Traffic Calming Project Report

Cashew Drive between Forestville Rd and Massey Preserve Trl



Table of Contents:

Project Overview and Existing Conditions 1

Desired Outcomes 1

Project Timeline & Engagement 2

Step 1: Preliminary Layout & Feature Options and Resident Feedback 3

Step 2: Advanced Layout & Feature Selection and Resident Feedback 5

Step 3: Final Design and Design Recommendations 7

1) Project Overview and Existing Conditions

Project Overview:

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

Cashew Dr was prioritized as #6 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: 33 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 607 average daily vehicle trips
- Crashes: 3 speed related crashes 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: September 14, 2026 – October 2, 2026

- Views: 215
- Participants: 43
- Responses: 62
- Comments: 42

Touchpoint 2 – Review: October 12, 2026 – October 30, 2026

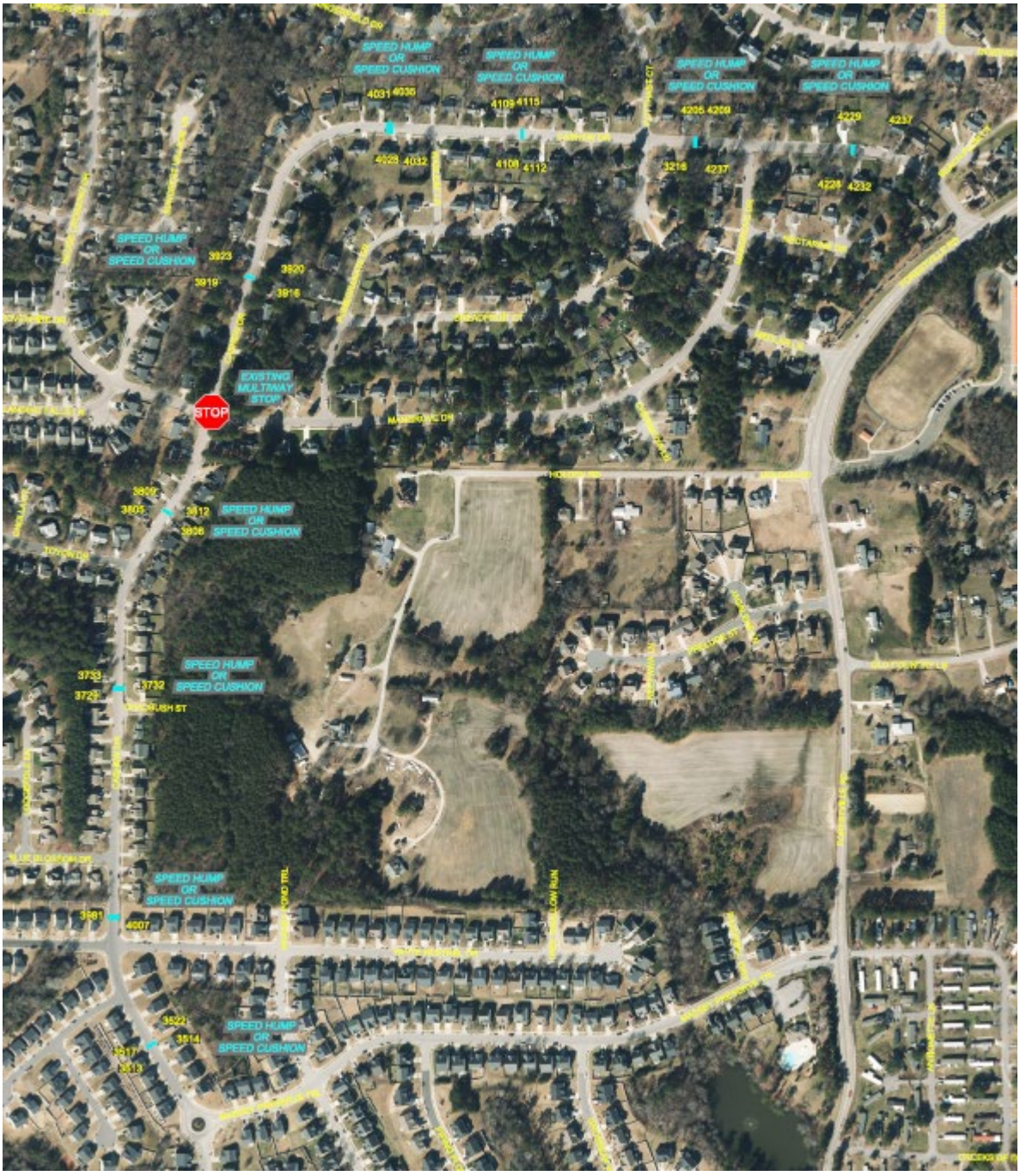
- Views: 235
- Participants: 14
- Responses: 29
- Comments: 27

Touchpoint 3 – View Final Design: November 9, 2026

Construction: Construction bidding spring 2028

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

Preliminary Layout:



The preliminary layout recommended 9 vertical devices along the street spaced at approximately 500’ intervals.

Resident Feedback:

The general sentiment was majority positive or neutral with approximately 29% of the comments being negative. The conversation was engaging with participants actively considering the trade-offs of traffic calming measures without strong polarization. Positive, safety-oriented feedback often stems from personal experiences with speeding or past accidents. Negative feedback centers on concerns about inconvenience, potential delays for emergency responders, and dislike of the physical impacts of speed humps or cushions. Across all responses, the issue of vehicle speed is the dominant theme. While residents broadly acknowledge speeding as a concern, they differ on whether the proposed interventions are appropriate or effective.

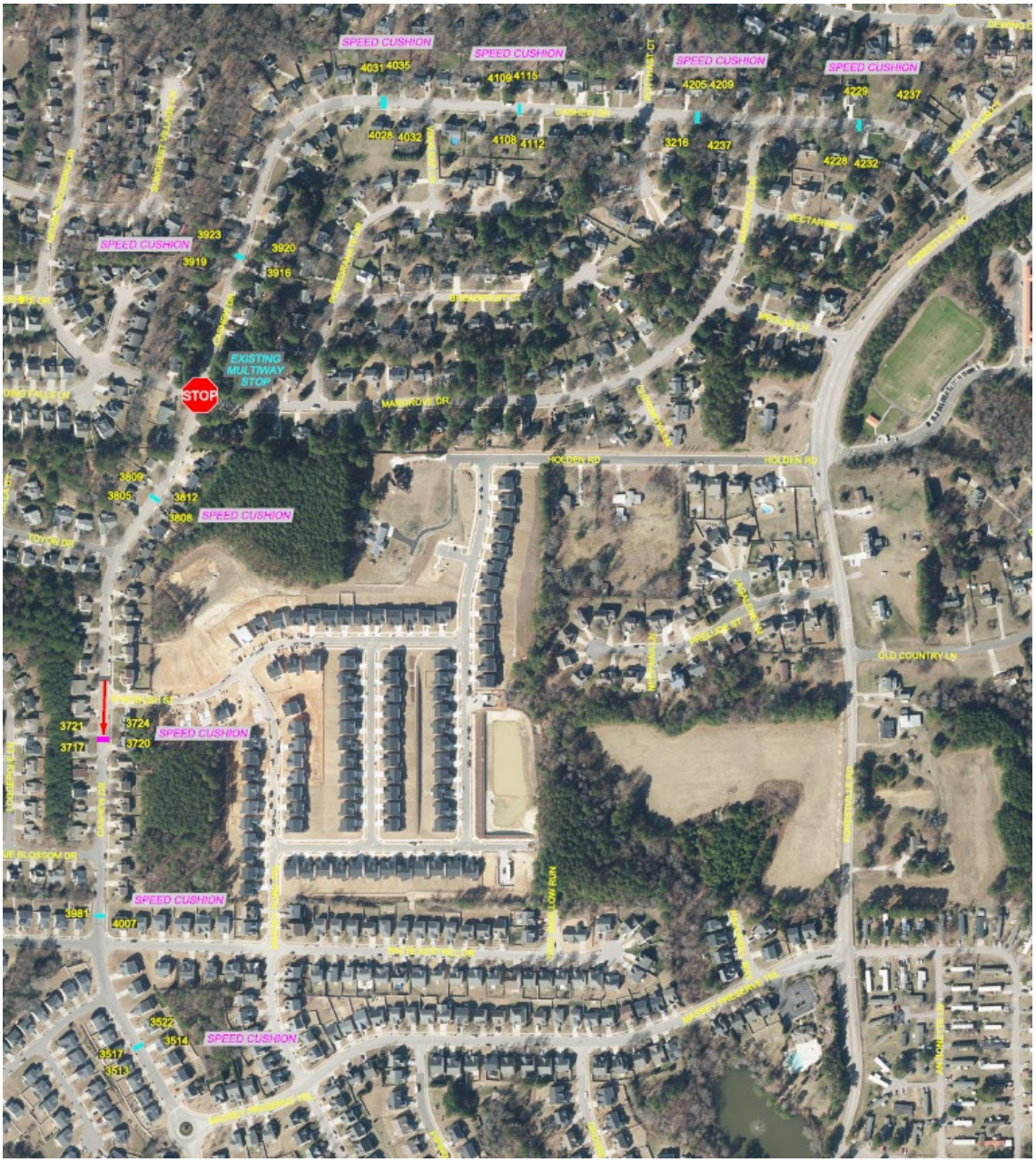
Residents voted 63% for speed cushions.

Updated Design Considerations:

Staff is recommending minor shifts in locations based on resident feedback and further review of the curves, hills, and new development in the area that is creating more connectivity. Staff is also recommending Speed Cushions be the devices the advances based on the majority of participants stating that is their preferred choice. Speed Cushions meet the core needs of the neighborhood conversation as they work to slow drivers down effectively and minimize emergency response impacts.

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

Revised Layout:



The revised layout kept the recommended 9 vertical devices along the street spaced at approximately 500’ intervals. Based on resident comments, one device was shifted approximately 3 property lines south to account for newly constructed street intersection of Shadbush St.

Resident Feedback:

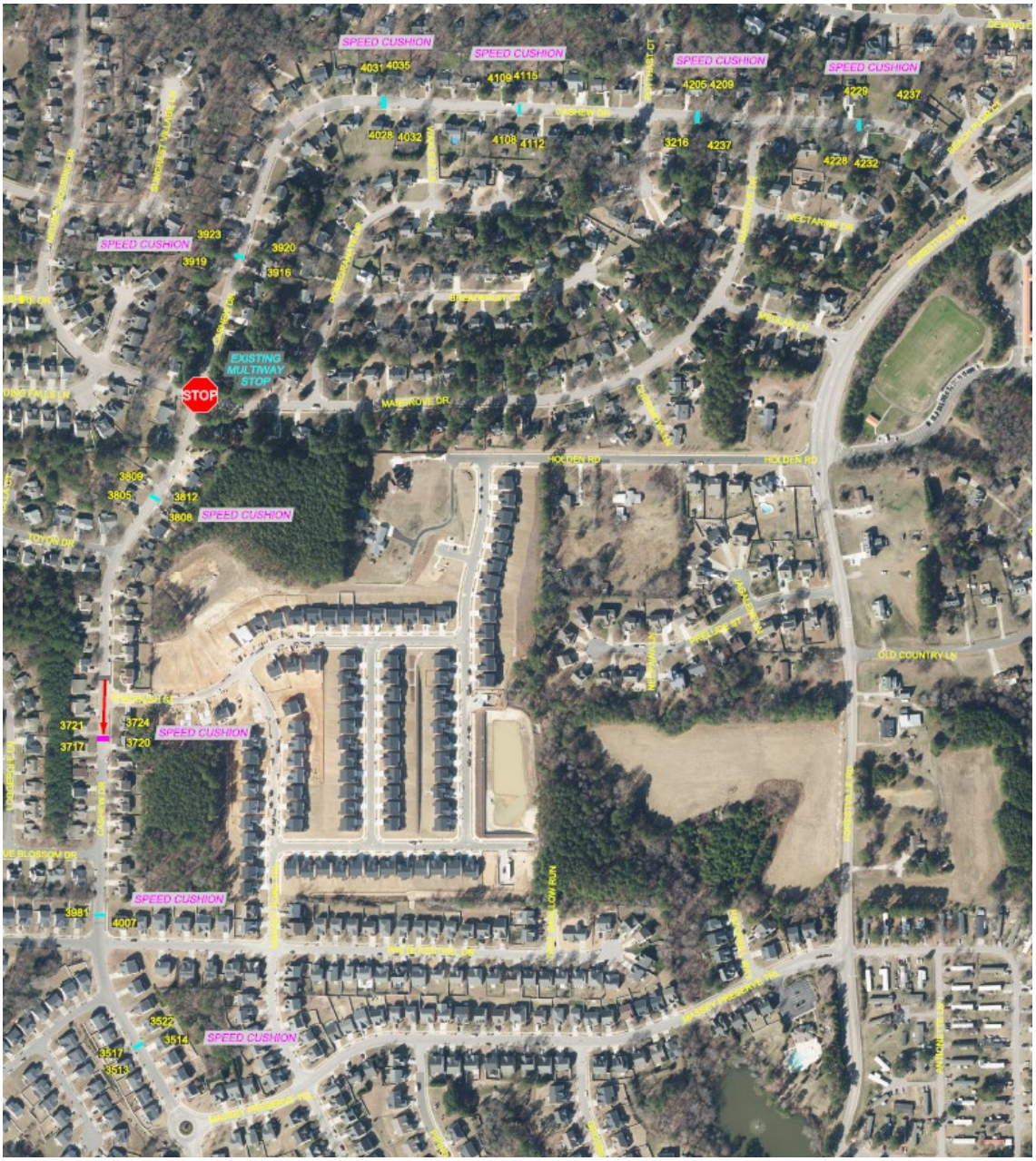
The overall community sentiment in the second engagement period was majority negative toward the proposed speed cushions, although several residents expressed support for improving safety. Most comments oppose the current design because of perceived impacts to traffic flow, neighborhood convenience, vehicle wear, noise, and concerns about traffic diverting onto nearby streets.

Updated Design Considerations:

Staff is evaluating the total number of devices proposed with this effort based on the identified safety conditions to determine if further adjustments can be made to the recommended project layout.

6) Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:



Staff is not recommending any further changes and recommends the inclusion of the recommending 9 vertical devices along the street spaced at approximately 500’ intervals.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~24%
- Neutral: ~48%
- Negative: ~29%

Second round of engagement found general project sentiment:

- Positive: ~6%
- Neutral: ~17%
- Negative: ~78%

Based on the frequency of speed related crashes and feedback provided, the layout being recommended presents the greatest opportunity to reduce/eliminate historical crash patterns while slowing drivers down to approximately the speed limit along the entirety of the street.

Additional comments were made surrounding adding markings/signage at/near neighborhood parks. Staff will evaluate these location further to determine if additional markings and signs meet warrants and where warrants are met, included in the final construction plan for implementation.