

Traffic Calming Project Report

Wake Towne Drive between Wake Forest Rd and the end



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1) Project Overview and Existing Conditions

Project Overview:

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

Wake Town Dr was prioritized as #11 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: 34 mph in the 25 mph zone
 - o This is the speed at which 85% of drivers are going at or under.
- Volume: 948 average daily vehicle trips
- Crashes: 2 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: August 31, 2026 – September 18, 2026

- Views: 116
- Participants: 20
- Responses: 58
- Comments: 16

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

- Views: 68
- Participants: 6
- Responses: 26
- Comments: 9

Touchpoint 3 – View Final Design: October 26, 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. This area also connects segments 1B and 2 of the Big Branch Greenway Connector project. The inclusion of the cycle track on the south side of the street sets up that connection so that pedestrians can use the existing sidewalk, cyclists can use the cycle track, and the street design ensures speed compliant driving behavior.

Resident Feedback:

Residents largely support traffic-calming efforts on Wake Towne Drive, acknowledging persistent speeding and safety concerns. A significant portion, however, request adjustments to device placement, question the number of proposed cushions, or advocate for additional safety improvements outside the project scope (pedestrian crossing upgrades, roadway markings, or highway barriers).

Residents voted 76% for speed cushions.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantities based on resident feedback. Two layout changes were proposed based on feedback but both are not recommended for construction.

The first being a removal of the treatment furthest to the west near the end of the street. Residents felt this location was premature and recommended this location be pulled until the street extension is constructed. Staff is recommending to keep it in place as this location is planning for the future and ensuring the street extension is calmed with no need for future reviews or revisions to the original project's implementation.

The second being to add or move the treatment furthest to the east so that it is closer to the Wake Forest Rd intersection. Staff reviewed this request and is recommending against relocation/addition of more devices because of the grade of the street in this area and the resultant impacts to sight distances to treatments. In early iterations of this project proposal, the treatment was shown in the location requested by the residents, but after a field review with the design team, that location was identified as non-viable and removed from the proposal.

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. This area also connects segments 1B and 2 of the Big Branch Greenway Connector project. The inclusion of the cycle track on the south side of the street sets up that connection so that pedestrians can use the existing sidewalk, cyclists can use the cycle track, and the street design ensures speed compliant driving behavior.

Resident Feedback:

Residents expressed concern about the left-turn signal timing at Wake Forest and Wake Towne, noting that it may not provide adequate time for safe turns. They also requested improved lighting in the area to enhance nighttime pedestrian safety. Several people suggested adding clearer lane divider markings near Wake Forest Road, as drivers often seem confused about proper lane positioning. Others asked questions about the expected timeline for installing speed cushions. Overall, the community shared positive feedback, describing the design as safe and good while still highlighting opportunities for improvement.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantities based on resident feedback. The continued neighborhood conversation about additional infrastructure desires are outside the scope of the traffic calming project and have been forwarded to the appropriate group for further review outside the traffic calming project effort.

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. This area also connects segments 1B and 2 of the Big Branch Greenway Connector project. The inclusion of the cycle track on the south side of the street sets up that connection so that pedestrians can use the existing sidewalk, cyclists can use the cycle track, and the street design ensures speed compliant driving behavior.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~19%
- Neutral: ~38%
- Negative: ~44%

Second round of engagement found general project sentiment:

- Positive: ~56%
- Neutral: ~22%
- Negative: ~22%

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.