

6/17/03

UNC Development Modification

55

After attending the public forum 6/16/03 and rereading the 2001 development plan papers, I would like to make the following statement.

I believe it would be very helpful for Town Council to examine carefully the color map of the approved development plan showing the location of parking decks and date to be constructed, the summary charts showing names and number of parking spaces to be added and removed and the UNC master plan.

Observations

1. The council can only act on the development plan not the master plan.
2. Note that the development plan already shows a parking deck (P-5, 730 spots; net increase 595, all for visitors) next to the hospital and a parking deck by ACC (P-6, 350 spots; net increase, 198 all for visitors).
3. The development plan does NOT show any parking deck at Jackson Circle nor Cobb/ Cemetery. Removal of the Parking Deck from Manning to these new sites is a major change of traffic flow from the Development Plan. Although potential Parking decks do show up in the master plan, the master plan also includes major reconfiguration of streets, elimination of on street parking, better configuration of pedestrian and bike ways. Adding more interior parking decks before 01 and 03 traffic/ intersection data is analyzed, transportation management plan is evaluated, employees practice using the park and ride/ bus/ system, new sidewalk/ road infrastructure is a mistake.
4. A rereading of the development plan makes me even more concerned about pedestrian and cyclist access to and through campus. Huge parking decks block pedestrian and bike access of students, employees and neighbors from one area to the next. The wall of decks along Manning is a good example of this problem. Due to potentially heavy cyclist traffic there needs to be some consideration of separate cyclist and separate pedestrian cut through to desired areas. (How will this be managed at the cemetery and at the new family housing?)
5. The original plan p. 37 (10/03/01 agenda) stipulation 18b. states widen north side Country Club for double left turn and widen south side country club for separate right turn and new modification adds a north side sidewalk. This will create a major pedestrian/ cyclist barrier as folks try to cross at the same time traffic turns right on red. (Note 54-Hamilton Rd 1999 analysis.) A striped bike lane needs to be included to connect to the existing bike lane on Country Club. Careful consideration needs to be made of the placement of cross walks at Gimghoul/ Country Club & South Rd /Country Club intersections. A Pedestrian Median Island should be considered.
6. Reread the 8/21/01 report from the town to planning board about public utilities (pp. 17-18). Keep the recommendation to protect Jones Park from a new utility corridor. Note that a Chiller

(56)

Plant was planned for the north side of campus near Buildings A-8 and A-9. It also says the utility needs can be met. Why is a second chiller needed on north campus? Can the two be combined?

7. Several comments last night focused on how the traffic on Manning and Country club has increased . It is very dangerous for pedestrians to cross. One med school Prof. said they were afraid to have their students cross Manning. Why have no pedestrian tunnels been proposed to cross these streets? All of the development plans will increase traffic on Manning. Until it is easier to cross, south campus will always be isolated and more parking should not be added to Manning near the hospital.

I suggest the following:

1. Design the Chiller Plant/ Parking Deck near the Paul Green Theater/ Cobb so there is no net increase in the existing number of parking spots. This will result in no net change in traffic flow. Reduce the foot print so more of the current lot can be devoted to buffer and pedestrian access. Improve the intersections in the area as described.
2. Reanalyze the visitor vs. employee parking in the current and proposed decks and current parking lots and see if the current allocation is appropriate. My wife's experience as an employee is that it was faster to ride her bike than to drive in and out of a parking deck to find a spot and navigate her way by foot to her work place.
3. Build the F lot Manning parking deck with the connector road to Mason Farm. Consider the health advantages of walking up the hill to work or providing bikes to ride up the hill. Consider reengineering the Manning Dr. sidewalk so transit golf carts (currently service other decks) could move up and down it. Consider connecting it to the UNC hospital vans/ buses that service family practice and the acc.
4. Carefully analyze the needs of residents of the new family housing and design easy access to bus, mass transit ,sidewalks and bike paths.
5. Carefully analyze all parking decks and analyze how pedestrians and cyclists will get through them.
6. Until this is done please vote no on the new parking decks and yes on the other buildings.

Sincerely, Loren Hintz (neighbor, 804 Kings Mill Rd.)

