



## **Addendum to the Triangle Regional Transit Program Detailed Definition of Alternatives Analysis Reports – Volume 1**

After the Durham-Chapel Hill-Carrboro (DCHC) and Capital Area (CAMPO) Metropolitan Planning Organizations (MPOs) adopt a Locally Preferred Alternative (LPA) for the corridors within their jurisdictions, a Final Definition of Alternatives section will be written for each project, describing the LPA, the selection process used and the events leading to the LPA decision. The final Alternatives Analysis Report which will be published for each project will incorporate all of the previous reports into a single document for each corridor, namely:

- Purpose and Need
- Conceptual Definition of Alternatives
- Detailed Definition of Alternatives
- Final Definition of Alternatives (yet to be written)
- Next Steps (yet to be written)

The Triangle Regional Transit Program Detailed Definition of Alternatives Technical Reports for the Durham-Orange, Durham-Wake and Wake Corridors are being amended to formally recognize future commitments that will be undertaken in the subsequent environmental documentation phase.



## Durham-Orange County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

*Insert the following sub-section after the last line on page ES-5 of the Executive Summary:*

*Insert the following sub-section after the second paragraph on page 3-33 in the Wetlands and Stream Impacts sub-section immediately after the reference to Figure 3-3:*

### Additional Study Area

#### **Little Creek and New Hope Creek**

In compliance with the National Environmental Policy Act of 1969, as amended, during the PE/DEIS phase of the project development process, the alternatives advanced from the AA process for further study will be subject to more detailed evaluation of environmental impacts. The alignments crossing Little Creek and New Hope Creek were previously selected as part of the preferred alignment developed through the 2001 US 15-501 Major Investment Study (MIS) (as amended) and adopted by the DCHC MPO, Durham and Chapel Hill. Along with the alternative LRT alignments already identified in the AA for crossing the Little Creek area, during PE, reasonable alternative design options including but not limited to a LRT alignment in the New Hope Creek area that is adjacent to the existing US 15-501 right-of-way will also be included in the DEIS to investigate ways to minimize or avoid impacts to environmental resources.

The Figure below illustrates this additional study area. This Figure will be inserted into the document as Figure ES-2 and Figure 3-3d.

*Insert Figure ES-2 after Figure ES-1.*

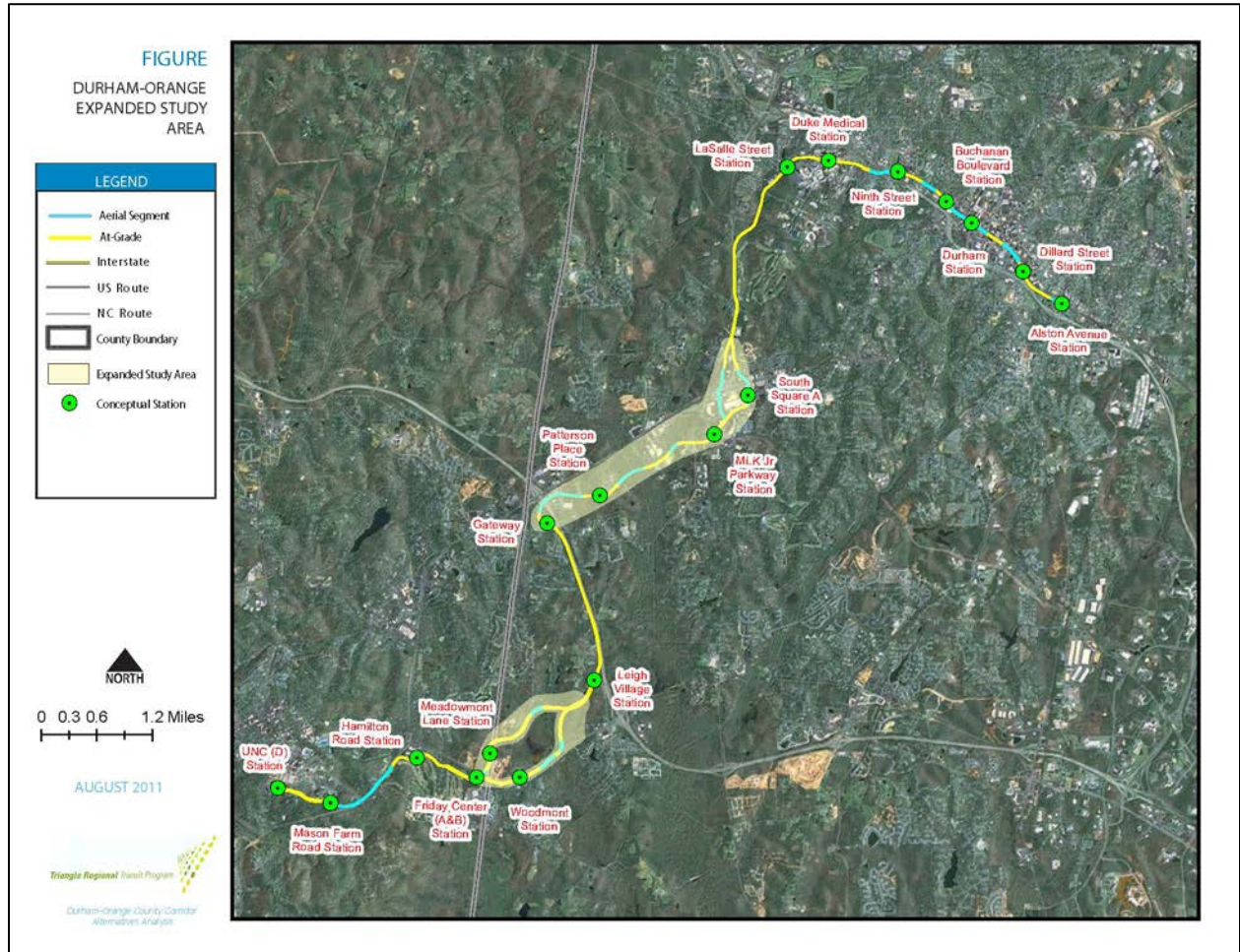
*Insert Figure 3-3d after Figure 3-3c*

*Insert the following sub-section after the last paragraph of Section 2.3.3 - Station Locations on page 2-14:*

#### **Station Location Decision Process**

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.





## Durham-Wake County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

*Insert the following two sub-sections after the second paragraph under Section 2.3.3 - Station Locations, on page 2-16:*

### ***Alston Avenue/NCCU Commuter Rail Station***

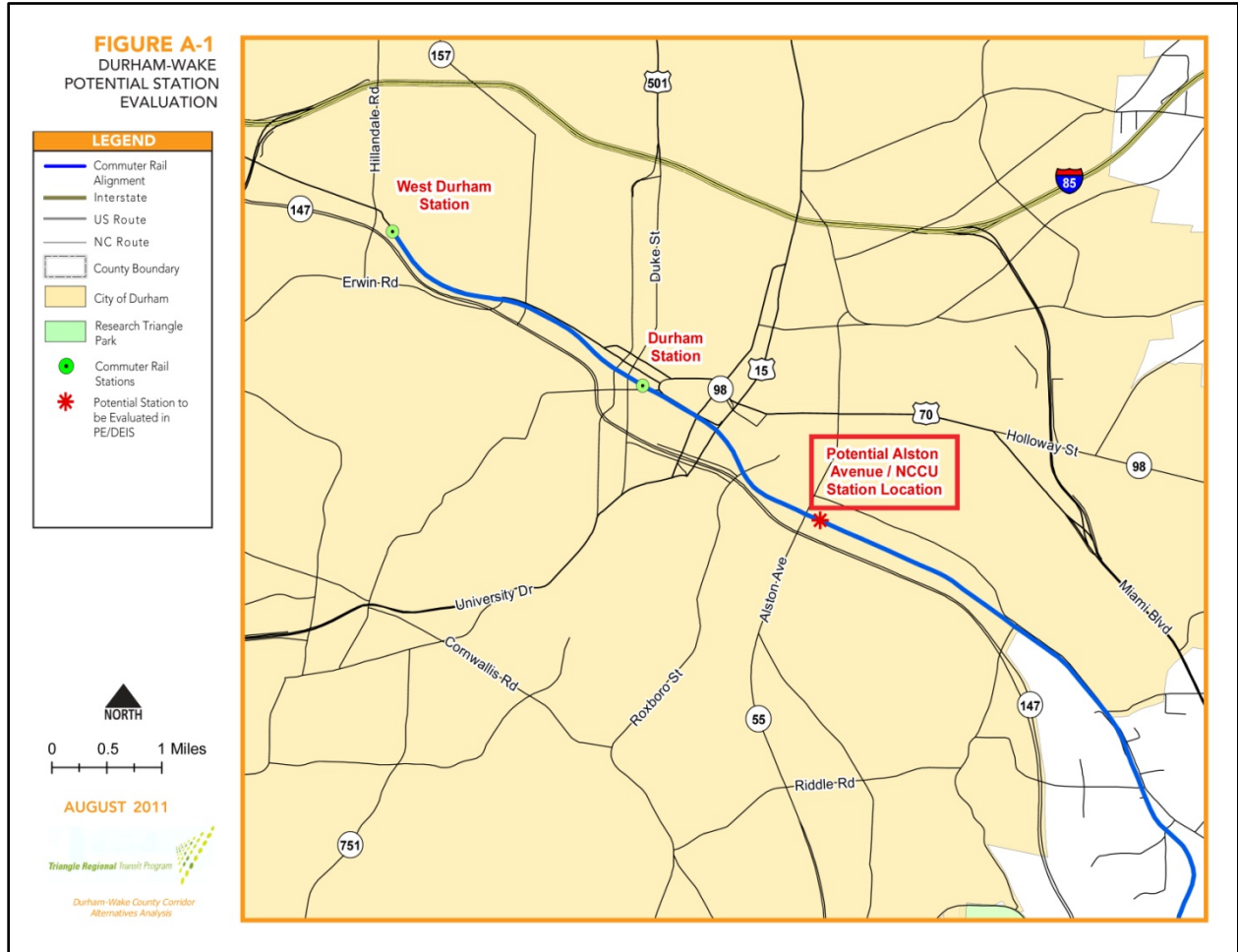
During the PE/DEIS phase of the project development process, the possibility of locating an additional commuter rail station in the vicinity of Alston Avenue to serve the Alston Avenue and East Durham communities and surrounding area will be evaluated. This station area has some of the highest percentages of transit dependent, low income, and minority populations relative to the overall project corridor. Improved access to premium transit service would better connect residents of the East Durham and Northeast Central Durham area to activity centers across the region including employment, institutional, shopping and entertainment. This station would also link the Durham Technical Community College and North Carolina Central University with the rest of the region thereby expanding access to educational opportunities. While an LRT station is currently proposed at this location under the Durham–Orange LRT project, implementation of the LRT project could lag behind the implementation of the Durham Wake Commuter Rail project by six years or more. Thus the user benefits of premium transit service to the Alston – East Durham area would be delayed if a commuter rail station is not included as part of the Durham-Wake Commuter Rail Project.

### ***Station Location Decision Process***

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.

*Figure A-1 is included for reference but would not be part of the actual addendum*





## Wake County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

*Insert the following sub-section at the end of Section 2.3.6 - Station Locations, on page 2-14:*

### **Station Location Decision Process**

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.