From: F Mistry
To: Megan Wooley
Cc: Fred lampe
Subject: FW: Central West Traffic/Safety Concerns
Date: Monday, July 15, 2013 1:05:41 PM

Hi Megan,

Fred has spent considerable effort coming up with this list of questions which affect safety on estes Drive. They should aid our discussion on July 22.

Please forward to the SC members as well as other Town staff who would be able to answer these questions.

Please also post this on the CW input section on the town website.

Thank you.

Regards,
Firoz

From: fred@lampe.com
Date: Sun, 14 Jul 2013 20:31:10 -0400
Subject: Central West Traffic/Safety Concerns
CC: eslangston@gmail.com; alantom@mindspring.com
To: dbonk@townofchapelhill.org; miparker1@aol.com; amymorrisryan@gmail.com; mwooley@townofchapelhill.org

David Bonk, Michael Parker, Amy Ryan, Megan Wooley:

Below we are elaborating on the comments about traffic and safety issues in the closing portion of the "Community Input" section of the July 9, 2013 Central West Steering Committee meeting. Please respond to the questions below at the July 22nd committee meeting as part of the planned presentation on the same general topic. These questions are intended to help meet the Council mandate to consider the traffic and safety impact on the whole "Transportation Area" outlined as part of the Central West Focus Area Small Area Plan to be delivered later this year.

Please also post this message to the "Community Input" section of the Town's Central West web site and distribute to the Central West Steering Committee members.

The Introduction and Questions that follow are respectfully submitted by:

Fred Lampe Resident of Coker Hills

Erin Schwie Langston Resident of Coker Hills

Alan Tom Resident of Estes Hills

Central West Transportation Area Traffic/Safety Concerns

Introduction

The most obvious area of agreement between all members of the Central West Steering Committee as well as the Town citizens at large that have participated in the Central West planning process is that safety for school students along Estes Drive needs to be improved.

Specifically, school age children need to be able to walk and/or bicycle safely between the Chapel Hill Public Library, Estes Hills Elementary School, Phillips Middle School, the Chapel Hill Carrboro YMCA and their homes. Safety in this context means that parents do not feel that it is necessary to transport their children between these locations by automobile to be assured of safe arrival and return.

Estes Drive is the primary offender because of the high volume of rapid motor vehicle traffic and the lack of sidewalks in many locations and often, where present, sidewalks are immediately adjacent to the road and where bicyclists are forced to ride in the road.

Since the Town has stated that it is unlikely that reduced motor vehicle traffic or a reduced speed limit is possible on Estes Drive due to its nature as a cross-town connection and an NCDOT maintained road, we ask that the Town provide specific recommendations for traffic mitigation between Franklin St and Martin Luther King Jr Blvd.

Since the Carolina North campus is likely to have at least started development by 2020, we ask that the full impact of the 800,000 sq ft of Phase One Carolina North development traffic be included in considering answers to the following questions.

Since there is considerable development planned and identified both north and south of Homestead Road as documented in the Northern Area Task Force Report, in Orange County plans for expanding in the area of the Seymour Senior Center and the Southern Human Services Center, as well as in the half dozen immediate area residential neighborhoods such as "The Retreat at Homestead" and the "Homestead Twin Towns Residential Development" that will occur by 2020, we ask that a reasonable estimate of the traffic from these developments that will impact significantly on the Estes/MLK intersection and travel on Estes Drive be included in considering answers to the following questions.

Since the steering committee has not agreed on a specific Concept Map design for the Central West Planning Area, please consider traffic added to Estes Drive from the potential development Concept Plans represented both the most dense development and the least dense development plans.

Since the standard peak hour traffic analysis does not usually match up with peak congestion on Estes Drive due to the start and stop times of the two schools, and that motor vehicle traffic is already periodically backed up bumper to bumper on Estes from Franklin Street to Martin Luther Kind Jr Blvd, we ask that these situations be acknowledged in considering answers to the following questions.

Since there has been general agreement between the committee members and the Town citizens at large that Estes should remain a two motor vehicle lane road, with left and/or right turn lane additions as needed to enhance traffic flow, we ask that these limitations be acknowledged in considering answers to the following questions.

These questions are based on the above findings and situations and need to be answered with serious consideration given to the development guidelines in the draft Central West "Principles and Objectives":

<u>Estes Drive Questions</u>

1. What is the "Safe Estes" design that the Town would propose to NCDOT that meets the above criteria, including sidewalks and bike paths away from the road? What is a rough estimate of the cost of these improvements to Estes between Franklin St and MLK Blvd?

2. Given the above high/low density Concept Map development cases, Carolina North Phase 1 plans and new Homestead developments, what will be the projected "level of service" for the MLK/Estes intersection and what is the projected peak traffic for Estes? What are these values currently?

3. Since all Concept Plans call for one or more additional streets intersecting Estes near MLK, what is the NCDOT required or recommended minimum separation between the major Estes/MLK intersection and the nearest new street? Between new streets intersecting Estes in the planning area?

4. Since all Concept Plans call for one or more traffic circles intersecting Estes near MLK, what is the NCDOT required or recommended minimum separation between the major Estes/MLK intersection and the nearest traffic circle? Between new traffic circles intersecting Estes in the planning area? What is the minimum diameter of a NCDOT traffic circle (outer edge of traffic lane to outer edge of opposite traffic lane)? What additional right of way is required that adds to the diameter of a traffic circle?

5. What are NCDOT recommendations for accommodating the safe crossing of busy traffic circles by pedestrians?

6. Does NCDOT have different regulations/recommendations for roundabouts and traffic circles? If so, what are the differences? Where can traffic circle regulations be found?

7. What are NCDOT's current recommendations for safe street crossings for school children that need to cross Estes to get to the two schools, to the library or to the YMCA?

<u>MLK Blvd Questions</u>

8. Since there is an existing right-in/right-out entrance to Shadowood Apartments on MLK about 550 feet north of the Estes/MLK intersection which is just north of the Butler property line, where would NCDOT allow/recommend an MLK right-in/right-out entrance to the Butler property be located?

9. Does NCDOT believe that the current MLK pedestrian islands with flashing lights are safe? (General opinion is that they are going to get someone killed because one lane stops and the other often keeps going when a pedestrian is hidden by a stopped large vehicle.) How should these islands be improved?

10. What and where are the guidelines for pedestrian overpasses (over MLK)? How are these funded? What is the approval process?

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