



Robert M. Hollister  
2008 N. Lakeshore Drive  
Chapel Hill, N.C., 27514

July 29, 2004

Mayor Foy and Town Council  
306 N. Columbia St.  
Chapel Hill, N. C. 27516

Re: Request for Study of Traffic Speed  
On North Lakeshore Drive

Dear Mayor Foy and Town Council Members,

On behalf of the following residents of North Lakeshore Drive and of the Lake Forest neighborhood, I write to request that the Town of Chapel Hill conduct a study of speeding on North Lakeshore Drive.

Attached is a list of 20 individuals who support this request.

The speed of traffic on this street is of growing concern, particularly since the road was resurfaced. We wish to establish a baseline of data to substantiate the extent and seriousness of this problem.

Should our perceptions be confirmed through the requested study, we will approach the Town Council about traffic calming measures.

A group of concerned neighbors will be happy to work with the Town Traffic Engineer on the plan and execution of the study.

Thank you for your consideration of this request.

Yours Sincerely,

A handwritten signature in cursive script that reads "Robert M. Hollister". The signature is written in dark ink and is positioned above the printed name.

Robert M. Hollister

cc: Mr. Kumar Nepalli

The following residents of North Lakeshore Drive and surrounding streets have requested that this study be undertaken. Please see attached emails and signature forms.

Robert Hollister	N Lakeshore Dr
Ed Neely	Lakeshore Lane
Don Brewer	Lakeshore Lane
George Gamble	Woodhaven Rd
Rob DeLong	Shadylawn Rd
Sally Stearns	Shadylawn Rd
Alice Lamson	N Lakeshore Dr.
Elizabeth Federman	Shadylawn Rd
Suzanne Kjemtrup-Lovelace	Shadylawn Rd
Patrick Oglesby	N Lakeshore Dr
Allyson Porter	Ridgecrest Dr
Richard Gugelman	S Lakeshore Dr
Henry Grabowski	Cedar Falls Rd
Nancy Lamson	N Lakeshore Dr
Charles Sheaffer	Shadylawn Rd
David and LouAnn Brower	Shadylawn Rd
Rae Hershy	Shadylawn Rd
William Lovelace	Shadylawn Rd

April, 2004

WE, THE UNDERSIGNED, SUPPORT THE REQUEST TO THE MAYOR AND TOWN COUNCIL TO HAVE THE TOWN'S TRAFFIC ENGINEERING DEPARTMENT CONDUCT A STUDY OF SPEEDING ON NORTH LAKESHORE DRIVE.

NAME	ADDRESS	PHONE (OPTIONAL)	EMAIL (OPTIONAL)
1. Sally Stearns	818 Shady Lawn Rd Chapel Hill, NC 27514	933-4067	
2. Robert K. DeJoy	605 Shady Lawn Rd Chapel Hill, NC 27514	933-5843	
3. Elizabeth Federman	605 Shady Lawn Rd Chapel Hill, NC 27514	933-5843	
4. William Lovelace	608 Shady Lawn Rd. Chapel Hill, NC 27514	932-9041	
5. Susanne Kjemtrup-Lovelace	608 Shady Lawn Rd Chapel Hill, NC 27514	425-3047	
6. David + LouAnn Brewer	612 Shady Lawn Chapel Hill, NC 27514	967-4498	
7. Rae Hershey	607 Shady Lawn 27514	967-7665	
8. Charles Sheper	604 Shady Lawn Rd	942-7166	
9. Ann Stearns	2008 N Lakeshore	933-9117	
10. A.K. Samson	2008 N. Lakeshore	929-1704	
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News and Observer - April, 2009

## Speed humps bump up safety

BY JENNIFER C. KERR  
THE ASSOCIATED PRESS

WASHINGTON - Some people find them annoying, but those speed humps that force motorists to slow down in residential neighborhoods and near schools can significantly cut the risk of injury or death to children, a study says.

The review found that children who live on streets near a speed hump were as much as 60 percent less likely to be hit and injured by an automobile as youngsters in areas without them.

The study, released Tuesday, is published in the April issue of the American Journal of Public Health. It looked at children younger than 15 who were struck on residential streets and taken to the emergency room at Children's Hospital Oakland in California over five years.

"One of the reasons this research is important is that a lot of times there are things that seem intuitive," said June Tester, a pediatric resident at the hos-

pital and the study's lead author. It makes sense that speed humps would slow down motorists and reduce the risk of injury to children, but it is not something that has been demonstrated or proved, she said.

Motor vehicle-related incidents are the leading cause of death for children ages 1 to 15, according to the Centers for Disease Control and Prevention.

The study said Oakland had the highest rate of pedestrian deaths among California cities in 1995. That year the city began a safety campaign after a pickup truck plowed into the playground of a preschool, killing a 2-year-old and injuring 10 other children.

The effort resulted in about 1,600 speed humps being installed on residential streets by 2000. Tom Van Demark, the head of the Oakland Pedestrian Safety Project, said there has been a 15 percent decrease in child pedestrian deaths and injuries in the past few years.