# Traffic Calming Project Report

## Anderson Drive between White Oak Rd and Six Forks Rd

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1) Project Overview and Existing Conditions

Project Overview:

The Anderson Drive traffic calming project focuses on addressing the identified speeding and speed related crash issues identified through engineering evaluations along the street.

Anderson Dr was prioritized as #1 out of the highest-ranking propriety traffic calming projects that meet warrants for action. This priority list was presented to City Council with the Neighborhood Traffic Management Program's Annual Report and approved to begin design and engagement work at the May 5, 2026 City Council meeting.

Existing Conditions:

- 85th Percentile Speed: 39 mph in the 30 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 5,659 average daily vehicle trips
- Crashes: 0 speed related crash in the previous 3 years

2) Desired Outcomes

The goal of this project is to slow drivers down to approximately the speed limit and work to eliminate/minimize future speed related crashes. This will be measured with an after-study to be performed approximately 6 – 9 months after the project's completion.

Staff will define the project as successful if the 85th percentile speed of the street is within 3 mph of the posted speed limit and secondarily a 95th percentile speed of the street within 8 mph of the posted speed limit.

A second after-study will be performed approximately 3 years after the project has been completed to compare crash rates along the street to measure if speed related crashes have decreased.

3) Project Timeline & Engagement

City Council Approval for Design/Engagement: May 5, 2026

Touchpoint 1 – Learn & React: August 31, 2026 – September 18, 2026

- Views: 430
- Participants: 82
- Responses: 215
- Comments: 59

Touchpoint 2 – Review: September 28, 2026 – October 16, 2026

- Views: 267
- Participants: 14
- Responses: 28
- Comments: 19

Touchpoint 3 – View Final Design: October 26, 2026

Construction: Construction bidding spring 2028

4) Touchpoint 1: Preliminary Layout & Feature Options and Resident Feedback

Preliminary Layout:

The preliminary layout recommended 6 vertical devices along the street spaced at approximately 500' intervals, conversion of Anderson Dr at Hostetler St to an allway stop, and a pedestrian refuge/removal of dedicated left turn lane at the Oxford Rd intersection.

Resident Feedback:

Residents widely agree that Anderson Drive faces serious speeding and safety issues. Many strongly support installing speed cushions because they slow drivers while still accommodating emergency vehicles. Others prefer speed humps, believing they are harder for drivers to bypass. The most common non-device recommendation is building sidewalks, viewed as the true long-term safety solution. Frequent requests also include adding stop signs and keeping the Oxford turn lane to prevent school-related backups. Some residents oppose vertical devices and instead favor traffic cameras, increased enforcement, or lane-narrowing strategies. Across all feedback, the single most repeated comment is that Anderson Drive urgently needs sidewalks.

Residents voted 76% in favor of Speed Cushions.

Updated Design Considerations:

Staff is recommending the installation of speed cushions because they slow vehicles without interfering with emergency services. Requests for sidewalks along Anderson Drive were noted, but sidewalks fall outside the scope of traffic calming and must be submitted separately to the city's Active Mobility program. Community members asked for additional stop signs, and staff will review these locations, though stop signs cannot be used solely to

address speeding issues. Feedback also focused on the Oxford Road turn lane, leading to removal of the proposed pedestrian refuge and retention of the existing turn lane. Staff will continue evaluating other improvements to address stop-compliance concerns. Residents asked for increased police enforcement or speed-monitoring cameras, but continuous enforcement is not feasible, and traffic-calming measures provide a consistent alternative. Finally, based on Phase 1 feedback, the pedestrian refuge was removed from the project design.

5) Touchpoint 2: Advanced Layout & Feature Selection and Resident Feedback

Revised Layout:

The revised layout kept the recommended 6 vertical devices along the street spaced at approximately 500' intervals and a further speed reduction to a posted 25 MPH. Based on resident feedback, the recommended pedestrian refuge at the intersection of Anderson Dr/Oxford Rd has been removed. Speed cushions have been recommended as the preferred device based on street context and resident feedback

Resident Feedback:

Residents showed a mixed but generally favorable sentiment toward the revised Anderson Drive design. A significant number of residents strongly support the speed cushions and other safety improvements, while a smaller but vocal group expresses frustration with the quantity and impact of the cushions.

Residents shared worries about visual obstructions at a few intersections along Anderson Dr. Staff has forwarded these concerns to the appropriate group to review and take appropriate action outside of the traffic calming project process.

Updated Design Considerations:

Staff is not recommending further adjustments to the proposed device locations or quantities based on resident feedback.

Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:

Staff is recommending 6 vertical devices along the street spaced at approximately 500' intervals and a further speed reduction to a posted 25 MPH. The existing bike lanes and on-street parking further support this recommendation by reinforcing the need for lower vehicle speeds to promote safer travel for all roadway users. Speed cushions have been recommended as the preferred device based on street context and resident feedback.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~58%
- Neutral: ~22%
- Negative: ~20%

Second round of engagement found general project sentiment:

- Positive: ~57%
- Neutral: ~7%
- Negative: ~36%

Overall resident sentiment around the project has remained positive based on the design. The recommended project layout balances safety enhancements and the needs of the adjacent school and the greenway crossing.