHC-MPO in a corridor study of US 15-501. The same study recommended starting analysis of a "US 15-501 alternative," which evolved into the current light rail plan.] 3. Any necessary utility or maintenance road necessary to be built to provide access to the DO LRT should be built to accommodate bicycle and pedestrian use wherever possible. Comments on the Leigh Village Traffic Report As someone whose constituents will have to use future City of Durham streets to reach the park and ride lot at Leigh Village station, I strongly support the comments made by City Transportation on this report, in particular this one: "Much of the future road network does not yet exist in the Leigh Village area. Some of these future roads may be built by developers or may be built by GoTriangle with the DO LRT project. The City requests that the future intersections be built to accommodate anticipated queues." Below is a re-submittal of comments I made to Go Triangle staff before the official comment period: "6.1.5 Farrington Road at Ephesus Church Road The City of Durham - Compact Neighborhood Tier traffic impact criteria are applied to the signalized intersection of Farrington Road at Ephesus Church Road, as both roadways are under city jurisdiction. There are no proposed changes to the roadway geometry at this intersection from Existing to No-Build Conditions. As shown in Table 7, the overall intersection would operate at LOS D and LOS B during the No-Build Conditions AM and PM peak hours, respectively. The lane configuration and signal timings at this intersection remain the same between the No-Build and Build Alternatives as the intersection would have no interaction with the D-O LRT. The overall intersection is expected to operate at LOS D or better during both Build Alternative peak hours and would meet the City of Durham thresholds. Therefore, no roadway modifications to the intersection are proposed as part of the D-O LRT project. " This section has erroneous assumptions and an omission:1.As mentioned, it places it within the Compact District. My mapping shows the northernmost extent ever proposed of the Leigh Village Compact District to be just under half a mile south of there. GoTriangle staff would be unwise to make the call on where the Compact District boundary sits. The recent process has resulted in a recommendation to move it a very short distance northward from where it was in the Comp Plan. The boundary location is a decision to be made by the Durham City and County governing boards.2.With placement of the ROMF there, the intersection would definitely have interaction with the D-O LRT. Since it is not at all likely to end up in the Compact District, conventional NCDOT and City of Durham LOS standards would apply. Go Triangle should be prepared for the implications of this.3.It omits consideration of the ROMF traffic, which I believe could justify a deceleration lane coming from the south and left turn lane coming from the north if LOS D is used as the criterion. The length of the center turn lane required of Epcon, the Culp Arbor developer is telling: the City and Division 5 required construction from the southern end of the tract all the way to the signal at Ephesus Church Road. This is most probably because of Creekside Elementary traffic at its two eccentric peak times during the school year. I call them "eccentric" because when I requested signal re-timing of the LOS F eastbound left from Farrington onto NC 54, Phil Loziuk of the City told me that only part of the re-timing would match the design peak hours for the signal.Commenters' comment reference attached DEIS comments sent to GoTriangle

As detailed in the Executive Summary of the DEIS, Triangle Transit will work with the Town of Chapel Hill, City of Durham, NCDOT, and local advocates to identify the potential for off-street facilities or on-street facilities on parallel or nearby roadways. Pedestrian crossings of light rail tracks will be designed in accordance with current ADA design requirements to ensure access and mobility for all users. New pedestrian and bicycle infrastructure would be installed in station areas to augment the existing network. Station areas would be designed according to best management practices for bicycle and pedestrian safety. Measures would be taken to discourage pedestrians from crossing the tracks outside of designated track crossings and to enhance safety at permitted crossing locations (p. ES-17). Section 3.6 of the DEIS contains additional details on plans for future bicycle and pedestrian access. Sidewalks, crosswalks, curb ramps, and other pedestrian infrastructure that the light rail alignment would affect would be rebuilt or enhanced as depicted in the Basis for Engineering Design (appendix L). A pedestrian bridge is not warranted as part of the D-O LRT Project. Such infrastructure is not precluded by the design of the stations and if studied, would be done so under a different project. The Basis for Engineering included in the DEIS includes the oval about project. Sidewalks are provided from Gateway Station to the intersection of White Oak Road and Old Chapel Hill Road as well as sidewalks east to the proposed oval about. Bicycle lanes on Old Chapel Hill Road are included east of the oval about project.

DEIS section 3.2.2
DEIS section 3.2.4
DEIS section 3.6
DEIS Table 3.2-3
DEIS Table 3.2-5
DEIS appendix L

DEIS section 3.2.4 describes the proposed mitigation measures that are planned to mitigate for project-related roadway effects. These effects are summarized in Table 3.2-3. In addition, as described in DEIS section 3.2.2, there are numerous roadway projects planned by the NCDOT in the vicinity of the proposed D-O LRT Project. During Engineering, Triangle Transit will continue to coordinate with the NCDOT as the designs of these projects advance. As described in DEIS section 3.2.4 and as shown in Table 3.2-5, substantial modifications to the roadway are incorporated into the design including additional turn bays and restriping of intersection approaches to accommodate additional receiving lanes in order to minimize impacts to vehicular traffic operations (excessive delays and queues). Additional roadway expansion is not recommended. Additional traffic analysis will be performed during the Engineering phase of the project and the proposed roadway modifications may be refined. It should be noted that several communities in the region are focusing their development efforts on the principles of compact neighborhoods and complete streets. While design criteria, exemptions, and revisions to comprehensive plans zoning associated with these initiatives are not complete at this time, Triangle Transit will continue to work with the local agencies to determine adjustments to project elements, including inclusion of non-geometric mitigation strategies, if such policies are enacted prior to construction. These roadway modifications are further detailed in Table 3.2-5.

Affiliation	<i>Municipal</i>
Sub-Group	<i>Town of Chapel Hill</i>
First Name	<i>Mark</i>
Last Name	<i>Kleinschmidt</i>

Comment

To whom it may concern: Please find attached a resolution adopted unanimously by the Chapel Hill Town Council at our business meeting on September 28, 2015. This resolution shall function as our comment on the Draft Environmental Impact Statement for the Durham-Orange Light Rail Project. Also attached are specific comments referenced in the approved resolution. See Appendix G of FEIS/ROD for complete attachment referenced above.

<i>Comment Responses</i>	<i>DEIS/Errata References</i>
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The combined FEIS/ROD section 1.4, Table FEIS-2, DEIS errata 28 reflects that bus service at the Mason Farm Road Station may be considered in the future or for special events and DEIS errata 41 that Triangle Transit will consider structured parking at stations when and if approached by private developers. At the Gateway Station, a surface lot is currently proposed.

DEIS section 3.2.2
DEIS section 3.2.4
DEIS section 3.6
DEIS Table 3.2-3
DEIS Table 3.2-5
DEIS appendix L
FEIS/ROD section 1.4
FEIS/ROD Table FEIS-2

Extension not part of the scope of proposed D-O LRT Project. The design of the UNC station will not preclude extension as requested. Any extensions would be analyzed in a separate NEPA process.

As detailed in the Executive Summary of the DEIS, Triangle Transit will work with the Town of Chapel Hill, City of Durham, NCDOT, and local advocates to identify the potential for off-street facilities or on-street facilities on parallel or nearby roadways. Pedestrian crossings of light rail tracks will be designed in accordance with current ADA design requirements to ensure access and mobility for all users. New pedestrian and bicycle infrastructure would be installed in station areas to augment the existing network. Station areas would be designed according to best management practices for bicycle and pedestrian safety. Measures would be taken to discourage pedestrians from crossing the tracks outside of designated track crossings and to enhance safety at permitted crossing locations (p. ES-17). Section 3.6 of the DEIS contains additional details on plans for future bicycle and pedestrian access. Sidewalks, crosswalks, curb ramps, and other pedestrian infrastructure that the light rail alignment would affect would be rebuilt or enhanced as depicted in the Basis for Engineering Design (appendix L). The combined FEIS/ROD section 1.4, Table FEIS-2, DEIS errata 46 reflects that station plans would not preclude a bike share program in the future.

DEIS section 3.2.4 describes the proposed mitigation measures that are planned to mitigate for project-related roadway effects. These effects are summarized in Table 3.2-3. In addition, as described in DEIS section 3.2.2, there are numerous roadway projects planned by the NCDOT in the vicinity of the proposed D-O LRT Project. During Engineering, Triangle Transit will continue to coordinate with the NCDOT as the designs of these projects advance. As described in DEIS section 3.2.4 and as shown in Table 3.2-5, substantial modifications to the roadway are incorporated into the design including additional turn bays and restriping of intersection approaches to accommodate additional receiving lanes in order to

minimize impacts to vehicular traffic operations (excessive delays and queues). Additional roadway expansion is not recommended. Additional traffic analysis will be performed during the Engineering phase of the project and the proposed roadway modifications may be refined. It should be noted that several communities in the region are focusing their development efforts on the principles of compact neighborhoods and complete streets. While design criteria, exemptions, and revisions to comprehensive plans zoning associated with these initiatives are not complete at this time, Triangle Transit will continue to work with the local agencies to determine adjustments to project elements, including inclusion of non-geometric mitigation strategies, if such policies are enacted prior to construction. These roadway modifications are further detailed in Table 3.2-5. In coordination with stakeholders and the public during the development of this DEIS, the areas detailed in section 3.2.4.1 (NC 54), 3.2.4.2 (US 15-501), 3.2.4.3 (Erwin Road) and 3.2.4.4 (Downtown Durham) were identified for further study and potential refinement during the Engineering phase.

Affiliation	<i>Municipal</i>
Sub-Group	<i>Durham County Board of Commissioners</i>
First Name	<i>Michael</i>
Last Name	<i>Page</i>

Comment

(Letter typed in below): October 8, 2015
 Mr. Jeff Mann
 General Manager
 GoTriangle
 P.O. Box 13787
 Research Triangle Park, NC 27709
 Dear Mr. Mann:
 Durham County, as an integral leader and partner of the Bus Rail Improvement Plan (BRIP) writes today in support of the Draft Environmental Impact Statement (DEIS) for the proposed D-O LRT Project and the National Environmental Policy Act (NEPA) Locally Preferred Alternative (LPA). The NEPA Locally Preferred Alternative includes: C2A Alternative in the Little Creek section of the Alignment New Hope Creek 2 (NHC2) Trent/Flowers Station Farrington Road Rail Operations and Maintenance Facility ROM Build Option. While the DEIS assessed the environmental, transportation, social and economic impacts associated with the alignment, stations and transportation improvements in the Durham-Orange (D-O) Corridor and provided recommendations to mitigate issues, there are additional impacts that the project will have on Durham County which we want to address. As you know, we have previously discussed many of these issues with GoTriangle staff and continue to have discussions and receive responses to address our concerns. We seek your continued commitment during this process to provide further consideration and analysis of our issues noted here and others that may arise as a result of comments received during the 45-day comment period.

CONSTRUCTION IMPACTS TO DURHAM COUNTY (Buildings, Streets and Traffic)

1. The proposed electric substation location on the Detention Center property
 The proposed location of the electrical substation on the detention facility property, which typically houses over 500 inmates, presents potential access, safety and security risks. Specifically, the proposed location experiences significant foot traffic from visitors to the detention facility. Demonstrations could result in damage to the structure. While the final specifications of the structure are unknown, the proposed size and proximity of the substation to the facility could pose safety risks to the inmates in the event of a fire or explosion. It is the County's preference that GoTriangle locate an alternate location for the electric substation during the Engineering phase.
2. The closure of Pettigrew Street to two-way traffic and impacts on the Detention Center
 The loading area for the Detention Center is off of Pettigrew Street and the proposed changes to Pettigrew Street will impact operations. This impacts access of truck ranging in length from 25 to 53 feet that regularly deliver supplies to the detention facility. Any change in the traffic pattern on Pettigrew street/lane closures would adversely impact the truck ability to turn and access the facility. Both the entrance to the drive and driveway would require reconfiguration and substantial renovation as a result of the change. The other access to the facility along Pettigrew Street provides for prisoner intake. This area currently presents access challenges, so any change in the traffic pattern may further complicate navigating an already hectic entrance and exit point. It is critical that Pettigrew Street remain open to traffic during the construction phase and that GoTriangle coordinate with the County staff during the Engineering Phase to determine the maintenance of traffic requirements to include the construction plans and specification so continued use will be permitted.
3. General Construction & Utility Impacts
 a. Fiber optic cables cross Pettigrew Street/Magnum/Roxboro. These cables provide critical federal, state, and local public safety communications to the Sheriff's Office and Detention Facility. This function operates continuously and must remain operational at all times. Any impact to underground fiber optic and copper telecommunications and CATV lines, cables or hand holds, underground telecommunications ductbank, such as line replacement, cutovers and other potential impacts to underground power and feeds for signals and street lights, gas mains to the detention service will be the responsibility of the LRT Project. These efforts must be well planned and coordinated in advance with Durham County Government Information Services & Technology, the Durham County Office of the Sheriff, and Durham City Government Technology Solutions.
 b. Stormwater/Utilities. While the project team has determined that no water or sanitary sewer services along Pettigrew Street, Magnum Street or Roxboro Street appear to be affected by the LRT project. To assure our stormwater facilities and water, sewer, and gas lines in the vicinity remain in good working condition, we will work closely with GoTriangle to assure that during construction these facilities and operations will remain clear.

COMMUNITY CONCERNS AND COORDINATED TRANSPORTATION

1. Durham County commends Go Triangle for ensuring that the DEIS is widely available in a number of mediums for the public to review and for the public to comment either in writing or at one of the public hearings being held throughout the corridor. Durham County values the input of our residents whose homes/property are along the alignments and strongly believes that consideration of the community comments not only be heard by GoTriangle as part of the DEIS process, but as appropriate/evaluated for feasibility for modifications to the plan. While Durham County recognizes that there will be impacts with such a large scale long-term capital project, Durham County highly encourages GoTriangle to pursue the necessary strategies to avoid, minimize, or mitigate adverse impacts to the community, natural and cultural resources that are caused by the recommended NEPA Preferred Alternative in the DEIS. The County request that GoTriangle continue to work to:
 - a. Comply with City and County plans and policies in the development and construction of the alignment and station areas.
 - b. Give consideration to the recommendations from the Durham Area Designers to: shift

the Buchanan station closer to Buchanan Blvd to increase visibility and access to Burch Ave, West End, Trinity Park and W. Chapel Hill Street businesses; restore the Downtown Transit Center station to the original GoTriangle-owned site to improve intermodal connections; add the City Center station as recommended by all 3 DAD charrette teams to provide convenient access to Durham's government buildings including the County Courthouse, Detention Center and City Hall, to better serve Main Street retail and offices and to anchor the Ballpark to Ballpark arts corridor.c. Address community and roadway impacts to the proposed Park and Ride facility in the Leigh Village area and surrounding neighborhoods.d. To the extent possible, reduce negative impacts of the alignment on the Downing Creek neighborhood and address specific safety concerns.e. Implement methods to abate noise, vibration, stormwater, and lighting by measures such as landscaping/walls, storm water management, aesthetics and other appropriate measures associated with the ROMF Facility on Farrington Road to mitigate the impact on low density residential and housing for seniors in the area.f. Should problems arise from the recommended Farrington Road ROMF, the County suggests that the feasibility of using the alternative sites be revisited.g. Include provisions for bike and pedestrian connectivity as extensively as possible at each station area to enhance accessibility to nearby neighborhoods, employers, and commercial areas.h. Coordinate light rail planning and engineering with the widening and improvements of NC54 to ensure a multi-modal solution to meet the future demands and the long-term vitality of the corridor and the surrounding neighborhoods. Highway 54 is a primary route connecting much of Durham, Orange and Wake Counties, and the corridor requires a multimodal solution to meet future demand. Strategies that link transit, light rail, pedestrian access and bicycling are needed to make transit an effective travel option.i. Address concerns and pursue further analysis so as not to preclude future extensions beyond the Alston Avenue transit station.Durham County recognizes the multi-faceted benefits that the D-O LRT project brings to our community - creation of jobs, economic and transit-oriented development opportunities, congestion relief and enhanced mobility for our residents. We encourage and support continued planning and coordination to advance the project while working to mitigate impacts on the community. We are ready to work with Go Triangle, all the other stakeholders, and the community to enhance mobility options for Durham County and the region.Sincerely, (Signature)Michael D. Page, ChairDurham Board of County Commissionerscc: Durham Board of County Commissioners

Comment Responses

DEIS/Errata References

The proposed D-O LRT Project requires traction power substations (TPSS) at approximately one- mile intervals along the light rail alignment to supply electrical power to the traction power networks. TPSSs do not generate electricity; rather, they change the electrical current to an appropriate level to power light rail vehicles. The proposed locations of the TPSSs are included in DEIS appendix L. As engineering continues, Triangle Transit will refine these locations. TPSSs can be co-located at stations where feasible and at the ROMF. Each TPSS would be in an enclosed structure and require approximately 0.03 acre of land. Section 1.4 of the combined FEIS/ROD, Table FEIS-2, DEIS errata 109 clarifies continued coordination with Durham County regarding the TPSS locations.

DEIS section 3.2.2
DEIS section 3.2.4
DEIS Table 3.2-3
DEIS Table 3.2-5
DEIS appendix L
FEIS/ROD section 1.4
FEIS/ROD Table FEIS-2
DEIS Errata 108

DEIS section 3.2.4 describes the proposed mitigation measures that are planned to mitigate for project-related roadway effects. These effects are summarized in Table 3.2-3. In addition, as described in DEIS section 3.2.2, there are numerous roadway projects planned by NCDOT in the vicinity of the proposed D-O LRT Project. During Engineering, Triangle Transit will continue to coordinate with the NCDOT as the designs of these projects advance.As described in DEIS section 3.2.4 and as shown in Table 3.2-5, substantial modifications to the roadway are incorporated into the design including additional turn bays and restriping of intersection approaches to accommodate additional receiving lanes in order to minimize impacts to vehicular traffic operations (excessive delays and queues).Additional roadway expansion is not recommended. Additional traffic analysis will be performed during the Engineering phase of the project and the proposed roadway modifications may be refined. It should be noted that several communities in the region are focusing their development efforts on the principles of compact neighborhoods and complete streets. While design criteria, exemptions, and revisions to comprehensive plans zoning associated with these initiatives are not complete at this time, Triangle Transit will continue to work with the local agencies to determine adjustments to project elements, including inclusion of non-geometric mitigation strategies, if such policies are enacted prior to construction. These roadway modifications are further detailed in Table 3.2-5.In coordination with stakeholders and the public during the development of this DEIS, the areas detailed in section 3.2.4.1 (NC 54), 3.2.4.2 (US 15-501), 3.2.4.3 (Erwin Road) and 3.2.4.4 (Downtown Durham) were identified for further study and

potential refinement during the Engineering phase.

Measures to avoid and/or minimize adverse impacts to residences during project construction will include efforts to maintain traffic, parking, and access during construction, modify business signage to maintain business visibility, use marketing campaigns to advise patrons of required construction in areas with multiple businesses, install temporary directional signage, and provide advance communication of construction activities. Local property owners will be informed of roadway disruptions and other construction-related activities and consequences by using construction education and outreach plans. The D-O LRT Project team will coordinate with emergency response personnel to maintain continuous access for emergency vehicles throughout the duration of construction. The combined FEIS/ROD section 1.4, Table FEIS-2, DEIS errata 108 reflects that during the Engineering phase, Triangle Transit will continue to coordinate with NCDOT to evaluate additional engineering safety measures including vehicle detection technology at certain crossings where appropriate.

Comments noted. Triangle Transit is committed to working with state and local agencies during the engineering process to address potential issues, resolve concerns, and ensure adequate access and safety for all LRT riders and members of the public. The combined FEIS/ROD section 1.4, Table FEIS-2 includes clarifying information as appropriate to address concerns identified in the form of DEIS errata.

Affiliation	<i>Municipal</i>
Sub-Group	<i>City of Durham</i>
First Name	<i>H. Wesley</i>
Last Name	<i>Parham</i>

Comment

GoTriangle:Attached is a letter reflecting the Durham City Council's comments concerning the NEPA Preferred Alternative on the Draft Environmental Impact Statement (DEIS) for the Durham-Orange Light Rail Transit project. Please include the comments in the official DEIS record. The original letter will be forwarded today by US Mail to Jeff Mann and also to OurTransitFuture at PO Box 530, Morrisville, NC 27560.Should you have any questions, please let me know.H. Wesley Parham, PEAssistant Director of TransportationDepartment of Transportation, City of Durham101 City Hall Plaza, 4th FloorDurham, NC 27701P 9195604366,ext. 36425F 9195604561Wesley.Parham@durhamnc.govwww.DurhamNC.govOctober 6, 2015Jeff MannGeneral ManagerGo TriangleP.O. Box 13787Research Triangle Park, NC 27709Dear Mr. Mann:At its meeting on October 5, 2015, the Durham City Council endorsed the recommended NEPA Preferred Alternative in the Draft Environmental Impact Statement (DE IS) for the Durham-Orange Light Rail Transit project. The Durham-Orange Light Rail Transit project is strongly supported by the City of Durham and is an essential element of our long-range transportation and land use plans. The project is critical for our region's continued economicdevelopment, environmental sustainability, and the future mobility needs of Durham.The City Council's recommendation includes the endorsement of thefollowing options:• The C2A alignment over Little Creek• The NHC2 alignment over New Hope Creek• The Trent/Flowers station location near the Duke and VA Hospitals• The Farrington Rail Operations and Maintenance Facility• The Build optionWhile the City endorses the project, the City Council acknowledges that there will be impacts with any transportation project of this scale and requests that Go Triangle continue to work with City staff and the Council on refining the project's design as the project proceeds into project engineering. The City's request includes the following:• Go Triangle is expected to continue to work cooperatively with the Durham City Council and staff on the design of the project as it continues into project engineering.Good Things are Happening in Durham• Go Triangle will be expected to comply with all City plans and policies in the development and construction of the alignment and station areas.• Go Triangle should continue to pursue strategies to avoid, minimize, or mitigate adverse impacts to the community, natural, and cultural resources that are caused by the recommended NEPA Preferred Alternative in the DEIS.• Go Triangle should be sensitive to impacts on all communities, especially low income communities along the Durham-Orange Light Rail Transit alignment. Ensuring the continued availability of existing and future development of additional affordable housing near station areas is essential to ensure that all residents of Durham have access to and benefit from the light rail transit investment.• The City is aware of the concerns of those who would like to see theAlston Avenue transit station located to the east of Alston Avenue. Given the economic and technical engineering constraints, it appears that it is not feasible to relocate the station beyond its proposed location. In the event there is an analysis by GoTriangle and the FTA that these constraints can be overcome, the City supports such a move.• Safe and convenient bicycle and pedestrian access to the light rail stations as well as bicycle and pedestrian facilities along the alignment should be included in the project to the maximum extent practicable.• The City expects that traffic impacts caused by the Durham-Orange Light Rail Transit will be mitigated to the maximum extent practicable with consideration for traffic flow and congestion, safety, bicyclists, pedestrians, bus transit, and travel demand management.• The City requests that during the project Engineering phase Go Triangle carefully evaluate the feasibility of modifications to the locations of the Buchanan Station and the Durham Multi-modal Transit Station as well as the inclusion of a City Center Station, as recommended by Durham AreaDesigners.• The City requests that, in light of reasonable concerns by Durham residents of potential stormwater impacts at the proposed Rail Operations Maintenance Facility, GoTriangle investigate and implement stormwater controls at a level necessary to ensure water quality.• Should problems arise from the recommended Rail Operations Maintenance Facility location, the City expects that Go Triangle will carefully evaluate the feasibility of a revised site for the ROMF atCornwallis Road.• The City request that, in light of reasonable concerns by Durham residents related to access to and egress from the Downing Creek neighborhood, Go Triangle work with the neighborhood and other parties to ensure that Downing Creek residents have safe and convenient access to NC 54.We greatly appreciate the leadership and cooperation that Go Triangle has exhibited throughout the planning and environmental study of this project.We acknowledge the many opportunities that Go Triangle has made forpublic and neighborhood meetings, meetings with City staff, and presentations to City Council throughout the project development process.Continued cooperation and openness is essential to ensuring that this project is designed and constructed in a manner to benefit all of Durham.We look forward to continuing to work together on implementing this project.Sincerely,William V. "Bill" BellMayorcc: Durham City Council Tom Bonfield, City ManagerKeith Chadwell, Deputy City ManagerMark Ahrendsen, Transportation Director

- Triangle Transit will continue to work with Durham to pursue strategies to avoid, minimize, or mitigate adverse impacts to the community, natural, and cultural resources.-Triangle Transit will work with Durham to include bicycle and pedestrian facilities along the alignment to the maximum extent practicable.- Triangle Transit will continue to work with Durham to mitigate traffic impacts to the maximum extent practicable, including consideration for traffic flow and congestions, safety, bicyclists, pedestrians, bus transit, and travel demand management.- The combined FEIS/ROD will reflect that the City and County adopted a resolution in 2014 supporting affordable housing within a half-mile of transit stations. The resolution establishes a goal of at least 15 percent of housing units be affordable to families with income less than sixty percent of the area median income.- Triangle Transit will work with Durham to investigate and implement stormwater controls at a level necessary to ensure water quality.- Triangle Transit will work with Durham to evaluate the feasibility of a revised Cornwallis Road ROMF site should problems arise with the recommended ROMF location.-The combined FEIS/ROD will reflect that during the Engineering phase, Triangle Transit will continue to coordinate with NCDOT to evaluate additional engineering safety measures including vehicle detection technology at certain crossings where appropriate.

*FEIS/ROD section 1.4
FEIS/ROD Table FEIS-2
DEIS Errata 20, 40, 42, 55, 56, 57, 58,
59, 61, 62, 64, 65, 68, and 115*

- Triangle Transit will continue to work cooperatively with the Durham City Council and staff on the design of the project as it continues into project engineering.- Triangle Transit will comply with all City plans and policies in the development and construction of the alignment and station areas.

- Triangle Transit will continue to work with Durham to evaluate the feasibility of modifications to the locations of Buchanan Station, the Durham Multi-modal Transit Station, and the inclusion of a City Center Station during the Engineering phase.

- Triangle Transit will be sensitive to impacts on all communities, especially low income communities along the alignment.- Triangle Transit will work Durham and with the Downing Creek neighborhood to ensure that residents have safe and convenient access to NC 54. Section 1.4 of the combined FEIS/ROD, Table FEIS-2, DEIS errata 20, 40, 42, 55, 56, 57, 58, 59, 61, 62, 64, 65, 68, and 115 clarify several of the above comments and others obtained through ongoing coordination.

Affiliation	<i>Municipal</i>
Sub-Group	<i>Durham Housing Authority</i>
First Name	<i>Dallas J.</i>
Last Name	<i>Parks</i>

Comment

Subject: Support for Durham-Orange Light Rail Transit (D-O LRT) Project
Dear Mr. Mann:
A Commitment to Quality Living
The Durham Housing Authority (DHA) is writing this letter to express support for the Durham Orange Light Rail Transit Project. Public transportation is a critical need for the residents of various Durham Housing Authority properties. Seven of those DHA properties are half a mile or less from a proposed light rail station. Those and future DHA properties will assist the City of Durham in its effort to provide affordable housing within a half mile of light rail transit stations. The D-O LRT project will provide additional transit options for DHA's communities across Durham. Go Triangle has worked actively to solicit comments and concerns regarding the D-O LRT project from DHA's residents by attending their community events, resident council meetings and providing comment forms to each DHA property. We appreciate these efforts made to receive comments from DHA's residents that may be transit dependent. • The population in Durham and Orange counties is anticipated to grow by 64% and 52% respectively, over the next 30 years. In the Durham-Orange (D-O) corridor the population is expected to double. The D-O LRT project will provide dependable, time competitive, high-capacity transit service for Durham and Orange counties. • The communities in Durham and Orange counties place a high value on transit and the positive economic opportunities it fosters. This is exemplified by each county's successful referenda approving a 1/2 cent sales tax for transit. • We look forward to continuing to work with GoTriangle as it works to finalize its light rail plans. We will continue to partner with the City of Durham in its efforts to provide affordable housing around light rail stations.
Sincerely,
Dallas L. Parks

<i>Comment Responses</i>	<i>DEIS/Errata References</i>
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Comment noted.

DEIS chapter 1

Affiliation	<i>Municipal</i>
Sub-Group	<i>City of Durham</i>
First Name	<i>Steve</i>
Last Name	<i>Schewel</i>

Comment

[name removed], Thanks so much for this email and the resolutions from the INC which I have read in full. I hope you will transmit my response to others in the INC who are interested. I will address several points from the resolutions: 1) On the Alston Ave. station, both I and [name removed] have spent many hours and had many discussions about this, and I think I can speak for her to say that both of us are now convinced that it is not possible to squeeze the track and station between the water tower and NC 147 to get the track east of Alston Ave. She and I together have walked the track and roadways there, and we have met with [name removed] who has raised alternative plans, as well as with [name removed] who has raised the same concerns as the INC resolutions. As a result of these meetings and tours of the area, we were insistent that GoTriangle provide us with much more detailed information to justify keeping the station west of Alston. GoTriangle subsequently met individually or in pairs with council members, and they did so with a much higher degree of specificity than we had seen earlier. They gave us much more detail on the NC DOT's position on the NC147 right-of-way, the constraints related to the City's water tower, the design needs of the station, and other important factors. In sum, after raising this issue repeatedly and adamantly with GoTriangle, I am now resigned to the fact that the track can't get through the tight fit next to the water tower and 147. I agree with the INC that it would be better if the station was east of Alston Ave. as originally designed when the light rail had use of the NC railroad ROW. But I have come to accept the GoTriangle analysis. I will add one thing that is important here: While I have been advocating hard for this station to be east of Alston, as has [name removed], and while we have heard about this from light rail advocates and opponents in general, I have heard very little about this from the neighborhoods east of Alston themselves. We have received one resolution about it from NECD, but it is clearly not high on the agenda of concerns there. As concerns the possible location of the ROMF east of Alston, we have received many communications from businesses and neighbors in East Durham that they do NOT want the ROMF located there because of the loss of jobs at Brenntag which employs 100 people, many from the area. That seems to be the most salient neighborhood concern in this regard. 2) On the issue of Downing Creek and Meadowmont, it is absolutely true that the light rail was planned to go through Meadowmont. However, the only reasonable route through Meadowmont was nixed by the Army Corps of Engineers which did not want the line crossing its land on the planned route. This is a harsh reality, and that is why the line has now been planned to go on the south side of 54 in front of Downing Creek. Some people believe that this was because of the clout of people in Meadowmont who somehow influenced GoTriangle staff to change the route to move it away from Meadowmont. This is not the case. It was a decision by the Corps which caused the route to be moved. I have been to Downing Creek and met with the neighbors there for a couple of hours, including driving around the areas of concern with them. I very much sympathize with their concerns that they need a good way to get out of their neighborhood when the light rail is built. I can see why they are concerned about that, and so am I. I have communicated my concerns to GoTriangle staff, and I will continue to do so. I do feel there are several possible good ways to solve this problem, and we have many years to work on it even if the light rail is built only 10 years from now and it may well be more. 3) I am glad you all are taking up the neighborhood input issues with the Planning Department. That's very important as we go forward. 4) Your letter talks about involvement with city council members with neighborhoods over these issues, and I agree with you 100%. I have met with folks in Downing Creek, in the Farrington area, and in East Durham about their specific light rail issues. I have attended several of the GoTriangle public meetings with the various neighborhoods. I have invited neighbors from Downing Creek, Farrington, Culp Arbor and the Jewish Campus on Cornwallis Rd. to accompany us to visit the Charlotte ROMF, which they did. I've answered scores of emails from neighbors on the subject. I'll continue to do that, and I encourage any neighborhood with a concern about light rail to contact me. I'm happy to talk about it, and even happier to listen. 5) While all these concerns are very important, I do want to make clear my support for the light rail line between Durham and Orange. I remain convinced that this is an excellent plan which will succeed in the long run unless the state legislature makes it impossible. We've got many things to get right as this project moves forward, but if we don't build it, we will regret it very much in 20 years, in 30, in 50. Again, thanks so much for these resolutions, [name removed], and I hope you will pass on my appreciation to others in the INC as appropriate. Your work on this is invaluable! Warm wishes, [name removed] Please find attached a cover letter regarding a series of INC resolutions on transit and related matters. Also attached are the specific resolutions. Although cc'ed on the letter, info@ourtransitfuture is in the to: line above in the hope that these will be considered comments on the Draft Environmental Impact Statement. Sincerely, [name removed]

On May 21, 2015, the NCRR Board of Directors agreed to permit NCRR management to enter into lease negotiations with Triangle Transit based on this refined alignment (section 2.3.2.2).As further detailed in DEIS Table 5.3-1, the proposed Alston Avenue Station was relocated to the west side of Alston Avenue, as a result of coordination with the NCRR as described in DEIS chapter 2. Revisions were due to NCRR's horizontal track clearance requirements and constraints in relocating Pettigrew Street east of Alston Avenue. Triangle Transit held numerous outreach meetings with the communities in downtown and east Durham to gather their input on the proposed alignment and station locations. See DEIS section 9.3.6 for more information.

DEIS chapter 2
DEIS section 2.3.2.2
DEIS section 9.3.6
DEIS Table 5.3-1