

**From:** Fred Lampe <[fredrl@icloud.com](mailto:fredrl@icloud.com)>

**Subject:** Questions for Aura Traffic Forum

**Date:** February 10, 2021 at 2:06:24 PM EST

**To:** [planning@townofchapelhill.org](mailto:planning@townofchapelhill.org)

**Cc:** Julie McClintock <[mcclintock.julie@gmail.com](mailto:mcclintock.julie@gmail.com)>, Brian Daniels <[mbrian\\_daniels@yahoo.com](mailto:mbrian_daniels@yahoo.com)>, Jon Mitchell <[capt.jdm@gmail.com](mailto:capt.jdm@gmail.com)>, Tim O'Shea <[oshea.tj@gmail.com](mailto:oshea.tj@gmail.com)>, Sandy Turbeville <[happyhat@nc.rr.com](mailto:happyhat@nc.rr.com)>, Kumar Neppalli <[kneppalli@townofchapelhill.org](mailto:kneppalli@townofchapelhill.org)>

Judy,

Thank you for setting up this evening's "Aura Traffic Public Meeting".

As you requested, we are submitting a number of questions about the Aura TIA study as well as the overall Aura project plan. The following questions are in addition to the 51 questions residents submitted to Planning after the developer's Aura Public Information presentation on November 16, 2020.

We are still awaiting a response to these 51 questions which were reorganized into groups and resubmitted again in December.

Questions for Traffic Consultant:

1. How can we sure the one day in January 2020 that the traffic count data was collected is representative of annual periods of peak traffic?"
2. Was the January 2020 traffic count data seasonally adjusted? If so, how much?
3. Since data collection was done only from 7-9 am, 11 am -1 pm, and 4-6 pm, how do we know that peak hour traffic does not occur in a different time period, particularly on a rainy day, e.g. 2-4 pm when the two public schools and the church school on Estes let out and parents pick their children up?
4. What is the rationale behind the specific percentage "vehicle trip reduction adjustments" made for pedestrian, bicycle and bus trips?
5. What quantity of children from the planned Aura development have been considered when evaluating parent trips on rainy/snowy days to drop off and

pick up their kids at the local schools on Estes? These trips will surely impact the current AM hour traffic and may better represent the PM peak traffic than the current 4-6 pm data collected.

6. Why was the unknown size of University Place redevelopment on Fordham considered as part of the assumptions for determining the minimal background traffic growth of 0.5%/year, yet the stated background growth did not consider the very real growth of the many new apartment buildings on Fordham just north of University Place that are already under construction or in the planning process, e.g. Elliott Road Apartments, Keystone Apartments, Park Apartment redevelopment, University Inn redevelopment, etc? Will the residents of these 2000 new apartments never use Estes to go downtown, to go to Carrboro, to go to northern Chapel Hill? Thus, is 0.5%/yr background traffic growth a reasonable assumption for the Aura TIA given all the coming growth? Elsewhere in Town on recent TIA's, background traffic growth has been stated at 1.5%/yr.

7. The applicant's latest plan set shows a right-turn lane on Estes Dr. extending from MLK to just before Aura's driveway, and a separate right turn lane between Aura's driveway and Aura's eastern property boundary. Why not connect these to make a longer, continuous right turn lane, thus providing more usable stacking space during especially heavy traffic conditions?

8. The Estes Dr. connectivity project will add a second left turn lane from Estes Dr. onto MLKjr Blvd. Since Eastbound and Westbound Estes traffic is well into Level E service during AM and PM peak hours even after "Improvements", have you considered whether, in connection with Aura, one or both of the left-turn lanes should be lengthened further (to the east)? By comparison, the applicant's latest plan set shows a much longer right-turn lane.

9. What is the margin of error for TIAs in general and this TIA specifically? Are the general assumptions and methodologies used subject to some kind of back testing? What level of confidence or caution do traffic experts attach to these types of analyses?

Questions for Town Staff re Aura:

1. Which entities - Chapel Hill government, the developer, or others - have responsibilities for tasks related to approving, financing, constructing, or

overseeing the effectiveness of the traffic enhancements proposed for Estes and MLK? What is each entity responsible for?

2. Please identify any dependencies that could prevent any of these entities from fulfilling their responsibilities, eg, for any tasks requiring state or municipal funding, please state if the funding has already been secured or, if not, what approvals are needed to secure funds?

3. For any commitments of the developer related to this project - eg, related to the traffic enhancements, mix of uses, affordable housing, stormwater, green space, and overall appearance - which town entity is responsible for enforcing those conditions, and what process will the town follow in holding the developers accountable for any failures to satisfy those commitments?

Question for Town Staff re neighboring Azalea Estates Senior Residences:

1. We note that the nearby Azalea Estates project has been allowed to complete constructing the housing complex and move in residents, but the developer has left its border along Somerset turned up from the construction, unfinished, and ugly. When will the responsible Town staff intervene to get the project completed?

2. When can we expect a stop sign at the egress to Azalea Estates on Somerset Dr to be installed? There have been several "almost" accidents from cars leaving Azalea without stopping to look for traffic on Somerset.

... Fred Lampe

For Concerned Central West Citizens