

Issues with Chapel Watch Village Traffic Impact Study
 Submitted by: LARKSPUR SAFETY FIRST
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We reviewed the Chapel Watch Village Traffic Impact Analysis Study dated May 2005, and concluded that the analysis focuses primarily on the impact of 120 units being added in Chapel Watch Village (CWV) and gave only cursory consideration to the risk of cut through traffic to Larkspur due to proposed and existing contiguous commercial entities. As a result of this we feel that the analysis grossly understates the potential for cut-through traffic. In addition, we take issue with the methodology used to estimate both travel times and through traffic. Finally, the analysis glosses over the impact on the Larkspur community if Maywood were to be extended.

Due to what we feel is insufficient analysis on the impact of pass through traffic by both residents and nonresidents of CWV we are requesting that Town Council commission a supplement to the existing Traffic Impact Analysis Study.

We suggest that the supplemental revision to the Traffic Study consider the following points:

1. Town Operations Center (TOC) traffic is omitted. Based on the 2003 TOC Traffic Study, the daily trips are forecast to be 2,000. Much of this is heavy truck and bus traffic. Additionally 200-300 employees will need to commute to and from work at the TOC daily. According to Craig Schieffler of HNTB, who authored the study, this traffic was omitted because the TOC is not yet operational. TOC is planned to be operational (2006) before CWV would be complete (2008), so TOC traffic needs to be evaluated. Using the author's 10% rule of thumb for cut-through traffic would add 200 trips daily for Larkspur. The intersection of Mill House Road/Eubanks is *only 700 feet* from CWV entrance, thus putting CWV and Larkspur at significant risk.

2. Several commercial entities contiguous to the CWV site will contribute considerable traffic around the Eubanks Road area and were also omitted.

- UPS Distribution Center
- Chapel Hill Park n' Ride
- Orange County Landfill
- Orange County Recycling Center
- Mellott Building
- future developments along Eubanks on undeveloped areas zoned for mixed use
- UNC North which will have an access point at the junction of Weaver Dairy Ext and

Homestead Road.

We do not have daily trips estimated for these properties, but feel there will be incentive for drivers to look for alternative means of Eubanks access to avoid lights on Airport Road. Additionally, one of the proposed access points to CWV aligns with the UPS facility and the other one aligns with the Park N Ride lot, thus creating even more incentive to cut-through CWV and Larkspur.

3. Insights from the 2030 Regional Transportation Plan were not incorporated in the analysis. Based on the 2030 Regional Transportation Plan, figure 18 Deficiencies Map, Eubanks Road is forecast to be a red "hotspot" of congestion and Mill House Road Extension is planned to extend to the Horace Williams tract of land. (Source: David Bonk, May 2005) Thus, there will be significant demand for a North/South access with Eubanks. CWV and Larkspur should not be used to alleviate this traffic before the Millhouse Road extension can be financed and built.

4. The Discussion of Larkspur Data is misleading and the Data itself is flawed. The CWV traffic study (p. ES-6, second paragraph) reads, "The amount of cut through traffic would be expected to be less than 10 vehicles during a peak hour." This is misleading because, according to the study, **76% of the daily traffic occurs outside of the peak periods.** Thus, using the

author's conservative 10% estimate, the daily cut-through for Larkspur would be 10% of 704 trips or 70 trips. If the 10% figure grows, so will the cut through traffic.

- CWV will generate 704 daily trips which is 14% less traffic than Larkspur's estimate of 800. This is not reasonable given the fact that CWV will have 50% more dwelling units than Larkspur.
- CWV will generate only 44 trips out during the morning peak hour. This seems unreasonable for 120 units.
- National data was used from a software program and was not normalized for local conditions. When asked how many people were assumed in each dwelling unit and what time of day was represented by the "AM Peak Time," Craig Scheffler replied, "it isn't known."

5. Due diligence was not performed to conduct the "Time Study Analysis." The analysis measures the distance from Eubanks Road to Homestead/ Airport as 2min 55sec. This was estimated *based on one trip in one direction, with all right hand turns*. We have independently measured the trip in both directions on multiple trips and trip times ranged from 4m 6sec to 5m. We therefore believe there is considerably more incentive for drivers to find alternative means to access Eubanks, and the traffic study severely understates this.

6. Technology will make it easy for people to locate the Larkspur/CWV cut through route, specifically, GPS devices and internet mapping. More and more cars are equipped with GPS devices which will direct people to the shortest route with the fewest traffic lights. Therefore, we are requesting that the supplemental study include a distance analysis.