# Traffic Calming Project Report

## Glendower Road – South between Lynn Road and Pleasant Grove Church Road



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1. Project Overview and Existing Conditions

Project Overview:

The Glendower Rd - South traffic calming project focuses on addressing the identified speeding and speed related crash issues identified through engineering evaluations along the street. This project is along Glendower Rd between Lynn Rd and Pleasant Grove Church Rd.

Glendower Rd - South was prioritized as #3 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:

- 85$^{th}$ Percentile Speed: 39 mph in the 25 mph zone
  - This is the speed at which 85% of drivers are going at or under.
- Volume: 1610 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 85$^{th}$ percentile speed of the street is within 3 mph of the posted speed limit and secondarily a 95$^{th}$ 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 7, 2026 – September 25, 2026

- Views: 199
- Participants: 19
- Responses: 123
- Comments: 19

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

- Views: 157
- Participants: 21
- Responses: 52
- Comments: 21

Touchpoint 3 – View Final Design: November 2, 2026

Construction: Construction bidding Spring 2028

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

Preliminary Layout:




The preliminary layout recommended 4 vertical devices along the street spaced at approximately 500' intervals.

Resident Feedback:

The general sentiment is mixed but leaned towards opposition to speed humps or cushions. Those that shared their support of traffic calming measures cited frequent cut-through speeding and pedestrian safety concerns, though some suggested fewer devices

or alternative approaches.  Comments from residents emphasized the need for a traffic signal at the intersection of Glendower Road and Lynn Road intersection or improved visibility for drivers. Residents expressed concerns that installing multiple speed humps would create a daily inconvenience, cause unnecessary vehicle wear, and fail to meaningfully address speeding. Overall feedback was divided on the proposed solution.

Residents voted 55% for speed cushions and 44% for speed humps.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantity based on resident feedback.  Staff is also recommending speed cushions be the device that advances.  Due to Lynn Road being a NCDOT-maintained road, staff contacted NCDOT to request a traffic signal evaluation for the intersection of Glendower Rd and Lynn Rd. NCDOT shared a traffic signal is planned and funded for the intersection and will likely be installed within 3-5 years.

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

Revised Layout:




The revised layout kept the recommended 4 vertical devices along the street spaced at approximately 500’ intervals.

Resident Feedback:

The overall feedback on the revised Glendower Road South design is favorable, with residents generally supporting efforts to improve pedestrian safety and reduce speeding. Several commenters specifically emphasized the importance of the proposed traffic signal at Glendower & Lynn Road.

Updated Design Considerations

Staff is not recommending adjusting the proposed device locations or quantities based on resident feedback.

6. Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:




The revised layout kept the recommended 4 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:

| Sentiment Category | Percentage |
|---|---|
| Positive / Supportive | 29% |
| Negative / Opposed | 45% |
| Neutral | 26% |

Second round of engagement found general project sentiment:

| Sentiment Category | Percentage |
|---|---|
| Positive / Supportive | 57% |
| Negative / Opposed | 43% |
| Neutral | 0% |

Staff's continued conversations with the residents 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. This continued engagement and conversation have resulted in a positive shift between the first and second round resident engagement in overall sentiment and positivity surrounding this project offering. Staff are recommending speed cushions to be constructed as shown.