

>> Newsletter 2014

Project Goals:

- Enhance mobility
- Expand transit options between Durham & Chapel Hill
- Serve populations with high propensity for transit use
- Foster compact development



Comments about the project and requests for speakers may be directed to:

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Why propose a Light Rail Transit project? 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. Within the Durham-Orange Light Rail Transit (D-O LRT) corridor, the population is forecast to double and the highest travel intensity (number of trips per acre) in the Triangle region are predominantly located in this corridor.

Where are people going? They are going to and from the major employment destinations at UNC Hospitals and Duke/VA Medical Centers, as well as Downtown Durham.

Project Milestones Accomplished

- 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 and Alston Avenue in east Durham as the Locally Preferred Alternative (LPA) for inclusion in the 2035 Long Range Transportation Plan (LRTP).
- 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.

What's new in the last 12 months? Triangle Transit and the D-O LRT project staff have:

- Received approval from the Federal Transit Administration (FTA) to enter the Project Development (PD) phase. During the PD phase, Triangle Transit and local decision-makers must (1) Select a locally preferred alternative, and have it adopted into a Long Range Transportation Plan, (2) complete the Environmental Review process, and (3) develop measures to be rated by the FTA.
- Initiated air quality, water resources, traffic, historical inventory, noise, and community impact studies, soil sampling, and many other studies for inclusion in the DEIS.
- Produced engineering for the alignment, alignment and station alternatives, and five Rail Operations and Maintenance Facility alternatives so that a preferred alternative may be selected.
- Prepared station area plans for each of the proposed stations.
- Held more than 200 small group and public meetings and met with more than 3500 members of the public.

We need your help! Triangle Transit seeks public input on five Key Decisions:

- (1) Build the Durham-Orange Light Rail Transit Project or Not ("No Build")?
- (2) Selection of the Little Creek Alignment
- (3) Selection of the New Hope Creek Alignment
- (4) Selection of the Station Location for Duke/VA Medical Centers
- (5) Selection of the Rail Operations and Maintenance Facility location

Project decision-makers will consider public input along with environmental study results, costs, development potential, and other factors when making project recommendations.

Next steps on Page 4

Este boletín está disponible en español.
Llámenos a 800-816-7817

Durham-Orange Light Rail Transit Project

>> What is Light Rail Transit?

- Light rail transit (LRT) operates in more than 20 urban areas in the United States and Canada, including: 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 overhead catenary wires as the power source.
- Rail cars are designed to accommodate persons with mobility limitations and bicycles.
- 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.



Pre-Paid Ticketing



Level Boarding



Station Shelter and Passenger Notification



Train Interior

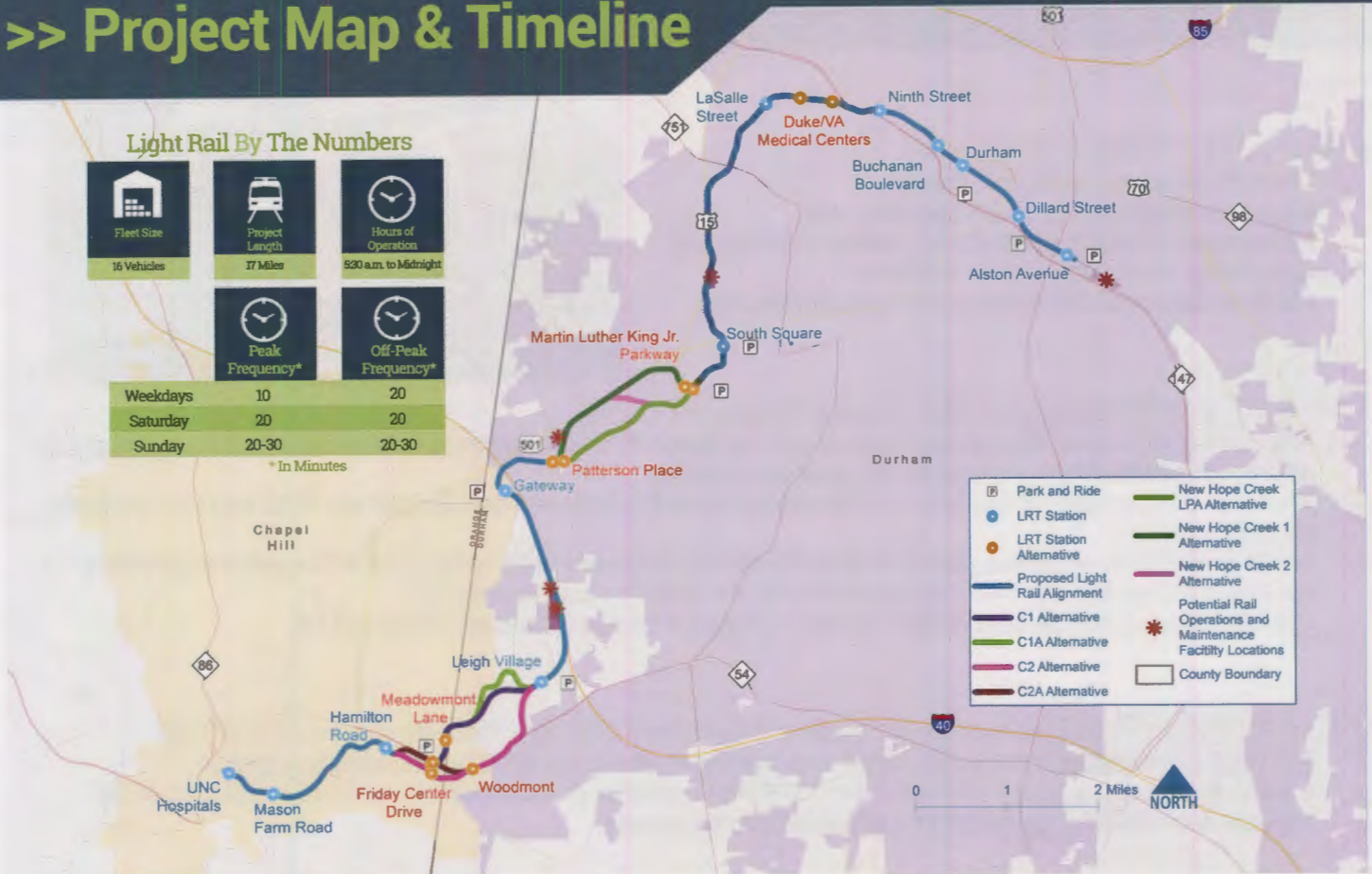
Durham-Orange Light Rail Transit Project

>> Project Map & Timeline

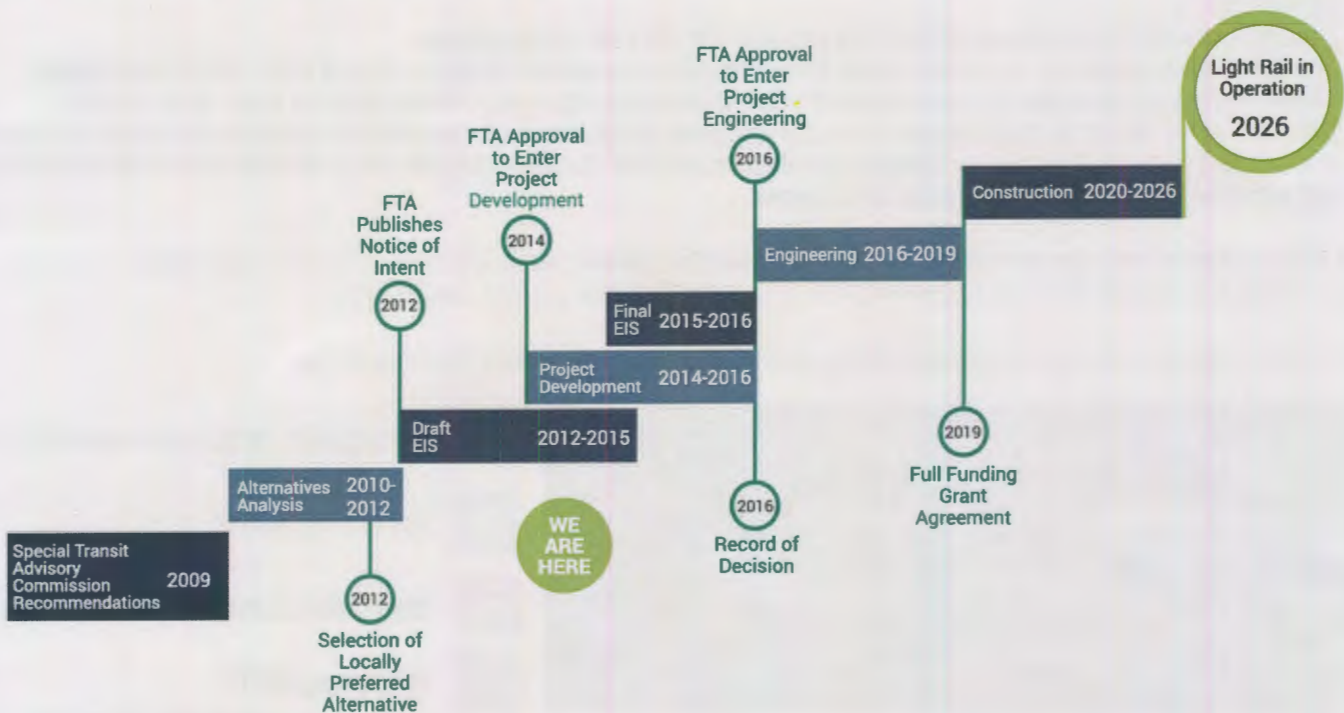
Light Rail By The Numbers

Fleet Size	Project Length	Hours of Operations
16 Vehicles	17 Miles	5:20 a.m. to Midnight
Peak Frequency*	Off-Peak Frequency*	
Weekdays: 10	20	
Saturday: 20	20	
Sunday: 20-30	20-30	

* In Minutes



Durham-Orange LRT Project Timeline



>> Next Steps

November 2014 – Public Open House

- Information about Light Rail Transit, alignment alternatives, Rail Operations and Maintenance Facility alternatives, station alternatives, and station area plans will be available.
- All materials available at www.ourtransitfuture.com



Summer 2015 – Draft Environmental Impact Statement (DEIS)

- The DEIS will disclose all potential partial and full property displacements, relocations, and acquisitions, as well as proposed temporary and permanent easements.
- “Notice of Availability” of the DEIS will be published in the Federal Register and the DEIS will be circulated for public review.
- Public review and comment period is open for 45 days from the publication of the “Notice of Availability” in the Federal Register. Written comments will be accepted by mail and email.
- A public hearing will be held in the corridor during the 45-day public comment period.

Early Spring 2016 – Final Environmental Impact Statement (FEIS) / Record of Decision (ROD)

- The FEIS will address substantive comments received during the DEIS public comment period.
- A Record of Decision (ROD) will state the FTA’s final decision, discuss measures to minimize and avoid impacts, and disclose the project’s mitigation commitments.

Spring/Summer 2016 – Real Estate Phase

- Property evaluations, appraisals, negotiations, and relocations or acquisitions begin after the ROD is issued by the FTA.
- Federal laws and regulations dictate the process for the real estate phase.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 United States Code Chapter 61) provides for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally-assisted programs and establishes uniform and equitable land acquisition policies; federal regulations implementing the Uniform Act (49 Code of Federal Regulations Part 24) establish the process that must be followed.

For more information about the environmental review process, please visit: A Citizen’s Guide to the NEPA – Having Your Voice Heard (December 2007) at https://ceq.doe.gov/nepa/Citizens_Guide_Dec07.pdf

Thank you for your continued support of the project and please stay involved!

Stay Involved

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