

# Traffic Calming Project Report

Harden Rd between Nancy Anne Dr and Myron Dr



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## 1) Project Overview and Existing Conditions

### Project Overview:

The Harden Road – East 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 Harden Rd between Nancy Anne Dr and Myron Dr. Through coordination with the Raleigh Fire Department and Station 14, it was determined that only the eastern section of Harden Rd is eligible for traffic calming. Any traffic calming on the western half of the street would impact every service call for the entirety of Station 14's service area.

Harden Rd was prioritized as #20 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<sup>th</sup> Percentile Speed: 33 mph in the 25 mph zone
  - o This is the speed at which 85% of drivers are going at or under.
- Volume: 588 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 85<sup>th</sup> percentile speed of the street is within 3 mph of the posted speed limit and secondarily a 95<sup>th</sup> 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: 186
- Participants: 46
- Responses: 224
- Comments: 37

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

- Views: 218
- Participants: 20
- Responses: 60
- Comments: 37

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 3 vertical devices along the street spaced at approximately 400' - 500' intervals.

##### Resident Feedback:

The general sentiment is strongly supportive of added safety features on Harden Road, with residents overwhelmingly focused on improving pedestrian safety, managing speeding vehicles, and ensuring emergency response is not hindered. Sidewalks are repeatedly mentioned as a highly desired—but currently missing—safety improvement.

Residents voted 51% for speed humps and 49% for speed cushions.

Multiple residents also requested staff evaluate Lionel Ln for either an allway stop or a neighborhood traffic circle.

##### 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. With the vote being effectively split at a 51%/49% choice and the consistent conversation about emergency response coupled with Station 14 being along the western section of the street, Speed Cushions meet the core needs of the neighborhood conversation as they work to slow drivers down effectively and minimize emergency response impacts.

Intersection options were evaluated for Lionel Ln.

Staff is not recommending the conversion to an allway stop. The conversion of intersections to allway stop control is a function of the Manual for Uniform Traffic Control Devices, which specifies when conversions are warranted. A review of the volumes, crashes, and site conditions do not meet the warrants for conversion.

Staff also reviewed the opportunity to install a neighborhood traffic circle based on public comment. Traffic calming projects install devices within the existing street's footprint and do not move curb lines. With that, the existing drivable street width is 32'. At a three-legged intersection with this width, a neighborhood traffic circle will not fit. While this is a viable device for this context, it is not viable here due to constructability issues.

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

### Revised Layout:



The revised layout kept the recommended 3 vertical devices along the street spaced at approximately 400' - 500' intervals. The neighborhood was effectively split between Speed Humps vs Speed Cushions with the neighborhood vote being 51%/49%. Speed Cushions were recommended based on this close vote and the proximity to Fire Station 14 and the neighborhood conversations surrounding concerns about emergency response impacts.

### Resident Feedback:

Residents frequently expressed a strong preference for speed humps over speed cushions, believing they more effectively slow drivers and better protect pedestrians and children. While emergency response times were mentioned, only a small number of commenters raised this as a concern, and several challenged the idea that it was a major issue. Many comments focused on overall safety, emphasizing the need to reduce speeding and citing nearby streets where humps have worked well. Some residents also requested additional measures such as a four-way stop at Myron and Harden, exploring sidewalk options, or using a mixed design of humps and cushions. Overall, feedback on the revised design was generally positive, with several commenters expressing satisfaction.

### Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantities based on resident feedback. The continued neighborhood conversation surrounding Speed Humps

vs Speed Cushions lead to additional conversations with the Raleigh Fire Department to determine their needs based on their emergency response needs.

## 6) Touchpoint 3: Final Design and Design Recommendations

### Final Design Recommendations:



Staff is recommending 3 vertical devices along the street spaced at approximately 400' - 500' intervals. Staff further engaged the Raleigh Fire Department, and they shared their preference in treatments for this context and location is for this project to be constructed with Speed Cushions. Based on neighborhood conversations and Raleigh Fire Department recommendations, Speed Cushions are being recommended as the preferred traffic calming device type.

### General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~38%
- Neutral: ~16%
- Negative: ~46%

Second round of engagement found general project sentiment:

- Positive: ~24%
- Neutral: ~54%
- Negative: ~22%

There is overall strong neighborhood support for safety improvements along Harden Rd but there was not a clear consensus in the device that the neighborhood preferred with effectively equal numbers supporting Speed Humps and Speed Cushions. Based on the neighborhood conversations that informed the design and input from Fire Station 14, this

project design is advancing recommending Speed Cushions with the intent of balancing the safety needs and the differing preferences from the neighborhood.