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ATTACHMENT 3

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CORRESPONDENCE



To Town of Chapel Hill Pedestrian and Bicycle Advisory Board

Date: November 19, 2001

From Craig Scheffler, FFCA Grounds Committee Chair

Subject Sidewalk Request for Barbee Chapel Road

I am writing to express our subdivision's desire to have a sidewalk constructed along the western side of Barbee Chapel Road from Finley Forest to the corner of NC 54 and Barbee Chapel Road. Last year, I wrote to the NC Board of Transportation about this issue and talked with NCDOT personnel about the process of getting sidewalks constructed in this area. As a result I got included on a mailing list for updates on the Sidewalks and Bikeway Construction Planning Process from the Town. It seems that I need to get this potential project on that list of priorities for sidewalk construction, and I am seeking by this letter to at least get this project on the list. I am asking your help in this important matter.

There are two needs that would be fulfilled by providing sidewalk connectivity from Finley Forest to NC 54; improved pedestrian safety and improved local mobility. Barbee Chapel Road, even with the recent Meadowmont widening improvement at the NC 54 intersection, is a narrow roadway, with little to no shoulder. It is poorly lit at night and has poor sight distance as you approach the NC 54 intersection. Yet, there is a significant amount of pedestrian activity – joggers, bicyclists, and patrons of the local gas station use both sides of the road in haphazard and dangerous fashion. This amount of ped activity will increase with the commercial development of Meadowmont and the completion of the fine bike/ped pathways on both sides of NC 54.

I have attached a map showing a schematic of the proposed sidewalk (in red/black). I realized that right-of-way limitations may be a problem, but no significant property takings need to occur and I haven't noted any significant utility impacts that this construction would cause. The real issue is that there are about 800 residents in Finley Forest alone, in addition to many individual homeowners and apartment residents at Alta Springs that need an improved pedestrian connection. I urge you to assist us in putting this project on the priority list for sidewalk construction for the next fiscal year.

Thank you for your attention to this matter!

Craig Scheffler
Finley Forest Condominium Association Grounds Committee Chair

Cc: Mr. Cal Horton, Mr. Roger Waldon, Mr. George Small, Chapel Hill Transportation Board

Barbee Chapel Road Sidewalk Extension

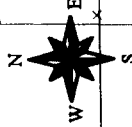
MEADOWMONT

54

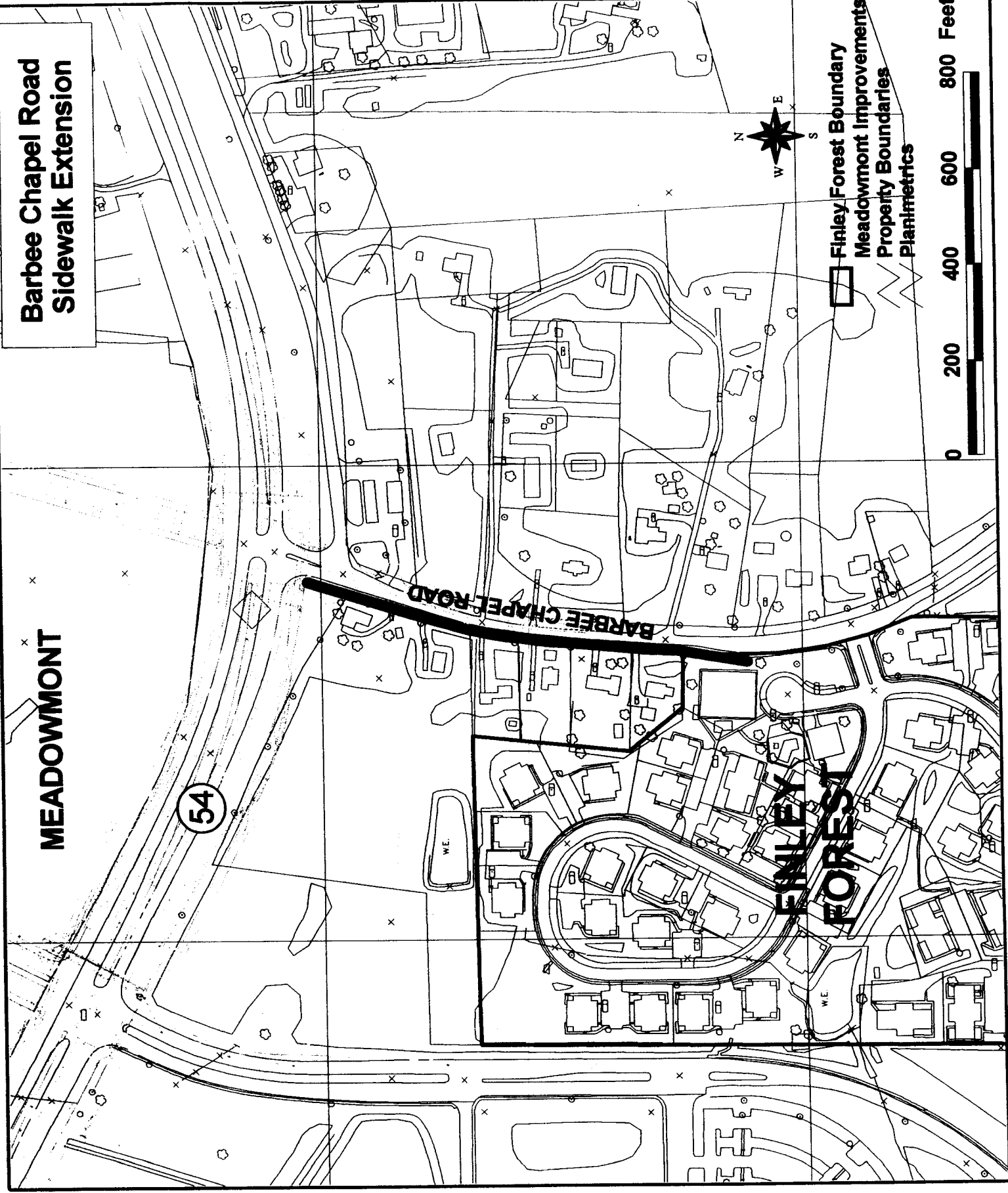
BARBEE CHAPEL ROAD

FINLEY
FOREST

- Finley Forest Boundary
- ▭ Meadowmont Improvements
- ▭ Property Boundaries
- ⋈ Planimetrics



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Homestead Village Homeowners Association

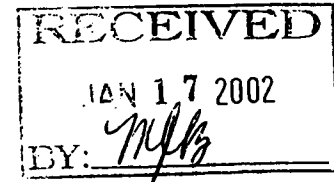
(13)

115 Portsmouth Pl.
Chapel Hill, NC 27516

Home Phone 967-0289
Email kjveters@aol.com

January 2, 2002

Mayor Kevin Foy
Town of Chapel Hill
306 N. Columbia Street
Chapel Hill, NC 27516-2124



Dear Mr. Mayor,

I'm writing on behalf of the 62 homeowners of the Homestead Village community located in northwest Chapel Hill.

We find ourselves halfway through another school year with a continuing sidewalk situation that we would like to call to your attention and to the attention of the Town Council. We are located on the east side of Seawell School Rd. across from Chapel Hill High School, Smith Middle School, and Seawell Elementary School, without adequate sidewalks for children to use in their treks to and from school each day. From our developments sidewalk, along the east side of Seawell School Rd., there is approximately 500 feet of undeveloped roadside property between us and the High School Rd. intersection where a sidewalk begins on the west side of the road and extends south to the Seawell Elementary School. It is this stretch of 500 feet, without a developed shoulder, that is our concern.

A 35 MPH speed limit, along with the appropriately posted School Zone speed limit, does little to slow the speeds routinely observed along this stretch of Seawell School Rd. Without complete sidewalks, pedestrians and the kids that choose to walk or bike to school, regularly put themselves in harm's way because of the 500 feet of missing sidewalk.

At present we have 49 children from our neighborhood attending the three schools, with 9 more at pre-elementary school age. We expect this figure to increase substantially in the future.

We are aware that Seawell School Rd. is presently included on the Town's Sidewalk Prioritization List, however, the current plan calls for placement of 1300 feet of sidewalk on the west side of the road. We would request that this new construction plan be reviewed to consider extending the existing sidewalk on the east side in deference to new construction required on the west side. There is limited residential development on the west side of the road, due to the location of the school bus storage lot in this area, while our side (the east side) can be expected to generate the majority of pedestrian and bike traffic along Seawell School Rd.

I have attached some recommendations that we feel might enhance this segment of our community and hope that they can be included in any review of this situation. Mrs. Nancy Hyde-DeRuyscher, 205 Portsmouth Pl., 968-3049, is chairing our committee on sidewalk development, and she or I may be contacted if there are any questions or if we might provide additional information.

Thank you for your interest and assistance.

Respectfully,

A handwritten signature in cursive script that reads "Kenneth J. Veters".

Kenneth J. Veters
President

attachment

Recommendations for Sidewalk Placement
Along Seawell School Road

In order to improve the safety and well being of pedestrians and school children moving along Seawell School Rd., initially between Savannah Terrace and High School Rd. and ultimately from Homestead Rd. to High School Rd., the following recommendations are proposed:

- Initially, extend the existing sidewalk, located on the east side of Seawell School Rd. at Savannah Terrace, 500 feet to the intersection of Seawell School Rd. and High School Rd.
- Construct a formal marked school crossing across Seawell School Rd. connecting the east side sidewalk with the existing west side sidewalk.
- Provide the funding and planning for the placement of a traffic signal at the Seawell School Rd. High School Rd. intersection, operable, at minimum, during school crossing periods.
- Ultimately, extend the existing east side sidewalk to the intersection of Seawell School Rd. and Homestead Rd.

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September 21, 2002

205 Deepwood Rd.
Chapel Hill, NC 27514

Mr. Roger Waldon
Chief
Planning Department
Town of Chapel Hill
The Municipal Building

Dear Roger:

I am writing to request Planning Dept. review of and favorable action on completion of the sidewalk on Elizabeth Street. This matter was first raised during public review of the Bolin Creek greenway plan when we were told that the existing sidewalk would be improved and the remainder built in order to provide safe access to and egress from the greenway for pedestrians, cyclists, and joggers. Since that time, the greenway has been completed from Airport Rd. to the Community Center, a bus stop has been installed on the corner of Elizabeth and East Franklin, on-street parking at the top of Elizabeth Street has narrowed maneuvering room for traffic and pedestrians who must walk in the street, and most recently, a park and ride lot has been provided for bus patrons. The top of Elizabeth Street, previously the widest, safest section of that street, is now congested and – without a sidewalk – not safe for pedestrians and joggers, or for bus patrons, or for cars attempting to access Elizabeth Street in order to reach Village Green Apartments, Deepwood Rd. and the Franklin Hills townhouses and subdivision, which use both Deming Rd. and Elizabeth Street for access. When traveling up Elizabeth St. to access East Franklin, it is always a risky journey with pedestrians who must walk in the street after the sidewalk ends, cars traveling down the street, cyclists walking their bikes on the street up the hill, cyclists coming down Elizabeth St. to access the greenway, and on-street parking creating a narrowed corridor.

Enclosed with this letter are photos I took on Friday, Sept. 20, at about 11 am. The views start on East Franklin with a bus approaching the bus stop and intersection of East Franklin and Elizabeth St., and conclude at the corner of Deepwood Rd. and Elizabeth St., facing toward Village Green. In the photos, you can easily see where the sidewalk ends at Penny Lane, the number of cars on the street and how they narrow the street corridor, the situation when cars are moving on Elizabeth St., the number of cars in the park and ride lot (all of which must access Elizabeth St.), and the condition of the existing sidewalk, made more difficult to use because of the high grass that the town infrequently mows.

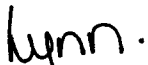
I hope we don't need a pedestrian injury or death before a sidewalk is built from Penny Lane to the corner of Elizabeth St. and East Franklin St. In addition, on-street parking at

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the top of Elizabeth St. should be prohibited, especially because the park and ride lot is now available. I hope, also, that you or a member of your staff will inspect and evaluate the current situation. And, I hope, that the response will not be one that was given to me by a staff member of the Parks and Recreation Dept.: "Well, everyone uses Deming Rd. to access East Franklin." That is simply not true as a volume count of cars, cyclists, and pedestrians would reveal if one were taken on both Elizabeth and Deming on a weekday when Village Green (with 90 plus units) and others are on the way to or from work or to catch a bus, or to access the greenway.

I would be happy to provide additional information, and hope that you and your staff will give priority to a quality and complete sidewalk on Elizabeth St.

Yours sincerely,



Lynn K. Knauff

Enclosures: As described