Traffic Calming Project Report

Harvest Oaks Drive between Strickland Road and Forum Drive



Table of Contents:

Project Overview and Existing Conditions 1

Desired Outcomes 2

Project Timeline & Engagement 3

Touchpoint 1: Preliminary Layout & Feature Options and Resident Feedback.....4

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

Touchpoint 3: Final Design and Design Recommendations 8

1. Project Overview and Existing Conditions

Project Overview:

The Harvest Oaks Dr 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 Harvest Oaks Dr between Strickland Rd and Forum Dr.

Harvest Oaks Dr was prioritized as #13 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: 46 mph in the 35 mph zone
  - This is the speed at which 85% of drivers are going at or under.
- Volume: 1784 average daily vehicle trips
- Crashes: 0 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: 199
- Participants: 19
- Responses: 123
- Comments: 19

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

- Views: 157
- Participants: 21
- Responses: 52
- Comments: 21

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 along the street spaced at approximately 500' intervals.

Resident Feedback:

Residents express mixed views about the need for speed cushions on Harvest Oaks Drive. Those in support of traffic calming measured cited issues with cut-through speeding and some preferred alternative solutions—such as improved traffic signals or eliminating parking—over installing speed cushions. Comments emphasized safety issues at the intersection of Strickland Road and Forum Drive, where some found the lane configurations confusing and difficult to make left-turning movements. Some commenters requested traffic calming measures be installed on nearby corridors.

Residents voted 70% for speed cushions and 30% 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 Cushions be the device that advances. While traffic signal evaluations are outside of the scope for this project, staff has forwarded a traffic signal evaluation request for Strickland Rd and Harvest Oaks Dr to the Signals team.

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 500’ intervals.

Resident Feedback:

Resident feedback leaned negative towards the proposed speed cushions, with many respondents stating they were unnecessary, would impede emergency vehicles serving the Cypress senior community, and could create traffic confusion or access issues. Several commenters felt speeding concerns would be better directed toward nearby corridors. A few commenters supported speed cushions, citing increased traffic volumes, limited visibility, and a desire to reduce vehicle speeds and potential collisions. Overall, resident feedback indicated a stronger opposition than support for the proposed traffic calming measures, with greater community interest in intersection improvements.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantity based on resident feedback. Staff understand residents' concerns regarding emergency service response times, especially due to the location of the senior community on Harvest Oaks Drive. Staff recommend speed cushions as a traffic calming device that imposes a minimal delay to emergency vehicles while still meeting the design intent of slowing down drivers on Harvest Oaks Drive.

6. Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendation:



The revised layout kept the recommended 3 vertical devices along the street spaced at approximately 500’ intervals.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

Sentiment Category	Percentage
Positive / Supportive	16%
Neutral	68%
Negative / Opposed	16%

Second round of engagement found general project sentiment:

Sentiment Category	Percentage
Positive / Supportive	10%
Neutral	43%
Negative / Opposed	47%

Staff aimed to balance the documented speeding and safety concerns of Harvest Oaks Dr with the feedback received from residents during the engagement process. Staff are recommending speed cushions as the traffic calming measure to be installed on Harvest Oaks Drive. Speed cushions meet the goal of slowing drivers down while providing a minimal delay to emergence response times, which was a repeated concern heard from residents. Due to the limited scope, Staff are unable to extend the project limits to include surround corridors or intersection upgrades but have forwarded the resident feedback to the responsible City departments.