

**MEADOWMONT COMMUNITY ASSOCIATION  
1201 RALEIGH ROAD, SUITE 204  
CHAPEL HILL, NC 27517  
919-240-4682 OFFICE**

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October 22, 2012

Andrew Henry  
DCHC-MPO  
101 City Hall Plaza, 4<sup>th</sup> Floor  
Durham, NC 27701

Dear Mr. Henry:

On behalf of the Meadowmont Community Association, thank you and those who have supported the recent modifications to the Metropolitan Transportation Plan (MPT) and the Light Rail Transit corridor. Your professional manner and open dialog addressing these issues is truly appreciated and recognized.

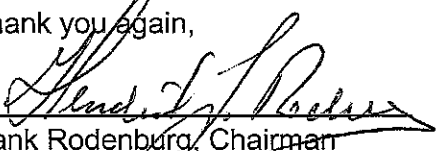
The noted removal of the South West Durham Drive connection with Meadowmont Lane from the 2040 MTP and the support of the Light Rail Transit option of C2 are reflective of your leadership and professional understanding of the long range transportation and environmental needs of this area.

As a community we are pleased that the DCHC-MPO as well as the Town of Chapel Council have all taken into account the more favorable environmental impact an eastward shift of these transportation corridors will have on the Orange and Durham counties.

In addition, we are pleased that the DCHC-MPO considered the cost savings associated with aligning South West Durham drive with George King Road.

We will continue to encourage all parties to continue their support of these commitments and express support in all public hearings during the upcoming review period.

Thank you again,

  
Hank Rodenburg, Chairman  
Meadowmont Community Association

cc: Mayor and Council, Town of Chapel Hill Council  
Members, Transportation Area Council  
Members, Metropolitan Planning Organization



THE CEDARS  
OF CHAPEL HILL

November 7, 2012

Members Council

Phil Purcell  
Council Chair

Ken Hoffman  
Council Vice Chair

Ed Morrissett  
Chair,  
Finance Committee

Joan Langenderfer  
Chair,  
Food and  
Beverage Committee

Weezie Oldenburg  
Chair,  
Buildings and  
Grounds Committee

Kani Hurow  
Chair,  
Activities Committee

William Nebel  
Chair,  
Health and  
Safety Committee

Bonnie Simms  
Former Council Chair

Hugh Boyer  
Condominium Board  
Representative

Ed Holmes  
Club Board  
Representative

Andy Henry, City of Durham, Transportation Department  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

The nearly 400 residents of The Cedars of Chapel Hill, the continuing care retirement community in Meadowmont, commend the Durham Chapel Hill Carrboro Metropolitan Planning Organization for saving the ecologically sensitive Little Creek Bottomlands and Slopes Significant Natural Heritage Area from irreparable damage and destruction. Should the wetlands ever be pierced by either rail or highway, more incursions and more irreparable damage would inevitably follow over the years. All that adversity has been avoided by the recently announced new Preferred Option alignments for light rail between Durham and Chapel Hill and the Southwest Durham Drive extension to NC54, both of which now run east of the Natural Heritage Area,

We are also grateful that light rail will no longer be a barrier between the Cedars residents and their health center and clinic and that Meadowmont Lane will not be overloaded with many thousands of trucks and cars a day.

The MPO has listened to its constituents. Thank you.

Sincerely,

Philip F. Purcell  
Chair, Members Council

Sent: Monday, November 12, 2012 11:17 AM  
To: Henry, Andrew  
Subject: Light Rail

Andy Henry  
City of Durham Transportation Department  
1001 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,  
Mrs. Rolander and I would like to add our support of the recently announced Preferred Options to the MPO plans for the light rail route near NC 54. The option known as C2 is preferable to the original C1 plan, which would have greatly hampered not only the residents of The Cedars where we live but also damaged the wetlands and wooded areas adjacent to our area. We are also pleased that the connector route from NC 54 now would use George King Road rather than Meadowmont Lane, a route that would have been hazardous for both the elderly and the children who now use it regularly. Thank you for giving us an opportunity to comment.

Sincerely,

Mr. and Mrs. C. Arthur Rolander, Jr.

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From: Donnadeal  
Sent: Sunday, October 21, 2012 12:43 AM  
To: Henry, Andrew  
Subject: Re: Public comments on draft transportation plans

Hi Andy,  
It is great to see that there will be an evening hearing!  
Donna Deal

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From: Geoffrey Daniel <gdgeist2000@yahoo.com>  
Sent: Thursday, November 08, 2012 1:08 PM  
Subject: Re: Southwest Durham Drive alternative routing, #230, Preferred Option and the 2040 MTP

MPO-TAC:

As a citizen of Orange County and someone concerned both about preserving and protecting our natural environment and creating effective and responsive transportation links, I wanted to thank the MPO-TAC for creating project alternative #230. This change would have the proposed Southwest Durham Drive follow George King Rd, not unlike the C2 route, and would create a

sound balance between preserving the Little Creek, while at the same time moving forward with a balanced and effective transportation plan for the community.

Again, many thanks for this change and many of us in the surrounding community look forward to this plan being adopted in the final plan.

Kind regards,  
Geoffrey Daniel Geist

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From: Jake Anderson  
Sent: Wednesday, October 17, 2012 4:40 PM  
To: Henry, Andrew  
Subject: Re: Public comments on draft transportation plans

I would like to offer comments on the Long Range Transportation Plans presented here.

First: I am disappointed to see that multiple highway-widening projects are planned. Adding extra lanes to highways does not reduce traffic congestion in the long run, and it does increase the number of car trips and contribute to problems like suburban sprawl and air pollution. I encourage the MPO to avoid highway widening or construction of new highways, and instead focus on maintaining existing roads and bridges.

Second: I would like to emphasize the importance of bikeway connectivity at small scales. For example, your bike plan includes inter-county routes. This is good, but few people regularly ride routes like that. Far more people will be helped by projects like a signed and safe route from northern Carrboro to Chapel Hill. Many would-be bikers are intimidated by the unsafe sections of Estes Dr. and the maze of winding suburban streets to its south (as an experienced biker, I definitely am). The best way to increase bike transportation is making local trips safer and easier to navigate, and either a signed on-road route with major safety improvements or a greenway would serve that purpose.

Thank you for considering this,

-Jake Anderson

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From: Joan Bingham  
Sent: Thursday, November 08, 2012 8:31 PM  
To: Henry, Andrew  
Subject: Light Rail

I was so relieved to hear that the NC 54 connection is going to be using George King Road. Two reasons - one, of course, is recognizing the importance of the environmental impact to the Bottomlands and the Natural Heritage Area. The second is realizing that it would be almost as demoralizing to run through a

retirement community separating the Health Care from the living arrangements.

Thanks for your good work and please keep it up.

Joan Bingham

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From: Muriel Roll  
Sent: Monday, November 12, 2012 5:08 PM  
To: Henry, Andrew  
Subject: MPO - new Preferred Options

Monday, November 12, 2012

Dear Andy:

The Durham Chapel Hill Carrboro Metropolitan Planning Organization has now issued drafts of new Preferred Options that change the light rail route to an area considerably east of The Cedars. The drafts also change the NC connection from Meadowmont Lane adjacent to The Cedars to a route using George King Road east of our area. I hope the drafts also give environmental issues full attention so we avoid damaging the Little Creek Bottomlands and Slopes Significant Natural Heritage Area.

Sincerely,  
Muriel Roll

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From: Prue Mulrine <prine@gmail.com>  
Sent: Friday, November 09, 2012 9:43 AM  
To: Henry, Andrew  
Subject: re: light rail route

Dear Mr. Henry:

I have followed the development of plans for light rail transit along NC 54 and have been alarmed at the effect one plan, known as C1 would have on the environmentally sensitive wetlands and wooded area. I am glad that the MPO has decided to move that route farther east, using George King Road. That will greatly help protect those areas. I recommend the MPO for heeding the concerns of the general public on these issues.

Sincerely,

Prue Mulrine

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From: Thelma Baker  
Sent: Monday, November 12, 2012 6:37 PM  
To: Henry, Andrew

Subject:MPO routes

Dear Sir:

I was quite relieved that the C2 option for the light rail route near NC 54 has been approved. Thank you for considering the future of this lovely corner of the world and protecting the wetlands and the wooded areas near the Cedars where I live.

Reasonable response to community voices is a great compliment to our democracy.

Thelma S Baker

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From: Perov, Heidi C

Sent: Friday, October 05, 2012 12:47 PM

To: Henry, Andrew

Subject:comments on the alternatives analysis plan

Hello,

I am writing to give my comments on the Alternatives Analysis plan. My comments are very similar to those approved unanimously by the Carrboro Transportation Advisory Board, of which I am a member.

- I am concerned about the model. It appears to take into consideration existing land use policies instead of changing policies significantly. It doesn't take into account regional parking pricing strategies.
- It appears that the model does not adequately estimate greenhouse gas emissions (GHGs) or take any steps to mitigate GHG emissions.
- The model is too rigid, and does not seem to take into account uncertainty or estimate a range in transportation performance measure output values.
- Even the transit intensive model does not seem to reduce the number of vehicle miles traveled significantly or increase the number of persons using alternative transportation significantly, particularly in light of the high cost of the transportation investments for transit in this scenario.
- Unfortunately, there is currently no comprehensive local or regional transit plan in place that would help determine potential ridership before these major investments are made.
- I think it is a big weakness in the plan that there is no express transit from all major nodes to the airport.

Thank you for your time.

Sincerely,

Heidi Perry,  
Carrboro

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From: Greg Garneau  
Sent: Tuesday, October 09, 2012 3:46 PM  
To: Henry, Andrew  
Subject:Comments -- Durham-Chapel Hill-Carrboro MPO Alternatives  
Analysis

Greetings Mr. Henry --

I am pleading for the transit intensive option because I grew up in Los Angeles in the 1950's. Los Angeles was once blessed with the largest system of electric, interurban rail transit completed in the United States up to that time -- the Pacific Electric Railway.

I do not need to go into what happened after the system was dismantled and the only real commuting option became the automobile.

The Triangle area now has most of the needed right-of-way to construct effective, interurban rail transit and should do so to avoid what has happened in Los Angeles. The metrics used to test the alternatives demonstrated that the transit intensive alternative had a favorable effect. It is very important to include the private automobile in the mix, but the public should have an alternative.

Triangle residents now have the heaviest carbon load in the United States because of the average distance (here) commuting to and from work and the preponderance of heavy vehicles occupied by only one person.

Additionally, the transit intensive alternative will provide for regional land use planning -- a very desirable thing.

As a final comment, I think the population projections are too low and that the area will grow much faster than the rate estimated in the traffic study.

Many thanks for your work as a public servant on our behalf,  
Greg Garneau  
Member - Durham Bicycle and Pedestrian Advisory Commission

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From: Selby, Christopher P  
Sent: Monday, October 08, 2012 7:27 PM  
To: Henry, Andrew  
Subject:2040 Long Range Alternatives Transportation Plan

October 8, 2012

Hi Andy Henry,

I'm glad that I went to the Public Workshop of the 2040 Long Range Alternatives Transportation Plan, held September 20 in Chapel Hill, where I met with you and other members of the staff. A lot of the discussions that I had there were about the completion of Southwest Durham Drive by connecting it to NC 54 via Meadowmont Lane.

I have previously written to you about the many benefits of this Southwest Durham Drive/Meadowmont Lane route towards traffic connectivity, the environment, and the population at large. At the Open House I learned of an additional benefit of this route to the future transportation scenario. As previously mentioned, the current plan to connect Southwest Durham Drive via Meadowmont Lane will allow traffic to flow between the Friday Center and Durham without traveling on NC 54, 15-501, or I-40 and thus will reduce congestion on those arterials. At the open House I saw that both East and West Barbee Chapel Roads intersect with Meadowmont Lane within Meadowmont and both East and West Barbee Chapel Roads also intersect with NC 54 at signalized intersections. East Barbee Chapel Road crosses NC 54 from Meadowmont and then proceeds in the direction of 751 and Chatham County. Thus with Meadowmont Lane as Southwest Durham Drive, many travelers will be able to travel from the south and east of Chapel Hill into Durham and back without creating congestion on NC 54, 15-501 or I-40. Similarly, West Barbee Chapel Road crosses NC 54 from Meadowmont into a cluster of office buildings, and workers there will be able to travel between their sites and Durham without congesting NC 54 and other arterials.

I was surprised to hear that there was some objection to the use of Meadowmont Lane as Southwest Durham Drive, mainly from Meadowmont residents presumably living in the vicinity of Meadowmont Lane. This path for Southwest Durham Drive has been planned for decades, and the Meadowmont community was constructed appropriately to accommodate this planned route. I had assumed that the residents would have been aware of this. It has not been a secret. For a long time there has been a large sign in Meadowmont, where Meadowmont Lane currently dead ends, describing the future road extension. Hopefully they were not misinformed when they originally located to Meadowmont.

I was surprised also because as a youngster I lived at numerous locations and went to many schools, all of which were located on roads. Some of these roads were very busy, some were not. The amount of traffic didn't make much of a difference to me, I quickly became accustomed to the situation that existed. I assume that



when Southwest Durham Drive is completed through Meadowmont, people will become accustomed to it.

In any event, since the time horizon for road changes is so far out, it is likely that many of those having objections will not be around when the transportation improvements actually occur. In the meantime, folks moving into the area should not be misinformed about future plans.

If Meadowmont Lane were not available to function as Southwest Durham Drive in the future, there would be several unfortunate consequences. As already noted, if Meadowmont Lane does not function as Southwest Durham Drive, the great connectivity that would be provided would be lost. Also, local traffic would accumulate on major routes and increase congestion. In addition, at the Open House I heard of the suggestion that instead of using Meadowmont Lane, George King Road could be used as the southern end of Southwest Durham Drive that connects with NC 54.

Regarding the idea of using George King Road as Southwest Durham Drive to “go around” Meadowmont, there are several problems. As pointed out in the recently concluded NC 54/I-40 Corridor Study, if Southwest Durham Drive intersected with NC 54 at George King Road, it would lead to nowhere. It would form a T intersection alongside a swamp (the Corps of Engineers Land). To travel between the Friday Center, or Barbee Chapel Road, to a George King Road/NC 54 intersection, Southwest Durham Drive traffic would need to turn on to NC 54, travel along NC 54, and then occupy an intersection and turn off of NC 54. Staff informed me that this would increase traffic problems on NC 54 and would also increase pollution from the extra travel and the increase in congestion.

It is my understanding that TAC decisions are made with consideration towards environmental and health concerns caused by things such as traffic generated ozone and other components of smog. It is clear that this idea of re-routing Southwest Durham Drive traffic around Meadowmont would not only increase the carbon footprint of Meadowmont residents but also would increase the carbon footprint of the tens of thousands of daily commuters who would be affected by this alternative route.

Another negative environmental impact would be created by “going around” Meadowmont. The intersection of Southwest Durham Drive with NC 54 has already been constructed where 6 lanes of Meadowmont Lane currently intersect with 8/9 lanes of NC 54. This intersection is quite a large asphalt field, and replicating this asphalt field at a George King Road intersection would not be environmentally sensitive.

The plan to connect Southwest Durham Drive to NC 54 via Meadowmont Lane has been agreed upon for decades, and was recently included as a recommendation in the NC 54/I-40 Corridor Study which was approved by the TAC earlier this year. It seems clear that re-routing Southwest Durham Drive to George King Road to “go around” Meadowmont, which would create a “road to nowhere”, would constitute an extreme deviation from sound transportation planning.

I appreciate you and your staff taking the time to speak with me at the Open House.

Sincerely,  
Chris Selby  
City of Durham

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From: Selby, Christopher P  
Sent: Tuesday, October 09, 2012 8:39 PM  
To: Henry, Andrew  
Subject: 2040 Plans

Hi Andy Henry,

I am writing about the 2040 Long Range Alternatives Transportation Plan as it relates to transportation issues in the vicinity of the proposed Leigh Village. As you probably recall, I live adjacent to the site of the proposed Leigh Village. Some years ago we discussed this planned development. I recall you saying something to the effect that a comprehensive plan encompassing the entire site would probably be preferable to multiple smaller developments planned and constructed in an uncoordinated manner. I agreed with you at the time and still do.

I believe that comprehensive development of the Leigh Village site would be most likely to occur in an environment in which the maximum options for transportation were made available to the site. Maximum transportation options seem to be made available via the “Moderate” plan options available in the 2040 Plan. These options include public transportation and roads.

I am concerned about a couple of the road projects. In one case, project 201 appears to realign Farrington Road to Wendell Road to intersect with NC 54 where Celeste Circle/Falconbridge Road are located. It would seem that this would require an upgrade to the NC 54/Falconbridge interchange (project 209). However, project 209 is not included in the “Moderate” plan. It seems like project 209 should be a part of the Moderate or Preferred plan with project 201. In

addition, I am not sure what project 41 includes. It is described as 'I-40/Farrington Interchange new location', and it seems to also be associated with the realignment of Farrington Road. In any event it is not included in the "Moderate" or Preferred plan and it seems like it should be included with project 201.

I have previously written to you describing how the connection of Southwest Durham Drive to Meadowmont Lane will provide great connectivity for many folks in the region (including residents of Leigh Village). I also recall some interest in diverting Southwest Durham Drive around Meadowmont. The 'diverted' route would proceed along a route already planned, namely, George King/Crossland Drive. Thus, if the 'diverted' route for Southwest Durham Drive is selected, the connectivity it might have provided will be lessened. Consequently Southwest Durham Drive would be less useful and would likely see less traffic than has been anticipated. At the other end of Southwest Durham Drive, near 15-501, upgrades are included in projects 104, 106 and 106.1. These latter projects might turn out to be unnecessary if Southwest Durham Drive is re-routed around Meadowmont. I respectfully suggest re-evaluating models for the use of the north end of Southwest Durham Drive if the south end is re-routed around Meadowmont.

Thank you for your consideration.

Chris Selby

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From: John Wilson <johnwilsonproductions@gmail.com>

Sent: Tuesday, October 09, 2012 10:12 AM

Attachments: Letter to Leta Huntsinger\_NHP\_NC 54 Corridor Study\_120316.pdf; ATT772673.htm; March 13, 2012 Hwy54-I40 Corridor Study - comment letter.pdf; ATT772674.htm

Dear DCHC-MPO Transportation Advisory Committee members:

Thank you for the opportunity to speak at your Sept. 12 meeting.

I would like to again voice strong opposition to connecting Southwest Durham Drive to Meadowmont Lane, which would follow the flawed and overwhelmingly unpopular C1 light rail alignment, raising similar – if not greater -- environmental and safety issues.

It would require building an expensive bridge through a state-designated Significant Natural Heritage Area (SNHA) that includes wetlands managed by ownership or easement by the U.S. Army Corps of Engineers and "contains one of the last remnants in the state of the large bottomland forests that once dominated the Triassic Basins." [i]

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The attached March 2012 letter from the N.C. Natural Heritage Program regarding the 54/40 corridor study states:

“The area that will be affected is one of few wildlife reservoirs remaining in the eastern Piedmont... The proposed extension of Southwest Durham Drive would cross the SNHA along essentially the same alignment as the C1 Alternative for the LRT...The fragmenting effects on wildlife habitats and populations would be similar but more severe for several reasons:

greater likelihood of collisions between cars and wildlife; more constant traffic, including during the night when many wildlife species are most active; and use of fill to elevate the roadway above the surrounding floodplain.”

The Heritage Program letter points out that improving George King Road into a major collector “would affect a much smaller area than the extension of Southwest Durham Drive” to Meadowmont Lane.

The attached March 2012 U.S. Army Corps of Engineers letter regarding the 54/40 study states:

“Routes not impacting government property should be utilized first. Routes crossing government property must avoid and minimize adverse impacts to these resources. Mitigation would be required for unavoidable adverse impacts including loss of flood storage capacity.”

Please prevent the building of a bridge and elevated roadway in an undisturbed portion of the Little Creek Heritage Area that, according to the Natural Heritage Program, could drastically affect this entire ecosystem. [ii]

George King Road is an already disturbed transportation corridor that avoids these sensitive lands. The proposed Farrington Road extension is another, better option.

Also, please consider the safety of over 500 students at Rashkis Elementary School on Meadowmont Lane and avoid at all costs increasing the traffic passing the school by thousands of cars every day. And please anticipate the concerns of Rashkis parents and other Meadowmont residents when they become engaged in this issue.

Finally, I regret to inform you that once again, neither the NC Natural Heritage Program nor the US Army Corps of Engineers, state and federal agencies with obvious interests in the largest land entity in this study area, received notice from the MPO of this hearing or comment period. On Sept. 11, the day before the Sept. 12 hearing, I received the following from Francis Ferrell of the Corps: “We did not receive anything at our office or by email, this is the first I have heard of it.”

How could this failure of notification have happened again, as it did with both the LRT alternatives analysis and the 54/40 corridor study? Please try to ensure that MPO staff notifies agency stakeholders appropriately in the future.

Thank you for considering my comments.

John Wilson

From: Harry and Jane McPherson  
Sent: Saturday, November 17, 2012 10:25 AM  
To: Henry, Andrew  
Subject: Preferred Options for MPO

Dear Mr. Henry,

We are writing about the proposed routes and the proposed options for the light rail. We were pleased, and relieved, to learn that C2 has been selected, both for the environmental impact and also for issues of safety. We are grateful that our concerns were taken into consideration.

We're also pleased to hear that the MPO has made changes to the light rail routes, favoring the connection from NC 54 to Southwest Durham Drive. This, too, has environmental and safety issues which we are glad to see were taken seriously.

Thank you, Mr. Henry, for listening to us, and for all the work you do!

With best wishes,

Harry T. McPherson, M. D.  
Jane H. McPherson

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Sent: Saturday, November 17, 2012 1:49 PM  
To: Henry, Andrew  
Subject: Durham-Chapel Hill Light Rail

Dear Mr. Henry:

As owner of a home in Meadowmont, Chapel Hill, I have followed with interest and some concern development of plans for a light rail line between Durham and Chapel Hill. Thus, I am glad to learn that the preferred option is now C2, which moves the route farther east from Meadowmont Lane than C1 and which is much more sensitive to important issues of environmental damage as well as the safety and welfare of the residents of this immediate area. I hope the MPO will go forward to implement the Preferred Option C2.

Sincerely,  
Beverly B. Rutstein

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From: carma burton  
Sent: Tuesday, November 13, 2012 5:09 PM  
To: Henry, Andrew  
Subject: rail

I am so gratified to hear that our much-needed light rail will pass away from the Meadowmont Lane possibility. It lets me know someone is really listening to the people's choice. I live at The Cedars, where we realize how close we are to a sensitive natural area that the other route would destroy. Most mornings when I walk my dog, I hear and see geese overhead. Many days, a giant blue heron walks the edges of our pond, and the deer sneak around at night.. The old Meadowmont route would seriously disturb our little community of 400 elderly people as well. Now, we walk to our health center to visit friends or spouses, or to get clinical care, but the Meadowmont route would cut us in half. I voted for the rail, and look forward to seeing it in my lifetime. Thank you for contacting me...Carma Burton

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From: sheila tayrose <stayrose@yahoo.com>  
Sent: Tuesday, November 13, 2012 6:56 PM  
To: Henry, Andrew  
Subject: plan

I have tried to read the documents, but they don't make sense to me. I looked at SW Durham and SE Durham maps and did not see 751/Hope Valley Rd. I did find EB5514, but it was Greek to me. When will there be a sidewalk and bike lanes? When will there be a bus? I have lived in southern Durham for 26 years and have been dependent on a car or taking my bike on a car. If it is not rainy, I can get to the 3rd fork trail but that is very limited.

Sheila Tayrose

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November 14, 2012

Good evening members and representatives of the MPO-TAC.

My name is Geoffrey Daniel Geist and come from Chapel Hill in Orange County.

As a member of the community that would be impacted by current and future transit projects, I would like to again thank the MPO for your continued support for imparting more thorough environmental considerations into how routes, for example, are chosen for all forms of transit. On a number of occasions, numerous members of the community have focused on how transit can and should have the least negative impact on our precious and irreplaceable natural resources.

Because of the high cost both to the pocket-book, not to mention our environment, this body along with other representative bodies supported the C2 LRT route over the highly unpopular C1 proposal. C2

imparts far less environmental damage to our wetlands, Significant Natural Heritage areas, not to mention real threats to wildlife in the Little Creek area.

Along these lines, we are grateful to this body in shifting SWDD to reflect environmental realities: that a costly bridge and busy highway and thoroughfare over and through the Little Creek area would pose long-term and devastating consequences to the land, to wildlife, to our community.

We have all seen our community grow significantly over the years. It is fast becoming one of the more desirable destinations nationwide to live and to work, but also one that recognizes the importance of our environment and the central role it plays in our daily lives. What will inform and enhance community support for future transit growth now and into the future is a plan to balance, respect and preserve the environment when planning and implementing transit plans. Avoiding unnecessary damage to both people and the planet will ensure a successful and viable transit future. As a member of this community, I represent a significant number of individuals who are concerned about maintaining this balanced approach. Don't get me wrong: This is not a zero-sum game. We can, should and must preserve what's been granted to us in addition to moving forward on needed transit projects. I strongly believe this is a core value of this community and one worth preserving. The shift of SWDD to the east reflecting the C2 route is in line with this approach, one that will do the least amount of damage to our environment and one the community can be proud of.

We thank members of this planning organization for your previous decisions on shifting the LRT routing and look forward to it's formally adopting the similar path for SWDD as the best possible choice for a sound and responsive transit plan.

Nov. 18, 2012

Mr. Andy Henry  
City of Durham Transportation Department  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

I am writing in support of the recently announced Preferred Options to the MPO plans for the light rail route near NC 54. The option known as C2 makes a lot more sense than the original C1 plan, which would have greatly hampered not only the residents of The Cedars where I live but also damaged the wetlands and wooded areas adjacent to our area. I am also pleased that the connector route from NC 54 now would use George King Road rather than Meadowmont Lane, a route that would have been hazardous for both the elderly and the children who now use it regularly.

Very truly yours,

Charles M. Smith Jr