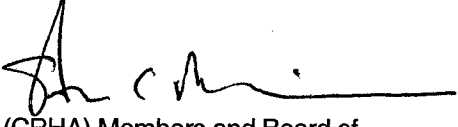


CULBRETH RIDGE HOMEOWNERS ASSOCIATION, INC.

To: Mayor & Town Council of Chapel Hill 

From: Culbreth Ridge Homeowners Association, Inc. (CRHA) Members and Board of Directors (S. Broscius submitting)

CC: Cal Horton, Kumar Neppalli and CRHA residents

Date: 5/13/2002

Re: CRHA Response to Traffic Engineer's Recommended Plan for Traffic Calming In Culbreth Ridge Development

Attachments: 1.) Traffic Engineer's traffic calming recommendation 2.) Map of CRHA counter-proposal for Traffic Calming 3.) Support petition for the CRHA alternative plan

The residents of Culbreth Ridge Homeowners Association (CRHA) have been advised of the findings and recommendations for traffic calming proposed by the Traffic Engineer of Chapel Hill, Mr. Kumar Neppalli (Attachment I). After careful review of the recommendation, CRHA finds that it is not comprehensive enough to mitigate the unsafe conditions caused by traffic in our neighborhood. Therefore, **CRHA asks the Mayor and Town Council to override Mr. Neppalli's recommendation and approve our original request to close Highgrove Rd.**

If the Mayor and Town Council are not willing to close Highgrove Rd. at this time, **CRHA then is willing to accept and respectfully requests the approval for a modified version of Mr. Neppalli's traffic calming plan.** CRHA accepts the amended plan as a first step toward increased safety in the neighborhood, but reserves the opportunity to engage the Mayor and Town Council in further discussions on additional courses of action if conditions are not improved sufficiently.

The CRHA proposed changes to Mr. Neppalli's plan are (schematic provide as Attachment II):

- Eliminate recommendation Item 1 - Install Neighborhood Traffic Signs. This tactic will, at best, have a limited short-term impact on people already exceeding the posted speed limits.
- Replace Item 2 - Speed Hump on Highgrove Street with a Speed Table to be located directly in the crosswalk on Highgrove at the intersection with Gardner Circle. This tactic will serve to better protect crossing pedestrians from traffic coming from both directions
- Add stop signs at intersection of Gardner Circle and Hanser Ct. to protect child pedestrians crossing into Hanser Ct. and a "NO OUTLET" sign at entrance to the Highgrove cul-de-sac.
- Reduce the speed limit on Gardner Circle from 25 to 20 MPH and provide systematic enforcement by the police.

CRHA also asks that all of the funding for implementation of the traffic-calming plan come from the Town of Chapel Hill. The justifications for this request are:

- The unsafe situation in our neighborhood is a direct result of poor neighborhood design and traffic flow planning decisions by the Town of Chapel Hill:
 - Insufficient access/egress roads for a community the size of Southern Village
 - Decisions to concentrate traffic in Culbreth Ridge by not connecting the Gardner Circle into Cobble Ridge Road.
- CRHA is already spending \$5,000-6,000 of its money on a safety initiative to upgrade the public access walkway from our development to Grey Culbreth Middle School. We have made a commitment to safety and would be hard-pressed to source additional dollars.

The CRHA proposed plan has been approved by the residents of Culbreth Ridge based on results of signature ballots. Thirty-seven (37) residents from the surrounding developments of Cobble Ridge and Southern Village also support this plan as indicated by the petition signatures in Attachment III.

May 18, 2002

To the Mayor and Town Council
Chapel Hill, North Carolina

I am writing to draw your attention to a traffic situation that I consider a potential danger to the citizens of our community. This concerns a pedestrian crosswalk on Highgrove Drive that is used by students at Culbreth Middle School. Highgrove Drive is one of just three roads entering the massive Southern Village development. Because of the high volume of traffic on this road, and an appalling disregard of most drivers of the posted stop signs, I believe an accident involving a child pedestrian is almost inevitable. This situation is particularly ironic given that many of us were attracted to this community precisely because of its much touted "pedestrian friendly" planning.

For two days earlier this month I was glad to see Officer Lee Sparrow of the Chapel Hill Police Department monitoring the cross walk during school commuting hours. I would urge the Town Council to interview Officer Lee Sparrow when evaluating the traffic safety proposal that has been voted on my members of our community.

Sincerely,

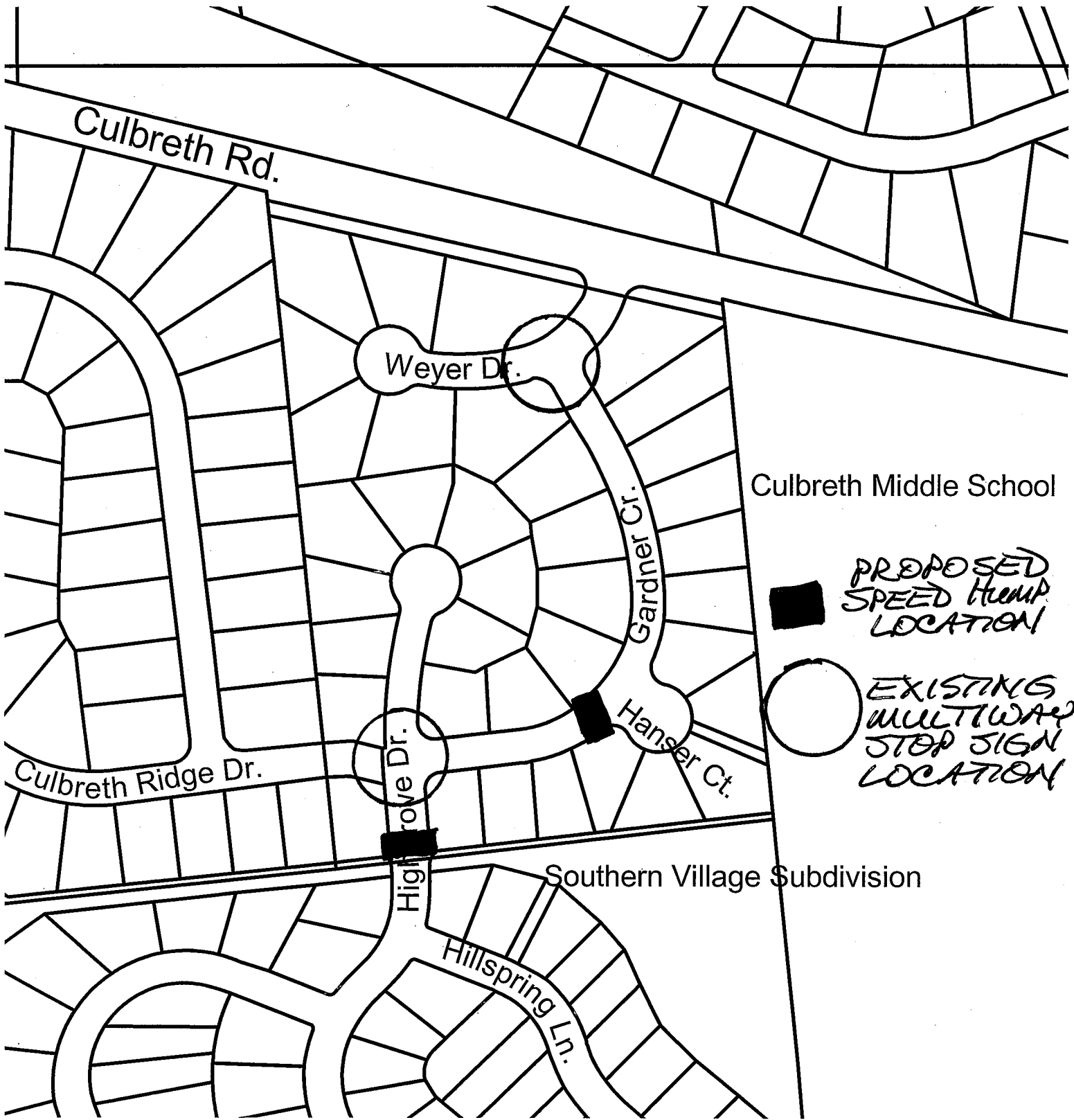


Henrik G. Dohlman
101 Highgrove Drive
Chapel Hill, NC

5-21-02

Mayor & Council -
Although Mr. Dohlman did not mention it in his letter, Officer Sparrow was so moved by the danger of the situation he observed that he offered his e-mail address. He did this with the promise that if residents of our community were to send the license plate numbers of cars which fail to stop @ the stop signs, he would send them a warning letter. I believe this helps to demonstrate how much we need help.
Steven Brosnan

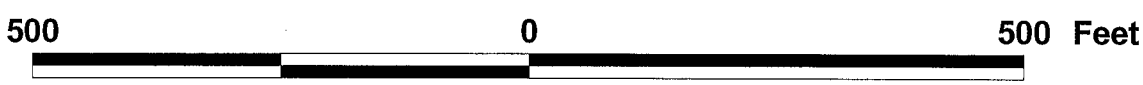
(TOWN STAFF RECOMMENDATION)
Culbreth Ridge Area



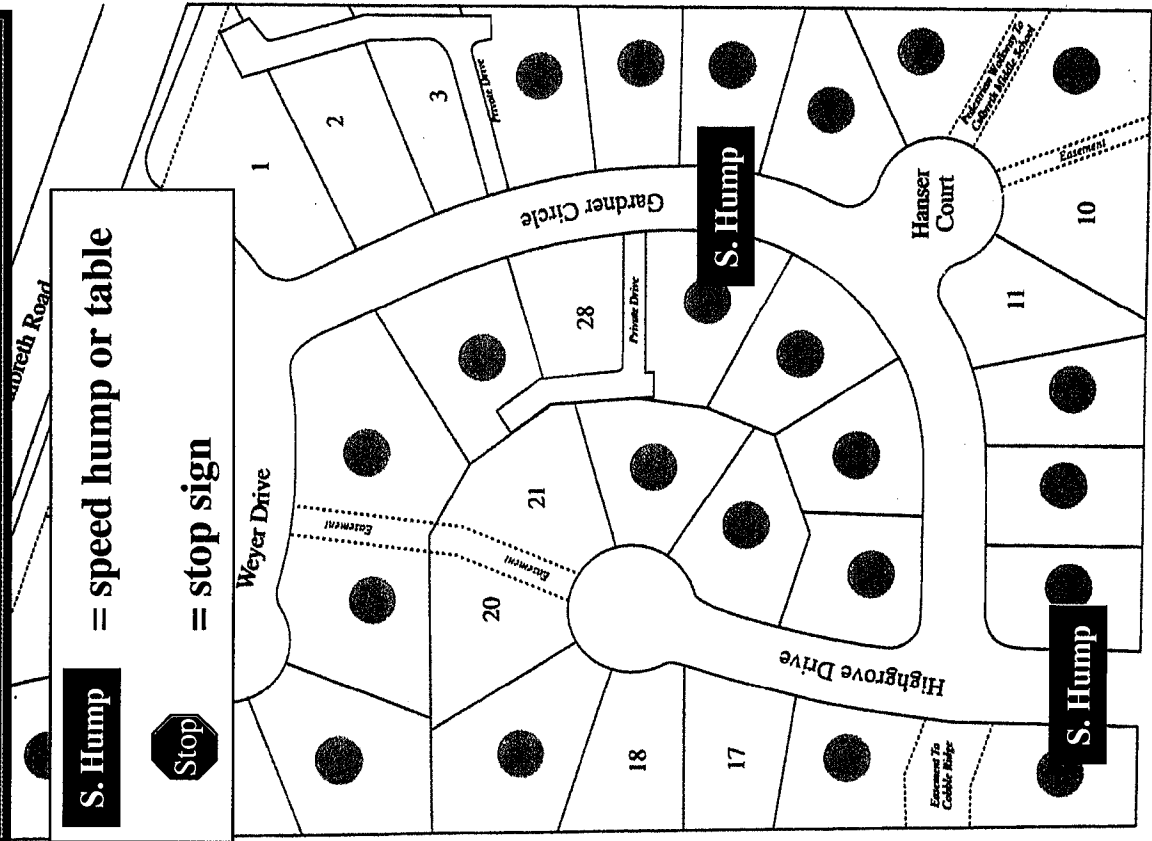
Culbreth Middle School

- PROPOSED SPEED HUMP LOCATION
- EXISTING MULTIWAY STOP SIGN LOCATION

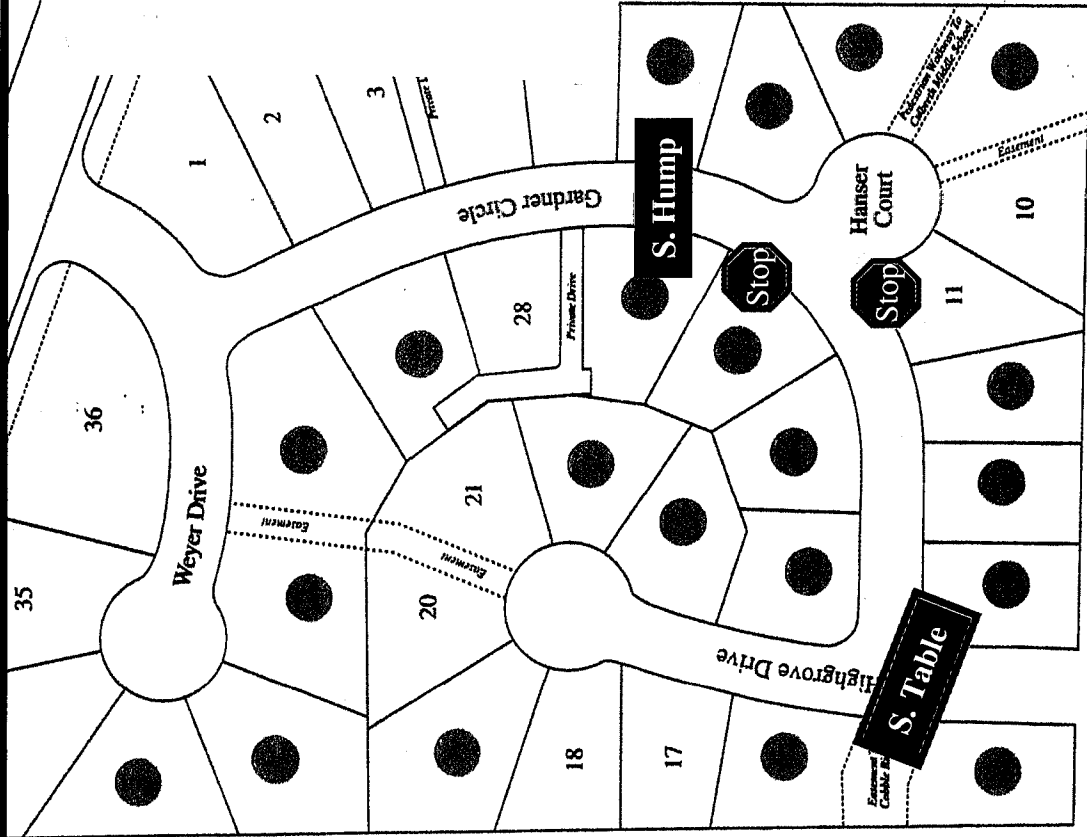
Southern Village Subdivision



Chapel Hill Traffic Engineer's Recommendation to Council



CRHA Requested Amendment to the Traffic Engineer's Recommendation to Council



Culbreth Ridge Homeowners Association Traffic Calming Plan - Support Petition

Traffic calming is needed to mitigate the extremely dangerous situation that exists due to the high traffic volumes that exceed the speed limit and fail to stop at the stop signs on Highgrove Drive and Gardner Circle. The danger created by the current situation threatens the safety of child pedestrian traffic to and from Culbreth Middle School, local residents and others who pass through the development.

Culbreth Ridge Homeowners Association (CRHA) has collaborated with the Traffic Engineer for the Town of Chapel Hill to develop the attached plans for calming traffic in Culbreth Ridge. CRHA plans to present the attached plans to the Mayor and Town Council for approval and implementation at the May 29, 2002 Town Council Meeting.

After reviewing the plan, my signature below indicates my support to have the Mayor and Town Council approve and implement such a plan.

	Print Name	Signature	Address/Phone	Date
1	Rebecca Gollmar	Rebecca Gollmar	116 Ivy Brook Ln	5/10/02
2	Karen Morrell	Karen Morrell	300 Cobble Ridge Dr	5/10/02
3	Amy Johnson	A Johnson	123 Ivy Brook Ln	5/10/02
4	James L. Pike	James L. Pike	212 Cobble Ridge Dr	5/11/02
5	Susan E Pike	Susan E. Pike	212 Cobble Ridge Dr.	5/10/02
6	Kathy Eden	Kathy Eden	210 Cobble Ridge Dr	5/11/02
7	Brian Eden	Brian Eden	210 Cobble Ridge	5/11/02
8	Stem Bentz	Stem Bentz	207 Cobble Ridge Dr.	5/11/02
9	Karell Eller	Karell Eller	206 Cobble Ridge Dr.	5/11/02
10	Sue Moeller	Sue Moeller	205 Cobble Ridge Dr.	5/11/02
11	Wesley Lee	Wesley Lee	203 Cobble Ridge	5/11/02
12	Gyan Bonds	Gyan Bonds	107 Cobble Ridge	5/11/02
13	Dorothea Bonds ← → Dorothea Bonds		"	"
14	Joe Miller	Joe Miller	105 Cobble Ridge	5/11/02
15	JON BISHOP	Jon Bishop	103 Cobble Ridge Dr	5/11/02
16	DAVID DANLEWICK	David Danlewick	102 Crofton Sp. Place	5/11/02
17	Mary Renger	Mary Renger	108 Cobble Ridge Dr.	5/11/02
18	Karen Dias	Karen Dias	302 Cobble Ridge Dr.	5/11/02
19	MJBuster	MJBuster	207 Cobble Ridge	5/11/02
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	Print Name	Signature	Address/Phone	Date
1	Sylvana Brocius	Sylvana Brocius	102 Hillspring Lane 919-6978	5/11/02
2	THOMAS MADON	THOMAS MADON	114 Hillspring Ln 960-5051	5/11/02
3	Stuart Grant	STUART GRANT	117 HILLSPRING LN	
4	G. BRENNWARD	Grandma Brenward	119 HILLSPRING LANE	5/11/02
5	J ABRAMS	Jiffy Al	127 Hillspring LANE	5/11/02
6	Gregg Melville	Gregg Melville	126 Hillspring	5/11/02
7	Heide Fyssinger-Ray	Heide Fyssinger-Ray	511 Highgrove Drive	5/11/02
8	Robert Krump	Robert Krump	509 Highgrove	5/11/02
9	Nancy Morgan	Nancy Morgan	505 Highgrove Drive	5/11/02
10	TRISH NOLAN	Trish Nolan	506 Highgrove Dr.	5/11/02
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Culbreth Ridge Homeowners Association Traffic Calming Plan - Support Petition

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	Print Name	Signature	Address/Phone	Date
1	Lucinda M. Poole	Lucinda Poole	113 Ivy Brook Ln	5/10/02
2	Anna Johannsdottir	Anna Johannsdottir	117 Ivy Brook Ln	5/10/02
3	Chaoying Yin	Chaoying Yin	119 Ivy Brook Ln	5
4	Richard Superfine	Richard Superfine	110 IVY BROOK Ln	5/10/2002
5	RICHARD SUPERFINE	RICHARD SUPERFINE	104 IVY BROOK W	5/10/2002
6	Ginny Thompson	Ginny Thompson	107 Ivy Brook Ln	5-10-02
7	Mary James	Mary James	101 Cattle Ridge	5/10/02
8	Monica Rojas	Monica Rojas	108 IVY Brook Ln.	5/10/02
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Culbreth Ridge Homeowners Association

To: Mayor & Town Council for Chapel Hill

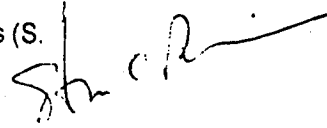
From: Culbreth Ridge Homeowners Association Members and Board of Directors (S. Broscius presenting)

CC: Cal Horton, Town Manager for Chapel Hill
Kumar Neppalli, Traffic Engineer for the Town of Chapel Hill
Joyce Smith, Clerk for the Town of Chapel Hill
CRHA Residents

Date: 2/26/2002

Re: Request to Petition the Mayor and Town Council at the March 4, 2002 Council Meeting

Attachment: Culbreth Ridge Homeowners Association Petition to the Chapel Hill Mayor & Town Council for Closure of Highgrove Road



The Culbreth Ridge Homeowners Assoc. (CHRA) respectfully requests the attached petition be:

1. Placed into record with the Town of Chapel Hill by Joyce Smith, Town Clerk
2. Added as an agenda item to petition and address the Town Council at their March 4, 2002 meeting at 7 PM.
3. Copied and distributed to the Mayor, Council and Town Manager for review prior to the March 4, 2002 meeting

Please notify Steven Broscius (547-2621 Office; 932-5246 Office) if any of these requests cannot be accommodated.

Culbreth Ridge Homeowners Association Petition to the Chapel Hill Mayor & Town Council for Closure of Highgrove Road

Request:

The Culbreth Ridge Homeowners Association (CRHA) respectfully petitions the Mayor and Town Council of Chapel Hill to approve and immediately initiate the actions needed to close Highgrove Road at the juncture between Culbreth Ridge and Southern Village developments to all traffic except emergency vehicles.

CRHA makes this request via its Board of Directors based on written majority signature vote of the CRHA residents and does so after careful consideration and extensive discussions with Kumar Nepalli, Traffic Engineer for Chapel Hill. CRHA also would like to actively discuss this proposal with the Town as they evaluate it and develop a response.

This petition is made only after unsuccessfully trying several other means (additional stop signs and requests for police enforcement) to reduce the significant danger of a major traffic accident that exists in the Culbreth Ridge development.

The Town of Chapel Hill has an obligation to remedy unsafe living conditions for children and all residents that exist due to wanton disregard for the traffic regulations and laws. **If nothing is done to change our current traffic situation, eventually a child or and adult will end up injured or killed as a result of the danger that exists.** With dozens of Grey Culbreth Middle School student pedestrians using Gardner Circle during the heaviest automobile traffic times, **this danger extends to the children from adjacent neighborhoods and is not limited to residents of Culbreth Ridge.**

Via the discussion below, CRHA will show that closure of Highgrove road does not preclude or significantly inconvenience the residents/visitors of Southern Village from being able to get to the locations they now speed through Culbreth Ridge to reach. Closure would have the positive effect of dramatically decreasing the level of danger that currently exists for children, adults and drivers on Gardner Circle and Highgrove Road (hereafter Gardner/Highgrove) in Culbreth Ridge development.

Reason for Request:

Extreme danger in the form of potential pedestrian injury/fatalities and vehicular collisions occur daily on Gardner Circle and Highgrove Road. The extreme danger to health and safety threatens the:

- ◆ Children and adult residents of Culbreth Ridge during daily outside activities. There are 40+ children living in Culbreth Ridge and they all deserve a safe environment to grow and play in.
- ◆ Dozens of children passing through Culbreth Ridge development as they walk to and from attending Grey Culbreth Middle School and their year-round use of the school's athletic facilities. These include children from Cobble Ridge, Kent Woodlands and Southern Village developments that surround Culbreth Ridge. See Attachment I illustrating the walkway from Culbreth Ridge to Grey Culbreth Middle School.
- ◆ Drivers and passengers in the >1500 cars/day which use Gardner Circle and Highgrove Road as an exit and entrance to Southern Village.

A life-threatening situation exists every day because:

1. Previous traffic surveys conducted by the town of Chapel Hill on Gardner/Highgrove conservatively indicate that **at least 14.2 % of the residents/visitors of Southern Village exceed the speed limit** when travelling on these roads in Culbreth Ridge (See Attachment II – Culbreth Ridge Traffic Census Summary). Traffic citation records of police surveillance during the two weeks starting Feb 18, 2002 will document that they frequently fail to stop at the stop signs. Please have your staff obtain the citation records for this period and talk with the traffic police before you formulate a response to our petition. Drivers going to and coming from Southern Village via Gardner/Highgrove show a complete disregard for traffic laws and safety of their fellow human beings.

2. Gardner/Highgrove was **not designed as a high volume collection road** like the other access points to Southern Village. Gardner Circle is a continuously blind curve that makes visibility of oncoming traffic and pedestrians impossible. This is further exacerbated at speeds of ≥ 25 MPH. Gardner Circle is also steeply inclined which encourages drivers to unconsciously accelerate down the hill and reach speeds well above the posted 25 MPH speed limit.
3. Driver behavior has not changed at all after 2 additional sets of stop signs were installed on Gardner/Highgrove as recommended by Kumar Nepalli, Traffic Engineer for Chapel Hill in his Oct 17, 2001 letter to CRHA. Drivers routinely do not stop at these signs. Again, review of the police citation records for the two weeks beginning Feb 18, 2002 will validate this claim.
4. Cobble Ridge, the development adjacent to Culbreth Ridge, was successful in petitioning the Town of Chapel Hill to close off their connection to the intersection of Highgrove/Gardner for fear of the traffic load and subsequent safety issues (See Attachment I – Map of Culbreth Ridge Development). Consequently, the entire volume of traffic exiting Southern Village and the related dangers it carries has to be borne by Culbreth Ridge development. **The decision to close the connection has not provided for equitable treatment of the residents of the two developments.**
5. Several requests additional police enforcement of speed limits and stop signs have resulted in sparse police surveillance until the week of Feb 18, 2002. At that time, Lt. Pressley's officers began conducting a more intensive surveillance effort and many tickets were issued for failure to stop at stop signs. While writing these tickets, the officers have also reported they could not stop and ticket numerous other drivers who also failed to stop. While CRHA appreciates the police efforts, we believe the effectiveness of any such enforcement measures will only slightly longer than the period the diligent enforcement is maintained. **Given the low priority that traffic surveillance has for the police (personal communication with Lt. Tim Pressley), this is not a viable solution to our dangerous situation.**
6. Additional homes are being built and occupied in Southern Village. As their population of children matures to driving age, the volumes of traffic that use Gardner/Highgrove will surely increase, not begin to obey traffic laws without coercion and thereby create even greater likelihood that injury or fatality will occur in Culbreth Ridge.

Relevant Facts and Considerations:

I. Traffic Survey Results and Traffic Calming Recommendations

Several surveys for traffic speed and volume have been conducted in Culbreth Ridge to assess the needs for traffic calming. CRHA questions the survey validity and subsequent October 17, 2001 recommendation letter from the Traffic Engineer. That recommendation states that traffic calming tactics (speed humps, tables, etc.) and/or closure of Highgrove was not warranted based on the survey results. CRHA feels that the surveys significantly understate the actual danger and the speed/volume of traffic. More accurate assessments/surveys require:

- ◆ Non-invasive speed measurements such as radar - people slow down when they see the recording device tubes currently used which underestimates actual speed and danger
- ◆ Extended sampling periods - weeks not days
- ◆ Concomitant measurements for the other 2 access roads to Southern Village to show the relative volumes using Gardner/Highgrove
- ◆ Subjective visual evaluations to assess the impact of the blind curve, steep elevation changes on Gardner Circle and the child pedestrian activity relative to Grey Culbreth Middle School

However, if we assume the previous surveys are conservative estimates of the volume and speed, they have value to illustrate the need for traffic calming to reduce danger. Two key points come out of that survey data.

1. **Between 14.2 and 18% of the volume travelling Gardner/Highgrove is exceeding the speed limit.**
This translates to 160 to 260 cars/day which could cause an accident on the blind curve of Gardner circle.
2. **About 22% of the total daily traffic volume occurs during the 2 peak hours of traffic flow. During that 2 hours, a car exceeding the 25 MPH speed limit is observed every 2.5 minutes.**

A more detailed summary of the previous survey results is found in Attachment II – Culbreth Ridge Traffic Census Summary.

II. Need for Neighborhood Interconnectivity and Emergency Vehicle Access.

Neighborhood connectivity is fostered for a purpose and does have value. However, closure of Highgrove Road will not reduce connectivity for the residents of Southern Village. They still will maintain two other access roads to their community from Highway 15/501. One of these roads (Arlen Park Drive) is directly across the street from the local fire station that provides fire and medical emergency assistance (refer to the map in Attachment III).

Many Southern Village drivers now use Gardner/Highgrove as a “short-cut” to get to or come from Carrboro. Closure of Highgrove does not stop these drivers from getting between these two locations. They simply need to take one of the other two exits from S. Village onto Highway 15/501 and turn then left onto Culbreth Road. Both 15/501 and Culbreth are non-residential, limited access and higher speed roads suited to the high volumes that come through Culbreth Ridge development (refer to the map in Attachment III).

Consistent failure to obey the traffic laws and total neglect for the safety of their fellow human beings (neighbors, in fact), should be strongly considered as the council weighs Southern Village’s so called rights to have a convenient “cut-through” to get to and from Carrboro (a.k.a. “interconnectivity”)

Inconvenience to Southern Village residents cannot outweigh the right for a safe environment for all who live or pass through Culbreth Ridge development.

With only 36 homes in the Culbreth Ridge development, traffic volumes after closure of Highgrove would be sufficiently low that the single access road at Weyer Drive would be more than adequate. In cases of emergency, access via Highgrove could be temporarily opened or the currently blocked connection of Gardner Circle and Cobble Ridge Drive could be opened.

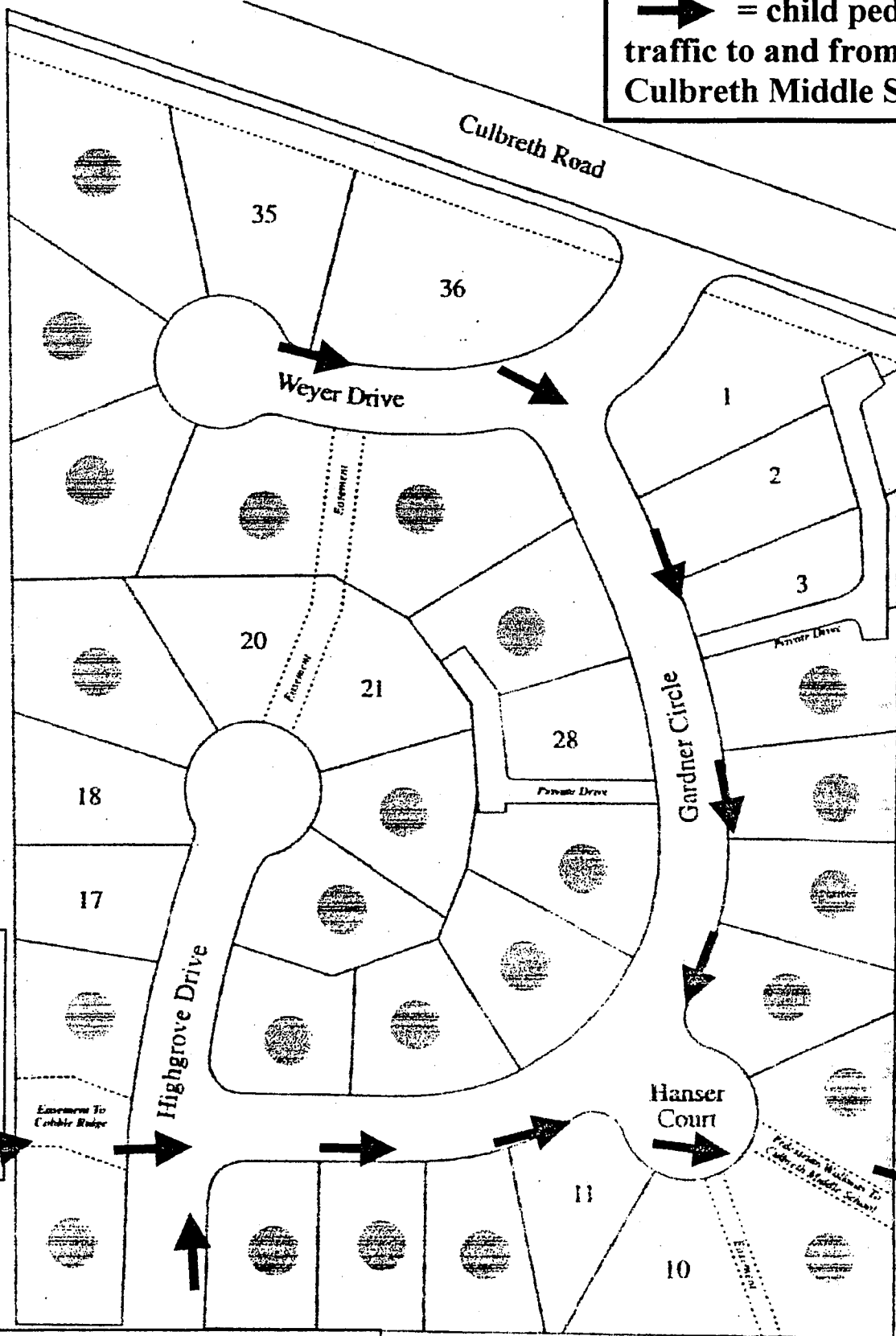
III. Precedents for Road Closure Currently Exist in Culbreth Ridge Development

Currently, the connection of Gardner Circle (at its intersection with Highgrove Road) into Cobble Ridge Road in Cobble Ridge development is closed in a manner similar to what we propose for closure of Highgrove Road at the juncture of Southern Village and Culbreth developments. At some point in time, the residents lobbied successfully to the Town Council of Chapel Hill to close this road in spite of it being approved as part of the original development plan for Culbreth Ridge and in spite of all the arguments that have been made for the value of neighborhood interconnectivity.

CRHA does not know all of the arguments that were used to achieve the closure of the connection between Cobble Ridge and Culbreth Ridge. However, we believe that a fair and consistent policy should be followed in making such decisions. We have shown via the arguments laid out in this document that closure of Highgrove road does not preclude or significantly inconvenience the residents/visitors of Southern Village from being able to get to the locations they now speed through Culbreth Ridge to reach. It also would dramatically decrease the level of danger that currently exists for children, adults and drivers on Highgrove/Gardner.

Map of Culbreth Ridge Development

➔ = child pedestrian traffic to and from Grey Culbreth Middle School



Cobble Ridge & Kent Woodlands developments

Grey Culbreth Middle School is located here.

Southern Village development

613

Culbreth Ridge Traffic Census Summary

All Culbreth Ridge Traffic Surveys Conducted by Town of Chapel Hill

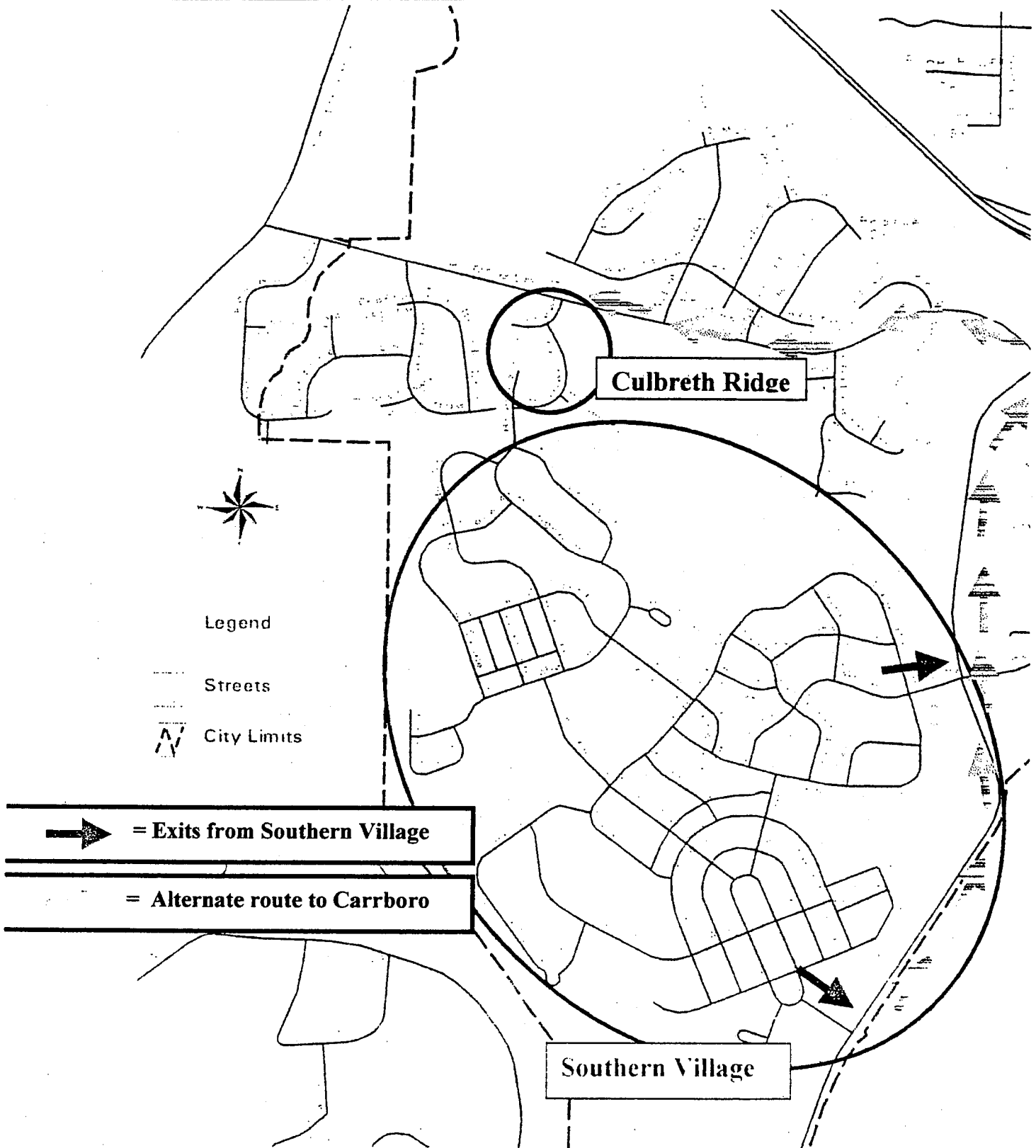
Key Take-away Points:

1. Between 14.2 and 18% of the volume travelling Gardner/Highgrove is exceeding the speed limit = 202 to 256 cars/day.
2. During the 2 peak hours of traffic flow, a car exceeding the 25 MPH speed limit is observed every 2.5 minutes.
3. Gardner/Highgrove were not designed as high volume collection points like other Southern Village access points.
They very dangerous because they are narrow, have several blind curves and are steeply inclined.
4. Accidents and near-misses occur regularly and will continue to occur unless traffic calming measures are implemented.
Routine child pedestrian traffic to & from Culbreth Middle School is at extreme risk unless something is done.

Survey/Census		Entire 24 hr day			Peak 2 hours each day				Peak 2 hr volume as % of 24 hr total	
		Total Volume	> 25 MPH		Total Volume	> 25 MPH		# of cars/min		Minutes between cars >25 MPH
Date	Location		Volume	% of Total		Volume	% of Total			
9-Oct	302 Highgrove	1284	131	10.2%	279	37	13.3%	2.3	3.2	22%
9-Oct	207 Highgrove	1424	46	3.2%	316	11	3.5%	2.6	10.9	22%
9-Oct	203 Gardner	1571	163	10.4%	335	38	11.3%	2.8	3.2	21%
9-Oct	102 Gardner	1624	249	15.3%	338	50	14.8%	2.8	2.4	21%
12-Sep	302 Highgrove	1228	129	10.5%	268	23	8.6%	2.2	5.2	22%
12-Sep	205 Gardner	1455	40	2.7%	318	12	3.8%	2.7	10.0	22%
13-Sep	302 Highgrove	1293	134	10.4%	270	29	10.7%	2.3	4.1	21%
13-Sep	Gardner @ Hanser	1507	727	48.2%	317	152	47.9%	2.6	0.8	21%
Average all data =		1423	202	14.2%	305	44	14.4%	2.5	2.7	21%
Average all data excluding outliers Oct 9 - 207 Highgrove & Sep 12 - 205 Gardner		1418	256	18.0%	301	55	18.2%	2.5	2.2	21%



**Map of
Culbreth Ridge & Southern
Village developments**



Submitted 2-26-02
By Steven C. Broschious
CRHA Board Member

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