

GoTriangle responses are provided in **bold text** below.

### Questions

1. Why is there no posting or summary of comments from 2014, 2015 public meetings and online survey?

**Comments received throughout the D-O LRT Project will be documented in the Draft Environmental Impact Statement (DEIS), which is expected to be available to the public in September 2015.**

2. What is the time line for the existence of C2-C2A and what was the driving for creating alternatives to C1?

**Please refer to slides 6 and 7 of the presentation provided at the Downing Creek Homeowners meeting on April 27, 2015. The Town of Chapel Hill requested that alternatives to the Meadowmont/C1 alignments be studied as part of the Alternatives Analysis for the Project. As a result, the Project team developed the C2 alignments as part of the Alternatives Analysis. In February of 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted the D-O LRT Project including both the C1 and C2 alignment corridors.**

3. Can you explain your ridership assumptions for C1A vs C2? What areas are included and how can Woodmont be higher?

**The total ridership for the D-O LRT line is higher on the C2 and C2A alternatives because of the faster travel times of those two alignments over C1A. When given a choice among different alternatives where trips to the same place are completed at the same price, passengers choose the fastest trip.**

**Detailed documentation of the travel demand methodology for the Project will be included in the DEIS and Travel Demand Methodology and Results Report, which are expected to be available to the public in September 2015.**

**Light rail ridership is one component of the overall travel demand modeling for the Project. The travel demand model used for the Project is based on the Triangle Regional Model version 5, which was developed by the Triangle Regional Model Service Bureau at NC State University.**

**The model includes the entirety of Durham, Orange and Wake counties, as well as parts of other counties in the greater Triangle region. A fact sheet describing the model is available from the TRMSB at the following link:**

**<http://www.itre.ncsu.edu/HWY/documents/TRMFactSheet.pdf>**

**Slide 10 of the April 27, 2015 presentation shows the C2/C2A alignments result in a faster travel time for the system, which leads to greater ridership for those alternatives compared to the C1A Alternative.**

4. What is the legal status of the Army Corps of Engineers finding?

**This comment appears to be referencing the US Army Corps of Engineers (USACE) letter to Triangle Transit dated January 7, 2015. This letter states, “[A]**

**request to use government property for alternative C1 would not be authorized, given the availability of less damaging alternatives.”**

**This letter goes on to note that “alternative C1A would adversely impact natural resources including forest within the SNHA [Significant Natural Heritage Area] and wetlands under jurisdiction of the USACE Regulatory Division. These adverse impacts should be taken into account during the alternatives analysis.” And, “[b]ased on our preliminary review, C2/C2A is a viable alternative for crossing government property and could be authorized.”**

**As explained at the Downing Creek Homeowners meeting on April 27, 2015, the US Army Corps of Engineers (USACE) is a cooperating federal agency for the Project and has full authority over the use of its property. Therefore, the C1 Alternative is not viable.**

5. Explain how traffic light will or will not be synchronized with traffic lights at Highway 54.

**Please refer to slides 23 and 24 of the presentation provided at the Downing Creek Homeowners meeting on April 27, 2015. In accordance with federal regulations governing control of public streets and the interface of light rail transit systems with those public streets, for light rail crossings in close proximity to traffic signals on NC 54, light rail crossing gate controls will be interconnected with the traffic signal controls. This means that the traffic signal will be synchronized with the light rail train control such that when a light rail train is approaching, the traffic signal will change if necessary to clear vehicles from the crossing. Traffic signal phases that do not conflict with the light rail tracks will be able to run while the train is passing. For example, traffic traveling on NC 54 would have a green light while the light rail train crosses Friday Center Drive and East Barbee Chapel Road under the C2A Alternative.**

6. May we invite a representative from the Army Corps to speak to us?

**Yes.**

7. We've been told 1 train every 10 minutes but now that seems to be in each direction, which could be every 5 minutes. How much time would traffic actually be stopped for each crossing (not just when the gate is fully down)?

**Please refer to slide 22 of the presentation provided at the Downing Creek Homeowners meeting on April 27, 2015. As noted on this slide, there will be 12 trains per hour during peak service (six per direction, 5:30 to 9:00am and 3:30 to 7:00 pm). Traffic is anticipated to be disrupted/blocked due to gate activation for approximately 30 seconds per crossing. This includes the time for the following stages of the gate activation: gates descending, gates fully down ahead of the arrival of the train, gates fully down during passage of the train, gates ascending. As noted in the presentation, traffic would be unobstructed during approximately 90% of an hour during peak hours.**

**During non-peak times (9:00am to 3:30pm and 7:00pm to midnight), there will be six trains per hour (three per direction). Accordingly, traffic would be unobstructed during approximately 95% of an hour during non-peak times.**

8. Safety risk at grade crossings is a national issue. Why are they planned?

**All LRT systems in the US have grade crossings or run within public streets. Light Rail Transit (LRT) technology is designed to facilitate safe at-grade crossings of public streets. Other types of rail transit technology, such as heavy rail transit that uses an electrified third rail as opposed to overhead electric wires for propulsion (such as MARTA in Atlanta or Metro in DC), must be installed in an exclusive guideway and elevated or below ground at intersections since the electrified rail must be kept away from the public. LRT, on the other hand, is designed with overhead electric wires with sufficient clearance to allow vehicular traffic to pass safely underneath where roadways cross the tracks. All at-grade crossings of the light rail tracks across public roadways will be designed in accordance with state and federal safety regulations pertaining to such crossings; please refer to slides 23 and 24 of the presentation provided at the Downing Creek Homeowners meeting on April 27, 2015.**

9. Since Meadowmont was approved in 1995 by the Town of Chapel Hill with designated transit easement, please explain the change to the 54 route being the preferred option. Meadowmont was designed as a light rail density project with light rail in mind.

**Please refer to slides 6 and 7 of the presentation provided at the Downing Creek Homeowners meeting on April 27, 2015. The Town of Chapel Hill requested that alternatives to the Meadowmont/C1 alignments be studied as part of the Alternatives Analysis for the Project. As a result, the Project team developed the C2 alignments as part of the Alternatives Analysis. In February of 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted the D-O LRT Project including both the C1 and C2 alignment corridors.**

10. How do we enforce Meadowmont to honor their land use and build the original contract LRT Route – C1A?

**The LRT corridor through Meadowmont has been reserved as a provision of the approved master plan and special use permit. Transfer of that corridor for use to implement LRT would be initiated once the final corridor is approved if applicable.**

**The Chapel Hill Town Council, which regulates land uses at Meadowmont and would exercise the most control over such a decision, has suggested in previous comments and resolutions that they do not feel compelled to build the light rail through Meadowmont despite earlier land use plans that considered that as a possibility.**

11. What is the rationale employed to determine where above or at grade crossings are placed? Kindly explain Manning Drive above grade and Barbee Chapel East at grade on NC54?

**The design of the alignment with regards to at-grade crossings, grade-separated crossings, or closures/elimination of crossings is primarily based on an assessment of the topography to be traversed by the alignment as well as the projected traffic on the roadway that is crossed. To maintain the cost effectiveness of the LRT project in order to qualify for federal funding, the**

**alignment will be at-grade unless either of these two criteria requires grade-separation.**

**The topography and traffic at Barbee Chapel Road do not warrant a grade separated crossing. In addition, an elevated LRT alignment crossing over Barbee Chapel Road would conflict with an alternative interchange plan proposed by the NCDOT to elevate Barbee Chapel Road over NC 54.**

**The grade separation planned for Manning Drive is due to the steep topography in this area east of the proposed Mason Farm Road station. The light rail tracks cannot climb/descend inclines as steep as the existing ground in that area. Rather than performing significant earthwork and reconfiguration of that area which would have substantial impacts to properties, an aerial structure to support the tracks at the desired grade is recommended.**

12. What happens if Federal funding is denied?

**The Bus and Rail Investment Plans for Durham and Orange Counties would be reevaluated.**

13. Was a survey done to determine UNC and Duke employee use?

**Yes. UNC and Duke student & employee location patterns have been studied in great detail for many years in this region. We also have years of farebox data showing heavy transit use of UNC GoPasses on regional transit services (such as GoTriangle Route 800 and 805, and CRX) in the NC 54 corridor. There is also heavy Park-and-Ride activity at the UNC Friday Center on Chapel Hill Transit.**

**Overall, we estimate that there are presently more than 7,000 daily transit users passing through this section of NC 54 every day.**

14. What stake does Roger Perry (East West Partners) have in this deal?

**There are no private entities with direct financial interest in the D-O LRT Project with the exception of the planning, engineering, and modeling consultants under contract with GoTriangle to work on Project Development activities.**

15. What is the plan to accommodate the RTP and Cary commuters who come into and leave Chapel Hill? They are not going to drive to a park and ride to hop on LRT to get to UNC.

**Hundreds of commuters to UNC from RTP, Morrisville, Cary and Raleigh already park and ride today at parking lots at Southpoint Mall, Exit 282 off of I-40 at the Regional Transit Center, and at District Drive in Raleigh. They choose to use these bus services even though they are subjected to traffic on NC 54. The light rail, with a major park-and-ride facility at Leigh Village, will offer a higher level of frequency than these routes and will not be subject to traffic congestion in the future when traffic is worse.**

16. In the 17 mile span, how many at grade crossings?

**Depending on the alignment alternatives, there would be between 25 and 30 grade crossings. Conceptual plans depicting the alignment are available on the project website: <http://ourtransitfuture.com/dolrt-basis-for-engineering-design/>**

17. The location of the Woodmont Station is the crux of numerous other design choices. If we can successfully challenge the decision, we can dramatically affect a more appropriate LTR plan. Will the transit people represented here tonight take that forward as part of their current responsibilities or must we go directly to the Town of Chapel Hill with such a challenge?

**All concerns identified in this list will be considered by the D-O LRT Project Team and included in the D-O LRT project file. Members of the public are welcome and encouraged to contact their elected officials to share their opinions on the Project.**

18. If we are going to state our concerns to the Corps of Engineers and try to get movement of the LRT to the north side of US 54, who should we contact? We need to contact key people who can answer our concerns.

**USACE – South Atlantic Division, Public Affairs Office  
Rob Holland, Public Affairs Officer  
404.562.5011  
robert.g.holland@usace.army.mil**

**USACE – South Atlantic Division, Wilmington District Public Affairs Office  
910.251.4626**

19. When will we know if this is a done deal for both the routing in the Little Creek area and the LRT in general?

**The selection of one alignment from the four Little Creek Alternatives will be finalized by the Record of Decision for the Project which is anticipated in February 2016.**

**The project is anticipated to be funded for construction in 2019; receipt of the funding agreement with the federal government for construction is typically the point at which a project of this type of considered to be finalized in the general sense.**

20. In the list of things taken into consideration there are trees, natural areas, wildlife, etc. Has anyone taken into consideration the impact on the people?

**Yes. Please refer to slide 8 of the presentation provided at the Downing Creek Homeowners meeting on April 27, 2015. Pursuant to the National Environmental Policy Act (NEPA), a Draft Environmental Impact Statement (DEIS) for the proposed D-O LRT Project is currently under development by the Federal Transit Administration (FTA), with support from GoTriangle. The DEIS will detail how the project was developed, consider a range of reasonable alternatives, and analyze the potential impacts and opportunities presented by the construction and operation of the proposed D-O LRT Project.**

**As explained in the presentation, the DEIS analyzes impacts to both the natural environment and the human environment. An evaluation of the proposed project's effects to various elements of the human environment is presented in the DEIS, including but not limited to noise, vibration, and visual impacts to homes and other buildings as well as trails, playgrounds, and other outdoor recreational areas; impacts to neighborhoods, community cohesion, and community resources; the project's effects on travel and traffic; the potential for acquisitions and displacements of residents, businesses, and other properties; and an evaluation of the potential for disproportionate adverse impacts to minority and low-income populations.**

21. Why not eliminate the Woodmont Station and move the rail to the North Side of 54?

**The proposed Woodmont Station located on the south side of NC 54 is a significant portion of the Town of Chapel Hill's Future Focus area for growth along NC 54.**

22. What is the justification to have two stations, Woodmont and The Friday Center so close together or will the Woodmont station take the place of the Friday Center? What is UNC's role in this?

**UNC is a primary property owner near the proposed UNC Hospitals, Mason Farm Road, Hamilton Road, and Friday Center stations. UNC is represented on the project Technical Committee and Steering Committee.**

**The two stations serve different purposes. The Friday Center Station will serve as a location for Park-and-Ride for the rail system, just as it does today with the bus service on routes FCX, S, and HU. With the rail system, however, that service will be faster and more reliable by not being stuck in traffic.**

**The Woodmont Station will offer walk and bicycle access to current and future development in the Town of Chapel Hill and adjacent areas, including the area within the Woodmont development proposal and Downing Creek.**