Traffic Calming Project Report

Hilburn Drive from Lynn Rd to Mayapple Pl



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1) Project Overview and Existing Conditions

Project Overview:

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

Hilburn Dr was prioritized as #7 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: 35 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 1003 average daily vehicle trips
- Crashes: 1 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: September 7, 2026 – September 25, 2026

- Views: 541
- Participants: 93
- Responses: 302
- Comments: 85

Touchpoint 2 – Review: October 5, 2026 – October 23, 2026

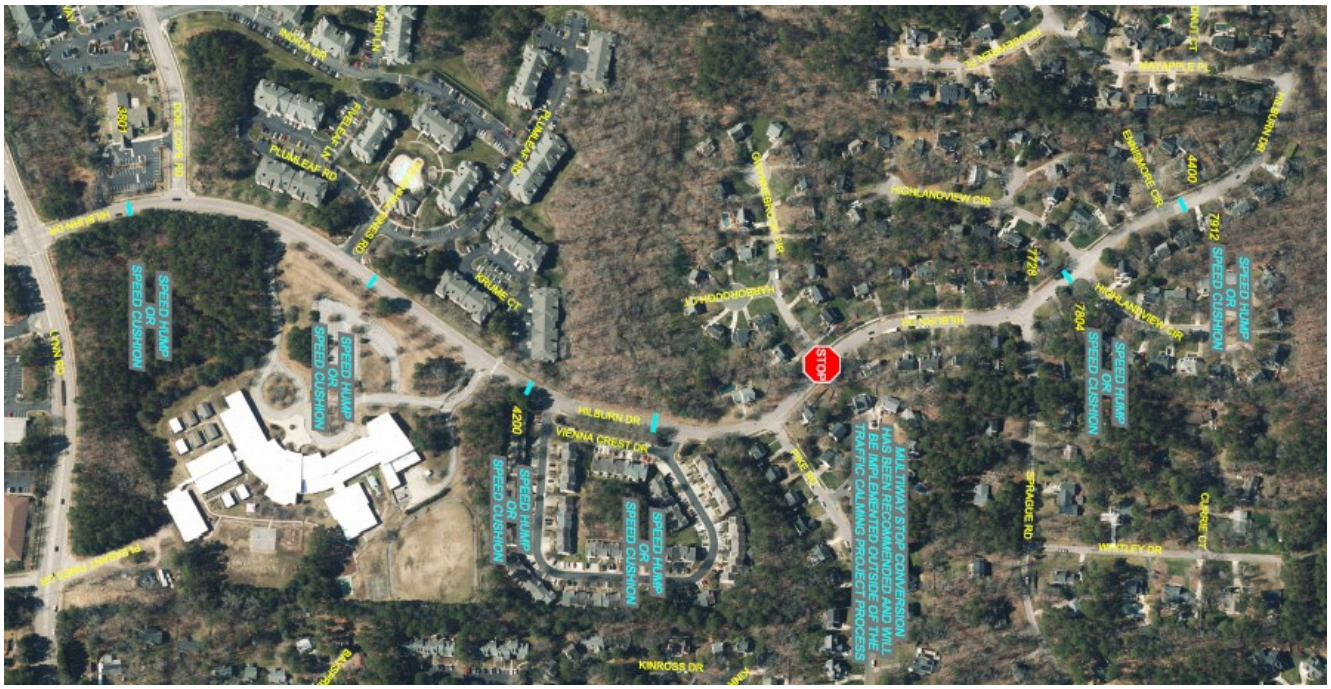
- Views: 324
- Participants: 33
- Responses: 83
- Comments: 56

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 6 vertical devices and the incorporation of 1 allway stop at an existing non-controlled marked pedestrian crossing along the street spaced at approximately 500' intervals.

Resident Feedback:

Residents frequently expressed safety concerns, especially about children walking to school and navigating dangerous crossings. Many support traffic-calming measures but feel they should be placed more strategically, particularly between Sprague and Pike, and paired with better visibility, signage, and crosswalk flashers. A common worry is that calming Hilburn Drive may divert cut-through traffic onto neighboring streets like Pike and Sprague. Respondents also raised concerns about potential vehicle damage, emergency response delays, and the feeling that certain areas already have too many speed bumps. Some community members prefer increased enforcement—such as a stronger police presence, speed cameras, or periodic motorcycle patrols—over additional physical traffic-calming devices. Overall, the feedback reflects support for safety improvements but highlights a desire for more targeted and balanced solutions.

Residents voted 57% for speed cushions.

Updated Design Considerations:

The neighborhood expressed concerns about ensuring that traffic calming measures do not delay emergency response times. Staff recommended installing Speed Cushions because they are effective while minimizing impacts on emergency vehicles. Residents also suggested concentrating the devices on the southern end of the street, and staff agreed by removing the northernmost proposed location after reviewing speed data that showed the main speeding issue occurs south of Sprague Rd. Many neighbors worried that adding traffic calming on Hilburn Dr might push speeding onto adjacent streets such as Pike Rd and Sprague Rd. Staff responded that Pike Rd is already scheduled for a project next year, and Sprague Rd is being re-evaluated, though it currently does not qualify. They also noted that both streets have low traffic volumes and historically, similar projects reduce non-local traffic on nearby streets rather than increase it. Staff expects the Hilburn Dr project to discourage cut-through traffic overall, with future evaluations ensuring appropriate infrastructure placement.

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

Revised Layout:



The revised layout removes one of the previously recommended locations and now has recommended 5 vertical devices along the street spaced at approximately 500’ intervals. There is also an existing non-controlled crosswalk at the Gwynnebrook Cir intersection that is recommended for allway stop conversion to increase pedestrian crossing and intersection safety.

Resident Feedback:

Resident feedback showed strong opposition to installing speed cushions, with many residents citing vehicle wear, inconvenience, and a belief that too many devices were being proposed. Several commenters expressed frustration with the democratic process, arguing that a prior vote had failed and questioning why the project continued. Skepticism about the need for traffic calming was common, often referencing the street’s low accident history and its historically higher speed limits. Many residents preferred alternative approaches, such as increased police enforcement, better signage, electronic speed displays, or repaving the road before adding devices. Some also suggested focusing improvements on nearby streets or adding sidewalks elsewhere. Mixed feedback included requests for enhanced crosswalks, clearer signage, and improvements to pedestrian

visibility. A few respondents recommended relocating specific speed cushions to better align with observed speeding behavior. Positive feedback acknowledged the value of speed cushions near the school to protect children. Additional supportive comments highlighted the benefits of new stop signs and recognized cut-through traffic as a real issue warranting intervention.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantities based on the identified safety concerns along the street and within the school zone. Additional crosswalk evaluations are being conducted at the intersections of Hilburn Dr and Doie Cope Rd & Sprague Rd based on resident requests. If warrants are met, crosswalks will be included with this project's implementation as well as full ADA complaint ramp additions and upgrades to the crossing locations.

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. The allway stop conversion of the existing non-controlled crosswalk at the Hilburn Dr/Gwynnebrook Cir intersection is incorporated into the project's design and overall device spacing.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~16%
- Neutral: ~41%
- Negative: ~42%

Second round of engagement found general project sentiment:

- Positive: ~13%
- Neutral: ~61%
- Negative: ~27%

Staff recommends the Hilburn Dr project be constructed as proposed based on the identified safety concerns along the street and within the school zone. Additional crosswalk evaluations are being conducted at the intersections of Hilburn Dr and Doie

Cope Rd & Sprague Rd based on resident requests. If warrants are met, crosswalks will be included with this project's implementation as well as full ADA complaint ramp additions and upgrades to the crossing locations.