FAYETTEVILLE NC
PUBLIC SERVICES

July 1, 2025

Council Member Haire
City of Fayetteville
433 Hay Street
Fayetteville, NC 28301

Dear CM Haire:

Thank you for your patience in this letter as we worked through the end of the fiscal year. You requested speed humps to be installed on Seabrook Road due to speeding, with a point of contact being William Wesley (e-mail: wwesley1914@gmail.com; phone: 910-261-6468).

Historically, we've conducted speed studies on this road and a summary of those results is shown below in **Table 1**. The average daily traffic (ADT) is typically 2,400 vehicles ± 200 vehicles. The average speed ranges from approximately 30 mph to 33 mph depending on the location of study on Seabrook Road. Likewise, the 85th percentile speeds range between 36 mph to 40 mph depending on location.

Table 1 – Historic Seabrook Road Speed Studies

Study Date		Average Daily Traffic	Speed (mph)	
Begin	End		Average	85th Percentile
9/10/2018	9/12/2018	2,791	30	36
9/10/2018	9/12/2018	2,212	30	36
5/18/2020	5/22/2020	1,521	31	36
6/12/2023	6/16/2023	2,393	33	40
10/16/2023	10/20/2023	2,418	31	36

Seabrook Road is a 35 mile per hour (mph) road. This is a 35 mph road because it does not have a posted speed limit sign, and the City has a City-wide speed limit of 35 mph. Seabrook Road is not inside of a neighborhood, but instead connects neighborhoods together. When traveling to Seabrook Road from Murchison Road or Ramsey Street, you do not pass a "Neighborhood Speed Limit 25 mph" sign that you would typically see when you enter a neighborhood, like Broadell Drive has. Additionally, a school speed limit sign is posted on Seabrook Road, with a speed limit of 25 mph when flashing. This school zone is only applied when speeds are reduced from the normal speed limit. If Seabrook Road were 25 mph then the school zone sign would be unnecessary.

We do not recommend reducing the speed limit on this road. The 85th percentile of drivers indicates that 85% of drivers are traveling between 0 mph up to 36 mph. By reducing the speed limit with no other changes, a speeding problem will be amplified, as people expect the road to be posted for 35 mph. While there may be outliers of speeders today, there will be more speeders when the speed limit is reduced.

When a road is created, there is a concept called "design speed" that everyone knows about even if they don't know the formal name. It's the items that are literally set-in-stone and is when the

road informs the driver how fast they can comfortably travel. This is through the physical items such as the overall width of the road, how steep the grade is, if there are objects on the side of the road, how many lanes, how wide the lanes are, the presence of curb and gutter, if there are potholes, etc. Changing a number on a metal sign does not change what the road is telling the driver is a safe speed to travel. Instead, this would create a new group of individuals who are all speeding. Now that a speeding problem has been amplified, we would then have to follow the RTMP for the installation of speed humps.

The City's Residential Traffic Management Program (RTMP) does not allow speed humps to be installed on 35 mph roads. For speed humps to be installed on Seabrook Road, the speed limit would first have to be reduced. With that being said, the majority of motorists generally complied with the existing 35 mph speed limit.

Based on City Council Policy 160.3, a petition may be submitted by a majority of residents abutting streets in a neighborhood for reduction or increase of the speed limit. Upon receipt of a valid petition, City Council would hold a public hearing to consider the request. As always, a council action always supersedes policy, so please consider submitting a council request item for this request if you desire to avoid the petition process.

I do have some concern with installing speed humps on Seabrook Road due to the frequency of school busses that use the road for the schools on this roadway. The impact on the maintenance of the speed humps, as well as the rider comfort of those in the school busses should be considered when reviewing locations for speed hump installation. Should speed humps proceed, and one be placed between Albany Street and Broadell Drive, then EE Smith High School would be considered a "…household immediately adjacent to the proposed improvement…" and would need to accept the speed hump. Should speed humps proceed, coordination with the schools may delay implementation.

There have been 5 letters composed on this road related to this topic, ranging in dates and to recipients. We have attached all letters for your review and records. **Table 2** provides a summary of those letters as a quick reference.

Table 2 –Seabrook Road Responses

Recipient	Date	Topic	Address	Comment
Mr. Albert Lopez	5/26/2020	Speed & Safety	1516 Seabrook Rd	N/A
Mr. Floyd Harvey	6/30/2023	Speed	1633 Seabrook Rd	Policy 160.3 Referenced
Dr. Harrington	7/12/2023	Speed & Safety	1877 Broadell Dr	Policy 160.3 Referenced
CM Haire	8/30/2023	Safety at Seabrook & Jasper/Topeka	City Hall	N/A
CM Haire	1/16/2024	Speed & Safety	City Hall	Policy 160.3 Referenced
CM Haire	7/01/2025	Speed	City Hall	Policy 160.3 Referenced

We have ideas on how to improve the speed limit reduction request process, however they have not been fully vetted or ironed out yet. Until they have, we will have to rely on City Council Policy 160.3, and Mr. Wesley, to submit a petition by a majority of the residents abutting the street for a reduction of the speed limit.

For ease of process, I have attached a figure which shows which properties are eligible to sign the petition. For this petition to reflect the "majority", 50% + 1 properties would need to provide a signature saying they approve of the speed limit reduction. A property can be signed for by a resident, owner, tenant, renter, etc. One signature per property is valid, so multiple signatures for the property would only count as one signature. We have also included a petition template which can be used alongside the attached figure.

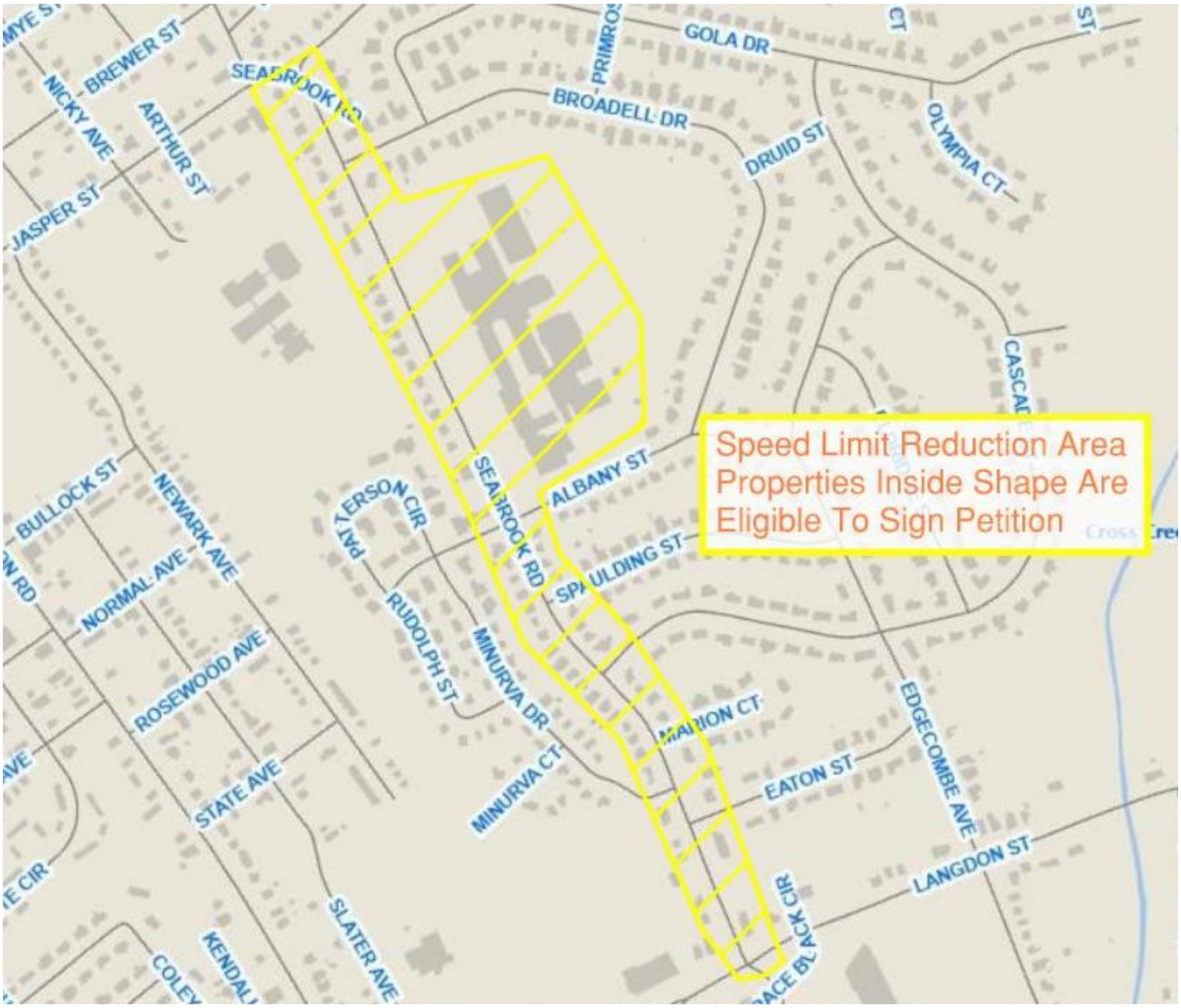
Council Member Haire, we appreciate your concern with the safety and operations of the City's roadways. If there is more that we can assist with then please let us know.

Sincerely,

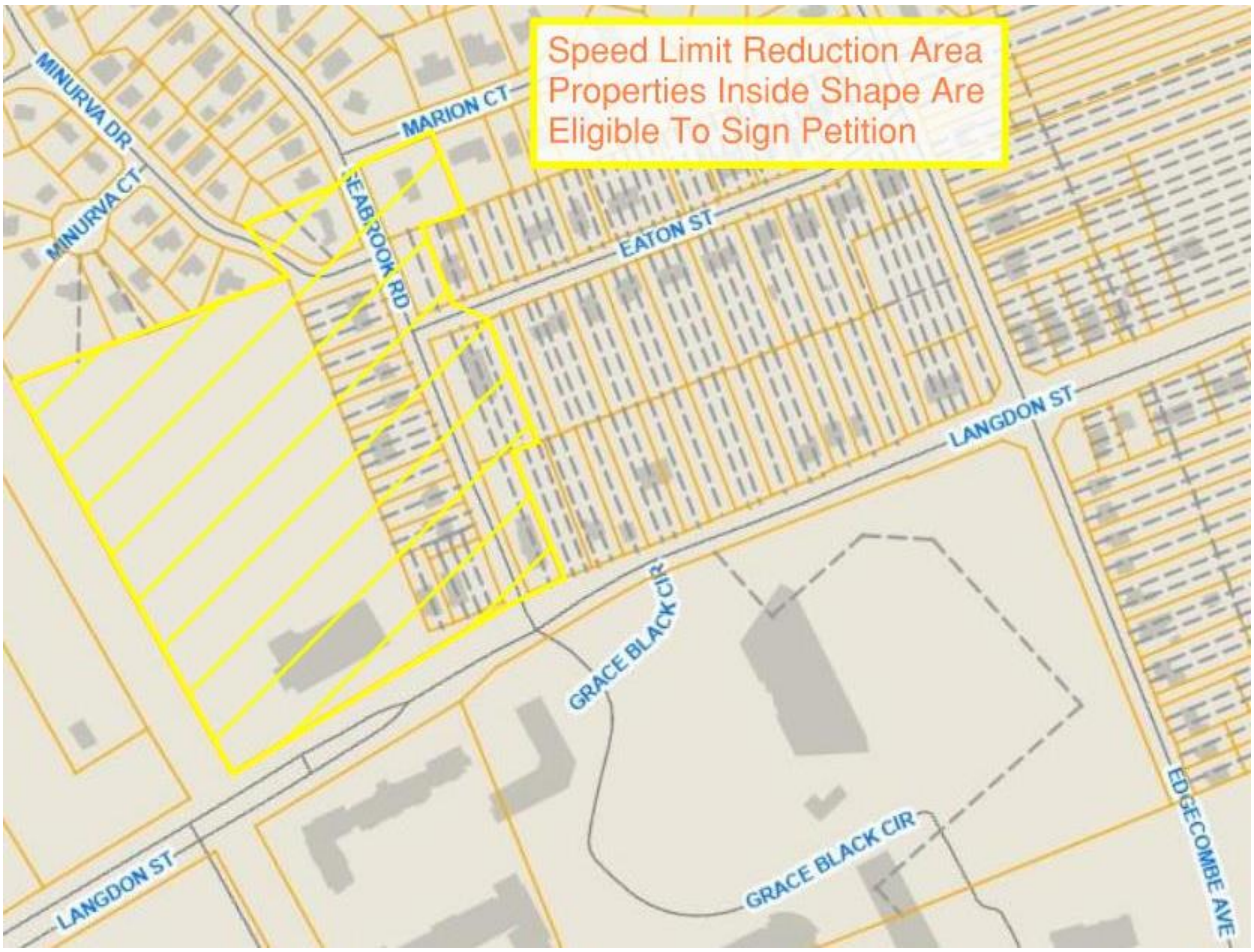
Brian McGill

Brian McGill, PE, PTOE
Assistant Public Services Director – Traffic Services

CC: Michele Smith-Riordan, *Community Engagement Manager*
Adam Lindsay, ICMA-CM, *Assistant City Manager*
Sheila Thomas-Ambat, PE, *Public Services Director*
John McNeill, *Senior Project Manager – Traffic*
Ramon Melendez, *Traffic Technician*




Speed Limit Reduction Area
Properties Inside Shape Are
Eligible To Sign Petition
GOLA DR
BROADELL DR
SEABROOK RD
NICKY AVE
BREWER ST
ARTHUR ST
JASPER ST
BULLOCK ST
NEWARK AVE
NORMAL AVE
SLATER AVE
ROSEWOOD AVE
STATE AVE
SPAULDING ST
RUDOLPH ST
MINURVA DR
MINURVA CT
MARION CT


Speed Limit Reduction Area
Properties Inside Shape Are
Eligible To Sign Petition
MINURVA DR
MINURVA CT
MARION CT
EABROOK RD
EATON ST
LANGDON ST
GRACE BLACK CIR
GRACE BLACK CIR
LANGDON ST
EDGECOMBE AVE

PREVIOUS LETTERS REGARDING SEABROOK ROAD

City of Fayetteville
North Carolina

PUBLIC SERVICES
Traffic Services Division

May 2020

Mr. Albert Lopez
1516 Seabrook Road
Fayetteville, NC 28301

Dear Mr. Lopez:

This letter is in reference to your request for a speed hump on Seabrook Road. Our staff has completed an investigation for this request.

As a part of our investigation, we researched the reported accident history over the most recent five (5) year period along Seabrook Road. Our research did not reveal a pattern of correctable accidents. A field review identified existing conditions along Seabrook Road. The right of way varied between 50-60 feet. The adjacent land uses mainly consisted of single-family residential; however, an elementary and high school was located along the route. The cross section mainly consisted of an asphalt roadway 32' wide with curb & gutter, utility strips and sidewalks on each side. The overall length is approximately 0.74 mile. Thermoplastic pavement markings delineated two-lane, two-way travel lanes, bike lanes, a school zone and high visibility crosswalks. The existing signing supplemented the 25 mph school zone, crosswalks and limited parking near the schools. The existing signs and pavement markings were adequate for these conditions.

We also collected five days of speed and volume data to determine the Average Daily Traffic (ADT) and to monitor the speed of motorists. Our study revealed an ADT of 1,521 vehicles. The average speed was 31 miles per hour (mph) and the 85th percentile speed was 36 mph. Based on these conditions and in accordance with North Carolina General Statue 20-141, the motorists traveling along Seabrook Road are generally obeying the 35 mph speed limit.

The City's Residential Traffic Management Program (RTMP) for speed humps only considers local streets where the posted speed limit is 25 mph, the 85th percentile speed is at least seven (7) miles per hour over the posted speed limit and the minimum peak-hour traffic volume is 100 vehicles per hour (equivalent to 1,000 vehicles per day). As a result of the conditions along Seabrook Road, we do not recommend speed humps at this time.

Mr. Lopez, we appreciate your interest in the safety of our roadways. If we may be of additional assistance, please contact us.

Respectfully yours,

Ramon Melendez
Traffic Technician

Enc: RTMP Speed Humps

cc: Lee Jernigan, Jr., PE, City Traffic Engineer
Phillip Hart, Assistant City Traffic Engineer

FAYETTEVILLE NC
AMERICA'S CAN DO CITY
PUBLIC SERVICES
Traffic Services Division

June 30, 2023

Mr. Floyd Harvey
1633 Seabrook Road
Fayetteville, North Carolina 28301

Dear Mr. Harvey:

This letter is in reference to your request for a speed hump on Seabrook Road. Our staff has completed an investigation for this request.

As a part of our investigation, five (5) days of speed and volume data was collected to determine the Average Daily Traffic (ADT) and to monitor the speed of motorists. The study revealed an ADT of 2,393 vehicles. The average speed was 33 miles per hour (mph) and the 85th percentile speed was 40 mph. The 85th percentile speed is the speed in which 85 percent of motorists feel comfortable traveling along a roadway given their surroundings.

The field review of Seabrook Road noted the existing speed limit of 35mph speed limit with a school speed limit of 25mph. As a part of the City's Residential Traffic Management Program, speed humps are installed on local residential roads posted with 25mph speed limit. Based on our investigation, the majority of motorists generally complied with the existing 35mph speed limit. As a result, we do not recommend changes to the speed limit and the existing conditions exceeds thresholds for the installation of speed hump(s).

However, based on City Council Policy 160.3, a petition may be submitted by a majority of the residents abutting streets in a neighborhood for reduction or increase of the speed limit. Upon, receipt of a valid petition, City Council would hold a public hearing to consider the request.

Mr. Harvey, we appreciate your interest in the safety of our roadways. If we may be of additional assistance, please contact us.

Respectfully yours,

Brian McGill

Brian McGill, PE, PTOE
City Traffic Engineer

Enc: RTMP (Speed Hump)

cc: City Manager's Office
Sheila Thomas-Ambat, PE, CCM, CFM, Public Services Director
Philip Hart, Interim Assistant Public Services Director

FAYETTEVILLE NC
AMERICA'S CAN DO CITY
PUBLIC SERVICES
Traffic Services Division

July 12, 2023

Dr. Harrington
1877 Broadell Drive
Fayetteville, North Carolina 28301

Dear Dr. Harrington:

This letter is in response to your safety and speed concerns in the area of Seabrook Road and Broadell Drive. City staff has completed an investigation for this request.

As a part of our investigation, we collected five (5) days of speed and volume data to determine the Average Daily Traffic (ADT) and to monitor the speed of motorists. Our study revealed an ADT of 2,393 vehicles. The average speed was 33 miles per hour (mph) and the 85th percentile speed was 40 mph. Generally, the 85th percentile speed is the speed in which 85 percent of motorists feel comfortable traveling along a roadway given their surroundings.

We also researched the reported accident history over the most recent five-year period. The reported accident history revealed three accidents; one (1) right turn rear-end collision, one (1) lost control while turning from Seabrook Road onto Broadell Drive and one (1) attempting to make a u-turn on Seabrook Road.

Based on these studies, the majority of motorists generally complied with the existing 35mph speed limit and the reported accident history did not demonstrate an accident pattern. As a result, we do not recommend any changes at this time. However, based on City Council Policy 160.3, a petition may be submitted by a majority of the residents abutting streets in a neighborhood for reduction or increase of the speed limit. Upon, receipt of a valid petition, City Council would hold a public hearing to consider the request.

Dr. Harrington, we appreciate your interest in the safety of our roadways. If we may be of additional assistance, please contact us.

Respectfully yours,

Brian McGill, PE, PTOE
City Traffic Engineer

cc: City Manager's Office
Sheila Thomas-Ambat, PE, CCM, CFM, Public Services Director
Philip Hart, Interim Assistant Public Services Director

339 Alexander Street, Fayetteville, NC 28301
(910) 433-1660 | www.FayettevilleNC.gov

FAYETTEVILLE NC
AMERICA'S CAN DO CITY

PUBLIC SERVICES
Traffic Services Division

August 30, 2023

Dear Council Member Haire,

This letter is in response to your question regarding the criteria for a roundabout concerning safety at the intersection of Seabrook Road at Jasper Street/Topeka Street and the concrete island delineation at the intersection of Murchison Road at Pamalee Drive.

The City utilizes criteria from the Federal Highway Administration "*Manual of Uniform Traffic Control Devices*" (MUTCD), American Association of State Highway and Transportation Officials "*A Policy on Geometric Design of Highways and Streets*", the Transportation Research Board "*Highway Capacity Manual*" (HCM), supplemental information from agencies such as the US Department of Transportation, and engineering judgement gained from experience. Engineering judgement considers several factors such as the land use, intersection geometry, traffic volumes, reported accident history, and cost. Roundabouts are generally utilized to improve safety, mobility, and provide a level of traffic calming at intersections.

Based on the community's safety concerns at the intersection of Seabrook Road and Jasper Street/Topeka Street, we researched the reported crash history over the most recent five-year period. The reported crash history revealed three (3) crashes at this intersection; one (1) left-turn angle collision at Edgar Street, one (1) head-on collision where a vehicle turned wide from Jasper/Topeka onto Seabrook, and one (1) ran off the road on Jasper/Topeka, hit a parked vehicle, and fled.

A review of the intersection's geometry identified multiple residential driveways within or near the intersection. Residential driveways within or near roundabouts create hazardous conflicts points, decrease mobility, and are typically prohibited from a roundabout. Another geometric challenge at the intersection is that Jasper Street/Topeka Street is a multi-lane roadway and would have to be revised to accommodate a single-lane roundabout. As a result of these conditions, we do not recommend a roundabout at this location at this time. By copy of this letter, we are requesting the North Carolina Department of Transportation (NCDOT) to review the island delineation at the intersection of Murchison Road at Pamalee Drive.

Council Member Haire, we appreciate your interest in the safety of our roadways. If we may be of additional assistance, please contact us.

Respectfully yours,

Brian McGill

Brian McGill, PE, PTOE
City Traffic Engineer

cc: City Manager's Office
Sheila Thomas-Ambat, PE, CCM, CFM, Public Services Director
Philip Hart, Interim Assistant Public Services Director
Frank West, NCDOT Division 6 Traffic Engineer

339 Alexander Street, Fayetteville, NC 28301
(910) 433-1660 | www.FayettevilleNC.gov

FAYETTEVILLE NC
AMERICA'S CAN DO CITY

PUBLIC SERVICES
Traffic Services Division

January 16, 2024

Mr. D.J. Haire
Council Member District 4
433 Hay Street
Fayetteville, North Carolina 28301

Dear Mr. Haire:

This letter is in response to your safety and speed concerns on Seabrook Road. City staff completed and investigation for this request.

As a part of our investigation, we collected five (5) days of speed and volume data to determine the Average Daily Traffic (ADT) and to monitor the speed of motorists. Our study revealed an ADT of 2,418 vehicles. The average speed was 31 miles per hour (mph) and the 85th percentile speed was 36 mph. Generally, the 85th percentile speed is the speed in which 85 percent of motorists feel comfortable traveling along a roadway given their surroundings.

We also researched the reported accident history over the most recent five-year period. The reported accident history revealed three accidents: one (1) right turn rear-end collision, one (1) lost control while turning from Seabrook Road onto Broadell Drive and one (1) attempting to make a u-turn on Seabrook Road.

Based on these studies, the majority of motorists generally complied with the existing 35mph speed limit and the reported accident history did not demonstrate an accident pattern. As a result, we do not recommend any changes at this time. However, based on City Council Policy 160.3, a petition may be submitted by a majority of the residents abutting streets in a neighborhood for reduction or increase of the speed limit. Upon, receipt of a valid petition, City Council would hold a public hearing to consider the request.

As a result of this study, Seabrook Road does not meet the Residential Traffic Management Program (RTMP) speed guidelines for the installation of a speed hump at this time.

Mr. Haire, we appreciate your interest in the safety of our roadways. If we may be of additional assistance, please contact us.

Respectfully yours,

Ramon Melendez
Traffic Technician

RM

Enc: RTMP (Speed Hump)

cc: City's Manager Office
Sheila Tomas-Ambat, PE, CCM, CFM, Public Services Direction
Philip Hart, Interim Assistant Public Services Director
Brian McGill, City Traffic Engineer, PE, PTOE