

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

Alternative 1

*with one suggestion – take
George King Road all the way to NC 54.*

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?

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2035 Functional Alignment

Alternative 1

Alternative 2

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2035 Functional Alignment

Puts alignment closer to chapel Hill where it belongs.

Alternative 1

Alternative 2

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Alternatives

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(orig) 2035 Functional Alignment Poor alternative, very poor, City through ^{mainly} properties west of Sec. Hwy making them virtually uncollectable.

Alternative 1
Better collection of attention of Lancaster Dr. We would prefer than the extension north directly to Fearington Rd, however could it not stop at point where approach to planted rd in the little pond (where there is a sort of wall/bene street equipment) then people could go e. then left (north to Fearington or split) plan for right to Fearington

Alternative 2
Better crossing of I-40, less disruption of properties immediately to south west of bridge.

Public Process

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

Web sites & notices are fine.
The "on-on-one" makes it actually an uncontrolled "one explains to many citizens" discussion.

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

Just
curriculum
"through" through
The on Hwy
described
"act-
through
the

The most disappointing aspect is the absence
of a third alternative that more or less
follows Geo. K. Rd ^{all the way} Hwy 54. It
would follow what is proposed as
collected on these maps (from point where
alternative 1 & 2 departs from Geo. King).
It realize that implies a re-examination of
the regional transp. plan; but it makes
much more sense to ~~re-examine~~ consider
that alternative now.



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2035 Functional Alignment

REQUIRES NEW CUT THRU SWAMP + WOODS. PASSES CREEKSIDE SCHOOL ON LEFT DELICIOUS SIDE

Alternative 1

DDES UTILIZE SOME OF EXISTING GEORGE KIMB RD. OTHERWISE AS FOLLOWS

Alternative 2

PREFERRED,
WITH OTHER
THOUGHTS ON
REVERSE

UTILIZE SOME OF GEORGE KIMB RD., PASSES SCHOOL ON WESTSIDE, WHICH THEY PREFER. STRAIGHTENS CURVE + BUILD NEW BRIDGE OVER RD. OTHERS WIDEN EXISTING, AND ADD BRIDGE

Public Process

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

COMMUNICATIONS GOOD. TONIGHT'S FORMAT DOES NOT PERMIT HEARING OTHERS' COMMENTS. HANDOUTS USEFUL.

(SEE OVER)

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

WE LIVE IN MEADOWMONT, AS THE CEDARS. ALL THERE WOULD
LIKE TO SHUNT AS MANY NON-RESIDENTS AS POSSIBLE AWAY
FROM MEADOWMONT LANE.

WOULD LIKE TO SEE GEORGETOWN RD. REBUILT ALL THE WAY
TO 54, GIVING SHORT CUTS AN EASY OPTION. MEADOWMONT MUST
HAVE TRAFFIC - CANNOT AFFORD TO DISCOURAGE OUTSIDERS FROM
USING IT!

JOHN SHILSTO MD

CEDARS RESIDENT

MEMBER MEADOWMONT BOARD

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2035 Functional Alignment

This alignment is clearly preferable to residents actually living on George King Rd, as we do, because it largely bypasses it. Some have complained about the traffic implications for the school w/this alignment, but every alternative has comparable congestion implications for Creekside. It has the fewest implications for current residential structures.

Alternative 1

The routing between the new development & Creekside, down GKR, is a disaster waiting to happen. Talk about putting students at risk. There also are huge implications for property owners along GKR in terms of the 120' proposed ROW. There simply is nothing good to say about this one.

Alternative 2

Not signif. different than Alt. 1, & simply not acceptable.

[Other comments on reverse side]

Public Process

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

The public process is flawed. Both we, & our neighbors on GKR, have only sporadically received notice about these kinds of input meetings.

37

We note, w/great concern, the proposed collector streets. There is no compelling reason why they have to maintain their currently proposed courses, which is essentially the same on all 3 maps. We note that the northernmost E-W connector goes right through a structure both at its juncture w/GKR & that w/Farrington. We also note that in both cases the road transits small parcels, bypassing larger (multi-acred) adjacent tracts. That means that those small property owners will lose virtually the entire value of their property, since it would be condemned for public use — and condemnation offers are always devalued, "bargain basement" prices, while adjacent, larger ^{owners} properties will actually find their property values enhanced by the new infrastructure. That is not only patently unfair, it is also violative of the equal protection clauses of the NC & federal constitutions. This issue needs to be carefully reevaluated. If the collector street stays essentially as proposed, I am willing & able to litigate the issue. It's one, on the other hand, that can easily be, & should be, avoided, by altering the proposed routes of collectors to shift them to larger parcels.



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2035 Functional Alignment

(-) crossed George King & duplicates transit ~~to~~ through Durham before getting to MM Lane.

Each/all options not clear regarding MM Lane bridge bridge.

Alternative 1

Cons: Lancaster too direct to & through to Farmington.

Alternative 2

Preferred option.
Pros: Lancaster intersection through to George King is less direct, minimizing direct heavy traffic down to Farmington. However, need to rethink intersections of Lancaster/George King near term since GK may need to connect to SY sooner refer traffic.

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements? Meadmont Lane bridge being built.

see back

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

Bridge / Entry to Meadmont Lane:
- need better/clearer explanations
for how entry will work. Concerned
that straight gate will encourage
speeding & higher speed
traffic into Meadmont.

Process.

+ Mailing materials to home was
good.

- No explanation of major differences
left me wondering - would have
preferred short summary of key differences
of LRTP, Plan 1, Plan 2 to evaluate
clearly.

one to one process very good but
it would be better if prefaced
by common introductory remarks
to minimize duplicate discussions..

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2035 Functional Alignment

Alternative 1

Alternative 2

*Prefer alternative # 2 with Phil Post's
recommended changes.
Jacqueline Scarborough*

Public Process

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15 February, 2007

Johnny Randall, North Carolina Botanical Garden
and Chicita Culberson – **Villa Pinea**, 5501 George King Rd.

Alternatives

2035 Functional Alignment

This design seems to have the most impact of SW Durham Drive on Creekside School and on the properties along George King Road, as it divides currently undeveloped lots to the west of George King Rd. We do, however like the “curvy” nature of the road because it serves as a traffic calming measure. A collector street is, however, located extremely close to the dam and associated wetland at the south end of Villa Pinea, 5501 George King Rd., which would also compromise the land-bridge connection to the Little Creek wetlands to the southeast. (Note that Villa Pinea is now under a conservation easement held by the Botanical Garden Foundation, Inc., of the North Carolina Botanical Garden. Villa Pinea will ultimately become a Botanical Garden nature preserve in addition to its current arboretum status. We are, therefore, concerned over any development that might affect the long-term viability of the site.)

Alternative 1

Alternative 1 is the least desirable plan for us because it places the Villa Pinea on the corner of SW Durham Drive and a collector street. The collector street (located just south of Villa Pinea) would have to cross a wetland and would compromise the land-bridge connection between Villa Pinea and the Little Creek wetlands.

Alternative 2

This alternative is probably the overall best scenario for Villa Pinea and others. It uses the existing corridor of George King Road and does not place a collector street across the wetland at the south end of Villa Pinea.