

2040 MTP/CTP – Alternatives Analysis

Compilation of Public Comments

Background

This document compiles all the comments that have been received from the public during the public input process for Alternatives Analysis of the 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP). These comments were received by email, letters, and comment forms that citizens completed at the workshops. A separate document compiles comments from board, commissions and agencies.

Organization of Document

This document presents the comments in three sections:

- Comments receive by email – *Page 2 to 18*
 - Letters – *Page 19 to 80*
 - Comment Forms – *Page 81*
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From: Anne Boyer
Sent: Monday, September 17, 2012 5:11 PM
To: Henry, Andrew
Subject: MPO Collector Street Plan

Mr. Henry,

As a resident of The Cedars of Chapel Hill, a retirement community in Meadowmont, I respectfully request the use of the alternate alignment east of Little Creek Bottom Lands, Wetlands Watershed in the Collector Street Plan.

This would be compatible with C2 Plan for Light Rail which I support.

It is important that we protect our environment and insure the safety of our senior citizens at The Cedars and our children attending Raskis Elementary School on Meadowmont Lane.

Thank you for your consideration,

Anne M. Boyer

From: Selby, Christopher P
Sent: Monday, September 17, 2012 7:59 PM
To: Henry, Andrew

Hi Andy Henry,

I write to provide input to the 2040 Long Range Alternatives Transportation Plan.

I was happy to see that the 2040 Long Range Alternatives Transportation Plan includes, in two of the three Alternatives, the completion of Southwest Durham Drive by connecting it to NC 54 via Meadowmont Lane. This connection is crucial because it will be invaluable towards reducing congestion in the NC 54 corridor.

You were involved in the Collector Street Plan meetings, and I recall learning from those meetings that congestion is created when local traffic utilizes major arterial roads (such as NC 54) for local travel. The completion of Southwest Durham Drive via Meadowmont Lane to NC 54 will provide a new route for local traffic which will reduce the amount of local traffic that uses NC 54.

During one of the the Collector Street Plan Meetings in Chapel Hill, the question arose as to whether Meadowmont Lane was in some way 'broken', that is, incapable of being utilized as a segment of Southwest Durham Drive. Mr. Bonk, the technical representative for Chapel Hill, responded to the City Council that there is no deficiency in Meadowmont Lane with regard to functioning as the southern end of Southwest Durham Drive. It was in fact constructed with that purpose in mind. I believe that the 'ocean of asphalt' and numerous turn signals where six lanes of Meadowmont Lane currently intersect with eight/nine lanes of NC 54 bear witness to the intended purpose of this intersection, to serve as the southern end of Southwest Durham Drive. Failure to utilize this intersection for its intended purpose would be a waste of resources and environmentally unsound.

In addition, there has been discussion about whether a school or other such facilities in Meadowmont might not be well served by the presence of Southwest Durham Drive. I recall that the six schools that I attended for grades 3, 4-6, 7, 8, 9-11, and 11-12 were all located beside collector streets such as Southwest Durham Drive, and this arrangement seems not only normal but beneficial with regard to accessibility.

I am sure that you are aware of the recommendations made by the NC 54/I-40 Corridor Study. I am sure that you are also aware that the recommendations of the Corridor Study are not intended to improve traffic problems in the Corridor per se. Instead, the recommendations are intended to prevent traffic problems from worsening in conjunction with anticipated increases in future traffic. Thus, it may reasonably be expected that the completion of Southwest Durham Drive via

Meadowmont Lane will become increasingly important to relieve traffic congestion in the future. Without Southwest Durham Drive, which is included in the Corridor Study Report, traffic problems in the NC 54 corridor will become more severe.

I believe that a couple of major problems that currently exists will be solved by the completion of Southwest Durham Drive. The planned Southwest Durham Drive connects with NC54 at the Friday Center in Chapel Hill and with 15-501 just north of the New Hope Plaza in Durham. Completion of Southwest Durham Drive will provide a route between these areas and in fact provide a needed route between the area of the Friday Center and most of Durham (via Chapel Hill Road, University Drive and other routes). This route is needed because it would accommodate a considerable amount of local traffic which would otherwise utilize and congest NC54, 15-501, and I-40. It is easy to understand why this route has been planned for decades, long before Meadowmont was constructed. A second problem is that Meadowmont is 'landlocked' with respect to vehicular traffic. That is, the only substantial way into and out of Meadowmont is via NC54, on the southeast side of the community. There is one other way to access Meadowmont to the west, via 15-501. However, at a meeting of the Collector Street Plan before the Chapel Hill City Council, the mayor at the time noted how this route was made to be intentionally so tenuous so as to be impossible to utilize unless one really knew their way around. The purpose was to accommodate the residents of The Oaks, to the west of Meadowmont, who were not interested in Meadowmont traffic passing through their community. The end result is that nearly all of the Meadowmont-related local traffic travels via NC54.

Thus, while I am in favor of connecting Southwest Durham Drive with NC 54, I believe a great many other people, including folks who do not contact you, will also find favor with this connection. This group that does not contact you includes tens of thousands of daily commuters who travel through the NC 54 corridor in the future and will experience less congestion. It also includes folks who find it to be a more convenient route to and from the Friday Center than using NC 54, or 15-501. I note that Meadowmont is not only a residential area but a destination. Located in Meadowmont are facilities such as a Wellness Center, UNC and other health care facilities, grocery, liquor and other stores, restaurants and other retail sites. In the future, many who travel to and from Meadowmont will find favor with the accessibility provided by Southwest Durham Drive. I believe the businesses in Meadowmont will also benefit from Southwest Durham Drive but may not contact you. Finally, I note that adjacent to Meadowmont is the site of Leigh Village, a planned mixed-use community. Southwest Durham Drive is the only roadway planned to connect Meadowmont with Leigh Village. Thus, Southwest Durham Drive will be required to keep Meadowmont-Leigh Village traffic off of NC54. As noted above, many in favor of the completion of Southwest Durham Drive will not contact you to express their opinion. This group includes future residents and visitors to Leigh Village, and those who discover that a completed Southwest Durham Drive opens a valuable new travel option.

In the future, Southwest Durham Drive will be very valuable to many travelers on a regular basis, and this makes completion of this route a priority to include in the 2040 Long Range Transportation Plan.

Thank you for your interest.

Sincerely,

Chris Selby

From: Don Rorke

Sent: Thursday, September 06, 2012 4:01 PM

To: Henry, Andrew

Subject: Proposed Meadowmont Lane Extension

Dear Mr. Henry.

This email expresses my strong opposition to any increase in traffic and speed limits along Meadowmont Lane. Most of the 400 or so residents of The Cedars of Chapel Hill moved here in large part because of the unsurpassed location and a promise of a high level of serenity. With the average age here of 82, most of us made the decision to spend the last few years of our lives at The Cedars with the expectation that the convenience of Meadowmont Village shops and UNC clinics would be directly across Meadowmont Lane and within safe walking or driving distance. It is difficult to image residents of The Cedars navigating across Meadowmont Lane (with or without walkers and wheel chairs or even in cars) if there is any increase in vehicular traffic

It would be a tragedy likely to happen. .

Throughout the day, including rush hour, you have only to observe the activities along Meadowmont Lane, from Rashkis Elementary School to Route 54, to be convinced that controlled speeds by large numbers of vehicles would be impossible to enforce. The safety issues for school buses, children walking and riding bikes, added to pedestrians from The Cedars and homes along the Lane, could create an unmanageable problem with potentially serious liabilities.

Intereference caused by traffic entering Meadowmont Lane would also exist at other intersections along the road, including (1) at the DuBose Health Care Center which frequently needs unobstructed access by ambulance and fire trucks, (2) at the Kenan-Flagler Business School complex, (3) at the entrance to and egress from The Cedars (also needing access for emergency medical and fire response vehicles), and (4) at the UNC Wellness Center with very active, high speed vehicle traffic throughout the day.

In addition to safety issues that would be experienced major environmental problems will impose damage to the wetlands and natural habitat if the proposed Meadowmont Lane Extension is approved. Please urge all decision makers to study other less harmful roadways that will avoid the safety, environmental and most likely legal issues that could develop if traffic along Meadowmont Lane is increased.

Sincerely yours,
Donald M. Rorke

From: Don Rorke
Sent: Thursday, September 13, 2012 2:47 PM
To: Henry, Andrew
Subject: Southwest Durham Drived Alignment

Following attendance at the MPO meeting yesterday (9/12), I want to clearly request the MPO to change the Southwest Durham Drive alignment in the MPO document to east of the Little Creek wetlands thereby avoiding the cost and complexities of Meadowmont Lane and allowing a new traffic flow over George King Road and the new Farrington Road Extension.

Don Rorke

From: Donna Deal
Sent: Wednesday, August 22, 2012 12:30 PM
To: Henry, Andrew
Subject: Public comment on 2040 Metropolitan Transportation Plan (MTP)

The Public Hearing should be held at a time that the public can attend. Most of the public cannot attend a 9 am hearing, as they are at work.

Donna Deal

From: Eleanor Lamb
Sent: Monday, August 27, 2012 4:05 PM
To: Henry, Andrew
Subject: Collector Road=Meadowmont Lane

Dear Andy and others who are involved in the decision making:

When I visualize what Meadowmont Lane in Chapel Hill would look like if it becomes a "Collector Road", this is what I see:

Ten thousand cars a day on a road which is bordered by:
--a supermarket (Harris-Teeter) and other businesses

- a very large Fitness Center (UNC Wellness Center)
- a Continuing Care Community (The Cedars) with about 450 residents in their 70s-90s, walking and driving onto Meadowmont Lane
- multiple large residences facing Meadowmont Lane..many with young children,
- many residential streets that feed into Meadowmont, again with homes containing young children
- an elementary school (Rashkis)
- a Conference Center for UNC Business School (The Rizzo Center)
- future multiple condominium units fronting Meadowmont Lane, adjacent to the Wellness Center
- and the possibility of two light rail tracks crossing Meadowmont Lane with trains every 3-5 minutes at busy times.

I feel sure there must be better choices for a Collector Road in this area, if one is thought to be an urgent necessity.

Thank you for considering these issues that are of grave concern to many.

Eleanor Lamb

From: Eric Teagarden
Sent: Thursday, August 30, 2012 4:58 PM
To: Henry, Andrew; lydia@lydialavelle.com; mayor@townofchapelhill.org;
Ellen Reckhow; Ellen Reckhow; Alice M. Gordon; cwatts@ncdot.gov; Bell,
William; Woodard, Mike; pam.stewart@chathamnc.org; Ed Harrison;
bpelissier@co.orange.nc.us
Subject: MPO Draft Collector Street Plan comments and concerns

Dear Mr. Henry and MPO TAC members,

I am writing to provide input on the MPO Draft Collector Street Plan in advance of the Sept 12 MPO TAC public meeting. I would like to express my sincere appreciation on your work to engage in moving the LRT C2 alternative route forward as a candidate to avoid punching new holes in the Little Creek Bottomlands and Significant Slopes Natural Heritage area.

Unfortunately, the Southwest Durham Drive (SWDD) connection to Meadowmont Lane proposes to do the same type of damage to the environmental wetlands area as the LRT C1 alternative, as they both cross the Little Creek bottomlands and wetlands along a similar alignment swath.

My concerns for the current alignment of Southwest Durham Drive as proposed in the Draft MPO Collector Street Plan are the following:

1.If the LRT C1 alternative is deemed to be a bad idea on the merit of either environmental or cost bases - ie. it punches new routes through the undisturbed portions of the Little Creek Bottom lands using expensive bridge spans and elevated transit ways - then the Southwest Durham Drive arterial connector road and bridge spans alignment through the undisturbed Little Creek bottom lands and wetlands is equally ill advised. It is the same undisturbed, environmentally sensitive area for both transit AND SWDD road alignments.

2.The MPO charter specifically calls out NOT running arterial streets through neighborhoods because of consideration for traffic volume, speed limits, etc. Please see the following statement for the DCHC MPO Goals and Objectives under Section 2 point D, " Point D) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods." The URL link to see the DCHC MPO document cited above is: http://www.dchcmo.org/index.php?option=com_wrapper&Itemid=41The Federal Highway Administration description of a minor arterial road states that it "should not penetrate identifiable neighborhoods". Please see this following link for further documentation: http://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/fc02.cfm

Yet, the Southwest Durham Drive alignment and connection to Meadowmont Lane will route this minor arterial roadway through the heart of the Meadowmont neighborhood. This connection of SWDD and Meadowmont Lane will substantially and irrevocably alter the character of Meadowmont Lane and neighborhood. It threatens the Rashkis Elementary school kids at drop off and pickup times (these times coincide with peak commuter traffic volume hours), It endangers the Cedars community residents' ingress/egress onto Meadowmont Lane. It runs completely counter to the pedestrian and bike friendly nature of the community. Walkers/runners abound each morning and evening from the UNC wellness center and the UNC Paul Rizzo Business school center on Meadowmont Lane as well as the Meadowmont residents who are out for morning/evening runs or strolls before/after work.

3.The MPO documentation on the SWDD alternatives analysis shows that building out George King road and the new Farrington road extension (in conjunction with the widening of NC 54) will address the projected 2040 traffic volumes without the need to construct the connection to Meadowmont Lane. In point of fact, if the George King road and new Farrington road extension are built, there will then be 3 North/South "drains" from 15-501 to NC 54. Pinehurst Dr to Burning Tree is the 3rd path and is already constructed. These three roads connect to 54 at spaced intervals to spread the ingress and egress of traffic along the 54 corridor. There is no benefit to adding traffic at Meadowmont Lane because Burning Tree adds traffic more Westerly

than Meadowmont Lane onto Highway 54, while the other two connectors route traffic onto 54 East of Meadowmont Lane.

Leta Huntsinger's NC 54 corridor report states that there need be only TWO connections from 15-501 to 54 to handle traffic flow during the MPO 2040 time period. With the build out of George King and the new Farrington road extension (as new construction they could be scaled to meet any new traffic demands) coupled with the existing Pinehurst/Burning Tree North/South link, there would be 33 percent more North/South connectivity than what is called for in the 54 corridor study conclusions.

Again, thank you for your consideration of these concerns for the current alignment of SWDD and its proposed connection to Meadowmont Lane through the environmentally sensitive Little Creek Bottom lands and wetland area.

Regards,

Eric Teagarden

From: Eric Teagarden

Sent: Friday, September 07, 2012 9:53 PM

To: lydia@lydialavelle.com; mayor@townofchapelhill.org; cwatts@ncdot.gov;

Bell, William; Woodard, Mike; pam.stewart@chathamnc.org;

bpelissier@co.orange.nc.us; Ellen Reckhow; Ed Harrison; Henry, Andrew

Subject: Comments on MTP 2040 plan and MPO Draft collector street plan

Dear MPO members,

I am writing to you to express further concerns about the DCHC MPO material posted for public comment, specifically in regards to the following two documents: the 2040 MTP and the MPO draft collector street plan.

I believe that the information in these documents contains significant inaccuracies that minimize the impact that the current alignment of Southwest Durham Drive (and its proposed connection to Meadowmont Lane) will have on the Meadowmont neighborhood and the Little Creek Bottomlands.

The errors in the traffic figures that I will discuss below have been corroborated by Mr. Andrew Henry in email that I have exchanged with him. Please see the following quote from his email of Sept 7, 2012.

=====begin quote=====

This information "needs to be corrected in the model and will greatly reduce the base level trips on...Meadowmont Drive. But, given our workload over the next several days, we are not going to have time to make that change."

=====end quote=====

He does not mean he won't make the changes, he simply means that he can not make the changes before the Sept 12 MPO TAC meeting where this material is reviewed by your MPO body.

Please let me explain the incorrect data because it creates a very misleading picture of the traffic load in the Meadowmont neighborhood with and without the connection of Southwest Durham Drive to Meadowmont Lane:

According to the peak hour traffic volume chart for Southwest Durham Drive seen in the following link:

<http://www.dchcmpo.org/agenda/agendafiles/tcc/2012-08-22/Individual/Att%2007A%20-%20SWDD%20Table.pdf>

the peak PM hour traffic on Meadowmont Lane (each hour for the period of 3:30 - 7:30 PM) is projected to be 2299 cars or 9196 cars for the total four hour period. Without SWDD connection to Meadowmont Lane the chart projects 1940 cars per hour or 7760 cars for the total peak PM period each day.

However, Mr. Ernie Rogers, Traffic Engineering Technician of the Traffic Engineering Division for the Town of Chapel Hill has sent me a 2007 traffic study for traffic volume on Meadowmont Lane that shows that the TOTAL DAILY volume of traffic on Meadowmont Lane is only 1030 cars. Please see a copy of his email pasted below:

=====begin copied email=====

Mr. Teagarden –

I have located the traffic study data that was provided to the Town Council in 2007. It appears as though the daily traffic count for Meadowmont Lane is 1030 vehicles as of 2007.

The table is attached; let me know if you need anything else. Regards-

Ernie Rogers
Traffic Engineering Technician
Traffic Engineering Division
Town of Chapel Hill
Phone: (919) 969-5085
Fax: (919) 932-2931

=====end copied email=====

As you know, Meadowmont is almost 100 percent built out. Meadowmont Lane is currently a "dead end" street whose traffic - Rashkis school, Meadowmont and Cedars residents - make up all the daily traffic. There is no one else that has any reason to go on Meadowmont Lane and there is no possibility for additional build out since all the lots except about 5 are sold and have houses on them. The traffic on Meadowmont Lane will remain pretty much a constant since there is no additional build out of the neighborhood and the road is not linked to any other end point.

Why is this such a big deal?

1.The MPO data model shows traffic projections for Traffic on Meadowmont Lane as it would exist before connection to Southwest Durham Drive that are wrong by an error of approximately 800%.

2.If the real traffic figures are factored into the traffic congestion chart and then compared with the amount of traffic that will be routed through the center of the neighborhood if the alignment of SWDD into Meadowmont Lane is maintained then the transformative impact to the pedestrian and bicycle friendly nature of the Meadowmont neighborhood is starkly apparent.

There will be 763% more traffic on Meadowmont Lane just in those four hours alone than there is for a WHOLE DAY currently. If you then project the additional traffic that will be generated for the Morning Peak traffic hours, the increase in traffic volume on Meadowmont Lane would be well over 1000% and perhaps as high as 1200 - 1500% for the daily traffic volume. That amount of traffic is mind boggling, especially when one reads the MPO and FHA guidelines that arterial traffic should not be routed through existing neighborhoods. Please see DCHC MPO Goals and Objectives under Section 2 point D, "Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods." http://www.dchcmpo.org/index.php?option=com_wrapper&Itemid=41

The Federal Highway Administration description of a minor arterial road states that it "should not penetrate identifiable neighborhoods".

http://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/fc02.cfm

3.Currently, the projected numbers in the chart suggest that the increase in traffic on Meadowmont Lane if connected to Southwest Durham Parkway would increase by ONLY 16% VERSUS the actual 763%.

4.Therefore, the traffic impact to the Meadowmont neighborhood under any scenario listed in the alternatives chart for any road considered in the alternatives matrix is 5 to 50 times greater for Meadowmont Lane and the Meadowmont neighborhood than any other road which would be impacted. These objections above do not take into account the environmental impacts of

extending SWDD to connect to Meadowmont Lane across the Little Creek Bottomlands watershed and wetlands that I have mentioned in previous emails as extremely significant points of concern voiced by municipal bodies, state agencies, federal governmental agencies, and environmental groups.

Thank you for reading and considering my comments in making your decisions on these proposals.

Best regards,
Eric Teagarden

From: Eric Teagarden
Sent: Thursday, September 13, 2012 10:44 AM
To: lydia@lydialavelle.com; Ed Harrison; Bell, William; cwatts@ncdot.gov; mayor@townofchapelhill.org; Woodard, Mike; bpelissier@co.orange.nc.us; Ellen Reckhow; pam.stewart@chathamnc.org; Henry, Andrew; John Wilson
Subject: MTP and Collector Street Plan

Dear MPO members,

Thank you for the opportunity to speak to you at the meeting yesterday, Sept 12, 2012.

Mr. John Wilson addressed the environmental concerns of the current SWDD alignment that crosses the undisturbed Little Creek Bottom lands and slopes. I tried to point out the impact the 1000 to 1200 percent traffic volume increase would have on the pedestrian and bicycle friendly Meadowmont neighborhood. Cedars residents voiced their concerns for the impact on the elderly.

Our specific request is that you shift the Southwest Durham Drive alignment to the East of the Little Creek wetlands. This would allow North/South traffic flow over the proposed NEW road construction (George King Road and the new Farrington Road Extension) that could be architected and built to meet the traffic volume needs AND skirt existing and future neighborhood construction. This would also save money for the bridge span over Little Creek.

So in a nut shell, keeping the SWDD alignment East of Little Creek bottomlands saves money, avoids environmental damage, and protects an established neighborhood from traffic inundation. It still provides for multiple North-South drains from 15-501 to Hwy 54 - Pinehurst/Burning Tree to the West of the Meadowmont neighborhood and George King and the New Farrington Road extension to the East of Meadowmont. This meets the Hwy 54 corridor study requirements of multiple North/South access and spreads the traffic entry onto Hwy 54 along its traversal into Chapel Hill.

Thank you for your attention and willingness to shift the existing alignment of SWDD.

Best regards,

Eric Teagarden

From: Esther D. Flashner

Sent: Sunday, September 09, 2012 4:48 PM

To: Henry, Andrew

Subject: Meadowmont Lane Extension

Dear Mr. Henry: I understand that the Metropolitan Planning Organization will hold hearings regarding the proposed extension of Meadowmont Lane to connect to Southwest Durham Parkway. I would like to reiterate the position I have already announced: The suggested route known as "C1" would cause grave interruption in the Cedars community. My understanding was that it is no longer being seriously considered. I hope that this is true, and that some other suggested route, not harmful to any community, will be considered. My thanks for your attention to this important problem.

Sincerely, Esther D. Flashner

From:

Sent: Sunday, September 09, 2012 4:30 PM

To: Henry, Andrew

Subject: Meadowmont Lane Extension

Dear Mr. Henry,

The goal of a Collector Street Plan is to increase and speed up traffic - both dangerous goals for a road that abuts an elementary school, a retirement community and poses a threat to adjacent wetlands and forested areas. Surely the MPO can come up with a plan that has less dangerous consequences for school children, senior citizens and the environment.

Ina R. Evans

From: Lois Seigal

Sent: Friday, September 07, 2012 8:56 PM

To: Henry, Andrew

Subject: Meadowmont Lane Extension

As a guide dog user, I am very worried about the MPO Collector Street Plan that would increase the traffic along Meadowmont Lane near where I live at the Cedars Retirement Community. Some who live here use walkers and wheel chairs to get across Meadowmont Lane to go to the grocery store and other places in Meadowmont Village. I've seen estimates indicating the traffic might increase from 500 cars per day to 12,000. That kind of traffic zipping along at 45 MPH would put our lives in danger.

After taking this into account, I hope your final decision will be to not support this.

Lois Seigal

From: Mike Ciriello
Sent: Wednesday, August 22, 2012 1:05 PM
To: Beckmann, Ellen
Cc: Henry, Andrew; Justin Jorgensen
Subject: RE: Future Transportation Projects

Ellen,

A couple of questions from our end –

?The end point of the widening of I-85 North is being determined by...?

?Would it be difficult to add an Express Bus route on I-85 to the Granville County line? It looks like there is one to the Person County line in the Transit Moderate Scenario?

Thank you...

Mike Ciriello

From: Beckmann, Ellen
[mailto:Ellen.Beckmann@durhamnc.gov] Sent: Monday, August 20, 2012 10:32 AM
To: Mike Ciriello
Cc: Henry, Andrew
Subject: RE: Future Transportation Projects

Mike,

Alternatives Analysis is step 1 in our public involvement for the MTP. The TAC will consider public comments at the October 10, 2012 meeting and then release a Preferred Option. The TAC will then consider public comments on the Preferred Option and adopt the MTP at the December 12, 2012 meeting.

So you could provide comments at either step. Generally, we need comments 1 week before the meeting to ensure that they are included in the agenda materials – which gives them a chance to

actually read the comments before voting on it (always helpful). Could you provide comments by 10/3 or 12/5?

Ellen

From: Mike Ciriello [<mailto:mciriello@kerrtarcog.org>]
Sent: Monday, August 20, 2012 10:05 AM
To: Henry, Andrew; Beckmann, Ellen
Subject: RE: Future Transportation Projects

Andy/Ellen,

Thanks for sending... I am wondering if a resolution from the RPO in support of the proposed widening of I-85 and US 501 would be OK? These two projects would be very beneficial to the Kerr-Tar region. If we did a resolution of support, when would you need it?

Thanks –

Mike

Mike Ciriello
Planning Director
Kerr-Tar Regional Council of Governments
Kerr-Tar Regional Transportation Planning Organization
Phone (252) 436-2048
Toll-Free (866) 506-6223

From: Henry, Andrew [<mailto:Andrew.Henry@durhamnc.gov>]
Sent: Saturday, August 18, 2012 3:24 PM
Subject: Future Transportation Projects

A Public Comment Period on Future Transportation Projects

Why did I get this email?

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is inviting all citizens to review and comment on several alternatives for their future transportation infrastructure. You have participated in past MPO events so the MPO welcomes your continued involvement.

What is this program?

The DCHC MPO programs state and federal transportation projects in our region. The MPO is reviewing different alternatives for meeting future transportation needs and inviting citizens to participate. The public comment period will be from Friday, August 17, 2012 through Wednesday, October 10, 2012.

How can I participate?

There are several options for participating, including:

www.dhcmpo.org -- Web site provides:

?A description and presentation (tables and maps) of the alternatives – See

“Alternatives Analysis” or use this link:

http://www.dhcmpo.org/index.php?option=com_content&task=view&id=92&Itemid=35

?An email link for making comments; and,

?List of opportunities to provide your comments at the local government level (see list in Introduction document).

Public Hearing – Citizens can provide feedback to local elected officials (Transportation Advisory Committee); Wednesday, September 12, 2012, at 9:00AM in the Committee Room (2nd Floor of Durham City Hall, 101 City Hall Plaza). Persons with disabilities will be accommodated -- provisions must be requested at least 48 hours in advance of the meeting.

Public Workshops –

- * Hillsborough -- 9/13, “The Town Barn,” 4-7 PM;
- * Durham -- 9/18, Durham Station Transportation Center, 4-7PM; and,
- * Chapel Hill -- 9/20, Chapel Hill Town Hall, 4-7PM.

Who can I contact?

Comments and questions should be directed to:

Andy Henry, City of Durham, Transportation Department

101 City Hall Plaza

Durham, NC 27701

E-mail: andrew.henry@durhamnc.gov Phone: (919) 560-4366, ext. 36419

From: Muriel Roll

Sent: Monday, September 10, 2012 8:59 PM

To: Henry, Andrew

Subject: MPO Collector Street Plan

Monday, September 10, 2012

Dear Andrew,

I am concerned about the MPO Collector Street Plan for Meadowmont Lane: it would disrupt the lives of The Cedars Retirement Community, possibly separating the community Health Center from the residences. Furthermore, the traffic along Meadowmont Lane, coursing through our community, could increase from 500 cars per day to 12,000, making it dangerous for the children attending the Raskis Elementary School at one end and for pedestrians, the residents of The Cedars Retirement Community, at the other. Meadowmont Lane is not a good candidate for a connector road to improve traffic flow between Southwest Durham Drive and Route 54.

Best wishes,

Muriel

From: Peter Muller

Sent: Sunday, September 02, 2012 10:33 AM

To: Henry, Andrew

Subject: Alternative Analysis for Regional Transportation Plan

Attachments: PRTC-Bro-TransformCity-EMAIL.pdf; PRTC-Bro-Climate-EMAIL.pdf

Dear Mr.,

Henry, automated transit networks (ATN) are currently in public operation at six different locations and are a viable alternative to be considered for the above project. ATN is an umbrella term covering both personal rapid transit (PRT) and group rapid transit (GRT). PRT and GRT have historically been considered as separate systems but at least one vendor is now developing capabilities to mingle small and large vehicles on the same infrastructure.

ATN is a fixed guideway system like streetcars or light rail, However ATN guideways are usually elevated while the stations can be elevated or at grade. Stations can also be incorporated into buildings. Waiting time is typically less than a minute and trips are nonstop and quicker than streetcar or light rail trips. In-vehicle screens can incorporate advertising for businesses along the route. ATN is typically both more sustainable and expandable than streetcars or light rail. ATN offers a high level of service at costs similar to bus rapid transit.

Since ATN systems are now in public operation and commercially available from at least three suppliers, they qualify as reasonable alternatives to be considered in any alternatives analysis. We believe it is no longer acceptable to eliminate these types of transit without careful analysis based on up-to-date information.

We note that you have not considered ATN to date in your analysis. Hopefully there is still time for you to correct this omission and ensure you have an analysis that will withstand later scrutiny.

Please feel free to contact us should you wish to learn more about ATN and how it could potentially provide a superior solution for your community.

Best regards,

Peter J. Muller, P.E.
President

From: Sheila Tayrose
Sent: Saturday, August 18, 2012 3:32 PM
To: Henry, Andrew
Subject: links

When I press the link, I am having difficulty opening some of the pages. BUT I live in SW Durham and would like to see mass transit available (perhaps rail to CH). I would also like to see clean bike lanes along Hope Valley rd.

Sheila Tayrose

What is the Alternatives Analysis Report?

This report provides background and project details to understand the Alternatives, and maps and tables of transportation statistics to evaluate how well a specific Alternatives meets the future travel demand. In addition to this report, the MPO will develop some project specific analysis, such as a brief analysis on Southwest Durham Drive, and will post those additions in this section over the next two months.

Report Cover (61 KB)

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5 Congestion Maps (20 MB)

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7-Highway Projects (5 MB)

7 Transit Services (6 MB)

From: betty white
Sent: Monday, September 24, 2012 10:00 AM
To: Henry, Andrew
Subject: Meadowmont Lane Extension

Mr. Andrew Henry: My husband Raymond and I are residents of the Cedars of Chapel Hill in Meadowmont. We are very much opposed to the proposed extension of Meadowmont Lane to connect to Southwest Durham Parkway. One of the reasons we moved to the Cedars was to enjoy the walkability of the Meadowmont community. This extension would add a great deal of traffic to Meadowmont Lane and would make it very difficult to cross. Since there is an elementary school located on Meadowmont Lane, the ability of children to walk to school would also be impaired. In addition the extension would cross the wetlands of Little Creek.

This connection does not seem to be necessary in that there are already numerous connections from RT 54 to I40.

Thank you for your attention to this matter. Betty Pritchett White

GERDA G. HUROW

541 Cedar Club Circle
Chapel Hill, NC 27517-7214
September 19, 2012

Ph. (919) 933-5366
E-mail: kahu541@gmail.com

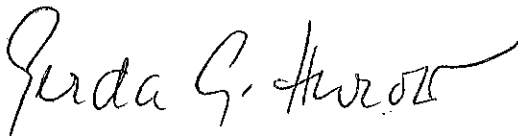
Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

Looking at the Meadowmont Community and the current rush hour and Rashkis Elementary School bus, car, and pedestrian traffic on Meadowmont Lane, the proposed extension of SW Durham Drive with the anticipated 10,000 – 12,000 vehicles on Meadowmont Lane does not appear to be an acceptable plan. This proposed connector road would have a serious impact on the larger Meadowmont community as well as the environmentally sensitive Little Creek Bottomlands/wetlands watershed.

Because of serious pedestrian and automobile traffic problems to be expected by the inevitable overload of demands on Meadowmont Lane, I urge you to consider shifting the connector to an alternate alignment east of the Little Creek wetlands watershed.

Sincerely,



Mrs. Arthur Hurow

September 10th, 2012

Mr. Andrew Henry
City of Durham, Transportation Department
101 City Hall Plaza, 4th Floor
Durham, NC 27701

Dear Mr. Henry

The early plans for light rail transit between Chapel Hill and Durham called for routing part of it within just a few yards of the DuBose Health Center at The Cedars on one side and residences of our retirement community on the other side and would actually separate the two parts of our community. I understand that this C1 route is no longer the recommended route partly because of the hazards it would have posed for many and also because of the damage it was likely to inflict on the wetlands and forested areas adjacent properties. I have seen reports that the Collector Street Plan has some of the same potential bad effects on the environment, so I hope those considerations are taken into account before any final decision is made.

Sincerely,



Libby Lefkowitz
513 Cedar Club Circle
Durham, NC.

**THE CEDARS OF CHAPEL HILL
CONDOMINIUM ASSOCIATION
Rodney L. James, President**

Mr. Andrew Henry
City of Durham, Transportation Department
101 City Hall Plaza, 4th Floor
Durham, NC 27701

Dear Mr. Henry,

Surely you are involved in the evaluation of plans for the MPO Collector Street Plan. Unfortunately those plans may include changes to Meadowmont Lane which passes directly by The Cedars of Chapel Hill Retirement Community. I have lived in that community for 8 years. At this time I am the President of the Condominium Board at The Cedars. The Board has reviewed the current plans and asked me to communicate directly with you and others.

We are concerned specifically with the negative aspects of part of the plan. They are:

- (1) The dramatic increase in traffic between Meadowmont Village and The Cedars community.
- (2) The impact the route is likely to inflict on the wetlands and forested areas adjacent to our property.

We trust that those two concerns will be adequately addressed during your deliberations.

We urge you to consider one of the alternatives to Meadowmont Lane as the main a connector road. Connector roads are supposed to speed traffic, but the dangers of significantly increased traffic on that road (through a residential and retirement community) must be considered.



President
The Cedars of Chapel Hill
Condominium Association

R. EDWARD MORRISSETT, JR.
242 CEDAR CLUB CIRCLE
CHAPEL HILL, NORTH CAROLINA 27517

September 7, 2012

Dear Mr. Henry,

My wife and I have lived at The Cedars for the last three years and are enjoying it very much. I am writing about the Meadowmont Lane changes that are currently under consideration. I have been to a number of hearings both here in Meadowmont and at the Chapel Hill City Council.

We are concerned that the proposed road changes will isolate us both figuratively and literally from the rest of the Meadowmont Community. The road changes, and I do not use the word "upgrades", will make it much more difficult for us to get to the trails that we enjoy walking on so much in our delightful community as well as getting to the most attractive shopping area that we use so often.

I understand the number of vehicles on Meadowmont Lane daily would increase over twenty fold and that the speed limit would be raised. Not only would this not be good for us, it would increase greatly the chances for accidents around the Raskis School. Also, I don't know whether you have counted the number of houses that have driveways with no turning options that face Meadowmont Lane. The daily hazard of these cars backing down a hill and onto a collector street would seem to us to be substantial.

As you know, the C1 route for the light rail transit system is no longer the preferred option. It would have divided our community as would creating a collector street.

The above considerations are very practical negatives, but I would be remiss if I did not mention the crossing of the wetlands and the impact from an environmental standpoint which would be greatly negative.

There have got to be better solutions. One was found for the light rail transit. Surely one can be found for the traffic flow congestion problems.

Sincerely,


R. E. Morrisett, Jr.

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

I oppose the possible use of Meadowmont Lane as an extension of SW Durham Drive with the anticipated 10,000 to 12,000 vehicles on top of current rush hour and Rashkis Elementary School drop off and pick up traffic. The proposed new connector road would have a negative impact on the larger Meadowmont Community as well as Little Creek Bottomlands/wetlands watershed, which environmentally responsible planners would carefully avoid.

To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: *A. Henry*

Address: *4410 Cedar Club Circle*
Chapel Hill, NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Nancy G. Millen
Signature: *Nancy G. Millen*
Address: 448 Cedar Club Circle
Chapel Hill, NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Jean L French

Address: 212 Cedar Branch Lane Chapel Hill, NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Princess S Williams

Address: 442 Cedar Creek Circle
Chapel Hill - 27514
NC

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Herbert D. Rothen

Address: 534 Cedar Club Circle, Chapel Hill, N.C.
27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely, _____

Signature: Marisa K. Rothen

Address: 534 Cedar Club Circle
Chapel Hill, N.C. 27517 (27517)

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

I oppose the possible use of Meadowmont Lane as an extension of SW Durham Drive with the anticipated 10,000 to 12,000 vehicles on top of current rush hour and Rashkis Elementary School drop off and pick up traffic. The proposed new connector road would have a negative impact on the larger Meadowmont Community as well as Little Creek Bottomlands/wetlands watershed, which environmentally responsible planners would carefully avoid.

To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Edward J. Williams

Address: 442 Cedar Club Circle
Chapel Hill NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Wayne H. Owens

Address: 613 CEDAR CREEK CIRCLE
CHAPEL HILL NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Ruth P. Walker (Mrs. H.)

Address: 423 Cedar Club Circle Chapel Hill, N.C.
27517

P.S.

Please do not allow our
Meadowmont neighborhood to be ruined
by the SW Durham Drive extension!!

Thank you for caring.

Ruth P. Walker

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

I oppose the possible use of Meadowmont Lane as an extension of SW Durham Drive with the anticipated 10,000 to 12,000 vehicles on top of current rush hour and Rashkis Elementary School drop off and pick up traffic. The proposed new connector road would have a negative impact on the larger Meadowmont Community as well as Little Creek Bottomlands/wetlands watershed, which environmentally responsible planners would carefully avoid.

To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature:



Address:

616 Cedar Club Circle

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

I oppose the possible use of Meadowmont Lane as an extension of SW Durham Drive with the anticipated 10,000 to 12,000 vehicles on top of current rush hour and Rashkis Elementary School drop off and pick up traffic. The proposed new connector road would have a negative impact on the larger Meadowmont Community as well as Little Creek Bottomlands/wetlands watershed, which environmentally responsible planners would carefully avoid.

To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Caroline B. Ward

Address: 514 Cedar Club Circle
Chapel Hill NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Lars R. Lischman

Address: 114 Cedar Breeze Lane
Chapel Hill, NC

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

I oppose the possible use of Meadowmont Lane as an extension of SW Durham Drive with the anticipated 10,000 to 12,000 vehicles on top of current rush hour and Rashkis Elementary School drop off and pick up traffic. The proposed new connector road would have a negative impact on the larger Meadowmont Community as well as Little Creek Bottomlands/wetlands watershed, which environmentally responsible planners would carefully avoid.

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Sincerely,

Signature: *Tula Becking*

Address: *819 Cedar Club Circle*
Chapel Hill, 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

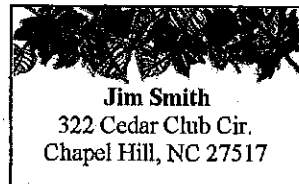
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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Mr. & Mrs. James A. Smith

Address: _____



This is an awful plan. It should not even be considered.

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: Martha M. Jones

Address: 314 Cedar Creek Circle
Chapel Hill, N.C. 27517 7261

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

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Sincerely,

Signature: _____



Address: _____

318 Cedar Club Co., Ch. Hill

September 17, 2012

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Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: 

Address: 133 Cedar Breeze Lane
Chapel Hill, N.C. 27517

September 17, 2012

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Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Margaret A. Berry

Address: 211 Cedar Breeze Lane

September 17, 2012

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Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature:

Shirley C. Dupont

Address:

*4943 Cedar Creek Lane
Chapel Hill, N.C. 27517*

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: *Robert D. [unclear]*

Address: 411 Cedar Creek Circle

September 17, 2012

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Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Marian H. Hicks

Address: 311 Cedar Club Circle
Chapel Hill, N.C. 27517

September 17, 2012

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Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature:

Barbara Burkett

Address:

312 Cedar Club Circle

Chapel Hill, North Carolina 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Walter J. Barber

Address: 417 Cedar Creek Circle
Chapel Hill NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Mattie O'Connell

Address: 624 Cedar Creek Circle
Chapel Hill, N.C. 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: _____

Charles McMillan

Address: _____

444 Cedar Club Circle,

Chapel Hill

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Patricia D. Kosiba

Address: 445 Cedar Club Circle
Chapel Hill, N.C. 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Michael G. Poel

Address: 421 Cedar Club Circle
Chapel Hill, NC 27517

September 17, 2012

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Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Lynda L. Rolto

Address: 432 Cedar Creek Circle
Chapel Hill, NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature:

John Water

Address:

724 Cedar Club Circle
Chapel Hill NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

I oppose the possible use of Meadowmont Lane as an extension of SW Durham Drive with the anticipated 10,000 to 12,000 vehicles on top of current rush hour and Rashkis Elementary School drop off and pick up traffic. The proposed new connector road would have a negative impact on the larger Meadowmont Community as well as Little Creek Bottomlands/wetlands watershed, which environmentally responsible planners would carefully avoid.

To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: *Robert Cully*

Address: 231 CEDAR BREEZE LANE
CHAPEL HILL NC 27517-7223

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

I oppose the possible use of Meadowmont Lane as an extension of SW Durham Drive with the anticipated 10,000 to 12,000 vehicles on top of current rush hour and Rashkis Elementary School drop off and pick up traffic. The proposed new connector road would have a negative impact on the larger Meadowmont Community as well as Little Creek Bottomlands/wetlands watershed, which environmentally responsible planners would carefully avoid.

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Sincerely,

Signature: Tracie H. Cameron Donald Cameron

Address: 431 Cedar Club Circle
Chapel Hill NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature:

Debbie G. Snow

Address:

419 Cedar Crest Circle
Chapel Hill NC 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: S. L. Halleck, M.D. & Helen Halleck
Address: 549 Cedar Club Circle
Chapel Hill, N.C.
27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature:

Alice Saunders

Address:

*711 Cedar Club Cir
Chapel Hill NC 27517*

Alice Saunders
711 Cedar Club Cir
27517

September 14, 2012

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

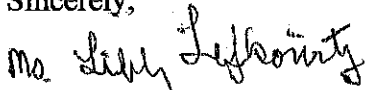
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Like many home owners at The Cedars who no longer drive a car, I moved here because of the convenient and safe walking distance to Meadowmont Village with its shops, services and UNC clinics. With current levels of traffic, crossing Meadowmont Lane throughout the day can be challenging - with a substantial increase in traffic crossing the four lane road would be hazardous. This would be equally true for handicapped people, Meadowmont children, mothers with baby strollers and dogs, for buses coming and going from Rashkis Elementary School, for cars entering and exiting the UNC Business School Center, from The Cedars, the UNC Wellness Center, and for residents of large homes along Meadowmont Lane who are often forced to back down their precipitous driveways to enter the road.

To avoid the many serious problems and possible liabilities associated the SW Durham Drive extension, I strongly request an alternate alignment East of the Little Creek Bottomlands/wetlands watershed and possibly through land that has not yet been fully developed. Please pass copies of this letter to members of the MPO.

Sincerely,



Ms. Libby Defkowitz
513 Cedar Club Circle
Chapel Hill, NC 27517

September 17, 2012

Mr. Andrew Henry
Transportation Planner
Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza
Durham, NC 27701

Dear Mr. Henry,

As a responsible resident of North Carolina and the Meadowmont Community committed to protecting the environment and natural habitat, I am opposed to using Meadowmont Lane as a connector road with the SW Durham Drive extension. Such a connection would make it impossible to recover from the damaging impact on the Little Creek Bottomlands wetlands watershed.

It is also puzzling to me that great expense could ever be justified for a connector road with even greater cost being proposed for a light rail system along Route 54 that will have the same purpose of relieving traffic along the highway route. I imagine nothing but a red flag signaling escalating costs and enormous debt.

If a connector road with the SW Durham Drive extension is finally found to be absolutely necessary, I request planning be shifted to an alternate, less costly alignment east of the Little Creek Bottomlands wetlands watershed.

Sincerely yours,

Signature: Betty P. Kenan

Address: 121 Cedar Club Circle

27577

September 17, 2012

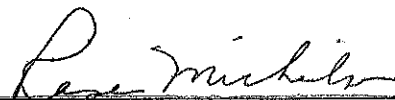
Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious pedestrian related traffic problems and possible liabilities associated with the SW Durham Drive extension, I strongly request planning be shifted to an alternate alignment East of the Little Creek Bottomlands/wetlands watershed.

Sincerely,

Signature: 

Address: 424 Cedar * Club Circle
ex. Hill 27517

September 17, 2012

Mr. Anthony Henry
Transportation Planner
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Signature: Shirley S. McLean

Address: 233 Cedar Breeze Lane
Chapel Hill, N.C.
27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

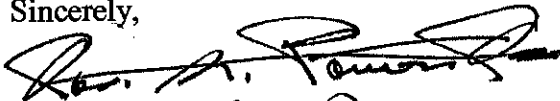
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Sincerely,



Mary M Patton

512 Cedar Club Circle
Chapel Hill, N.C.
27517

Mary Patton

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

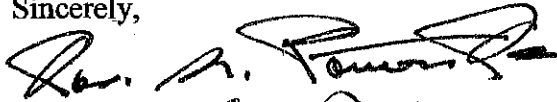
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Sincerely,



James Patton

Mary M Patton

512 Cedar Club Circle

Chapel Hill, N.C.

27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

*Ms. E. V. Vula
546 Cedar Crest Circle
Chapel Hill, NC 27517*

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Caroline B. Ward
514 Cedar Club Circle
Chapel Hill, NC 27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

A. C. Nagle

*525 Cedar Club Circle
Chapel Hill, NC 27517*

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Judith Burk
522 ~~Meadowmont~~ Cedar Club Circle
Chapel Hill, N.C. 27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Lucille Kuebarj
521 Cedar Club Cir
Chapel Hill NC 27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Lois C. Taylor
531- Cedar Club Circle

Oct. 8, 2012
Chapel Hill, NC
27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

Dear Mr. Henry,

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Sincerely,

Garland Scott Taylor
531 cedar club circle

Oct, 8, 2012
Chapel Hill
27517-

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

John St. Bauman
532 Cedar Creek
Chapel Hill
N.C. 27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,



417 Cedar Creek Circle
Chapel Hill, NC 27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Ether D. Shuman
422 Cedar Grove Lane
Chapel Hill NC 27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Alicia C. Myers
223 Cedar Breeze Ln
Chapel Hill, NC.
27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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To avoid the many serious problems and possible liabilities associated the SW Durham Drive extension, I strongly request an alternate alignment East of the Little Creek Bottomlands/wetlands watershed and possibly through land that has not yet been fully developed. Please pass copies of this letter to members of the MPO.

Sincerely,

Corinne Marshall
433 Cedar Berry Lane
C.H. 27517

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Maia Saaremaa

221 Cedar Club Circle

Chapel Hill, N.C. 27517

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Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Dorothy Lavan

232 Cedar Club Circle

Chapel Hill

Mr. Andrew Henry
Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

*Martina Okenshaw
624 Cedar Club Circle
Chapel Hill, NC 27517*

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Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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Sincerely,

Marilyn Foell
102 Cedar Pond Ln.
Chapel Hill, N.C. 27517

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Transportation Planner
Durham-
Chapel Hill-Carrboro Metropolitan Planning Organization (MPO)
101 City Hall Plaza
Durham, NC 27791

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101 City Hall Plaza
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Sincerely,

Wanda Hill
6411 Cedar Elm Circle
Eden Hill, NC 27517

Durham-Chapel Hill-Carrboro MPO

Alternatives Analysis

Comment Form

Please review the draft Alternatives Analysis for the 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP) and provide your comments on this form. You can review detailed maps and tables of the Alternatives Analysis at the DCHC MPO Web site, www.dchcmpo.org. Use the reverse of this form if you need additional space for your comments. All comments will be provided to the DCHC MPO's policy board, the Transportation Advisory Committee (TAC).

Comments

So for C1, so for Southwest Durham Drive: East to George King Rd. and significantly reduce unnecessary environmental impact.

Geoffrey Daniel Gett

For Questions or comments, contact Andy Henry, City of Durham Transportation Division: Tel -- (919) 560-4366, extension 36419; Mailing Address -- 101 City Hall Plaza, Durham, NC 27701. Or, visit www.dchcmpo.org.