

Proposed Village Plaza Theater Redevelopment

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Chapel Hill Town Council
Public Hearing
Monday, June 21, 2004

PBS&J Study

- Completed on May 28, 2004
- Analyzed traffic access, parking and circulation
- Included 10 hours of intersection counts on Friday & Saturday
- Included 12.5 hours of parking occupancy surveys on Friday & Saturday

PBS&J Recommendations

- Improve Driveway D as required by Stipulation 4
- Create an additional 100-150 parking spaces on theater property to mitigate Friday night parking shortage, between 4:30 & 8:30 pm

Comparison of HNTB & PBS&J LOS & Delays

Intersections	Time Period	2007 No-Build				2007 Build				2007 Mitigated			
		Delay		LOS		Delay		LOS		Delay		LOS	
		HNTB	PBSJ	HNTB	PBSJ	HNTB	PBSJ	HNTB	PBSJ	HNTB	PBSJ	HNTB	PBSJ
Driveway B	FRI 4-6 pm		22.3		C		28.3		D		N/A		N/A
	FRI 6-10 pm	13.6		B		19.2		C		N/A		N/A	
	SAT 11 am - 1pm		15.9		C		18.5		C		N/A		N/A
	SAT 6-10 pm	13.1	13.1	B	B	19.2	24.4	C	C	N/A	N/A	N/A	N/A
Driveway C	FRI 4-6 pm		13.8		B		18.5		C		N/A		N/A
	FRI 6-10 pm	11.6		B		36.1		E		N/A		N/A	
	SAT 11 am - 1pm		13.4		B		15.5		C		N/A		N/A
	SAT 6-10 pm	10.9	11.3	B	B	33.9	26.4	D	D	N/A	N/A	N/A	N/A
Driveway D	FRI 4-6 pm		33.1		D		46.7		E				
	FRI 6-10 pm	13.3		B		16.1		C		N/A		N/A	
	SAT 11 am - 1pm		22.1		C		28.0		D		23.9		
	SAT 6-10 pm	12.4	15.1	B	C	15.0	26.0	B	D	N/A	21.4	N/A	

NOTE: Above results only valid for average theater traffic conditions. Not representative of peak traffic conditions associated with "blockbusters" and holiday period between Thanksgiving and New Years.

HNTB Findings & Recommendations for Driveway C Deficiencies

- “Driveway “C” has an approximate 25 foot driveway throat length, with separate left and right-turning vehicle lanes.

, even with estimated queue lengths of 2 vehicles for exiting left-turns.”

- “The throat length of Driveway “C” should be extended to at least 50 feet.”

Misleading/Inaccurate Statement No. 1

“The results from the most recent Town-commissioned study, by HNTB, conclude that with deletion of improvements to Driveway “D,”
nor Driveway “D”
and below).”

*HNTB Reports that Driveway “C” will have a **Level of Service E** on Friday night during peak theater operations.*

Misleading/Inaccurate Statement No. 2

"The PBS&J analysis for Driveway "D" indicates Level of Service D for the build conditions."

PBS&J analysis determined that Driveway D will have a during the Friday PM peak hour of Elliott Road (4-6 pm) when theater traffic is added.

Misleading/Inaccurate Statement No. 3

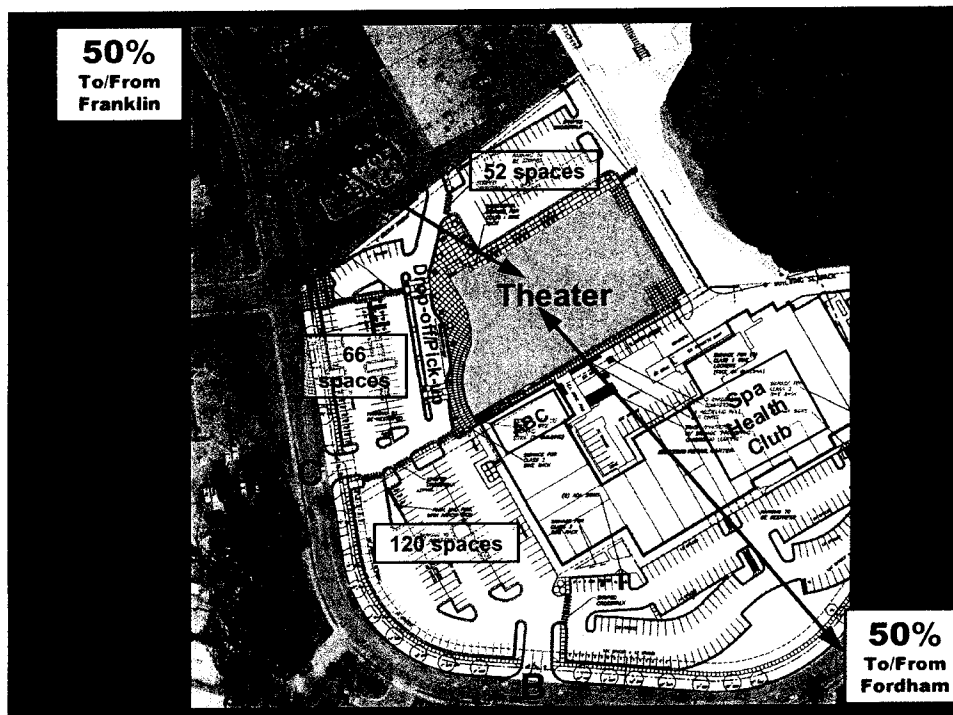
"By contrast, the PBS&J analysis assumed that approximately 20 percent of the trips from the theaters would be distributed to Driveway "D," and assumed that

. We do not believe that this assumption reflects the the actual traffic and driveway conditions."

PBS&J assigned only 5% of theater traffic as left-turns versus 15% as right turns on Driveway D (3 times as many rights as lefts).

Is 4% Theater Traffic Assignment to Driveway D Reasonable?

Consultant	Theater Traffic Assignment by Driveway					
	A	B	C	D	E	F
RS&H	0%	0%	31% (0%)	30% (0%)	0%	0%
HNTB	2%	20%	30%	4%	4%	0%
PBS&J	3%	21%	30%	4%	6%	0%



Misleading/Inaccurate Statement No. 4

"The parking situation that is proposed at Village Plaza involves sharing parking spaces "between shifts."

PBS&J parking occupancy studies show that parking usage in the Mark Properties lot peaks on Friday between 7:00-7:30 pm, leaving only 124 spaces empty for use by the theater (i.e. a deficit of ~160 spaces).

