

# Southwest Durham Drive Workshop

## Summary of Comments

### Majority Prefer Alternatives

A majority of the comments preferred Alternative 1 and Alternative 2 over the current Long Range Transportation Plan (LRTP) Functional Design. The reasons for this preference included:

- The new roadway will use an existing alignment (i.e., George King Road);
- The alignments leave more space between Helmsdale Drive, thereby making these properties more usable and posing less of a safety and noise hazard for Helmsdale Drive residents;
- The alignments do not split the Creekside School property;
- The Southwest Durham Drive alignments included proposed changes to the Lancaster Drive collector street alignment that are more circuitous, and therefore less likely to encourage speeding and cut-through traffic.

Many comments asked that George King Road be connected all the way to NC 54.

Some comments suggested that the intersections of Lancaster Drive, Southwest Durham Drive and George King Road could be served by a roundabout. And, a few comments asked that the Lancaster Drive alignment be made even more circuitous than proposed in these Alternatives, and that the alignment not go all the way to Farrington Road.

One comment believed that the proposed Westin Downs collector street that intersects with the proposed Southwest Durham Drive (i.e., immediately north of the Southwest Durham Drive and Ephesus Church Road intersection) should be right-in/right-out only for safety purposes.

#### Minority Prefer Alternative 1

Of those comments that preferred the Alternatives, a minority believed that Alternative 1 was superior for several reasons:

- The alignment uses part of the existing Farrington Road bridge that passes over I-40;
- This alignment appears to be less expensive given only minor adjustments to Farrington Road;

#### Majority Prefer Alternative 2

Of those comments that preferred the Alternatives, a majority believed that Alternative 2 was superior for several reasons:

- The alignment is more direct and has fewer curves;

- The alignment is less disruptive to properties north of Ephesus Church Road and has a better intersection with Farrington Road;
- The alignment had the most circuitous alignment for Lancaster Drive.

A few comments asked that I-40 access ramps be included with changes to the bridge structure, while one comment asked that access ramps not be considered.

## **Long Range Transportation Plan (LRTP)**

A few comments preferred the LRTP alignment because it does not affect houses on George King Road and traverses higher ground, not the low lying areas and ponds near George King Road.

Many comments did not like the LRTP alignment because it split the Creekside School property and ran too close to Helmsdale Drive, creating a safety and noise hazard and limiting the use of land in that area.

## **General Comments**

Many comments concerned Southwest Durham Drive and its impact on the Meadowmont community, recommending that any connection to Meadowmont Lane should:

- Be a collector street or neighborhood street, not a minor arterial (as Southwest Durham Drive is classified);
- Not be direct;
- Have traffic calming devices;
- Occur after George King Road has been connected to NC 54;

A few comments did not want Southwest Durham Drive because it would bring too much traffic to Creekside Elementary School and Rashkis Elementary School.