

Southwest Durham Drive – Workshop (Creekside Elementary School; February 15, 2007) **Feedback Form**

Member Governments

Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
NC Department of
Transportation
County of Orange

Please take a few minutes to provide your comments to us using this form, and return the form before you leave the workshop. If you prefer, you can take a form with you and return it to: Andy Henry, Transportation Div., 101 City Hall Plaza, Durham, NC, 27701; or fax at (919) 560-4561 – **Thank you for your time!**

Alternatives

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

2035 Functional Alignment

Currently takes less advantage of existing George King Road. Incorporates an extra turn that is eliminated in Alternative 1 & 2

Alternative 1

I prefer Alternative 2 over 1 simply because it is more direct less turn, less accidents and ultimately, more cost efficient.

Alternative 2

Prefer Alternative 2 as best solution.

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

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Alternatives

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2035 Functional Alignment

~~Alternatives~~ Looks like it parallels Cr. King for some distance, which seems wasteful. Plans 1 + 2 look more efficient.

Alternative 1

Southwest Durham Drive is a good idea. I favor whatever plan is most likely to be built.

Alternative 2

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

Thanks for keeping me informed, I appreciate it.

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Alternatives

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

2035 Functional Alignment do not like - school issue
 & flow through Meadmont

Alternative 1

like George King connector

Alternative 2

like George King connector

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

- (1) George King should be the primary connector in SW Durham Dr to 54. State should acquire land in park & rec lots at 54 & George King
- (2) Meadmont should become secondary connector
 (Additional comments can be written on the back of this form)
 with appropriate traffic calming devices

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Alternatives

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

2035 Functional Alignment This is the best one BUT with the modification proposed on the attached SW Durham Drive "Long Range Transportation Plan" - See notes on that attachment.

Alternative 1Alternative 2

negatively affects all houses and properties along Henge King Rd.

The ridge to the west (2035 Func. alignment above) is on high ground whereas most of Henge King is low marshy area (in S. part especially).

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

see above. we are perplexed by the whole process.

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See Black line
 Proposed Compromise

1. The proposed plan here keeps Geo. King Rd. open and puts the SW Durham drive on to higher ground to the west of Geo. King Rd.
 2. Geo King would then stay a feeder road.
 3. The houses along Geo King would not be negatively affected.
- C. Neumann



[Handwritten red scribble]



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Alternatives

(SEE Reverse)

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

Year
2035 Functional Alignment (original) As per location of main road, this alternative is preferable to widening George King out of respect for ~~the~~ wildlife using the ponds (I see them crossing George King Rd - Geese, Fox, Deer) and for respect for the home owners there.

Alternative 2 – As per the intersection of the planned road with I40, this alignment is the best and should include ramps to access I40 and parking for mass transit. The Durham school property

Public Process should remain undisturbed for use as a middle school & community garden.

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

* Please plan for walkers, bikers, and transit use. We must get out of our cars more but need to have sidewalks, transit, and small shops close by. Keep green space and

(Additional comments can be written on the back of this form)

Keep small farm zoning and add dense GREEN LIVING SPACE.

New road where no houses now exist

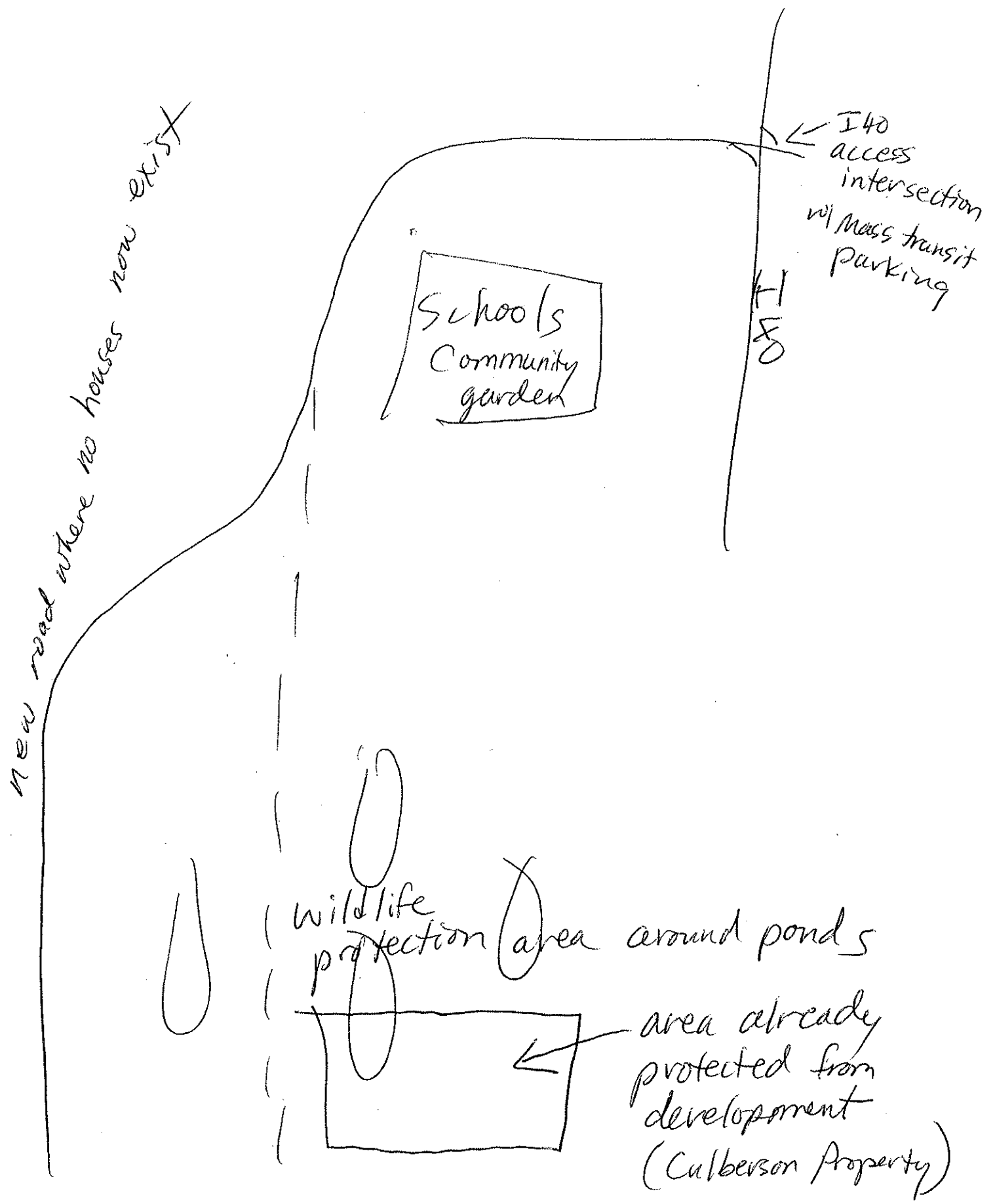
Schools
Community
garden

I40
access
intersection
w/ mass transit
parking

H
X
O

wildlife
protection area around ponds

area already
protected from
development
(Culberson Property)



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2035 Functional Alignment

Alternative 1

PREFER A GEORGE
KING ROAD
ALIGNMENT – EITHER
1 OR 2

Alternative 2

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Alternatives

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2035 Functional Alignment

In thinking more about this & talking w/neighbors, the only actual alternative that makes sense is not even proposed. That is, to take the northern third of either Alt. 1 or 2, thereby bypassing the school, & then crossing George King Rd. to the west, as the 2035 Funct. Alignment does, & head south to the Meadowmont connector, thereby sparing the property owners/residents along GKR. Why is that not even a choice?

Alternative 1

Alternative 2

Public Process

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2035 Functional Alignment

Alternative 1

Alternative 2

Whatever alignment is used for SW Durham Drive there should never be an interchange at Farrington Rd. and I-40.

Public Process

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Alternatives

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2035 Functional Alignment

This is the best alignment since it follows a high ridge of land between the "Dales" and George King Rd. It does the least damage to homes and properties along G.K. Rd.

Alternative 1

Alternative 2

As far as I am concerned, neither of these are viable. As far back as 1980 or so, when SW Durham Drive was called Laurel Hill Parkway, this alignment was called "non-viable", so there is a long history of not allowing George King Rd to be widened into a parkway. If the road could be shifted to ~~the~~ Farmington Rd, then it ~~would~~ ^{might} be possible. But as the alignment stands now, too many houses would be affected. Why not use vacant land??

Public Process

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None of these workshops are particularly helpful as it seems that ^{Durham} planning Dept. will do what it wants anyway. In all the many workshop I have attended since the 1980's, it appears that public input counts for very little.

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2035 Functional Alignment

dislike: too many curves, less direct route,
 east of Creekside

like: any improved access through the area

Alternative 1

Both alternatives better than above

Alternative 2

Like this best. Straighter / more direct,
 west of creekside for better access to
 school from Durham side (the one that's
 needed)

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

would like to get notices.

prop-mgr@dawningcreek.org

Rebecca Board, DCCA Property Manager

10 Winstan Pl

Chapel Hill, NC 27517

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