

Amy Harvey

From: Jeanette Coffin
Sent: Thursday, February 03, 2022 3:47 PM
To: kulwadeeyung@gmail.com
Cc: Lance Norris; Brent Roland; Adam Searing; Amy Ryan; Camille Berry; Jeanne Brown; Jess Anderson; Karen Stegman; Michael Parker; Pam Hemminger; Paris Miller-Foushee; Tai Huynh; Amy Harvey; Ann Anderson; Carolyn Worsley; Laura Selmer; Loryn Clark; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ran Northam; Ross Tompkins; Sabrina Oliver
Subject: FW: Message from Website

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin
Office Assistant
[Town of Chapel Hill Manager's Office](#)
[405 Martin Luther King Jr. Blvd.](#)
[Chapel Hill, NC 27514](#)
(o) 919-968-2743 | (f) 919-969-2063

From: info@townofchapelhill.org <info@townofchapelhill.org>
Sent: Thursday, February 3, 2022 12:00 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>
Subject: Message from Website

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A new entry to a form/survey has been submitted.

Form Name: Contact Mayor and Council
Date & Time: 02/03/2022 11:59 AM
Response #: 540
Submitter ID: 13961
IP address: [136.56.153.182](#)

Time to complete: 5 min. , 57 sec.

Survey Details

Page 1

Submit the form below or email mayorandcouncil@townofchapelhill.org.

1. Name

Kulwadee Yung

2. Residency*

I am a resident of Chapel Hill

3. Message

I am concerned about pedestrian safety in Chapel Hill, especially after reading about accidents in the town and around schools. One request that I would like to make is for the town to repaint all crosswalks to the black and white stripes. I know that there is a movement around the country to turn these crosswalks into works of art. I love public art as much as anyone, but I think that this is a bad idea. I must confess that as a driver, I have driven way too fast over these art displays. It doesn't register to me quickly enough that these are crosswalks. The primary purpose of a crosswalk is pedestrian safety. We should not do anything to jeopardize that. I know that black and white stripes are boring, but it signals to a driver that they should slow down and drive with care.

4. If you would like us to contact you regarding this issue, please provide an email or telephone number.

kulwadeeyung@gmail.com

Note: Mail sent to or received from the Town of Chapel Hill is subject to publication under the provisions of the North Carolina public records law.

Thank you,
Town of Chapel Hill, NC

This is an automated message generated by Granicus. Please do not reply directly to this email.

Amy Harvey

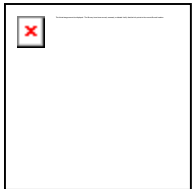
From: Pam Hemminger
Sent: Tuesday, February 08, 2022 3:11 PM
To: Jeanette Coffin; mcclintock.julie@gmail.com; Anne Goldstein; Verla Insko
Cc: Lance Norris; Adam Searing; Amy Ryan; Camille Berry; Jeanne Brown; Jess Anderson; Karen Stegman; Michael Parker; Paris Miller-Foushee; Tai Huynh; Amy Harvey; Ann Anderson; Carolyn Worsley; Laura Selmer; Loryn Clark; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ran Northam; Ross Tompkins; Sabrina Oliver
Subject: Re: Follow up to January 24th Estes Drive Safety Call

Folks-

The flashing lights are being installed tomorrow, weather permitting.

Thank you for advocating for safer pedestrian crossings-

Mayor Pam



Pam Hemminger

Mayor

[Town of Chapel Hill](#)

405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514-5705

Phone: (919) 968-2714

From: Jeanette Coffin <jcoffin@townofchapelhill.org>

Sent: Tuesday, February 8, 2022 2:18 PM

To: mcclintock.julie@gmail.com <mcclintock.julie@gmail.com>

Cc: Lance Norris <lnorris@townofchapelhill.org>; Adam Searing <asearing@townofchapelhill.org>; Amy Ryan

<aryan@townofchapelhill.org>; Camille Berry <cberry@townofchapelhill.org>; Jeanne Brown <jbrown2@townofchapelhill.org>; Jess Anderson <janderson@townofchapelhill.org>; Karen Stegman <kstegman@townofchapelhill.org>; Michael Parker <mparker@townofchapelhill.org>; Pam Hemminger <phemminger@townofchapelhill.org>; Paris Miller-Foushee <pmiller-foushee@townofchapelhill.org>; Tai Huynh <thuynh@townofchapelhill.org>; Amy Harvey <aharvey@townofchapelhill.org>; Ann Anderson <aanderson@townofchapelhill.org>; Carolyn Worsley <cworsley@townofchapelhill.org>; Laura Selmer <lselmer@townofchapelhill.org>; Loryn Clark <lclark@townofchapelhill.org>; Mary Jane Nirdlinger <mnirdlinger@townofchapelhill.org>; Maurice Jones <mjones@townofchapelhill.org>; Rae Buckley <rbuckley@townofchapelhill.org>; Ran Northam <rnortham@townofchapelhill.org>; Ross Tompkins <rtompkins@townofchapelhill.org>; Sabrina Oliver <soliver@townofchapelhill.org>

Subject: FW: Follow up to January 24th Estes Drive Safety Call

Thank you Julie, for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin
Office Assistant
[Town of Chapel Hill Manager's Office](#)
[405 Martin Luther King Jr. Blvd.](#)
[Chapel Hill, NC 27514](#)
(o) 919-968-2743 | (f) 919-969-2063

From: Julie McClintock <mcclintock.julie@gmail.com>

Sent: Tuesday, February 8, 2022 1:20 PM

To: warcher@ncdot.gov

Cc: Rep. Verla Insko <verla.insko@ncleg.net>; Maurice Jones <mjones@townofchapelhill.org>; Monica A Fuller <mafuller@ncdot.gov>; Tracy Holloway <traholloway@chccs.k12.nc.us>; Jan Hendrickson-Smith <jchendricksonsmith@gmail.com>; jill blackburn <jridkyb@gmail.com>; Jon Mitchell <capt.jdm@gmail.com>; Fred Lampe <fredrl@icloud.com>; Katharine Kollins <kwkollins@gmail.com>; annegoldstein412@gmail.com; John Wambaugh <jfwambaugh@gmail.com>; Town Council <mayorandcouncil@townofchapelhill.org>; Bergen Watterson <bwatterson@townofchapelhill.org>; Adam Searing <asearing@townofchapelhill.org>; Pam Hemminger <phemminger@townofchapelhill.org>; Karen Stegman <kstegman@townofchapelhill.org>

Subject: Follow up to January 24th Estes Drive Safety Call

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Wright R. Archer, III, PE
Division Engineer
Region 7, NC DOT
Highway Division 7
PO Box 14996
1584 Yanceyville Street
Greensboro, 27415-4996

Dear Mr. Archer,

Thank you for meeting with us on January 24th to discuss pedestrian safety concerns on the busy Estes Drive corridor between Franklin Street and MLK Jr. Blvd., a portion containing two school zones and three marked crosswalks with no pedestrian signals. We appreciated you and your DOT colleagues sitting down with neighbors, school officials, State Representative Verla Insko (who helped us set up the call), the Chapel Hill Town Manager, and the Mayor's representative to see what can be done in the immediate future to improve safety on Estes Drive.

The Town's Estes Drive connectivity project (scheduled to begin in April) plans two additional crosswalks, one near the problematic Aura entrance and one at Somerset Drive. Given the recent serious injuries in the marked crosswalks, we proposed a number of short-term actions that the DOT could take, working together with the Town, to ameliorate safety concerns and reduce risks for pedestrians. We had suggested mid-February as a goal for accomplishing them. See attached letter and an excerpted list of the measures we discussed.

Tomorrow night, February 9, the Chapel Hill Council will hear an update on progress from our Town Transportation Department. At the time of the 24th call you indicated we would schedule a follow up call in several months to check on progress on the proposed measures. Please give us a date so we can put the call on all our calendars.

I apologize that this January 24th letter proposing a list of measures was previously sent to the wrong address. I am resending it here and copying the Town Manager, the Mayor's representative, Chapel Hill Town Council, Representative Insko, Legislative Liaison Monica Fuller, and the neighbors who attended the call.

We are heartened by the productive discussion to date, and look forward to safer conditions on Estes Drive soon.

Julie McClintock

Excerpts from letter:

Given the well-known existing hazardous road situation, we request these immediate short-term actions to improve pedestrian safety at the Estes Drive school zones:

1. Convert the existing 25 MPH school zone on North Estes Drive, which currently applies during specific weekday hours, to a full-time (24/7) 25 MPH zone.
2. Install continuously operating radar speed signs in both directions where the current school zone begins/ends. Currently there is a radar speed sign for eastbound traffic that operates only during school arrival and departure times.
3. Install a low cost, temporary flashing signal such as a PHB at the western Caswell/Estes crosswalk (near Phillips Middle School and the tennis courts) until a signal is installed there as part of the Town's Estes Connectivity Project. *As noted, a vehicle recently hit two middle school student girls in this crosswalk.*
4. Install a PHB, or similar signal, at the Granville/Estes crosswalk near the Chapel Hill Library entrance. This crosswalk, regularly used by school children and others, lacks any type of signalization, and lies outside the scope of the Estes Connectivity Project.
5. Re-program the stoplight at the Estes-MLK intersection so that the pedestrian walk signal occurs **before** vehicles on southbound MLK Jr Boulevard are invited (by a flashing orange turn arrow) to turn left onto eastbound Estes Drive. *Of note - a pedestrian in this crosswalk was hit last week by a vehicle while turning left from MLK Jr Boulevard.*

Wright R. Archer, III, PE
Division Engineer
Region 7, NC DOT
Highway Division 7
PO Box 14996
1584 Yanceyville Street
Greensboro, 27415-4996

January 24th, 2022 (updated)

Dear Mr. Archer,

Within the last several weeks, three pedestrians were injured while crossing in marked crosswalks on the busy Estes Drive corridor between Franklin St and MLK Jr Blvd. Two of the injured were children, one remains in critical condition. In response, neighbors, teachers, and students marched in protest last week on Estes Drive to call for immediate measures to slow traffic **NOW** in order to provide a safer road for pedestrians.

We write to share our concerns in advance of the 12 noon Teams meeting on Monday, January 24 with DOT decision-makers, local government officials, and Estes Drive neighbors. Representative Verla Insko and Monica Fuller has assisted us to set up this meeting

As background, Chapel Hill Town staff report the Estes Drive Connectivity Project, planned since 2014, may finally begin in March 2022 after numerous delays. This plan includes **pedestrian hybrid beacons** (PHBs), or similar signals for two crosswalks, and both on-road and off-road bike lanes from MLK Jr Blvd to Caswell Road. Further delays are quite possible due to weather, and issues with existing utility infrastructure.

A January 21st, 2022 article in *The Local Reporter* documents earlier efforts made in 2009, and later in the 2014 Central West Area Plan, to bring safety improvements to Estes Drive, including a recommendation to work with the schools for safer crosswalks and a stoplight at Somerset Drive. See "Pedestrian Safety Measures Coming to Estes Drive".

<https://thelocalreporter.press/pedestrian-safety-measures-coming-to-estes-drive/>.

Given the well-known existing hazardous road situation, we request these immediate short-term actions to improve pedestrian safety at the Estes Drive school zones:

- Convert the existing 25 MPH school zone on North Estes Drive, which currently applies during specific weekday hours, to a full-time (24/7) 25 MPH zone.
- Install continuously operating radar speed signs in both directions where the current school zone begins/ends. Currently there is a radar speed sign for eastbound traffic that operates only during school arrival and departure times.
- Install a low cost, temporary flashing signal such as a PHB at the western Caswell/Estes crosswalk (near Phillips Middle School and the tennis courts) until a signal is installed there as part of the Town's Estes Connectivity Project. *As noted, a vehicle recently hit two middle school student girls in this crosswalk.*
- Install a PHB, or similar signal, at the Granville/Estes crosswalk near the Chapel Hill Library entrance. This crosswalk, regularly used by school children and others, lacks any type of signalization, and lies outside the scope of the Estes Connectivity Project.
- Re-program the stoplight at the Estes-MLK intersection so that the pedestrian walk signal occurs **before** vehicles on southbound MLK Jr Boulevard are invited (by a flashing orange turn arrow) to turn left onto eastbound Estes Drive. *Of note - a pedestrian in this crosswalk was hit last week by a vehicle while turning left from MLK Jr Boulevard.*

Thank you for a careful review of these recommended actions.

Sincerely,

Jill Blackburn, Kathryn Britton, Barbara Dean, Susan Eastman, Jason and Megan Foureman, Pete and Julie Gaskell, Anne Goldstein, John Hamilton, Paula Hemmer, Jan Hendrickson-Smith, Katharine Kollins, Heather Ladov, Julia Lawrence, E.I. Insinger and J.W. Ricci, Heather Ladov, Fred Lampe, Julia Lawrence, Julie McClintock, Jon Mitchell, Elizabeth Nguyen, Nick Strange, David Tuttle, John Wambaugh, Joanna Williams, Susan and Steven Zeisel and additional signers (partial list).

Transmitted by Julie McClintock

Amy Harvey

From: Jeanette Coffin
Sent: Wednesday, February 09, 2022 9:21 AM
To: geoff@stuebegreen.com
Cc: Colleen Willger; Adam Searing; Amy Ryan; Camille Berry; Jeanne Brown; Jess Anderson; Karen Stegman; Michael Parker; Pam Hemminger; Paris Miller-Foushee; Tai Huynh; Amy Harvey; Ann Anderson; Carolyn Worsley; Laura Selmer; Loryn Clark; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ran Northam; Ross Tompkins; Sabrina Oliver
Subject: FW: Bicycle and pedestrian safety
Attachments: Jan 2022 DCHC letter on safety targets.pdf

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin
Office Assistant
[Town of Chapel Hill Manager's Office](#)
[405 Martin Luther King Jr. Blvd.](#)
[Chapel Hill, NC 27514](#)
(o) 919-968-2743 | (f) 919-969-2063

From: Geoffrey F. Green <geoff@stuebegreen.com>
Sent: Tuesday, February 8, 2022 7:48 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>
Subject: Bicycle and pedestrian safety

External email: Don't click links or attachments from unknown senders. To check or report forward to reportspam@townofchapelhill.org

Mayor and members of Town Council:

Ahead of your meeting Wednesday and the agenda item on bicycle/pedestrian safety, I wanted to share a letter that BikeDurham, NEXT Chapel Hill Carrboro, the Carrboro Bicycle Coalition, and the Bicycle Alliance of Chapel Hill (BACH) sent to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in January. (Among other goals, each signatory to the letter advocates for a transportation system that is safe for users even if they are not riding in a car.) At its January meeting, the DCHC MPO approved NCDOT's goals to reduce serious injuries and deaths on our transportation network. These goals are ambitious, but NCDOT's annual goals for the last half decade have also been aggressive, and each year NCDOT has fallen far short. Injures and deaths are rising, and not falling. In the letter, the

organizations urge the DCHC MPO to play a stronger role providing oversight of the transportation facilities that NCDOT implements in our communities and the policies that govern how NCDOT accommodates non-automobile travel. The letter emphasizes that the safety of bicyclists and pedestrians is not a local issue but a regional and statewide issue, and needs to be solved by everyone involved in developing our transportation network.

The Town's adopted Vision Zero goal is ambitious, but to actually get to zero we need to start reducing the number of injuries and deaths on our roads, not just stand by and wring our hands as they increase. It is going to take close cooperation among all stakeholders, including NCDOT, and changes in the way we regulate our roads to make the course correction we so desperately need. I hope you move forward with significant actions to make this happen.

Geoff Green

January 11, 2022

Dear Chair Weaver and members of the Durham-Chapel Hill-Carrboro MPO Board:

We are local volunteer-led organizations that advocate for safe and inclusive transportation systems that enable community members to walk, bike, or take transit to reach jobs, retail, social services.¹ We are gravely concerned by rising rates of injuries and deaths on our streets and roadways. We are writing to ask the DCHC MPO Board to work with staff, local jurisdictions, and NCDOT to take immediate steps to evaluate why our efforts to improve safety are not working and to chart a path forward that prevents the fatalities and serious injuries occurring on our transportation network.

On New Year's Eve, two middle school students crossing the street in a crosswalk were hit by someone driving a car on Estes Drive in Chapel Hill. Both were severely injured, and one is still in intensive care. On December 22, a man crossing West Club Boulevard in Durham in a crosswalk was hit by someone driving a car. He died one week later. This is the reality of traffic violence throughout the DCHC MPO region.

The presentation in your agenda packet tells the story—each year, the goal for the annual rate of fatalities and serious injuries has been dropping, while each year the rate of fatalities and serious injuries has been increasing. Meanwhile, the state's ambitious goal of reducing fatalities and injuries by one half by 2035 has not changed. Therefore, the goal for 2022 is a 13.8 percent reduction in the fatality rate and a 21.7 percent reduction in the serious injury rate. While we support these targets, given recent trends, while they may look good on paper, they are meaningless in practice.

Local governments are certainly committing to do better. Vision Zero plans adopted by NCDOT in 2015, the City of Durham in 2017, and by Chapel Hill in 2021 set ambitious goals for zero deaths or serious injuries across all modes of transportation. Local governments have begun to dedicate staff time and capital resources towards developing new and improved facilities for vulnerable road users. But despite these efforts, our streets have become more dangerous.

Business-as-usual is not going to get us to Vision Zero. The NCDOT, MPO and local governments have spent more than a decade stating that they will place the safety of all road users—people driving, walking, biking, or using transit—at the forefront of our planning priorities. Though we do not question their intentions, their actions are not working. They still make decisions that prioritize reducing driver delay over safety. Our systems are insufficient; our strategies are disjointed; and our priorities are conflicting.

We appreciate that both MPO staff and NCDOT staff plan to follow-up on this agenda item with additional information about what more can be done. In addition, the recently enacted

¹ BikeDurham is a Durham-based non-profit organization that advocates for access to safe, affordable, and sustainable transportation for everyone regardless of who they are or where they live. NEXT Chapel Hill-Carrboro is a non-profit made up of community members and leaders who are inspired by our community's vibrancy and values, and who see opportunities to enhance our quality of life through promoting diversity, inclusiveness, economic growth, transportation options, and housing choices. The Carrboro Bicycle Coalition is a non-profit organization of local residents dedicated to building a network of cyclists in the greater Carrboro region and actively working to promote all types of cycling in Carrboro and the surrounding communities. BACH is a bicycle advocacy group in Chapel Hill working to foster a bike friendly culture in town.

Infrastructure Investment and Jobs Act requires NCDOT to perform a Vulnerable Road User Safety Assessment which analyzes the transportation network from a safe systems approach with a special focus on vulnerable road users such as bicyclists, motorcyclists, and pedestrians. (Sec. 11111 of the bill.) This will be a useful effort. However, these studies and reports, on their own, will be inadequate to meet the moment of our transportation safety crisis.

We believe the MPO Board needs to take additional steps to ensure real action is taken to improve transportation safety. The MPO board must make specific requests to lay the groundwork for future action. Therefore, we ask that NCDOT and the MPO's NCDOT members and staff representatives provide the following information and data to the Board over the next few months:

- **Review and propose modifications to NCDOT and local procedures relating to the safety of all users.** We are concerned that current procedures continue to prioritize vehicular throughput over safety (e.g., Section 7.9 of the 2050 MTP lists several strategies for reducing driver delay that would make intersections more dangerous for people walking or biking). Recently, one of our NEXT Chapel Hill-Carrboro members submitted an online request that a local government provide a protected pedestrian phase at an intersection along a major state road, the member was told “NCDOT will not separate the pedestrian phase without significant pedestrian counts or a pattern of targeted correctable collisions.”² In other cases, NCDOT prohibits traffic control devices on certain roadways even where there is heavy existing or potential crossing activity. These policies require that local advocates and governments make significant efforts even to collect the data NCDOT requires to consider changing the vehicular status quo to protect the safety of people outside of cars, especially our most vulnerable citizens like children and the elderly, with no guarantee of action.
- **Review and propose modifications to NCDOT and local government engineering designs and policies to ensure they adequately protect vulnerable road users.** Compared with designs used in other parts of the country like Seattle and Boston, or forward-looking guidance issued by organizations such as NACTO, NCDOT and local government roadway designs often treat pedestrians and bicyclists as afterthoughts. For example, the roundabouts at Estes Drive and North Greensboro Road in Carrboro and along Old Chapel Hill Road in Durham include no bicycle accommodations, forcing people on bicycles to ride with vehicles through the circle or dismount and walk their bicycles on the sidewalk. These inadequate designs were implemented despite requests from local advocates and advisory groups, and superior examples from numerous best practices from around the country.
- **Analyze and report on non-MPO transportation expenditures in the past five years for safety projects within the MPO boundaries.** The MPO Board should ensure that we are spending the maximum amount of federal and state funding on safety improvements to our streets, and that none of the funding is being redirected towards other projects.

² https://seeclickfix.com/web_portal/zLnotryMveH48bsTrfxSbSYH/issues/11117832

- **Review the updates to NCDOT complete streets guidelines.** They have been under development and may be completed, and Board and public review would allow us to evaluate whether they are adequate for the region’s needs.

Ensuring the safety of the most vulnerable transportation users should be our top priority. Occupants of cars are safer than ever before because of improvements in automobile design. The human body has not received similar upgrades. Impacts from fast-moving cars (which grow larger and heavier every year) cause serious injury. People will not feel safe traveling by walking, bicycling, or transit (which is vital as we work to address our climate crisis) unless our transportation system protects their safety. For the MPO’s efforts to increase non-auto mode share to succeed, we need to reengineer our transportation network so that biking, walking, and transit trips can be made safely.

Moreover, the Governor’s Executive Order No. 246, signed just last week, directs NCDOT to develop a Clean Transportation Plan that recommends strategies including the “increased availability of non-vehicle transportation modes.” With this statement, the governor has emphasized that NCDOT must treat all users of the transportation network as a priority, not just cars and trucks.

Vision Zero is an ambitious goal. Unfortunately, despite years of work, we are further than ever from zero fatalities and zero injuries. The MPO Board has an opportunity to help the local jurisdictions and NCDOT pivot towards making improvements that enhance safety for vulnerable roadway users. We hope you will embrace this opportunity. We look forward to engaging with you on this issue throughout 2022.

Very truly yours,

John Tallmadge,
Executive Director

Molly DeMarco
Geoff Green
Martin Johnson

Heidi Perry,
Board Chair

John Rees,
Chair

BikeDurham

NEXT Chapel Hill
Carrboro

Carrboro Bicycle
Coalition

Bicycle Alliance of
Chapel Hill (BACH)

bikedurham.org

nextnc.org

bikecarrboro.org

bikechapelhill.org