



THE UNIVERSITY OF NORTH CAROLINA
AT
CHAPEL HILL

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June 9, 2004

Mr. Roger Waldon
Town of Chapel Hill
306 South Columbia Street
Chapel Hill, North Carolina 27516

Re: Development Plan Modification No. 2

Dear Mr. Waldon:

Following is the additional information requested by the staff in response to questions raised at the May 17, 2004 public hearing on the University's Development Plan Modification No. 2.

1) Pedestrian Bridges on South Road:

Safety concerns will be paramount in the design of the pedestrian bridges. During the design process, issues of safety will be identified and addressed. Lighting, rail height, location of code blue call boxes and other design decisions will be considered. In addition, the design of pedestrian bridges must comply with the North Carolina Building Code. Behavioral issues such as graffiti and throwing things from a bridge will be addressed by the Department of Public Safety through patrol and enforcement. The design process will also look at ways to discourage the behavioral issues.

The proposed pedestrian bridges at both the Science Complex and the Frank Porter Graham Student Union are key elements of the campus master plan's goal of enhancing pedestrian connections between north and south campus. The pedestrian bridge at the Frank Porter Graham Student Union will provide access from the Pit to Stadium Drive and ultimately to the south campus residences via the new Rams Head Development. The pedestrian bridge at the Science Complex will provide access from Polk Place through the new Bell Tower Development to Medical Center Drive.

While pedestrians walking from the Pit to south campus will likely use the pedestrian bridge, pedestrian traffic on South Road will remain significant as students access the numerous bus stops, the entrances to Woolen Gym, the Student Union addition and other at-grade activities. In addition, efforts continue to enhance pedestrian safety along South Road with streetscape improvements designed to channel pedestrians to established crossings.

Improving handicapped accessibility across campus is an important goal of all campus construction. The change in grade between north and south campus is significant and poses a

challenge to accessibility. The pedestrian bridges will play a key role in our effort to provide accessible routes between north and south campus.

2) South Road Improvements:

The Development Plan, approved by the Town Council in October, 2001, contained the following road improvement at Columbia Street and South Road:

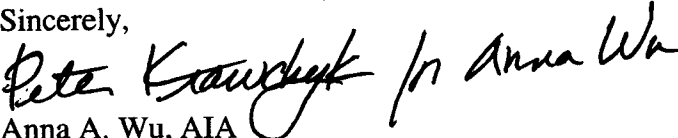
“Reconstruct the separate right-turn slip lane from South Columbia Street onto South Road to provide a tighter urban-type intersection.”

The University included this intersection improvement to improve pedestrian safety. The current configuration allows traffic from South Columbia Street traveling east on South Road continuous movement. Pedestrians crossing at this intersection are not controlled by the signal and therefore are not able to cross easily. A tighter urban-type intersection will allow the traffic signal to control both vehicular and pedestrian traffic and thus enhance the safety of the intersection.

Through the design of each project on South Road, the University is improving the streetscape along South Road. The Campus Master Plan proposes to extend the Cameron Avenue streetscape model across the campus to provide traffic calming and enhance pedestrian safety. The Campus Master Plan also encourages increasing options for pedestrian circulation, therefore on grade crossing of South Road will still be encouraged at key locations with the additional streetscape improvements designed to channel pedestrians to established crossings.

We hope this information provides answers to the questions raised by the Town Council at the May 17th public hearing.

Sincerely,


Anna A. Wu, AIA
Director

- c. Ms. Susan Arthur
- Ms. Linda Convissor
- Ms. Pat Crawford
- Ms. Carolyn Elfland
- Mr. Bruce Runberg
- Ms. Nancy Suttentfield
- File