



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 from August 22, 2022 through September 19, 2022. This survey accompanied a concept design for traffic calming along Sears Farm Road and was intended to gather community input on the project and inform modifications that tailor the design to the neighborhood's needs and wants.

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.

GENERAL SUMMARY OF RESULTS

The summary below highlights the results of several poll questions to depict the consensus opinions of the community. A complete accounting of all poll results is posted to the project page for review.

Traffic Calming General: Staff received generally positive responses to traffic calming along Sears Farm Road and intend to proceed with the project.

Speed Humps: A majority of respondents were in favor of speed humps. Staff have reviewed the placement and number and believe the currently proposed configuration is optimized to achieve the desired result.

Bike Lanes: Citizens supported marking bike lanes but many felt the physical delineators went a step too far. Staff intend to proceed with marking bike lanes but will review and minimize the use of delineators at this time.

Median at Edgemore/Sears Farm Road: A majority of respondents did not support the median. Given that the concept design also incorporated lane narrowing at the intersection, staff believe there will be an improvement to the intersection operation from that and the proposed median will be removed.

Support for the concept design as a whole came in at 47%, which, when combined with the other poll results, indicates that adjustments to the design are in order but that staff have the community's support to proceed with the project. This is reinforced by the poll question showing a combined 65% of respondents prefer Cary to proceed with this project.

Next Steps: Cary staff will work to tailor the design for Sears Farm Road more to the community's preferences and issue an updated plan for contractor bids later this year. All communication will be via the project page with updates being sent to community representatives and HOAs as was requested by the survey participants.

continue for FAQ's...

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RESPONSES TO FREQUENTLY ASKED QUESTIONS (FAQ'S)

(all questions are paraphrased or inferred from comments received)

Traffic speeds are often high coming from Green Hope School Road and drivers don't yield to pedestrians at the crosswalks. Can't more be done to improve the intersections at Edgemore, Lemster and Cozy Oak for pedestrians? Can we add raised crosswalks?

Staff recognize that this is a primary concern for a number of respondents so the concept design will be adjusted to incorporate additional improvements to enhance the visibility of the pedestrian crossings. In addition, the concept design for Sears Farm Road incorporates lane narrowing at the intersections that, in conjunction with the proposed speed humps, Cary staff believe will be effective in lowering travel speeds at the intersections.

Raised crosswalks are not included in this design due to the location of the crosswalks. Placing a raised crossing too close to the intersection creates an awkward movement for turning traffic, particularly larger vehicles, and can destabilize them. Moving the crosswalks to a location more applicable to being raised would mis-align the crossings from the ramps and sidewalks along Sears Farm Road.

Bike lanes don't seem necessary as there aren't many cyclists and we have greenways. Additionally, the bike lanes will prevent cars from parking along Sears Farm Road at the park. Why do we need bike lanes?

Sears Farm Road is classified as a Collector Street, meaning that it is intended to connect the neighborhood traffic from residential streets to larger volume Thoroughfares such as Green Hope School Road. These classifications are necessary to balance maintaining our neighborhoods' character and to providing for the efficient movement of people. Cary is committed to a transportation system that serves all modes of travel and our Community Plan provides for all Collector Streets to accommodate bicycle travel. On-street parking is not a component of Collector Streets, being reserved for local residential and commercial streets that are more suited to it.

This plan seems excessive. Wouldn't adding three-way and four-way stop signs or driver feedback (speed display) signs be much cheaper and just as effective to calm traffic?

Traffic calming devices come in many forms, one of which being radar feedback signs that indicate to drivers that they are exceeding the speed limit. These signs have been the subject of studies to determine their effectiveness and Cary have installed them in locations around town to gauge their impact. The results have shown that, at most, the signs have an effect similar to that of a single speed hump (and are similar in cost) but are less likely to result in a sustainable reduction in travel speeds over time. They can be effective when coupled with other devices such as medians or speed humps but are not typically impactful alone, particularly given that they are not spaced periodically along a road as speed humps would be.

Regarding the addition of stop signs, these 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.

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Why doesn't this project address Highcroft Drive, including traffic signals at the intersections at Morrisville Parkway and Green Hope School Road?

Cary's intersections are regularly evaluated to determine if traffic volume thresholds, crash patterns, or other factors necessitate the installation of a traffic signal. The MUTCD requires an engineering study be completed and several warrants be met prior to a signal being installed to avoid the over-use of these traffic control devices. At this time, neither of these intersection meets the necessary warrants for signalization.

Beyond traffic signals, staff are working to evaluate Highcroft Drive for potential improvements and possibly traffic calming. This evaluation will proceed according to resource availability.

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 the multi-disciplinary Traffic Calming Committee, which includes representatives from both police and fire. This project has been reviewed and no concerns related to increased response times were noted. Additionally, Cary's specifications restrict the height of speed humps to 3-inches to prevent restrictions to emergency vehicle access.

This plan is not necessary, can't we just have a police presence to ticket speeders?

Cary's staff coordinate regularly to ensure that our efforts in the traffic calming program are aligned with those of CPD's Traffic Safety Team (TST). Police enforcement is used to educate and reinforce our traffic calming devices as resources are available and the TST's main goal is not issuing tickets. It is to change the observed behavior to keep the roadways safer for citizens. Enforcement is done in several ways with officers having the ultimate discretion in by either issuing a citation, verbal warning, written warning, or informative conversation with the driver on how to improve the behavior observed.

The TST is active throughout Cary as there are many neighborhoods that experience similar concerns, making constant police presence at any one site unrealistic. Absent constant presence, the TST's data has shown that police enforcement impacts speed for a short period of time. Average speeds will reduce for a month or two before returning to their pre-enforcement levels.

Why doesn't this project address the remaining traffic circle on Edgemore Avenue?

Cary staff are developing plans to modify the remaining traffic circle on Edgemore Avenue as requested by the community. The proposed improvements to Sears Farm Road are proceeding in conjunction with this effort, and should be viewed as such, but both projects will proceed according to their respective schedules based on staff resources and public engagement needs.

Wouldn't our tax dollars be better spent on adding better lighting for the crosswalks?

Street lighting in Cary is established based on multiple criteria at the time of development. Residents along a street may request additional street lighting, beyond that already installed, provided the current street lighting does not meet Cary standards. When requested, staff will contact the electric utility to request the updated street lighting layout, associated construction impacts and installation costs and assist the community in obtaining a Street Light Petition signed by all persons within the area of influence, including specific location(s) and associated construction impacts. After the petition is completed and approved, staff will submit the additional street light request to the electric utility and process payment upon request. More information can be found on Cary's [website](#).

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The speed humps that were recently installed on Edgemore Avenue don't seem to slow drivers enough, will these be more effective?

All speed humps constructed by Cary are done so according to our [specifications](#) (check out detail #3400.01), which takes into account several contributing factors and is the result of much research into the most effective methods of calming traffic. This design is used as opposed to a more severe speed bump design (like you might see in a parking lot) because this research has shown that taller speed bumps that force traffic to slow significantly often result in drivers speeding up substantially once they've passed the bump. The end product is an unstable speed profile where drivers are constantly slowing and accelerating, which can cause noise concerns and actually results in higher peak speeds between the bumps. Over time, groups like the Federal Highway Administration (FHWA) and Institute of Transportation Engineers (ITE) have developed this "table" design that is intended to be comfortably passable at roughly 25 mph. The intent is to reinforce the 25-mph limit and encourage drivers to consistently drive that speed. By placing the speed humps periodically, we expect to see a more sustainable reduction in speed overall and a more stable speed profile. Additionally, the maximum height of 3-inches is necessary to prevent restrictions to emergency vehicle access.

All that said, we fully recognize that the "comfortability" of a speed hump is a very subjective measure, so there are drivers that will travel over these at higher speeds. That is why we try to couple these installations with police enforcement as resources are available.

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