

**From:** Roger Stancil  
**Sent:** Tuesday, March 06, 2018 8:11 PM  
**To:** Allen Buansi; Donna Bell; Hongbin Gu; Jeanne Brown; Jess Anderson; Karen Stegman; Town Council; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Roger Stancil; Ross Tompkins  
**Cc:** Loryn Clark; Ben Hitchings; CHRIS BLUE; Amy Harvey; Beth Vazquez; Carolyn Worsley; Catherine Lazorko; Christina Strauch; Dwight Bassett; Flo Miller; Mary Jane Nirdlinger; Rae Buckley; Ralph Karpinos; Ran Northam; Roger Stancil; Sabrina Oliver  
**Subject:** Council Questions: Item 7: UNC Report on Transportation

**Council Question:** Why did the Council request this report back in 2005? What was the impetus?

**UNC Staff Response:** *The original Development Plan Transportation Impact Analysis was submitted in 2001 as part of adoption of the OI-4 zoning district with its accompanying Development Plan. In response to a citizen petition presented to the Town Council in 2004, the Council agreed to consider a proposal to require a transportation report for the approved Development Plan. The petitioner asked for the following information: Require the holder of an approved Development Plan to submit an annual Transportation Report to the Town that is 10 pages or less, clear, and concise, using language easily understandable to the general public, identifying impacts, proposed mitigation measures, and implementation plans. The report will give an assessment of what has been done to mitigate adverse traffic impacts and whether, and to what extent, these measures are working. The informational basis for the assessment should be included.*

*During the June 15, 2005 Public Hearing on proposed changes to the provisions of the Town's Office/Institutional-4 zoning district, the Town Council considered guidelines to address the petitioner's request for a Transportation Report. Upon receiving comment from several citizens during the Public Hearing on the proposed guidelines, the Council directed staff to meet with neighborhood and University representatives to discuss modifying the proposed guidelines. At its June 27, 2005 Council Meeting, the Council approved a resolution A copy of the June 27, 2005 Council reports can be found at:*

<https://chapelhill.legistar.com/Page.aspx?M=ZZ>.

*The purpose of the report is to provide an assessment of the transportation implications of the Development Plan and revise mitigation measures, if needed, based on the updated analysis. Transportation elements addressed include automobile traffic, transit, parking, bicycle and pedestrian traffic, and associated air quality issues.*

**Council Question:** Have the guidelines for the annual development plan report on transportation office zoning district ever been modified since 2005? If so, how have they been modified?

**UNC Staff Response:** *No, the guidelines have not changed since 2001. Each edition of the report has used the same guidelines and methodologies.*

**Council Question:** As referenced on p. 27, is the TIA submitted to the Town in December 2017 more general than the Development Plan TIA?

**UNC Staff Response:** *The full Development Plan TIA is submitted every two years (in odd numbered years). An Annual Report, an executive summary of the full report, is submitted every December to provide an update to the Town Council on progress and impacts.*

**Council Question:** Are the storage lots off-campus referred to on p. 29, a particular location maintained by the University?

**UNC Staff Response:** *The RR Storage Lot is located on Estes Drive and is owned and maintained by the University. It is a gated and secure facility with about 1,100 spaces for resident students.*

**Council Question:** How exactly are daily traffic volumes conducted?

**UNC Staff Response:** *Section 4 of the Traffic Impact Analysis details the traffic data collection methodology. Briefly, the report includes traffic data collected from 55 intersections on and near campus to analyze intersection levels of service, as well as 22 roadway links to analyze average daily traffic volumes on key corridors. The intersection and bicycle/pedestrian counts are collected using industry standard techniques, including in-person counts and state-of-the-art video analysis. Daily traffic volume data on the 22 links is collected using tube stations.*

**Council Question:** Was the construction of light rail taken into account in any of the forecast intersection levels of service?

**UNC Staff Response:** *The “build year” for the TIA is 2022, which is six years prior to the projected light rail opening in 2028, so the light rail is not taken into account in this analysis.*

**Council Question:** P. 64 (Tables 2-2 and 2-3) indicate the anticipated employee and student growth from 2000 to 2022. Can information be provided on the number of employees (on main campus & off main campus) and students (resident and commuting students) in each of the past five years?

**UNC Staff Response:** *These statistics are not readily available – we will research the data and provide the information when it is collected.*

**Council Question:** How many temporarily lost parking spaces will there be as a result of construction staging?

**UNC Staff Response:** *Impacts to existing parking spaces due to construction are addressed on a project by project basis. Much of the construction anticipated in the Development Plan in 2001 has already been completed so it is not likely that future construction projects will have the same level of temporary parking loss as past Development Plan construction.*

**Council Question:** What is the relationship between UNC Police and CHPD with respect to traffic monitoring and stops?

**Town Staff Response:** *The Chapel Hill Police Department often works with the UNC Police Department to address traffic safety. We regularly collaborate on Watch for Me NC initiatives that focus on bicycle and pedestrian safety. These consist of educational and enforcement efforts in areas that have been selected based upon traffic counts or specific community safety concerns. We also combine resources to conduct speed enforcement initiatives in areas that have experienced high numbers of injury crashes or that consistently experience higher vehicular speeds. All of these efforts are publicized in advance as part of our efforts to raise awareness about traffic safety. The Town does not usually conduct such efforts on streets that are under the UNC Police jurisdiction. Similarly, UNC Police will generally only conduct traffic operations on town streets as part of planned operations like those described above.*