

Hello, as a long-time Durham resident and recently retired commuter to Raleigh, I urge the County to use our transit dollars wisely by studying BRT as a viable alternative to rail. In my former capacity as deign director for the North Carolina Museum of Art, I worked with many in Wake County planners and office-holders and understand their ambitions for rail. But as a politically disconnected region, Durham's is a different situation, entirely.

With our much more limited tax base and geographic challenges, I strongly urge the county to study using our transit funds to aggressively improve and expand low cost, high frequency bus service on improved lanes heading east and to Chapel Hill as phase one, expanding to new opportunity zones thereafter. The existing road infrastructure should be regarded as a valuable asset to build upon, rather than ceding it to single-car-lanes only.

I have read Bike Durham's position and agree 100% with their reasoning in this recent post (I am not affiliated).

[https://bikedurham.org/news?link\\_id=0&can\\_id=ba84f1dad11e66362000a22a7e28e374&source=email-today-is-transit-equity-day&email\\_referrer=email\\_1807119&email\\_subject=today-is-transit-equity-day](https://bikedurham.org/news?link_id=0&can_id=ba84f1dad11e66362000a22a7e28e374&source=email-today-is-transit-equity-day&email_referrer=email_1807119&email_subject=today-is-transit-equity-day)

Please consider thinking with innovation - using our limited resources to accomplish a smarter and achievable plan for Durham.

Thank you,  
Dan Gottlieb  
[Gottdan@gmail.com](mailto:Gottdan@gmail.com)

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Good morning! After reading the proposed transit plan, I'm wondering if there has been consideration of keeping the free bus service that's been available to Durham residents during the pandemic? It seems to me that this would be the greatest benefit that the City of Durham could offer its residents. What would need to happen to make this possible?

Jan Williams  
526 Clarion Dr.  
Durham, NC 27705

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Hi,

I agree with everything in the report, especially the 15 minute frequency on the 4 and 700. I couldn't find it in the report, but it looks like the map includes a new Main Street connector.

I would just like to add emphasis to the bus stop improvements: in the context of summer weather, sidewalks are good, covered shelters are great, but shade trees are the only way to make those walks tolerable (they also help slow traffic, reduce pollution, reduce road damage from heat). Also, as far as prioritizing sidewalks, try walking to the museum of life and science from the 1, It's doable but we are expecting kids to go there, right? The walk from the 4 is not much better.

Best,

Andrew  
1016 Burch Ave

iOS typed that so, credit/blame AI

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Hello!

I have read the proposed transit plan, and I am left wondering about bus ridership costs. I believe that during the pandemic, local buses have been free. If that is correct, has thought been given to continuing free service? That might be the number one option that Durham citizens would prefer. Or at least using some of the funding to provide a reduced fee after June,2023. Perhaps this is in the proposed plan, and I just missed it. I'd love a reply back if that's possible.

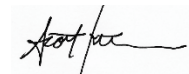
Thank you,  
Jan Williams  
526 Clarion Dr

Sent from my iPhone

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On behalf of over 350 companies in Research Triangle Park, the Research Triangle Foundation of North Carolina ("RTF") supports the proposed Plan. It is practical and responsive to improve the immediate need for Durham County residents to better access the thousands of jobs that are being generated in our Region and also provides flexibility to make future investments in major new regional rail and/or bus rapid transit projects as they become feasible. This is a thoughtful and flexible strategy. RTF is committed to continue our partnership with Triangle transportation agencies to create a robust regional transportation network to serve our communities.

Sincerely,  
RESEARCH TRIANGLE FOUNDATION OF NORTH CAROLINA



Scott Levitan, President and CEO

**Scott Levitan**  
President and CEO



D: 919-433-1661 M: 410-916-2241  
E: levitan@rtp.org W: rtp.org

**Research Triangle Foundation of NC**  
800 Park Offices Drive, P.O. Box 12255  
Research Triangle Park, NC 27709



Check out our [2022 Community Impact Report!](#)

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Hi team,

The transit plan looks great. As a hybrid worker living off of Holloway street who has to occasionally commute to Duke University Hospital, the improved service would be a huge help in reducing how often I have to drive to the hospital or downtown.

My other feedback is that it isn't clear what is entailed in a 'bus transit corridor' along Holloway St/Route 3, and there don't appear to be many references or proposals for improving cycling infrastructure.

Keep up the great work!

Josh Weatherman  
908 Park Ave

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Dear Durham County Commissioners, City Council members, GoTriangle board members, DCHC Board members, and members of the Durham legislative delegation,

### **Comments on the draft final Durham County Transit Plan**

Bike Durham appreciates the investment in authentic community engagement, and the recommendation to put the needs of current transit riders at the front of the draft final Durham County Transit plan. More than \$800 million (74%) of the recommended investments accomplish those goals. We believe that these investments, including increasing bus service frequency, running service later on weekends, and new crosstown routes that will shorten travel times, will make a real difference in the lives of current riders. We support the investment in bus stop shelters and safe access to those stops, in improvements to the speed and reliability of bus services, and in the study to bring Bus Rapid Transit to Durham. We also support the funding of a study of the needs of the paratransit service for those whose disability keeps them from using the bus; funding the costs of paying increased wages to operate and maintain a growing transit system; and providing staff resources to increase the accountability for whether these dollars are being spent effectively.

### **This is Not Enough**

This is an important start on transforming our public transit system to one that creates more opportunities for riders as we make a transition to a clean, safe transportation system for everyone. **However, it is not enough.** For all the investments recommended in improving our bus systems, other improvements are left out:

This plan leaves many critical bus routes unfunded, meaning that travel times will remain too long and services will remain too infrequent for too many people.

- The plan doesn't show a commitment to electrifying the entire bus fleet.
- The plan does not make a commitment to keep zero fares.
- The plan does not show how sidewalk connections, or the [Better Bus Project](#) recommendations on Holloway and Fayetteville Streets and other locations throughout the city, will be fully funded.
- Finally, the plan does not show a viable option for how riders will experience fast, reliable, and frequent regional transit service between Durham and opportunities in RTP, Cary, and Raleigh, or Chapel Hill.

### **Comments related to the Commuter Rail Feasibility Study**

Bike Durham is strongly supportive of fast, reliable, and frequent regional transit services between Durham and opportunities in RTP, Cary, and Raleigh. And we understand the desire to bring rail service to the Triangle. However, the Commuter Rail project that has been studied would not be reliable or frequent because it would only offer two trips in the middle of the day, two trips at night, and no service on weekends. This would not be useful for people who work jobs other than 9-to-5'ers, nor for getting to cultural or entertainment opportunities. We are disappointed that options for frequent all-day, all-week service have not been studied to this point in time.

GoTriangle has only been studying rail service in the existing rail corridor, and that is limited to what the North Carolina Railroad and Norfolk-Southern Railway will allow. At this point in time, these entities have not even agreed to participate in an evaluation of the feasibility of frequent, all-day service in the corridor. This is why GoTriangle has only been evaluating Commuter Rail service levels (eight trips in the morning, two in the middle of the day, eight in the afternoon, and two at night - weekdays only). They have recently presented the results of their [Commuter Rail Feasibility Study](#) and are also soliciting public comments right now.

The project is estimated to cost \$3.2 billion and carry about 12,000 daily person trips by 2040. At this cost and this level of ridership, GoTriangle has determined that the project is unlikely to be eligible for the Federal funding source that often pays about 50% of major project costs. The Durham segment of the corridor between RTP and West Durham is estimated to cost about \$1.6 billion due to the need for an additional set of tracks and complicated designs for the east Durham railyard and several street crossings. The draft final Durham County

Transit Plan recommends reserving 26% of the revenues through 2040 for a regional connection, or about \$290 million. That leaves a BIG gap - upwards of \$1.3 billion - to build a project that doesn't even have the service levels that we need. Until Durham and Wake have new robust local transit tax options available to build the full project and operate frequent service, this rail project in Durham is not viable.

Wake County has a stronger tax base and could afford to build either the leg from Garner to downtown Raleigh, or from downtown Raleigh to RTP without Federal funding. If Wake County is inclined to commit money to the central segment, **Durham leaders should not spend any transit tax revenues to extend the service beyond RTP until we can fully fund a frequent connection all the way to West Durham.**

Here's why:

- It would not provide any new access benefits for current riders or those using transit to access the opportunities east of RTP. For the foreseeable future, an Ellis Road station would be predominantly a park-and-ride location, not a walk-to-transit location. Current riders going to opportunities east of RTP would still make bus connections at an RTP station since GoTriangle would not relocate their regional transit center to Ellis Road.
- It would consume most, if not all, of the \$290 million recommended to be reserved for regional transit connections in the draft final Durham County Transit Plan. We still would need to raise more than \$1.3 billion in order to build out a fast, frequent, and reliable regional transit connection from east Durham, downtown Durham, and west Durham.
- GoTriangle's evaluation is that there is a significant level of risk that the project might ever get completed. In order to build and operate the studied service, GoTriangle would need agreement from North Carolina Railroad, Norfolk Southern Railway, CSX Railway, and Amtrak. These negotiations usually take years, are unpredictable, and sometimes fail. Charlotte thought they had an agreement with Norfolk Southern to purchase a corridor for the proposed Red Line project, when Norfolk Southern changed their mind. That was in 2013.
- There are other, feasible opportunities to provide fast, frequent, and reliable transit service to key regional destinations that can be accessed from more parts of Durham.

### **Another Path to Regional Transit Connections**

Though a rail connection is not viable for Durham at this point in time, we must still find solutions to improve regional transit connections between Durham, RTP, Cary, and Raleigh, or Chapel Hill. As housing prices rise in Durham, demand is growing for connections to other communities like Butner, or Graham, or even Oxford. Bus connections should be pursued now that increase the frequency of express service between central Durham, downtown Raleigh, and UNC/Chapel Hill. We should be studying investments that make it possible for these buses to bypass traffic with wider freeway shoulders, priority at traffic signals, and bus only ramps for easy on-off at key

stops. We should also be studying high quality bus rapid transit services where buses have dedicated lanes and stops that are similar to rail stations. This can be a progression of steps over time that starts now and improves as our communities are ready and can afford them.

We urge you to work together with your colleagues throughout the region, and throughout the state, building support for greater funding options for transit. We can only achieve our vision for excellent transit with more local and state revenues.

**Our recommendations for Durham's elected leadership:**

- Durham leaders should support Wake County in their decision about whether to pursue one of the two eastern segments with Wake County funds, but **you should not support spending Durham transit tax revenues to extend this project to the west beyond an RTP station.**
- Durham staff should be directed pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future.
- Durham, and the region, should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating how to make bus rapid transit work as an alternative to rail service.
- You should work with colleagues across the state, including non-profit advocates and business leaders, to educate NC legislators about the need for additional investment in transit operations and infrastructure.

Thank you for reading and considering our comments and recommendations.

Sincerely,

John Tallmadge (he/him/his)

Executive Director

Bike Durham

919.672.3862

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Public Information,

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Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Sjur Hamre  
[sjur.hamre@duke.edu](mailto:sjur.hamre@duke.edu)  
1600 Anderson St  
Durham, North Carolina 27707

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Nancy Cox  
[nancy@bikedurham.org](mailto:nancy@bikedurham.org)  
1108 Infinity Road  
Durham, North Carolina 27712

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Hope Shand  
[hope.shand@gmail.com](mailto:hope.shand@gmail.com)  
915 Virgie St  
Durham, North Carolina 27705

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Keri Stephens  
[keri.stephens1@gmail.com](mailto:keri.stephens1@gmail.com)  
503 North Maple Street  
DURHAM , North Carolina 27703

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Caroline Sévilla  
[caronyma@msn.com](mailto:caronyma@msn.com)  
4 allée marc chagall  
Champs sur marne, Île-de-France 77420

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Marie Hill Faison  
[mhillfaison@aol.com](mailto:mhillfaison@aol.com)  
202 W Enterprise St  
Durham, North Carolina 27707

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Emma Armstrong-Carter  
[emma.armstrongcarter@gmail.com](mailto:emma.armstrongcarter@gmail.com)  
2708 Forest Creek Road  
Chapel Hill, North Carolina 27514

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Adam Davis  
[adamarimba@gmail.com](mailto:adamarimba@gmail.com)  
13 St Elias Dr  
Durham, North Carolina 27705

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Public Information,

I use the GoDurham and GoTriangle bus system extensively, and so support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to

support investments in viable bus-based options. I also urge you to oppose wasting Durham transit tax money trying to get commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer now for cars, pedestrians and bike riders in Durham and reduce future costs for a regional rail project. Durham, and the region, should focus on evaluating transit service and infrastructure improvements that can be made in the next few years to provide more frequent access between Durham, RTP, Cary, Raleigh and Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Tamara Johnson  
[tamara\\_mpls@yahoo.com](mailto:tamara_mpls@yahoo.com)  
530 Foster Street  
Durham, NC, North Carolina 27701

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Josh Poor  
[josh.poor@gmail.com](mailto:josh.poor@gmail.com)  
6009 Newhall Rd  
Durham, North Carolina 27713

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Zena Lapp  
[zenalapp@gmail.com](mailto:zenalapp@gmail.com)  
1104 Clarendon St  
Durham, North Carolina 27705

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Gary Gartner  
[ggartner@gmail.com](mailto:ggartner@gmail.com)  
6 Scotland Pl,  
Durham, North Carolina 27705

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Public Information,

Hi folks!

-I love rail. Who doesn't? Trains are fun. I'm in fact one of those snobby New Yorkers who moved to Durham for a better life, and of course, I miss the subway. But trains are only fun if you can ride them to work, grab them in the middle of the day, and connect to a rich network of other transit options. Trains that run a little bit more frequently than the Amtrak are not really solving anything.

I've read the whole dang study. I've scoped out the budget and see that Durham is trying to put a lot of money behind buses. Let's take it to the finish line!! I dreamed a dream...of a protected rapid bus lane on 40, where I can sit in comfort and flip the double bird at everyone stuck in traffic. Please help me make this dream a reality. A train that runs once an hour, maybe, a decade from now, is a big beautiful dream but we also need more bus support now. Buses that run every 15 minutes. FREE

FARE FOREVER. (I've ridden the bus more since fares were lifted, and seen more people using the bus. It's just a good idea!)

In conclusion: Make buses sexy again! (sorry.)

Cosigning this message from Bike Durham below --

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Joanna Rutter  
[rutterjoanna@gmail.com](mailto:rutterjoanna@gmail.com)  
2322 Stroller Ave  
Durham, North Carolina 27705

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Ed Pikaart  
[edpikaart@gmail.com](mailto:edpikaart@gmail.com)  
749 9th Street, Unit 355  
Durham, North Carolina 27705

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Public Information,

A couple of years ago, before I had a car in Durham, I relied on GoDurham to get me to work. Because of infrequent scheduling and congested roads, it would routinely take 1-2 hrs each way for me to travel by bus between Duke Homestead and Southpoint. These problems can easily be solved with greater investment in frequency and dedicated bus infrastructure.

Commuter Rail is a flashy project that will do little to actually serve the people of Durham county. Our city and county would be far better served by cheaper and more flexible Bus Rapid Transit solutions.

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Mark Evans  
[mark@marktevens.me](mailto:mark@marktevens.me)  
1624 Kirkwood Dr  
Durham, North Carolina 27705

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Alexandria Jarvis  
[heyzanda@protonmail.com](mailto:heyzanda@protonmail.com)  
1413 WOODLAND DRIVE  
DURHAM, North Carolina 27701

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jacopo montobbio  
[jacopo@bikedurham.org](mailto:jacopo@bikedurham.org)  
1007 Hale street  
Durham, North Carolina 27705

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Daniel Fleming  
[danielfleming63@gmail.com](mailto:danielfleming63@gmail.com)  
5114 Bridgewood Drive  
Durham , North Carolina 27713

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Jared Martinson  
[jaredlee@gmail.com](mailto:jaredlee@gmail.com)  
3521 HAMSTEAD CT, Apt, Suite, Bldg. (optional)  
Durham, North Carolina 27707

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Omer Ali  
[omer.a.a.ali@gmail.com](mailto:omer.a.a.ali@gmail.com)  
181 S Harrison St, #B  
Princeton, New Jersey 08540

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I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Lauren Eaves  
[lauren.eaves1412@gmail.com](mailto:lauren.eaves1412@gmail.com)  
1234 BERKELEY ST  
DURHAM, North Carolina 27705-3531

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Bianca Quade  
[bianca\\_nq@yahoo.com](mailto:bianca_nq@yahoo.com)  
4600 University Dr  
Durham, North Carolina 27707

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[andrea@eavesandrea.com](mailto:andrea@eavesandrea.com)  
1401 Maryland Ave  
Durham, North Carolina 27705

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Patricia Carstensen  
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58 Newton Drive  
Durham, North Carolina 27707-9744

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Peter Whitehead  
[pswhitehead3@gmail.com](mailto:pswhitehead3@gmail.com)  
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Durham, North Carolina 27703

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Public Information,



I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Michael Schwartz  
[mschwartzie@gmail.com](mailto:mschwartzie@gmail.com)  
1011 W. Knox Street  
Durham, North Carolina 27701

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Public Information,

This is a critically important issue for the future of Durham.

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Susan Lupton  
[susanlynnelupton@gmail.com](mailto:susanlynnelupton@gmail.com)  
2109 W. Club Blvd  
Durham, North Carolina 27705

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Public Information,

Thank you for your work to improve our vital transportation routes in Durham. I'm writing today to voice my support for the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options. I am a bus rider and would be an even more frequent bus rider if we have more service and more priority for buses. I value the flexibility that a focus on buses will provide. Yes, buses aren't sexy like rail, but they're cheaper and more flexible. The routes can change as our growing city changes.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders. Even if this gets built, we'll be stuck or fixed with the route. I don't think we're ready for that, especially when the level of service that's provided isn't adequate for people to use this in a care-free (or car-free!) way.

Again, thank you for your consideration of divergent opinions to help improve the life of Durham residents.

Cynthia Bland  
[cynthiaraebland@gmail.com](mailto:cynthiaraebland@gmail.com)  
12 Drummond Court  
Durham, North Carolina 27713

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Giancarlo Rodriguez  
[gianrd43@gmail.com](mailto:gianrd43@gmail.com)  
307 Hugo Street  
Durham, North Carolina 27704

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose using Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Jason Bennett  
[jasonfbennett@gmail.com](mailto:jasonfbennett@gmail.com)  
2911 Alabama Avenue  
Durham, North Carolina 27705

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Public Information,

Please do not spend Durham's transit tax money on the commuter rail plan. This rail plan would greatly under-serve a multitude of current public transit riders and infrastructure needs.

We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Thank you,  
Kathy Claspell  
Durham NC

Kathy Claspell  
[kathy.claspell@gmail.com](mailto:kathy.claspell@gmail.com)  
1508 West Markham Ave  
Durham, North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Patrick Kepler  
[Bpkepler@gmail.com](mailto:Bpkepler@gmail.com)

6705 Walnut Cove Dr, Raleigh NC 27603  
Raleigh, North Carolina 27603-9112

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Public Information,

I urge you to oppose spending money on expensive commuter rail, which would serve far fewer transit riders, in some distant future. Bus Rapid Transit should be expanded to serve all areas of Durham with electric buses, and far more safe bike paths should be built throughout Durham, a la Davis, CA and Amsterdam. This option would significantly reduce greenhouse gas emissions and be planet-friendly.

Louis Gadol  
[lou.gadol@gmail.com](mailto:lou.gadol@gmail.com)  
1404 Country Club Drive  
Durham, North Carolina 27712

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

Even though I am usually a big supporter of rail travel improvements, and am a regular user of NC by Rail, I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Jack Mitchell  
[jmitchell.nc@gmail.com](mailto:jmitchell.nc@gmail.com)  
109 E Maynard Ave  
Durham, North Carolina 27704

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more

frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Hillary Porter  
[hillarychristineporter@gmail.com](mailto:hillarychristineporter@gmail.com)  
1020 Kent Street  
DURHAM, North Carolina 27707

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Onja Bock  
[qibreathe@yahoo.com](mailto:qibreathe@yahoo.com)  
1716 Arrowhead Dr  
Durham, North Carolina 27705

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Tom Davis  
[twdavis27@gmail.com](mailto:twdavis27@gmail.com)  
2911 Friendship road  
durham, North Carolina 27705

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Lee Izlar  
[leeizlar@gmail.com](mailto:leeizlar@gmail.com)  
2017 Woodrow st  
Durham, North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Debby Teplin  
[alpine700@aol.com](mailto:alpine700@aol.com)  
2211 Hillsborough Road  
Durham, North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service. I have been a GoDurham bus rider since 2009, and am fully committed to bus transit.

Alice Poffinberger  
[alipoff@gmail.com](mailto:alipoff@gmail.com)  
215 Erlwood Way Apt 101  
Durham , North Carolina 27704

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Margaret Pikaart  
[margaret.pikaart@gmail.com](mailto:margaret.pikaart@gmail.com)  
749, Ninth Street  
Durham, North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Elizabeth Adams  
[elizabeth.a.adams@gmail.com](mailto:elizabeth.a.adams@gmail.com)  
103 Larkspur lane  
Cary, North Carolina 27513

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Caroline Sévilla  
[caronyna@msn.com](mailto:caronyna@msn.com)  
4 allée marc chagall  
Champs sur marne, Île-de-France 77420

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Hope Tyson  
[mhope.tyson@gmail.com](mailto:mhope.tyson@gmail.com)  
106 W Geer St  
Durham, North Carolina 27701

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Andrea Miele  
[animiele@gmail.com](mailto:animiele@gmail.com)  
2917 Beech Grove Drive  
Durham, North Carolina 27705

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to please support these investments in viable bus-based options.

I urge you to please oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders. Instead let's see if we can make Bus Rapid Transit work regionally.



Thank you for considering my perspective and for all your many contributions to Durham.

Lanier Blum  
[lanier.r.blum@gmail.com](mailto:lanier.r.blum@gmail.com)  
11 Upchurch Circle  
Durham, North Carolina 27705-5629

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Jasper Christie  
[c.jasperlena@gmail.com](mailto:c.jasperlena@gmail.com)  
37 Forest Green Dr  
Durham, North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Harriet Moulder  
[h.moulder2@gmail.com](mailto:h.moulder2@gmail.com)  
406 E. Hammond St.  
DURHAM, North Carolina 27704-4424

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Josie Campbell  
[josiescampbell@gmail.com](mailto:josiescampbell@gmail.com)  
1113 9th St  
Durham , North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you to prioritize robust bus rapid transit services in our region over the proposed commuter rail, as its current plan as is fails to equitably support Durhamites. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Andres Otero  
[andyotero27@gmail.com](mailto:andyotero27@gmail.com)  
806 Shepherd Street, A  
Durham, North Carolina 27701

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Michelle Osborne  
[michelle.r.osborne@gmail.com](mailto:michelle.r.osborne@gmail.com)  
20 Burgess Lane  
Durham, North Carolina 27707

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Tara Beuscher  
[tarabeu@gmail.com](mailto:tarabeu@gmail.com)  
4008 Inwood Dr.  
Durham, NC, North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

McKenna Huse  
[mckenna.huse@gmail.com](mailto:mckenna.huse@gmail.com)  
Monterrey Creek Dr  
Durham, North Carolina 27713

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Branson Kimball  
[branson.kimball@icloud.com](mailto:branson.kimball@icloud.com)  
6 Chestnut Bluffs Lane  
Durham, North Carolina 27713

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Public Information,

Hi all,

I've lived in Durham for a few years on Ellis Road near Miami Boulevard. Ellis used to have a bus line until 2020, when it was cancelled. Since then there has been a huge amount of growth along Ellis, yet there is almost no infrastructure for residents to get around. Sidewalks and bike lanes are sparse, and the closest bus line is the #2 along Miami, which is infrequent, unreliable, and slow. It is impossible to go just about anywhere along Ellis without getting in a car. For example, a Publix opened just down the street from me, about half a mile - but there isn't a sidewalk I can walk on to get there. I would bike, but there isn't a bike lane for most of the ride.

I support projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. Please support these investments in viable bus-based options, for example reinstating a bus line along Ellis Road and improving infrastructure for pedestrians and cyclists to get to bus routes.

There should not be investment in commuter rail before there are ways for folks to get around that complement and supplement the rail.

Best,

Ian

Ian VonWald  
[ian.vonwald@duke.edu](mailto:ian.vonwald@duke.edu)  
43 Edgebrook Circle  
Durham, North Carolina 27703

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Linda Hobbs  
[linda@asonewellness.com](mailto:linda@asonewellness.com)  
917 North Creek Drive  
Durham, North Carolina 27707

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Public Information,

As an urban planner and 37-year resident of Durham, I have had the opportunity to gain a relatively broad understanding of many of our Region's transit related opportunities and challenges. As such, I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. However, I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Further, Durham leaders should be supportive of Wake County in their decision about whether to pursue one of the two eastern segments with Wake County funds, but they should not support spending Durham transit tax revenues on this project.

John Wood  
[jcw.osu@gmail.com](mailto:jcw.osu@gmail.com)  
2406 Green St  
Durham, North Carolina 27705-4036

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Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders. Infrequent, weekday-only service will do very little to meaningfully improve transit options in the region, particularly for lower income riders. What we need is improved frequency and comfort (stations with benches and shelters) throughout our bus network, including fast and reliable express connections to destinations throughout the region. This can be achieved more cost effectively with bus rapid transit (BRT) than with a highly uncertain rail plan that depends on unreliable private rail owners. It could also include strengthening existing NCBYTrain service and better bus-train connections.

Sincerely,  
John Stehlin

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Ed Pikaart  
[edpikaart@gmail.com](mailto:edpikaart@gmail.com)  
749 9th Street, Unit 355  
Durham, North Carolina 27705

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Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Rebecca Shores

[rebecca.shores@da.org](mailto:rebecca.shores@da.org)

1010 GLORIA AVE

DURHAM, North Carolina 27701

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Hi,

I am submitting comments on behalf of [Bike Durham](#), a non-profit organization that believes everyone should have access to safe, affordable, and sustainable transportation regardless of who they are or where they live.

Bike Durham supports all of the operating and capital projects included in the FY24 Work Program. We are excited to see continued bus stops improvements, the changes coming to Durham Station, and the projects along Holloway, Fayetteville, and other streets in Durham that will make transit faster and more reliable.

We are also strongly in support of the upcoming Bus Rapid Transit study and encourage the transit partners to begin identifying and implementing quick build projects that can jumpstart future BRT corridors. We also believe that the GoDurham ACCESS paratransit study is a necessary and long overdue project. When we have talked with ACCESS riders and operators, it is clear that much can be done to make the system more reliable and user-friendly.

We are disappointed that no new or improved bus routes are included in the FY24 Work Program. We understand that the operator shortage continues to be a barrier to adding new service, but we hope that these issues can be alleviated in FY24 and that service can be expanded to provide new crosstown service between northern Durham and the Duke/VA Hospital area and that at least one existing core route be upgraded to frequent (15 minute or better) service levels in FY24.

Thank you for the opportunity to provide comments.

Erik Landfried

Co-Chair, Bike Durham Advocacy Committee

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