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**MINORITY OPINION TO CHAPEL TRANSPORTATION BOARD MAJORITY OPINION ON CUT THROUGH ROAD TO BE MADE FROM LARKSPUR THROUGH THE PROPOSED CHAPEL WATCH VILLAGE TO EUBANKS ROAD**

At the meeting of the Chapel Transportation Board, August 9, 2005, the Board voted four to three that a proposed cut-through between Larkspur and Eubanks road be made to connect the development with Eubanks Road. We, the three in the minority, do not think this cut-through should be made. Our reasons are:

1. One hundred percent of Larkspur residents are opposed to this connection. The representative for the developer of Chapel Watch Village has said that they are fine with not providing a connection, and they would be able to create more of a buffer and save trees between the neighborhoods with a different road configuration.

We feel that the Board and Council should heed the unanimous and well-reasoned arguments by the affected citizens. To do otherwise, in the absence of truly compelling reasons, would send a very negative message about citizen participation in local governance.

2. The purpose of the cut-off, according to the town staff, is to "alleviate stress on the arteries," i.e., get cars off Martin Luther King Jr. Boulevard. It does not seem right that we should create more roads through neighborhoods to accommodate increasing traffic along the very roads that are designed to handle more traffic.

Both of these neighborhoods are small and have the potential for public transit at their entrances on roads that can handle the buses. Chapel Watch Village will be located across the street from the Eubanks park-and-ride lot, and Larkspur has Weaver Dairy Extension with a cut-out for a bus stop across the street. School buses can easily loop in and out of both neighborhoods, as both neighborhoods are designed with such large loops. Safety for children is first, and a safer road is a road less traveled.

However, the town's transportation staff has recommended that such a cut-through be created for "connectivity" reasons. Connectivity could be bike and pedestrian access only. The latter "connection" exists in neighborhoods such as Cobble Ridge and Southern Village. Just as in this case, connectivity between these neighborhoods should be people connecting as they can easily do by walking or biking, not flying by each other in their cars.

In addition, should stronger arguments for a cut-through arise, such as implementation of public transit, the bike/pedestrian connector proposed by the Larkspur residents could readily be upgraded to a full street connection.

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Members, Chapel Hill Transportation Board