Traffic Calming Project Report

Clarendon Crescent between New Bern Ave and Lord Ashley Rd



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1) Project Overview and Existing Conditions

Project Overview:

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

Clarendon Cres was prioritized as #5 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: 32 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 1,741 average daily vehicle trips
- Crashes: 0 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 21, 2026 – October 9, 2026

- Views: 114
- Participants: 10
- Responses: 20
- Comments: 16

Touchpoint 2 – Review: October 19, 2026 – November 6, 2026

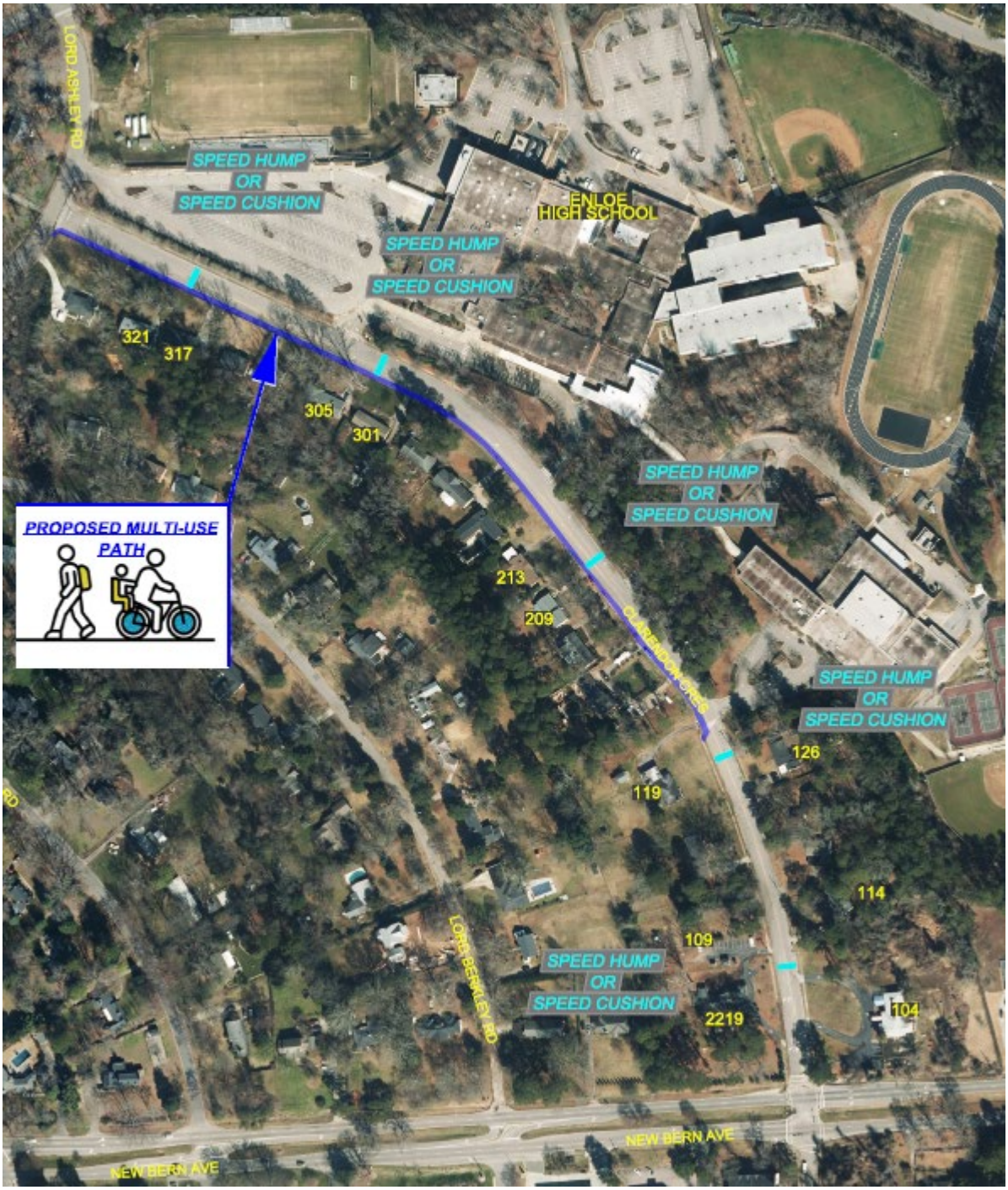
- Views: 88
- Participants: 3
- Responses: 4
- Comments: 4

Touchpoint 3 – View Final Design: November 16, 2026

Construction: Construction bidding spring 2028

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

Preliminary Layout:



The preliminary layout recommended 5 vertical devices along the street spaced at approximately 500' intervals. In coordination with the Safe Routes to School team, a street narrowing and re-channelization is recommended based on carpool observations. The

street narrowing provides the opportunity to add a multiuse path on the southwest side of the street so Clarendon Cres will have full pedestrian accommodations on both sides of the street. This also allows for the potential inclusion of additional crosswalks where use from students and pedestrians have been identified.

Resident Feedback:

Residents care deeply about safety but feel the presented solution may not match actual street behaviors—especially during school carpool periods. Enforcement, realistic understanding of carpool patterns, and thoughtful attention to driveway/mailbox/trash access are top concerns.

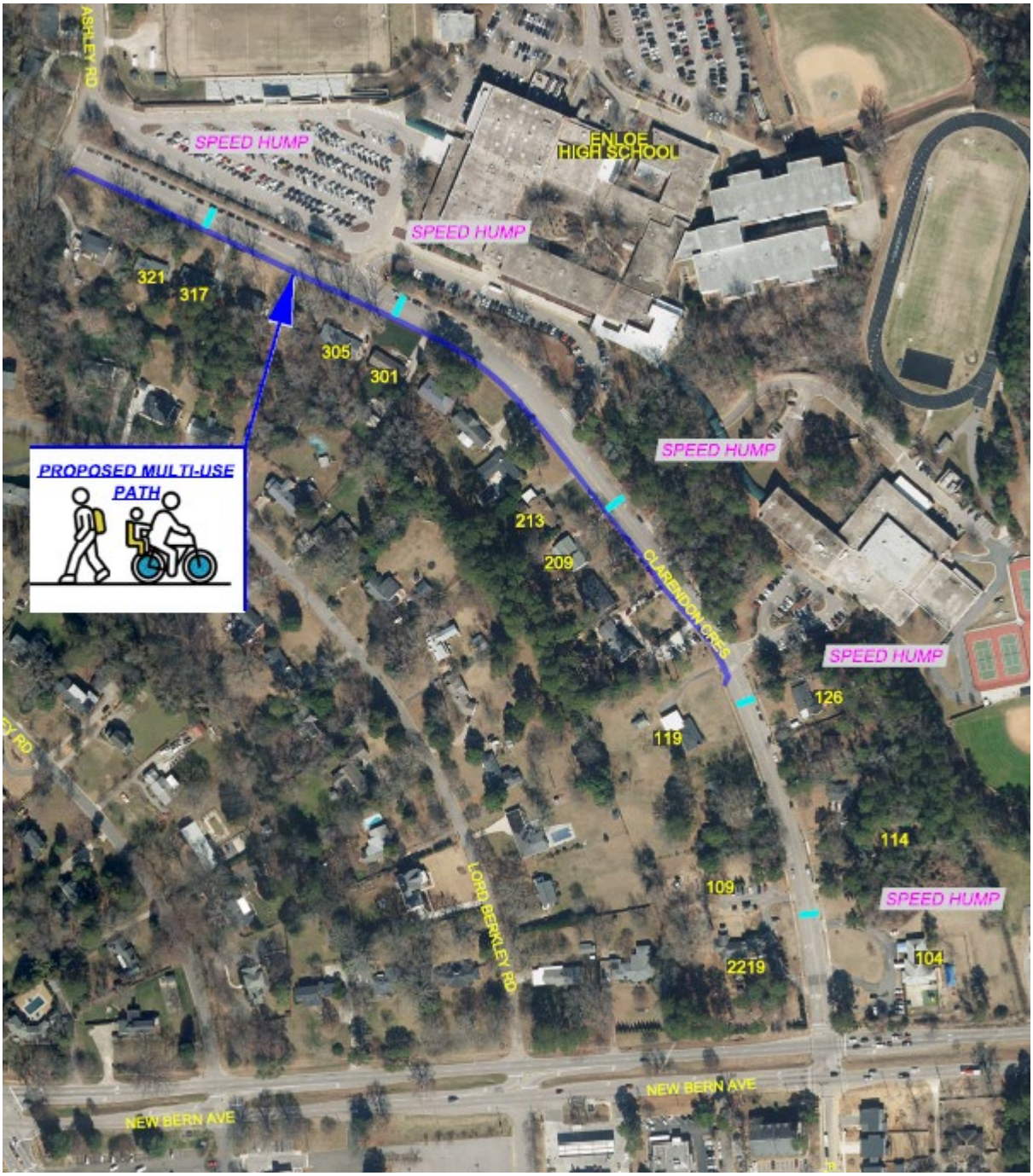
Residents voted 71% for speed humps.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantity based on resident feedback. Neighbors strongly emphasized the need for safety improvements in their community. Based on neighborhood discussions and voting, speed humps are being recommended as part of the project. Many conversations centered on school carpool traffic, which residents see as a major concern, though some worried proposed changes might worsen the situation. City staff are coordinating closely with the Safe Routes to School team and the Wake County Public School System to find solutions that improve safety without disrupting carpool efficiency. Neighbors also questioned the plan to narrow the street to add a multiuse path. Clarendon Crescent is currently much wider than necessary, contributing both to inefficient carpool flow and documented speeding issues. The project team aims to right-size the roadway while preserving curbside access and on-street parking where possible to balance safety and functionality throughout the day.

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

Revised Layout:



The revised layout kept the recommended 5 vertical devices along the street spaced at approximately 500’ intervals and the street narrowing to include the Multiuse Path on the southwest side of the street.

Resident Feedback:

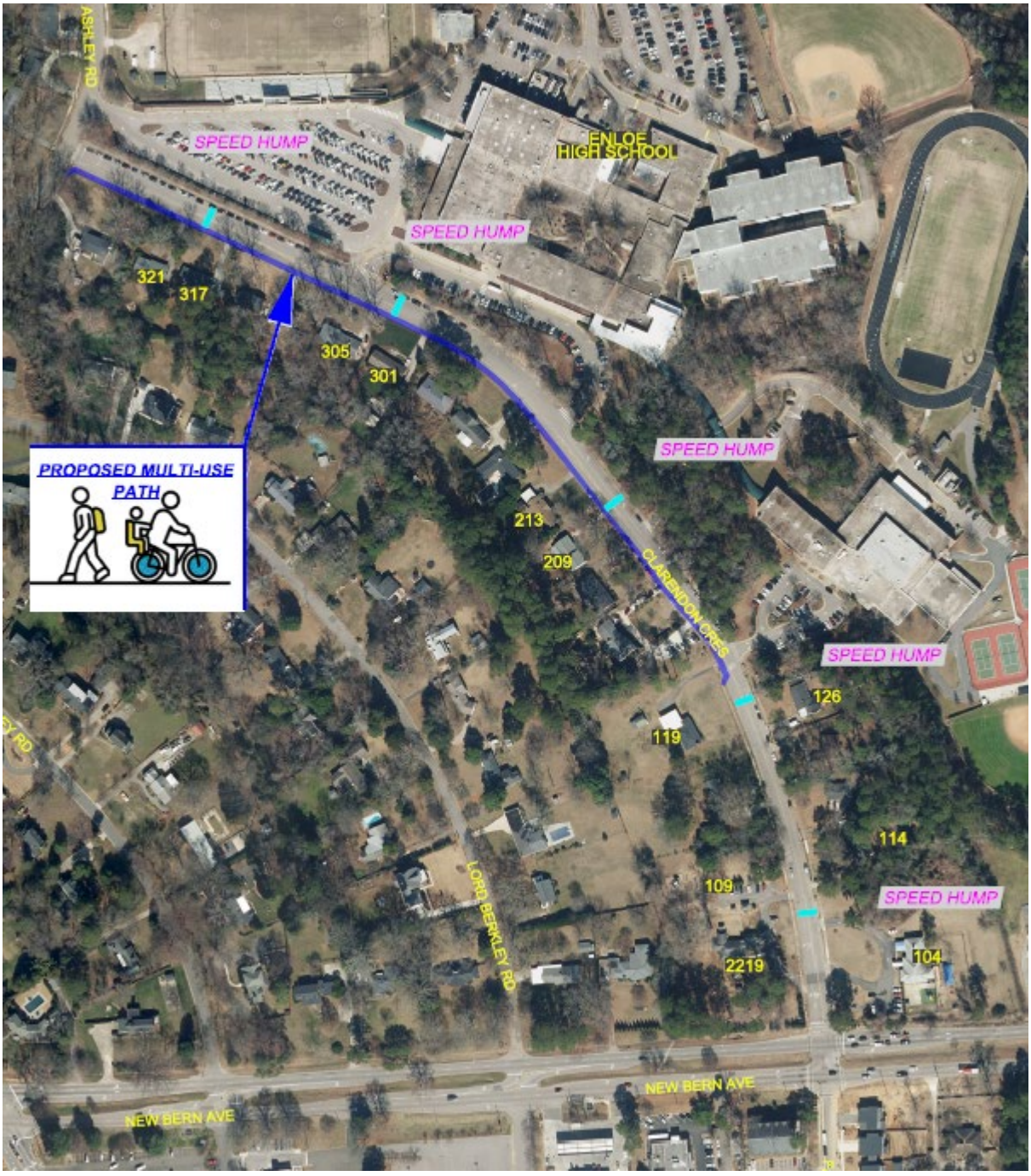
Public feedback on the revised Clarendon Crescent design was limited but provided a balanced mix of support and concern. One commenter expressed support for speed humps and appreciated efforts to address speeding-related safety issues along the corridor. The same comment raised questions about whether the proposed lane configuration would improve traffic conditions during school carpool periods. Another commenter questioned whether sufficient roadway width exists to accommodate the proposed multi-use path near New Bern Avenue. Concerns focused primarily on the potential for traffic bottlenecks and impacts to school pickup and drop-off operations. Overall sentiment was evenly divided between supportive and critical viewpoints. Safety improvements and traffic operations emerged as the dominant discussion topics. The comments indicate that residents generally support addressing speeding concerns but want additional assurance that the proposed design will effectively manage vehicle traffic and fit within existing roadway constraints.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantities based on resident feedback. Based on resident feedback, field visits during school let-out, and conversations with school staff, staff is evaluating marked crosswalk opportunities and additional curb space changes on the northeaster curb to better manage how it is being used to increase overall street safety.

6) Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:



Staff is recommending 5 vertical devices along the street spaced at approximately 500' intervals and the street narrowing to allow for a Multiuse Path with crosswalk opportunities.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~37%
- Neutral: ~19%
- Negative: ~44%

Second round of engagement found general project sentiment:

- Positive: ~50%
- Neutral: ~0%
- Negative: ~50%

Staff's continued conversations with the residents and school administration in this area have worked to research resident suggestions and have revised the design where available to meet the general sentiments and desires of those residents engaging in the design process. Further crosswalk location identification and curb space changes on the northeastern side will be evaluated per conversations to assist in managing carpool, parking, and safety needs.