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#### The Durham-Orange Light Rail Project will provide a transit solution that meets six goals:

- Improve mobility through and within the study corridor.
- Increase transit efficiency and quality of service.
- Improve transit connections.
- Support local and regional economic development and planned growth management initiatives.
- Foster environmental stewardship.
- Provide a cost-effective transit investment.

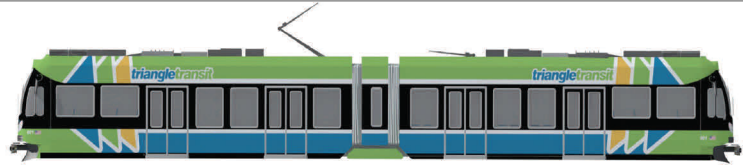


Want to Stay Involved?  
Check out page 4!



**Comments about the project are always welcome. Please submit comments or questions to:**

Cyndy Yu-Robinson, Public Involvement  
Our Transit Future  
P.O. Box 530  
Morrisville, NC 27560  
Email: [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)



#### Travel between Chapel Hill and Durham is becoming increasingly difficult as more and more people move to the Triangle region –

Growth between Chapel Hill and Durham continues to outpace national rates, despite an historic recession. The region's ongoing success in attracting new residents and jobs is grounded in a strong economic base that is driven by the Research Triangle Park, the renowned educational institutions of the University of North Carolina Chapel Hill, Duke University, their respective medical centers, and North Carolina Central University, as well as convenient access to the Raleigh-Durham International Airport.

#### High growth rates in the region are expected to continue over the next 20 years, adding to the existing strain on our transportation system –

Long-term regional growth forecasts show population in the Triangle region increasing by 80 percent between 2010 and 2040, from 1.6 to 2.9 million. While the Durham-Orange LRT corridor, population is forecast to double.

#### When traffic congestion increases, the reliability of the transportation system decreases –

To better serve this continued growth in our region, a need exists to provide more predictable and dependable transportation alternatives to driving in a congested corridor.

#### Planning Our Transit Future –

For some time, local leaders and transportation planners have recognized the need for predictable and dependable alternatives to driving in the congested corridor between Durham and Chapel Hill, two of the Triangle's most prominent municipalities. Therefore, the purpose of the proposed premium high-capacity transit investment in the Durham-Orange County (D-O) Corridor is to provide a transit solution that addresses the following mobility and development needs:

- **Need to enhance mobility**
- **Need to expand transit options between Durham and Chapel Hill**
- **Need to serve populations with high propensity for transit use**
- **Need to foster compact development**

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# WHAT IS LIGHT RAIL TRANSIT?

Light rail transit (LRT) operates in more than 20 urban areas in the United States and Canada, including cities like: Charlotte, Portland, Baltimore, St. Louis, Buffalo, Dallas, San Diego, Los Angeles, Minneapolis and San Jose.

LRT travels on a fixed-guideway, primarily along exclusive rights of way and uses electric rail cars, operated with single cars or in short trains of up to four cars. LRT uses an overhead catenary wire as the power source. Rail cars are designed to accommodate persons with mobility limitations and bicycles through level boarding and interior configuration.

Station spacing can vary from one-quarter mile to a mile and maximum speeds can reach 55 mph. Stations frequently include passenger amenities such as seating, climate controlled areas, shelter, lighting, park-and-ride lots, and passenger notification messages such as the arrival of the next train.



**Off-Board Fare Collection**



**Level boarding**



**Train Interior with space for wheelchairs, strollers, and bicycles**

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Through an Alternative Analysis (AA) recently completed for the D-O Corridor, alternative transit technologies and alignments that met the identified transit needs of the corridor were evaluated. The AA concluded with project stakeholders selecting a Locally Preferred Alternative (LPA) which defined the locally preferred transit vehicle technology, the general route, and termini of the proposed transit project. Potential station locations were also identified during the AA process.

On February 8, 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted Light Rail Transit (LRT) on an

alignment between the University of North Carolina (UNC) Hospitals in Chapel Hill and Alston Avenue in east Durham as the LPA for inclusion in the 2035 Long Range Transportation Plan (LRTP) and subsequent environmental studies.

On April 3, 2012, the Federal Transit Administration (FTA) issued a Notice of Intent to prepare an Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA) for projects seeking federal funds. To start, government officials, agencies and the public were invited to make comments about the LPA and the draft project Purpose and Need Statement.

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## New Starts Process

Special Transit Advisory Commission Recommendations

Alternatives Analysis  
Selection of Locally Preferred Alternative

Project Development  
FTA Approval to enter Project Development

2009

2010

2011

2012

2013

2014

2015

FTA Publishes notice of Intent to prepare Environmental Impact Statement

Draft Environmental Impact Statement

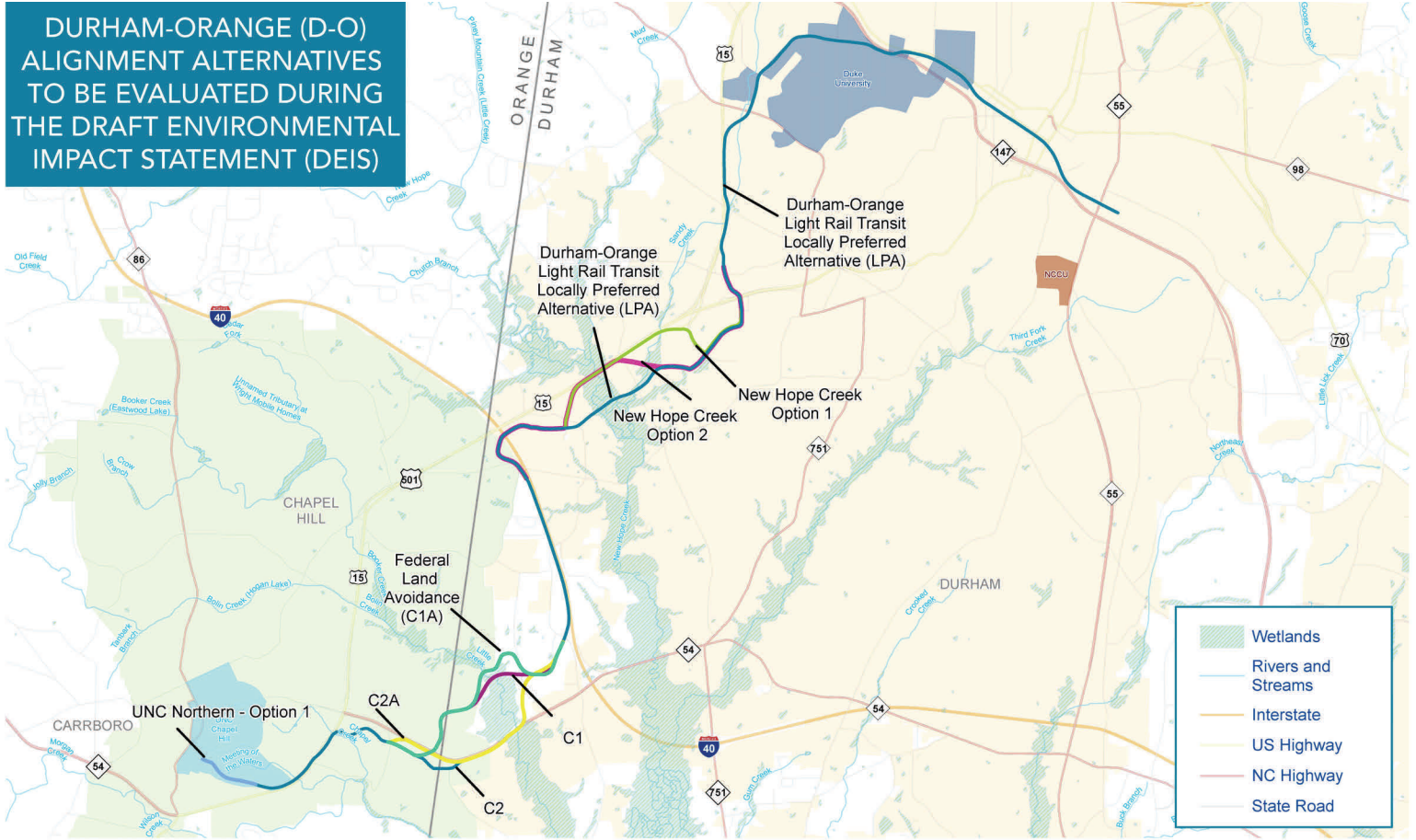
Final Environmental Impact Statement and Record of Decision

## NEPA Process

Scoping

# ALTERNATIVES CARRIED FORWARD INTO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

DURHAM-ORANGE (D-O) ALIGNMENT ALTERNATIVES TO BE EVALUATED DURING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)



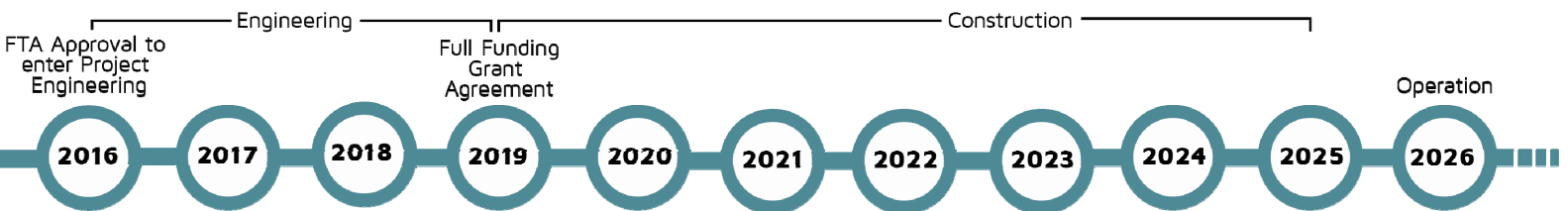
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**Next Steps:** Triangle Transit and the Federal Transit Administration are preparing a Draft Environmental Impact Statement (DEIS), which will evaluate three proposed alternatives:

- **Light Rail Transit Alternative** — the alignment and station options pictured above
- **The Transportation Systems Management Alternative (TSM)** — the “best bus” solution operating on existing and planned roadways. This alternative is used for project comparison purposes.
- **No Build** — the “do nothing” alternative. This alternative is used for project comparison purposes.



Rendering of proposed Woodmont station (Chapel Hill, Durham County)





**Stay Involved! We welcome your input.**

 **Facebook: our transit future**

 **Twitter: @TriangleOTF**

 **Info@ourtransitfuture.com**

 **1-800-816-7817**

**Pictured: The Charlotte Area Transit System (CATS) LYNX Blue Line. Charlotte, NC.**

**Photo view, from the Bland Street Station, looking toward Uptown Charlotte.**

- The LYNX Blue Line is the Charlotte region's first light rail service
- It opened November 26, 2007
- It is 9.6 miles long and operates from I-485 at South Boulevard to Uptown Charlotte. With 15 stations including seven park and ride locations, the LYNX Blue Line provides a congestion free commute with a consistent travel time.
- The line carries over 15,000 passengers each day

**Other Project resources, including a slide presentation, a corridor fly-through, maps and narrative boards are available at:**

**Project Website / Página Web del Proyecto: [www.OurTransitFuture.com](http://www.OurTransitFuture.com)**