Traffic Calming Project Report

S Pettigrew Street from New Bern Ave to Pettis Pl



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1) Project Overview and Existing Conditions

Project Overview:

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

S Pettigrew St was prioritized as #16 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: 29 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 506 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 7, 2026 – September 25, 2026

- Views: 207
- Participants: 13
- Responses: 40
- Comments: 18

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

- Views: 83
- Participants: 1
- Responses: 0
- Comments: 1

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 3 vertical devices and 1 horizontal device along the street spaced at approximately 500' intervals.

Resident Feedback:

Overall, respondents expressed strong support for traffic-calming efforts, emphasizing that these measures are long overdue and much needed in Battery Heights and surrounding streets. Many comments highlighted appreciation for past improvements, such as those on Bart Street, and conveyed enthusiasm for the current project. A prominent theme was the desire for more effective speed-control devices, with frequent calls for more aggressive speed humps that force vehicles to slow significantly. Several respondents advocated for additional or larger traffic circles, specifically at Martin & Pettigrew and Lincoln Ct & Hargett. Safety concerns for pedestrians, children, and cyclists were repeatedly mentioned, particularly due to vehicles speeding on neighborhood streets like Battery Drive and Davie Street. A few comments extended beyond traffic calming, including requests for sidewalk expansion on E. Martin Street. Overall, the tone reflected gratitude mixed with a clear expectation for stronger, more comprehensive safety measures.

Residents voted 73% 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 Humps be the device that advances based on resident feedback.

Staff is not recommending the inclusion of neighborhood traffic circles at other intersections as requested. Evaluations found that street widths on intersection approaches are not consistent and existing catch basins and utility poles restrict required curb ramp relocations to accommodate for the change in driver paths around/through the intersection.

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

Revised Layout:



The revised layout kept the recommended 3 vertical devices and 1 neighborhood traffic circle along the street spaced approximately 1 device per block with a maximum of an approximate 500' interval. Speed Humps are being recommended based on neighborhood feedback and a desire to curb illegal street racing as shared by the neighborhood as a major concern.

Resident Feedback:

The community is concerned about traffic safety, especially at the Martin Street stop sign. There is doubt that the proposed speed hump will slow down drivers enough, particularly those who accelerate intentionally. Several residents recommend placing the speed hump closer to the intersection.

Updated Design Considerations:

Staff is not recommending adjustments to the proposed device locations, types, or quantities based on resident feedback and street conditions/patterns. S Pettigrew St/E Martin St was reviewed for a neighborhood traffic circle per resident requests but staff is recommending against this design change. In review of the existing conditions, the street widths change and there are existing catch basins, utility poles, and right-of-way constraints. Based on these existing conditions, sizing of the neighborhood traffic circle would be smaller than preferred, which lessens their effectiveness. Also, the existing catch

basins and utility poles in proximity to limited existing right-of-way make intersection upgrades to ensure ADA accessibility for pedestrians walking through this intersection challenging and non-viable. Staff is recommending against changing the layout to include the neighborhood traffic circle at the E Martin St intersection due to these device effectiveness and constructability issues that result in a neighborhood traffic circle being non-viable based on the existing conditions.

6) Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:



Staff is recommending 3 vertical devices and 1 horizontal devices along the street spaced at approximately 500' intervals. The southern most device location has shifted approximately 55' to the north based on conversations with residents in the immediate area to relocate the device closer to a property line.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~22%
- Neutral: ~72%
- Negative: ~6%

Second round of engagement found general project sentiment:

- Positive: ~0%
- Neutral: ~100%
- Negative: ~0%

Staff is recommending the layout that includes the 3 Speed Humps and 1 Neighborhood Traffic Circle based on resident feedback and documented driver patterns.