



## TRANSPORTATION DEPARTMENT

### PUBLIC ENGAGEMENT SUMMARY & FREQUENTLY ASKED QUESTIONS (FAQ's)

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Cary conducted a web survey open to all citizens using PublicInput.com during the Summer of 2024. This survey and its supporting documents were intended to gauge the community interest in traffic calming along East Cornwall Road, from Kildaire Farm Road to Washington Street.

The following is an overview of the feedback received and responses to some of the comments. Not all comments are specifically addressed herein; staff have selected representative topics and recurring themes to summarize. All citizens are encouraged to contact the Project Manager directly ([email link](#)) if you don't believe your thoughts have been sufficiently attended.

All updates will also be available on the same **Project Engagement Hub** that hosted this survey, [www.publicinput.com/CaryTrafficCalmingHub](http://www.publicinput.com/CaryTrafficCalmingHub).

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#### GENERAL SUMMARY OF RESULTS

The summary below reflects staff's understanding of the consensus opinion of the community, and what that means for the future of this project. A full accounting of all poll results is posted to the project page for review.

**Traffic Calming General:** Staff noted both a consistent dissatisfaction with vehicle speeds and strong positivity (76%) to traffic calming along East Cornwall Road. The support shown for the proposed Concept Design (68%), paired with the relatively low opposition (21%), demonstrates to staff that this project should proceed as designed. In addition, most respondents were in favor of the project progressing as quickly as possible.

Staff did identify a notable percentage of residents who indicated, through voting and comments, that they felt additional traffic calming was needed. This item is addressed in detail in the following sections.

**Communication:** Most respondents preferred future updates to be provided via the project webpage and email, so a public meeting is not planned to be scheduled at this time. Cary staff can always be reached directly using the email link above or through [Cary311](#).

**Next Steps:** Given the strongly positive feedback from survey respondents, staff intend to proceed with this project as presented in the Concept Design. We will continue to collaborate with the community and post all project updates to the same **Project Hub** that hosted the survey ([www.publicinput.com/carytrafficcalminghub](http://www.publicinput.com/carytrafficcalminghub)).

In addition, a number of residents requested that East Cornwall and Ralph be converted to an all-way stop condition, similar to East Cornwall and Washington. Staff have reviewed the traffic and determined that **an all-way stop configuration is appropriate for the intersection of East Cornwall and Ralph**. This traffic control change will be planned for implementation with the traffic calming project. More information about the use of stop signs is included hereafter.

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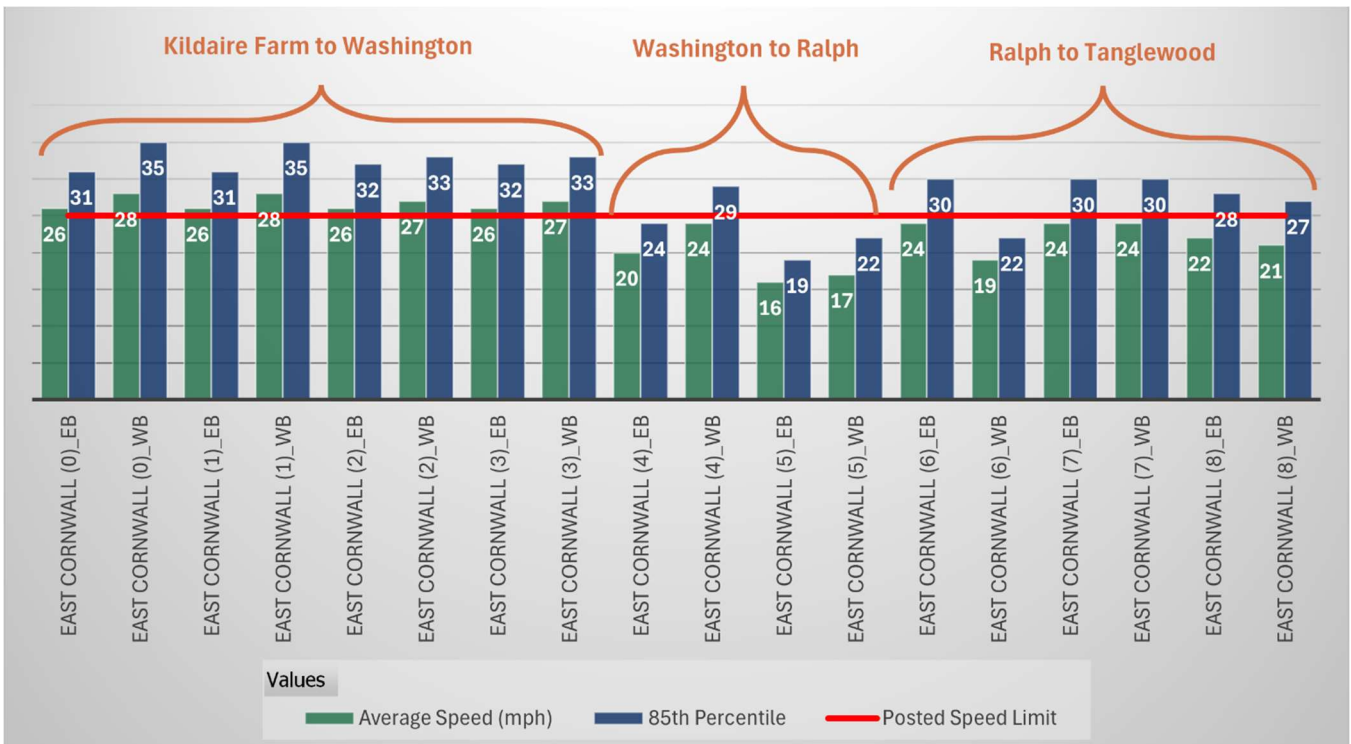
**RESPONSES TO FREQUENTLY ASKED QUESTIONS (FAQ'S)**

*(all questions are paraphrased or inferred from comments received)*

***Why doesn't this project include speed humps between Washington and Tanglewood?***

East Cornwall Road is classified as a Collector Street in the Cary Community Plan, meaning that it serves as both a community access and a critical link that supports connectivity in the larger transportation network. Collector Streets and Avenues are important to help maintain traffic flow throughout the network and minimize congestion on larger thoroughfares. Cary staff strive to balance these needs to the greatest extent possible, both maintaining our neighborhood character and providing for the efficient movement of people and goods.

In support of this balance, the speed humps on East Cornwall Road were designed to target the areas where data is indicating a consistent pattern of excessive speed (defined as 9 mph above the posted limit). This is intended to not only focus resources where they are most needed, but also to minimize impacts to emergency vehicle access and other critical purposes. Looking at the data for East Cornwall (as shown in the graph below), there are clearly higher speed metrics in the segment between Kildaire Farm and Washington. The segments east of Washington did not reach the threshold for staff to recommend traffic calming, likely due to the road geometry, which helps contribute to speed mitigation. While the segment from Ralph to Tanglewood had higher speeds than Washington to Ralph, average speeds through both were consistently below the posted speed limit.



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### ***Wouldn't adding all-way stop signs be much cheaper and just as effective to calm traffic?***

Stop signs would not be considered traffic **calming** devices but are traffic **control** devices. As discussed on our [traffic calming webpage](#), traffic control is a system of signs, signals and pavement markings that is intended to regulate, warn or guide facilities open to public travel and is standardized by the Federal Highway Administration (FHWA) in the Manual on Uniform Traffic Control Devices (MUTCD). In short, traffic control devices are placed based on criteria such as traffic volume only when conditions warrant. The reason behind this is that the over-use of traffic control devices can result in a reduction in driver compliance with those devices.

As an example, a stop sign installed at an intersection where one is not justified by volume will often result in drivers "rolling-through" the sign or ignoring it completely. The result to pedestrians and other drivers is now that the stop sign has given them a false sense of security at the intersection, but its lack of compliance has now added a new and potentially more dangerous hazard.

### ***There is research that shows speed humps are not appreciated by emergency services/first responders. Won't these speed humps slow down response times?***

Cary's traffic staff are very cognizant of the concerns to emergency response that can come from traffic calming devices. As such, our traffic calming program includes a review of all project by a multi-disciplinary safety committee, which includes representatives from both police and fire. Each project is reviewed, and the design would have been adjusted before publication to address all concerns related to increased response times. Additionally, Cary's specifications restrict the height of speed humps to 3-inches to minimize restrictions to emergency vehicle access.

Between the collaboration with emergency services and the design of the speed humps themselves, we do not anticipate that this project will have a measurable impact on emergency response times.

### ***The speed humps are spaced too far apart and a little inconsistently, why is that?***

A number of factors go into the speed hump layout, including the slope of the road, spacing of intersections and driveways, locations of manholes and other utilities, etc. In addition, groups like the Federal Highway Administration (FHWA) and Institute of Transportation Engineers (ITE) have conducted much research and determined the appropriate range of spacing in which speed humps are most effective. Combining these together, speed humps are typically located on straight sections of road where higher speeds can be developed and are spaced between 300 and 500 feet apart to help encourage drivers to consistently drive near the 25-mph speed limit.