

Questions for the Transportation Board  
August 16<sup>th</sup> Meeting regarding Maywood Cut-Through Risk  
Submitted by Amy Chute, resident of Larkspur

Since citizens are not permitted to speak at the August 16<sup>th</sup> Transportation Board meeting, and we ran out of time during the Question/Answer session at the August 9<sup>th</sup> meeting, I am submitting my list of questions to the Transportation Board in writing in advance of your meeting. I hope that you will be able to address these questions during the meeting. Thank you.

1. There are only 8 members on the Transportation Board right now. What will you do if the vote ends in a tie?
2. Can the 100-150 foot right of way that follows the railroad tracks from Millhouse/Eubanks Road to the Horace Williams property (Homestead Road) potentially be a collector/arterial road?
  - a. I understand from Mr. Bonk's comments at the August 9 meeting, that the right of way could be a light rail system, but is there anything preventing it from being a vehicular road instead? Maybe there is room for both.
  - b. If the answer to #2 is yes, then, shouldn't the Town consider adding this "Millhouse Road Extension" to Chapel Hill's long term transportation plan to alleviate the predicted overcapacity on Eubanks and MLK? This would run parallel to the Maywood connector, thus rendering the Maywood connector redundant and unnecessary.
3. How does the Board plan to deal with the fact that the time study data is not reproducible? Commission a new supplemental study? Use the Larkspur data? Ignore the error?
4. Will you take into account the fact that a "Local Deliveries Only" policy will not eliminate the risk of having heavy truck traffic on Maywood? It was Gene Poveromo in Chapel Hill's Planning Department who pointed out to me that a "local deliveries only" policy would merely create an enforcement issue. (May, 2005)
5. Can someone explain the contradiction in the Transportation Planning Dept's logic that the cut-through traffic will be negligible, so we should open up the road? Why would the town create a road that no one will use?
6. In supporting a vehicular Maywood connector between Larkspur and Chapel Watch Village, how does the Town's Transportation Planning Dept. justify the apparent contradiction with the Town's 2005 Design Manual Guidelines? These guidelines stipulate that connections between neighborhoods should **not** encourage cut-through traffic (but should encourage pedestrian and bicycle access)."

7. If Mr. Cianciolo's comment made at the August 9<sup>th</sup> meeting is correct, that we should open to the road to preserve future flexibility, doesn't that imply that there **will be cut-through traffic in the future?**
- a. Can we study the short and long term cut-through implications? Long term assumptions can be obtained from the 2030 Regional Transportation Plan.
  - b. Another point in Mr. Cianciolo's statement was that the residents of Larkspur may move away, so we should act in terms of what is best for the long term interests of Chapel Hill. If the original residents of Larkspur move away, won't other families buy our homes and move into Larkspur? These people will be Chapel Hill residents. Don't these future residents also have a right to live on a road without cut-through traffic?
8. Mr. Bonk presented an analysis of commuter routes for current **Town Ops Center employees** at the August 9<sup>th</sup> meeting. In this analysis, 84 commuter routes were predicted based on their residences and place of work at Town Ops Center on Millhouse Road. In Mr. Bonk's analysis, only those coming from Seawell School Road would have incentive to use the Maywood cut-through. Wouldn't it be more illuminating to forecast the "percentage" of TOC commuters who would use the Maywood cut-through, so that we can accurately extrapolate to actual numbers of commuters? There will be 373 commuters in 2006, and this will increase to 540 over time.
- a. Isn't it reasonable to assume that Town Ops Center commuters coming from Weaver Dairy would simply stay on Weaver Dairy Ext and turn right onto Old Larkspur Way rather than making a right onto MLK and a left on Eubanks? Staying on Weaver Dairy road eliminates 2 traffic signals on MLK. (Perkins and Eubanks). As you can see from the map, the distance is relatively the same between the routes. What percentage is reasonable to assume for commuters heading west on Weaver Dairy Road?
  - b. If the Larkspur correction for the time from MLK/Homestead intersection to Eubanks is correct, then commuters heading north on MLK will have incentive to cut-through Maywood. What percentage is reasonable to assume for commuters heading north on MLK?
  - c. If we add up all commuters who have incentive to use the Maywood cut-through from the 3 key areas (north on Seawell School Road, north on MLK/Homestead and west on Weaver Dairy), wouldn't it be **reasonable and conservative to say that at least 50% of the TOC employees might use the Maywood cut-through?**