Traffic Calming Project Report

Eagle Trace Drive from Southall Rd to Linville Ridge Dr



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

Eagle Trace Dr was prioritized as #4 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: 37 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 5,467 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 14, 2026 – October 2, 2026

- Views: 822
- Participants: 119
- Responses: 272
- Comments: 78

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

- Views: 551
- Participants: 10
- Responses: 28
- Comments: 16

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:

Residents are overwhelmingly concerned about excessive speeding along Eagle Trace Drive, with many citing drivers ignoring stop signs and creating dangerous situations for pedestrians and pets. The intersection at Eagle Trace and Muirfield Village/Royal Melbourne is repeatedly described as hazardous. Opinions on traffic-calming measures are mixed, with some residents favoring speed humps for their effectiveness and others preferring speed cushions to reduce impact on emergency vehicles. A significant group prefers neither option due to worries about congestion, vehicle damage, and driveway proximity. Many residents also express concerns that speed humps could slow emergency response times, highlighting a tension between safety and access. In addition, there is strong support for pedestrian-focused improvements such as elevated crosswalks, better signage, improved lighting, and expanded sidewalks. Overall, comments reflect a community seeking both safer streets and preserved emergency access.

Residents voted 70% for speed cushions.

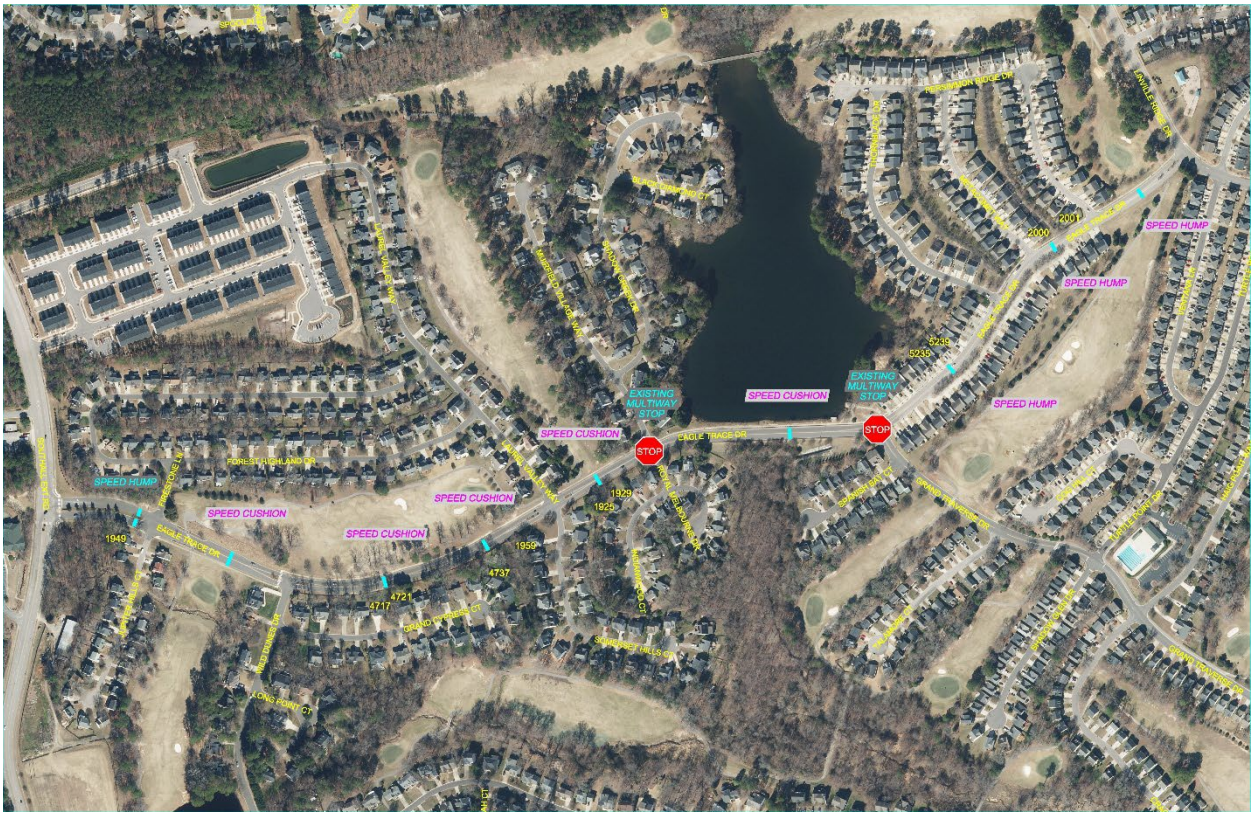
Updated Design Considerations:

Staff is not recommending any changes to the proposed device locations based on resident feedback. The recommended layout balances traffic calming effectiveness, driveway access, emergency response considerations, and resident input while providing consistent speed management along the corridor. Staff is recommending speed cushions between Firestone Lane and Grand Traverse Drive, where higher traffic volumes and emergency access considerations make them the most appropriate device. Between Grand Traverse Drive and Linville Ridge Drive, staff is recommending speed humps to maintain consistency with the previously approved traffic calming project on Grand Traverse Drive and provide a more uniform neighborhood traffic calming design. Lower traffic volumes along this segment make speed humps an appropriate treatment while still allowing emergency vehicles to navigate the corridor with minimal impacts.

Staff also heard significant concerns regarding driver behavior at the Eagle Trace Drive intersections, particularly stop sign compliance and pedestrian safety. Intersection-focused improvements fall outside the scope of this traffic calming project and will continue to be evaluated separately. Any warranted and feasible intersection safety improvements identified through that process will be pursued independently. Staff notes that stop sign compliance concerns often improve following the installation of traffic calming measures as lower operating speeds can lead to better driver awareness and behavior. Staff will continue to monitor conditions and evaluate additional feasible solutions to address intersection safety concerns raised by residents.

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

Revised Layout:



Staff is not recommending changes to the proposed device locations with devices along the street spaced at approximately 500’ intervals. Speed cushions are recommended between Firestone Lane and Grand Traverse Drive to balance effective speed reduction with emergency response access. Between Grand Traverse Drive and Linville Ridge Drive, speed humps are recommended to maintain consistency with the previously approved Grand Traverse traffic calming project, provide a uniform neighborhood design, and reflect the lower traffic volumes along this segment.

Resident Feedback:

Residents generally expressed support for the proposed traffic calming improvements along Eagle Trace and nearby roads, recognizing speeding as a significant safety concern for drivers, pedestrians, and neighborhood residents. Many commenters noted excessive vehicle speeds on Eagle Trace and Southall Road and supported measures such as speed humps, speed cushions, and enhanced pedestrian crossing treatments. Several residents

also requested additional safety enhancements, expanded traffic calming on nearby streets, and improvements aimed at reducing aggressive driving behavior.

While overall feedback was positive, residents also shared suggestions and concerns regarding specific elements of the project. Some questioned the placement and spacing of traffic calming devices, particularly near intersections and neighborhood entrances, and requested additional project information, roadway striping, and crosswalk lighting improvements. A smaller number of commenters expressed concerns about potential traffic congestion, emergency vehicle access, and the possibility of conflicts near certain proposed speed hump locations. Overall, the community acknowledged the need for safety improvements and generally supported the project while identifying opportunities to refine the design and implementation details.

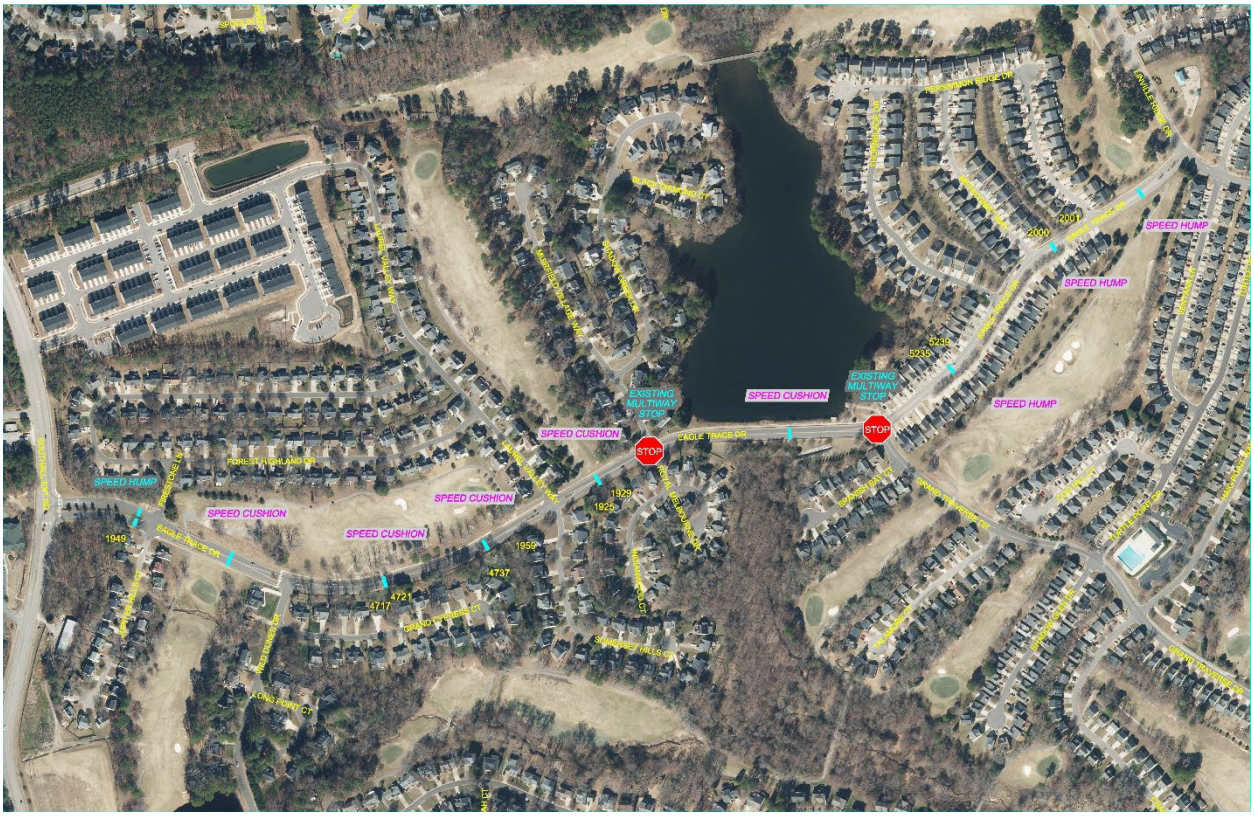
Updated Design Considerations:

Staff is not recommending adjustments to the proposed traffic calming device locations or quantities based on resident feedback. During project review, staff evaluated comments regarding alternative device placement. However, due to existing driveway locations, utility conflicts, and site constraints within the corridor, no alternative placement could be recommended that would better meet project objectives while maintaining design requirements. Feedback regarding additional traffic calming measures was also considered, but staff is not recommending changes to the number of proposed devices at this time.

The continued neighborhood conversation regarding additional infrastructure and safety improvements, such as pedestrian enhancements, lighting, crosswalk markings, and other traffic control measures, is outside the scope of the current traffic calming project without the existing pedestrian infrastructure to meet ADA compliance. These requests have been forwarded to the appropriate groups for further evaluation through separate processes. Any warranted improvements identified through those evaluations may be implemented independently, concurrent with this project, or after project installation as traffic patterns stabilize and post construction conditions can be assessed.

6) Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:



Staff is recommending nine vertical traffic calming devices consisting of four speed humps and five speed cushions, spaced at approximately 500' intervals. The proposed device layout is intended to reduce vehicle speeds, encourage speed compliant driving behavior, and improve safety for all roadway users while maintaining reasonable access throughout the area. The corridor serves several important community destinations, including the local athletic club, community pool, golf course, neighborhood parks, and connections to the Neuse River Greenway, making consistent speed management particularly important for residents, pedestrians, cyclists, and visitors. The recommended traffic calming measures support safer access to these amenities while complementing connectivity to the Neuse River Greenway Trail and surrounding neighborhood destinations.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~53%
- Neutral: ~29%
- Negative: ~18%

Second round of engagement found general project sentiment:

- Positive: ~46%
- Neutral: ~36%
- Negative: ~18%

Based on neighborhood feedback, staff has worked to balance concerns regarding device type, emergency service access, driveway proximity, and overall traffic calming effectiveness while developing the recommended plan. The proposed combination of four speed humps and five speed cushions reflects an effort to reduce operating speeds and improve safety while accommodating the needs of emergency responders and limiting impacts to adjacent properties where feasible. Staff also evaluated requests to relocate certain devices; however, existing driveway locations, utility constraints, and roadway design considerations limited opportunities for alternative placement. Given the documented speeding concerns throughout the corridor and the project's goal of achieving meaningful speed reduction, staff believes the recommended device types, quantities, and spacing provide the most effective balance between neighborhood concerns and the overall safety objectives of the project.