



THE UNIVERSITY
of NORTH CAROLINA
at CHAPEL HILL

UNIVERSITY ARCHITECT AND DIRECTOR
FACILITIES PLANNING DEPARTMENT

103 AIRPORT DRIVE
CAMPUS BOX 1090
CHAPEL HILL, NC 27599-1090

TEL: 919-962-8198
FAX: 919-962-9103
www.fpc.unc.edu
dian@fac.unc.edu

May 31, 2006

Mr. Kumar Neppalli
Town of Chapel Hill
405 Martin Luther King Jr. Blvd.
Chapel Hill, North Carolina 27514-5705

Re: Response to questions on UNC Traffic Impact Assessment, February 2006

Dear Mr. Neppalli:

You requested our response to questions that the Council raised at their April 10 meeting. The questions and our responses are included below for your report at the June 12 Council meeting.

1. A Council Member questioned why some traffic volumes were decreasing.

Response: Traffic volumes are decreasing for several reasons: (a) The University has intensified its Transportation Demand Management program under the Development Plan. Employees and students are opting for free park-and-ride and transit in increasing numbers from home rather than driving single-occupancy vehicles and parking on the campus. (b) Temporary displacement of parking is at a maximum. The University has lost a great deal of on-campus surface parking to construction, and the replacement decks have not yet opened. This has resulted in substantially less permit parking on campus today than at the commencement of the Development Plan. (c) Travel patterns continue to be disrupted by construction, most likely causing some motorists to choose alternative routes or to avoid the campus altogether.

2. A Council Member questioned why several existing intersection operations are improving whereas their observations in the field indicate differently.

Response: At some locations construction activity within the street is temporarily disrupting traffic. The University and Town staff agreed that the Transportation Impact Assessment (TIA) should analyze typical conditions rather than temporary impacts. For this reason, at locations where it was known that construction would be occurring during the normal traffic counting period, the counts were performed in advance of the construction and the traffic analysis reflects those conditions. Traffic counts do not reflect temporary disruptions.

3. A Council Member commented that the report lacks credibility.

Response: The response to Question 1 explains why traffic volumes have decreased at some intersections. The response to Question 2 explains why observed conditions at some intersections may be different to what the analysis in the TIA shows. All of the assumptions used by our consultant are reviewed and agreed to by Town staff prior to the preparation of the TIA. The data collection protocol, analysis methodology and tools, and all other aspects of the latest TIA Update are consistent with all previous reports, the TIA Guidelines established in 2001, and accepted professional practices. The M/A/B principal responsible for the TIA is available to address any specific credibility concerns Council members may have.

4. A Council Member requested that the Level of Service (LOS) table be revised to include the inbound (in the morning) and outbound (in the evening) LOS to reflect the proportion of the traffic in each direction.

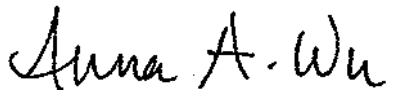
Response: LOS is reported as (a) the average for the entire intersections, and (b) LOS for the worst intersection approach. The worst approach is not necessarily the one with the most traffic as LOS is also a function of the number of lanes, signal timing, etc. However, the computer program that is used to calculate LOS prints out LOS for every approach, and if desired the LOS for the approach with the highest volume of peak hour traffic could be reported.

5. A Council Member asked for clarification of "recommended for further consideration of traffic calming devices on adjacent streets."

Response: The University has commenced working with Town staff and the residents of streets in neighborhoods adjacent to the campus to prepare traffic calming plans. Plans have been developed for several streets listed in Table 4-15 in the TIA (*Neighborhood Streets Considered for Traffic Calming Devices*). We have met with the residents of the Westside neighborhood and a larger meeting with all of the affected neighborhoods was held on May 24. Final plans will be forwarded to Council for its review and approval for inclusion in the town's traffic calming program.

If you need any additional information, please feel free to contact me.

Sincerely,



Anna A. Wu
Director of Facilities Planning

Cc: Pat Crawford
Carolyn Elfland
Mary Jane Felgenhauer
Bruce Runberg