

Get Involved Contact Form

Laura Yost-Grande [REDACTED]

Sent: 10/12/2015 3:42 PM

To: info@ourtransitfuture.com

Name: Laura Yost-Grande

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I have lots of concerns about this light rail project. One of my major concerns is parking. if you are predicting 23,000 boardings a day, where will people park? Not everyone, especially those in SW Durham really have an option. I doubt any extra spaces at the Friday Center will be enough nor will the 700 lot you plan to build. As I live near the planned Woodmont station, I don't want cars parking along the parkway in my neighborhood. And, please don't tell me it won't happen.

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Laura Yost-Grande [REDACTED]

Sent: 10/12/2015 3:54 PM

To: info@ourtransitfuture.com

Name: Laura Yost-Grande

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I have many concerns about this light rail project. One of the most important of them is safety. I live in Downing Creek, near the planned Woodmont station. We have several school buses entering and exiting our neighborhood daily. We also have many cars as we live in a large residential neighborhood. The planned Woodmont station is scheduled to be built VERY close to our entrance, creating the potential for accidents as buses and cars will need to enter and exit their neighborhood. I wonder how long it would take a train to slow down if someone is stalled or thinks they can beat the train. I understand at full throttle, it takes the trains 428 feet to stop. Not good enough for me or the safety of my neighbors and their kids.

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Laura Yost-Grande [REDACTED]

Sent: 10/12/2015 4:18 PM

To: info@ourtransitfuture.com

Name: Laura Yost-Grande

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

One of my questions is who pays the operating and maintenance costs? It's all well and good to get the capital costs needed to build this system (although when all is said and done,,this system will probably cost significantly over \$2 billion. I can't imagine the stage pitching in anymore than it's "promised" and whether Republicans in Congress will want to divvy up anymore federal dollars for this only 17 mile system will remain to be seen.) So, it's another project to run and maintain over time. Who pays for that? Who will city council members find to tax when there are shortfalls in the budget if ridership doesn't meet expectations. Though I can't prove it with research, I have been told that ridership fees on buses only pay for a small percentage of operations.

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Laura Yost-Grande [REDACTED]

Sent: 10/12/2015 4:34 PM

To: info@ourtransitfuture.com

Name: Laura Yost-Grande

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

To me, light rail is useless if it doesn't go to Southpoint, RTP, and the airport. Think how many cars could be taken off the road. Too bad, three counties can't work together to create a thoughtful and comprehensive system that would help more citizens. Especially when I think of all the jurisdictions required in the DC area to build the Metro. I boggles the mind.

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Laura Yost-Grande [REDACTED]

Sent: 10/12/2015 4:43 PM

To: info@ourtransitfuture.com

Name: Laura Yost-Grande

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

How does light rail help the poor? My understanding is that the Alston station, as originally proposed, would be located near an under-resourced area but had to be moved further away. How does that move affect those residents? Will there be buses? A larger concern is new development at this station. How will affect nearby under-resourced/underserved areas? Will it be development that enhances their neighborhood, ie, providing them with stores and services they need. Or, will it be the kind of development we've seen over and over that only drives the poor even more to the fringes of our community?

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Laura Yost-Grande [REDACTED]

Sent: 10/12/2015 4:47 PM

To: info@ourtransitfuture.com

Name: Laura Yost-Grande

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Development around light rail stations. Who pays? I'd like to think it would only be the developers who pay. but understanding how politics work, I could believe that developers might get tax subsidies from both cities. I truly hope this doesn't happen.

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