

---

**From:** Dearry, Allen (NIH/NIEHS) [E] [dearry@niehs.nih.gov]  
**Sent:** Thursday, April 12, 2007 4:31 PM  
**To:** gbarnes1@mac.com  
**Subject:** FW: Meadowmont traffic calming

Gary,

I was hoping to make tonight's transportation board mtg. As of now, I'm stuck at DCA, awaiting a flight home that will be delayed at least an hr. So it's unlikely I'll make your 7pm mtg. I apologize in advance for not being there in person (assuming that turns out to be the case). I'd appreciate it if there's a way that my comments below can be considered during your mtg. Also, as you know, I asked Kumar how 20 points were added to the ranking of Simerville (or any Meadowmont street) based on being on a prioritized list for 12 months, and I haven't yet received an answer.

Just to reiterate my main points:

- The mean speed on Simerville is below the speed limit at 20-23 mph.  
The 85<sup>th</sup> percentile on Simerville is 27-29 mph.
- The percentage of cars on Simerville exceeding 30 mph is less than 10.  
Appendix B of the town's policy and procedures for traffic calming measures lists the minimal 85<sup>th</sup> percentile speed for these devices as 35mph.
- Based on these data, a proposal to install traffic calming measures on Simerville seems to me to be an unjustified use of taxpayer funds.

Thanks for any consideration you can provide in conveying these points to the board

Allen

---

**From:** Allen Dearry [mailto:adearry@mindspring.com]  
**Sent:** Sunday, March 18, 2007 10:48 PM  
**To:** sspade@townofchapelhill.org; gbarnes1@mac.com; kneppalli@townofchapelhill.org  
**Subject:** Meadowmont traffic calming

Dear Gary, Kumar, and Steve,

As of now, it appears that I will be out of town on March 22 and unable to attend the transportation board meeting, which I understand is scheduled to address traffic calming in Meadowmont. Hence, I write this message with the hope that you will be able to provide it to members of the transportation board for their consideration before and on March 22. I write as a concerned citizen of Meadowmont and Chapel Hill, residing on Simerville Road, where traffic calming devices have been proposed to be installed.

My main point is that the proposed installation of traffic calming devices on Simerville Road appears at best to be weakly justified by data and therefore a questionable use of taxpayer funds.

Elevating the crosswalk at the trail crossing on Simerville may make sense, but the average speed, 85<sup>th</sup> percentile speed, and percentage of cars exceeding the speed limit on Simerville are significantly lower than those same parameters on Sprunt, West Barbee Chapel, and Meadowmont Lane.

Attachments "Simmerville1.xls" and "Simmerville2.xls" were supplied by Kumar, while "Meadowmont Traffic Study 2006 Summary.xls" was supplied by Don Norman. The mean speed on Simerville = 20-23 mph; the 15<sup>th</sup> percentile = 15-18 mph; the 85<sup>th</sup> percentile = 27-29 mph; and the percentage of cars exceeding 30 mph = 4-10. There is an interesting dichotomy between Kumar's two spreadsheets with

respect to the % of cars exceeding 25 mph. "Simmerville1.xls" indicates the % of cars exceeding 25 mph = 36-40, whereas "Simmerville2.xls" indicates the % of cars exceeding 25 mph = 22-27. It's not clear to me if these spreadsheets reflect different times of day, days of the week, actual chronological differences, geographical regions of the road, or something else. In addition, only 5-10 vehicles on Simerville exceeded 45 mph during the study. According to Don's table, the study measured vehicles exceeding 55 mph, not 45 mph, on every other street in Meadowmont. And, for those streets, 14-97 vehicles traveled > 55 mph. These data suggest that the number of "high speed" vehicles on Simerville is very small, especially when compared to elsewhere in Meadowmont. Again, only 4-10% of cars on Simerville exceed 30 mph.

Appendix B of the town's policy and procedures for traffic calming measures lists the minimal 85<sup>th</sup> percentile speed for these devices as 35mph. That recorded for Simerville is 27-29 mph. I simply do not understand how the data from Simerville Road justify traffic calming devices. In response to questions about this, Kumar has indicated that "recommendations are made based on study results, field observations, input from the neighborhood, and geometric conditions of the roadway, etc." While I recognize that some qualitative factors as well as quantitative data need to be considered, the only conclusion that I've been able to reach is that recommendations for Simerville were somehow weighted toward perceived homeowner sentiment or some other qualitative element rather than study data. While there was apparently a neighborhood survey sometime last year, my family was not included in this and I have been endeavoring to understand the rationale for Simerville recommendations since January. Don Norman and others in the community, along with Kumar, have been helpful in this regard, although the only explanation I have been given to understand the Simerville recommendations is Kumar's quote above.

Appendix C of the town's policy and procedures for traffic calming measures is a "ranking system for traffic calming projects." Kumar has indicated that this will be available the week of March 19. I must admit that I do not understand the reasoning for this ranking not being available earlier. One would certainly hope that the ranking was carried out prior to reaching a recommendation, so that it should already be a publicly available document. I asked Kumar on March 6 to explain this delay, but I have yet to hear back.

I certainly do not favor having any traffic exceed the speed limit. However, the situation and available data on Simerville Road simply do not appear to justify expenditure of taxpayer funds for traffic calming devices.

Thank you for this opportunity to provide my views. Please let me know whether or not you will be able to supply this message to members of the transportation board prior to or at their March 22 meeting. If there is an official record, please enter this message into it.

Sincerely,  
Allen Deary  
202 Simerville Road  
[adeary@mindspring.com](mailto:adeary@mindspring.com)