

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

Subject: Get Involved Contact Form

From: [REDACTED]

Date: 9/2/15 3:35 pm

To: info@ourtransitfuture.com

Name: [REDACTED]

Phone Number:

Email Address: [REDACTED]

Message Body:

PLEASE DO NOT DISCLOSE MY PERSONAL INFORMATION.

I have a number of questions about this project, particularly about a Railroad Operations Facility on Farrington Rd in southwest Durham:

Neighbors will be negatively affected by installing this industrial facility in what is a mostly rural/suburban zoned area, with fragile watersheds, and difficult geology. We are told that this is necessary because locating a train repair facility in this particular location is the least expensive alternative. That in other areas the natural environment and local populations will be affected.

Question 1: how much more expensive is to locate this INDUSTRIAL facility in the Alston location, which is ALREADY zoned as industrial? If this project is estimated to cost AT LEAST US 18 million, what is the estimated cost difference between the Farrington Rd location and other alternatives?

Question 2: on what grounds is it justifiable to rezone the Farrington Rd area into INDUSTRIAL use, when there are at least 3 elementary schools within a 2-mile radius of the intended facility? When the traffic patterns to get to these schools are already heavy? Have any traffic studies been conducted in this area, beyond touring the area in off-peak times? These kids are not taking the train to school; they walk to school and they take the dozens of school buses that bring kids from diverse parts of Durham. Are environmental costs and burdens factored into the equation, or it is mainly how much it will cost the state and taxpayers (not those who have to live with the facility in their front and backyards)?

Question 3: have studies been conducted on the feasibility of the underground structure and the underground water sources that will be affected by placing an INDUSTRIAL site on Farrington Rd? Some of our neighborhoods use well water. We already have impervious surface problems, where the county of Durham has prohibited anymore IMPERVIOUS SURFACE

allocations (e.g., you can't put a pool in most of the 14 different neighborhoods affected by this project). How can an INDUSTRIAL maintenance facility be put here, which requires so much impervious surface and risks for water contamination? How will underground water charge and surcharge be affected by placing this facility here? What are the risks of placing an INDUSTRIAL waste facility in areas that use underground water?

Question 4: the facility is expected to generate increased noise and light pollution, day and night. How is this a "preferred" option in a residential area? How often will trains be going through, night and day? Is that "normal" for residential use?

Seems to me too many burdens have not been taken into account into this "economical" routing.

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

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Jane Vandenberg Email: [REDACTED]

Mailing Address: [REDACTED] Code: _____

How to Comment on the DEIS

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2. Submit a web-based comment form: ourtransitfuture.com/comment
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Please leave your comment on the Draft Environmental Impact Statement:

Was very interested in service other services.

Please Turn Over →



Light Rail – Safety – no traffic light

[REDACTED]

Sent: 10/13/2015 10:20 PM

To: info@ourtransitfuture.com

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

Sincerely,

[REDACTED]

Oppose Light Rail – Safety, at-grade crossings

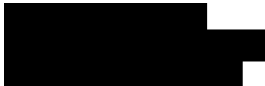


Sent: 10/13/2015 10:21 PM

To: info@ourtransitfuture.com

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

Sincerely,
Stef van Dijk



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Oppose Light Rail – federally protected wetlands

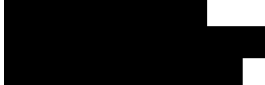


Sent: 10/13/2015 10:22 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because it will cross federally protected wetlands 140 times per day. The Army Corps of Engineers maintains this land. Building it will destroy the habitat and it will never be able to recover because of the constant crossing of the train. The Army Corps of Engineers should never have approved this route. They were led to believe that Downing Creek residents wanted the Woodmont station and this is not true. A survey shows that 90% of Downing Creek residents do NOT want the rail.

Sincerely,
Stef van Dijk



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Oppose Light Rail – Route

[REDACTED]

Sent: 10/13/2015 10:23 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because the proposed route of the rail travels through low-density areas. And in addition, the entire region does not have a dense enough population for such a monster of transportation. This train does not service areas that would use it, nor does it take riders places that are needed, such as the Research Triangle Park, shopping, or the airport.

Sincerely,
Stef van Dijk

[REDACTED]

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Oppose Light Rail – antiquated mode of transportation

[REDACTED]

Sent: 10/13/2015 10:24 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because rail has become an antiquated mode of transportation for the 21st century. It is totally incompatible with up and coming technology.

Sincerely,
Stef van Dijk

[REDACTED]

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Light Rail – unusable by the aging population

[REDACTED]

Sent: 10/13/2015 10:24 PM

To: info@ourtransitfuture.com

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

Sincerely,
Stef van Dijk

[REDACTED]

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Light Rail – being built for Duke, UNC and developers only

[REDACTED]

Sent: 10/13/2015 10:25 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because it is clearly being built for Duke and UNC and developers. Just follow the route, that is whom it serves and they want this for their private reasons at the expense of the taxpayers.

Sincerely,
Stef van Dijk

[REDACTED]

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Oppose Light Rail – no parking at stations

[REDACTED]

Sent: 10/13/2015 10:26 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because there will be little additional parking at most of the stations and several stations will have no parking at all, including the Woodmont station. Duke is not adding parking and neither is UNC. Most stations will be walk-up only and this will further minimize ridership, which, by the way, is extremely overstated by GoTriangle.

Sincerely,
Stef van Dijk

[REDACTED]

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Oppose Light Rail – maintenance facility

[REDACTED]

Sent: 10/13/2015 10:27 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because the proposed maintenance facility is in a rural but populated area with a school close by. The originally proposed facility was to be in an area of Durham where most of the workers would reside and could walk to work and was close to the end of the line. This area is in the middle of the line so empty trains will have to come to it from either end of the line which means trains will be running empty deliberately and frequently. This is additional expense, pollution and noise. It is my understanding the original site for the facility was dropped because the land there is contaminated with chemical waste from a prior chemical plant and this would have to be cleaned-up in order to build the maintenance facility and GoTriangle did not want to spend that money. As a note, the residents in this poorer area of town still have to live with the toxicity and will not have the jobs they were promised.

Sincerely,
Stef van Dijk

[REDACTED]

Oppose Light Rail – does not serve the poorest of the population

[REDACTED]

Sent: 10/13/2015 10:27 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because it does not serve the poorest members of the population who need transportation and jobs more than Duke, UNC and the developers.

Sincerely,

[REDACTED]

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letter of support

Mary Ann Van Kampen [REDACTED]

Sent: 9/26/2015 6:08 AM

To: info@ourtransitfuture.com

I support Go Triangle's decision to choose C2A over the other three alternatives for that section of the Light Rail Transit project. In terms of costs to build and operate and expected ridership, it certainly makes more sense than the rejected alternatives. Every alternative has a negative side, but C2A would affect far fewer people and in ways that can be mitigated as construction plans proceed. Thank you for choosing C2A.

Mary Ann Van Kampen

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Feletha Vanderburg

Email: [Redacted] Phone: [Redacted]

Mailing Address: [Redacted]

City: [Redacted]

Zip Code: [Redacted]

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Light Rail Transit is a great idea

Please Turn Over →

Get Involved Contact Form

Colin Verrilli [REDACTED]

Sent: 9/15/2015 11:30 AM

To: info@ourtransitfuture.com

Name: Colin Verrilli

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I have a great concern with the proposed route along Stancell Drive and the proposed Woodmont Station. This would cause noise and increased activity to the Bradford Place community. Our condominium is on Kingswood drive near Stancell Drive. The proximity of our condo to the elevated rail would result in an extreme disturbance. This is a quiet community and we don't want the disturbance of a railway or station.

--

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

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Phillip Vereen

Email: [REDACTED]

Phone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

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Please leave your comment on the Draft Environmental Impact Statement:

I think the project is good for Durham & Orange Counties. I believe the route through Meadowmont is a better route. Meadowmont was designed with transit ~~in~~ technology in light rail in mind. I think it is only logical to continue this through Meadowmont. The corridor has the density similar to the Ninth Street Area. Great project.
Go Durham!

Please Turn Over →

1 minutes, it also has a little buzzer, as
2 well.

3 Please be sure to speak so that
4 everybody can hear you, particularly our
5 court reporters because they will be
6 providing a written transcript of your
7 comments, and these comments will be on
8 the record for the Draft Environmental
9 Impact Statement for the Durham-Orange
10 Light Rail Transit Project.

11 So with that...

12 MR. PHILLIP: Sure. Good evening.
13 My name is Phillip Vereen. I live at
14 here in Durham,
15 27717. I just want to speak out in
16 support of the project.

17 Durham is my hometown. I've been
18 back in Durham now for the last three
19 years, so obviously seeing all the
20 development and rebirth of downtown and
21 all the different things that have
22 happened in the community since I was gone
23 for ten years, it's exciting.

24 One of the communities I've lived

1 at in the last five -- ten years while I
2 was gone was Charlotte, and I've seen what
3 they've done along South Boulevard as well
4 as what they're doing in the northern part
5 of the city, not just with density but
6 also just attracting economic development
7 and development for students and
8 cohesiveness between the universities and
9 the hospitals.

10 I think that this project will
11 definitely be of benefit to this area. I
12 was stuck on the Durham Freeway this
13 evening coming here, and as I was stuck
14 between Swift and Chapel Hill, I saw a
15 train coming through and thought it must
16 be a great idea to be on the train versus
17 stuck on the Durham Freeway.

18 So that being said, I applaud the
19 leadership for investing and looking at
20 this type of technology. I think light
21 rail's a good thing for this community. I
22 think we are rapidly developing the
23 density to support this kind of
24 development, and I think it's a good

1 thing. So keep moving forward, and I
2 support it. Thank you.

3 MR. JOYNER: Thank you. Is there
4 anyone else that has a blue comment card
5 and is ready to speak? Okay. Check --
6 She's going to check and just make sure
7 before we pause, see if anybody else has
8 had an opportunity to speak.

9 Again, tonight we are seeking
10 comments on the Draft Environmental Impact
11 Statement for the project. There's
12 several ways to provide input on the
13 project in addition to speaking at this
14 hearing. Written comments are being
15 collected tonight. You may send comments
16 via email, postal mail, and project
17 website. Verbal and written comments
18 carry the same weight, so feel free to use
19 other methods of providing input, if you'd
20 like.

21 Sounds like we don't have anybody
22 else to speak just yet. Again, we will be
23 allowing folks to sign up to speak up to 7
24 o'clock this evening, so we'll be here at

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Corey Vernier Email: [REDACTED] Telephone: _____
Mailing Address: _____ City: _____ Zip Code: _____

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Please leave your comment on the Draft Environmental Impact Statement:

The project development team has done a great job of getting this project closer to the finish line! I hope to see it come fruition soon.

Please Turn Over →

LRT Project Comments

Colin Verrilli [REDACTED]

Sent: 10/11/2015 10:37 PM

To: info@ourtransitfuture.com

As a property owner in Downing Creek, I strongly oppose the development of the railway system in front of Downing Creek (at the Stancel Lane access road) because of the deterrence to easy access in and out of Downing Creek, the noise, safety concerns and because of the traffic congestion.

Colin Verrilli
Co-owner

[REDACTED]

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Get Involved Contact Form

Colin Verrilli

Sent: 9/15/2015 11:30 AM

To: info@ourtransitfuture.com

Name: Colin Verrilli

Phone Number:

Email Address

Message Body:

I have a great concern with the proposed route along Stancell Drive and the proposed Woodmont Station. This would cause noise and increased activity to the Bradford Place community. Our condominium is on Kingswood drive near Stancell Drive. The proximity of our condo to the elevated rail would result in an extreme disturbance. This is a quiet community and we don't want the disturbance of a railway or station.

--

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Isaac Villarreal Carrillo Email: [REDACTED]
Mailing Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]

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Please leave your comment on the Draft Environmental Impact Statement:

This project will provide to Durham community
a great Transportation project.

Please Turn Over →

Get Involved Contact Form

Ann Von Holle [REDACTED]

Sent: 10/12/2015 3:20 PM

To: info@ourtransitfuture.com

Name: Ann Von Holle

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

As a homeowner in the Downing Creek development in Durham I am opposed to the current light rail design (including the C2A alignment) in southwest Durham County. I support all comments made by the Downing Creek Community Association. If the C2A alignment is built I will be forced to alter all of my daily travel patterns in a way that is an inconvenience at best and a safety hazard at worst. The three at-grade rail crossings closest to Downing Creek are within a half-mile span and block ANY exit I have to all destinations I use on a daily basis. None of these three at-grade crossings will be timed with lights and with approximately 140 crossings per day this volume is not trivial. The bottom line is that our community is collateral damage in light rail plans for the University of North Carolina, Chapel Hill (UNC-CH) in what appears to be a glorified park and ride system for the University.

During the public comment period in October, 2015, only one of the people speaking in favor of light rail, all of whom hailed from Orange County and Chapel Hill, mentioned that they would actually use the light rail -- and this was for a trip on Saturday evening. What is wrong with this picture? The light rail footprint in Chapel Hill occupies a very small part of the entire proposed light rail line, avoiding proximity to almost all Chapel Hill residential neighborhoods, with an end destination of UNC Chapel Hill Hospitals. The utility of the light rail in Southwest Durham will be in its stops at park and ride lots at the perimeter of Chapel Hill town limits (Friday Center), street parking at the proposed Woodmont Station (Durham County), and a 500 car lot in Durham (Leigh Village proposed development). The illegal parking at the Woodmont Station will be inevitable as well as a nuisance to our neighborhood. The light rail line may be a boon to UNC-CH (boondoggle perhaps to people not served by the rail line), but the C2A alignment plans adversely affect our neighborhood, are poorly designed and need to change.

--

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1 this kind of light system, but they should
2 have built it like 30 years ago, not where
3 everything is already built up and all
4 they're putting on top of it -- it's like
5 putting the horses in front of the
6 carriage. Thank you.

7 MR. JOYNER: Thank you, sir.

8 MS. ANN VON HOLLE: My name is Ann
9 Von -- oops. Thank goodness. My name is
10 Ann Von Holle, and I live at [REDACTED]
[REDACTED], and I am a resident of
12 Durham County, and I'm also a resident of
13 Downing Creek.

14 After attending meetings with
15 light rail representatives and a Chapel
16 Hill town council representative in 2015,
17 I understand the primary beneficiary --
18 beneficiaries of this plan in southwest
19 Durham will be developers building
20 undeveloped land at the proposed light
21 rail stations, meanwhile residents around
22 the Woodmont -- proposed Woodmont station
23 are collateral damage.

24 Developers will benefit greatly

1 from this light rail project, while
2 successfully managing to shift the vast
3 majority of the risk of the light rail
4 tracks away from Chapel Hill to areas of
5 low -- lower socioeconomic status and
6 income compared to Chapel Hill.

7 In sponsoring this project, the
8 federal government will be sponsoring
9 inequity. Accidents are inevitable with
10 so many at-grade tracks located in our
11 neighborhood of Downing Creek. I'm a
12 mother of two children, and 10 or 15 years
13 from now, my -- my children would be
14 driving, and I don't want to get a phone
15 call that they were hit by a train, been
16 stuck on a track because they're impulsive
17 teenage drivers. It could happen.

18 Our community of Downing Creek
19 will be adversely affected by the light
20 rail in both traffic and safety domains,
21 and for these reasons, I support the no
22 build option.

23 MR. JOYNER: Thank you. Our next
24 speaker. Are you...