



## 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 Winter of 2023. This survey included a number of questions intended to help Cary staff comprehend the community's preferences regarding traffic calming along this corridor connecting Park Street, Ryan Road/Irongate, and Tanglewood Drive.

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. This traffic calming survey was unique in the broad segment of residents participating, so the summary is subdivided into several neighborhoods in an effort to more accurately evaluate the feedback offered.

**Traffic Calming General:** Staff noted both a consistent dissatisfaction with vehicle speeds and general positivity to traffic calming across the responses. Several recurring themes were noted and are discussed in a later section of this document. The next steps staff recommend based on these results differs based on a combination of:

- Data collection results along each road (available for review on the [project webpage](#))
- Context of each road given its role/purpose in the larger transportation network
  - **Local streets:** roads designed for slow speeds and low volumes of traffic, primarily intended for access to residential communities.
  - **Collector streets:** roads designed to link local streets and thoroughfares and balance the mobility and access needs of Cary residents and workers.

Survey results and recommendations for next steps are broken down into four (4) groups, shown on **Figure 1**. The discussion and recommendations that follow are based on a combination of the survey responses, data collected, and comments received from participants in each group.

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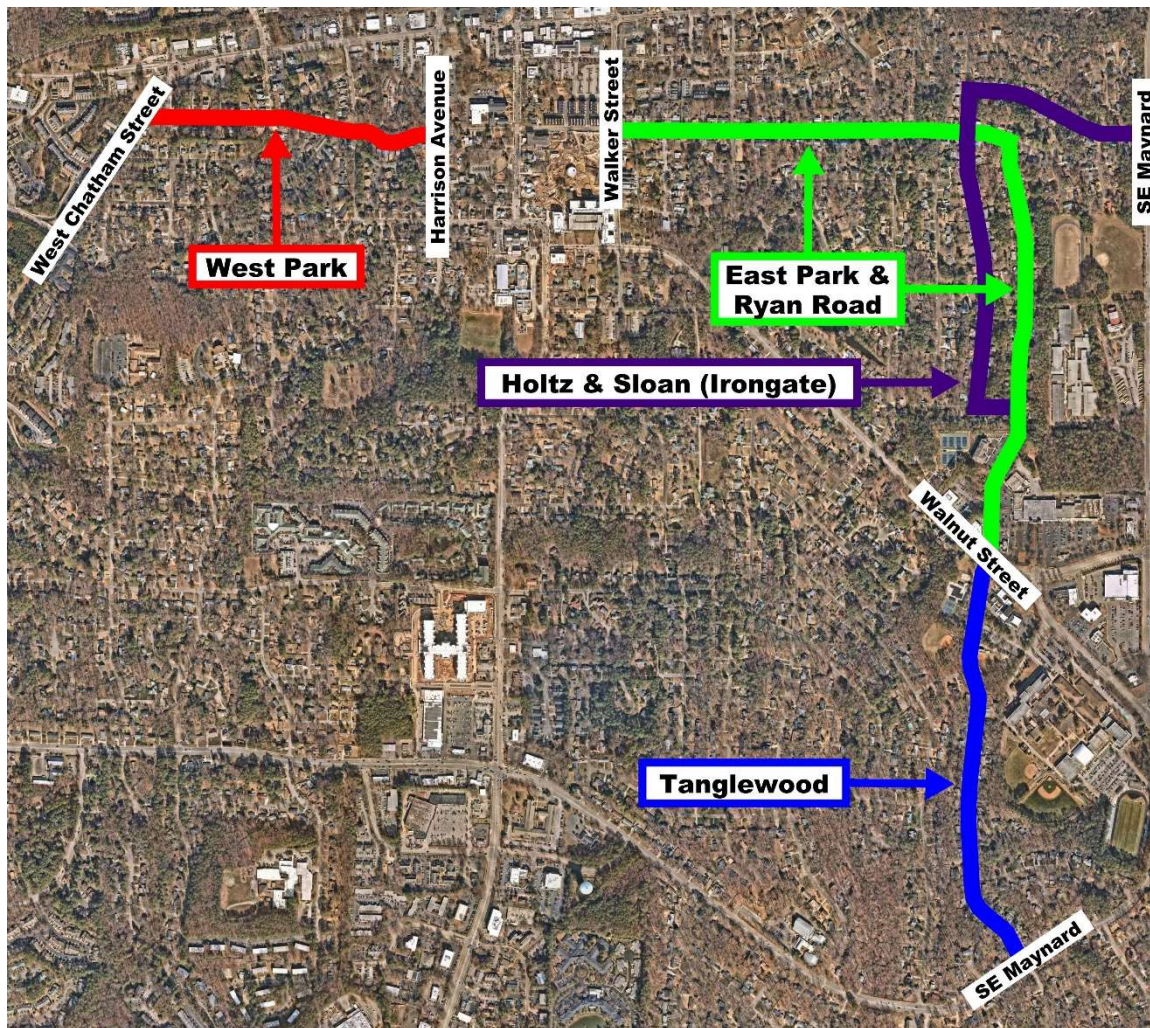


Figure 1 - Neighborhood Map

## WEST PARK

Survey results showed consistent support for traffic calming along West Park Street, however the data collected along this corridor does not support a staff recommendation for traffic calming. Potentially a function of road geometry combined with on-street parking, which residents preferred to keep in-place, traffic speed and volume along West Park Street appear to be within the expected range. As an important downtown **Collector Street**, further restrictions in the form of traffic calming do not appear to be appropriate.

Discussion has commenced within **Cary's Neighborhood Services Committee** regarding **downtown parking** and staff are currently working on **traffic safety improvements to Dixon Street** that may impact West Park Street in the future. In accordance with the survey results, staff will reach out to those who indicated a willingness to represent this community to discuss options for mobility enhancements beyond traffic calming.

### HOLTZ LANE AND SLOAN DRIVE

Survey results here were also consistently in favor of traffic calming even though the data showed traffic speeds did not reflect an excessive speeding pattern. As the only Local Streets specifically referenced in our survey, Holtz and Sloan represent a more residential context and may speak to similar portions of the Irongate community (Mayodan, Abbey, etc.). Also, the process for traffic calming will be different than on Collector Streets such as Park and Ryan. For this reason, staff will be reaching out to those who indicated a willingness to represent this community to continue a residential traffic calming discussion specific to the Irongate neighborhood.

The next steps will follow those outlined in Cary's Standard Procedure 111, available at [www.carync.gov/trafficcalming](http://www.carync.gov/trafficcalming), which includes guidance for communities that wish to proceed with traffic calming absent a staff recommendation.

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### EAST PARK STREET & RYAN ROAD

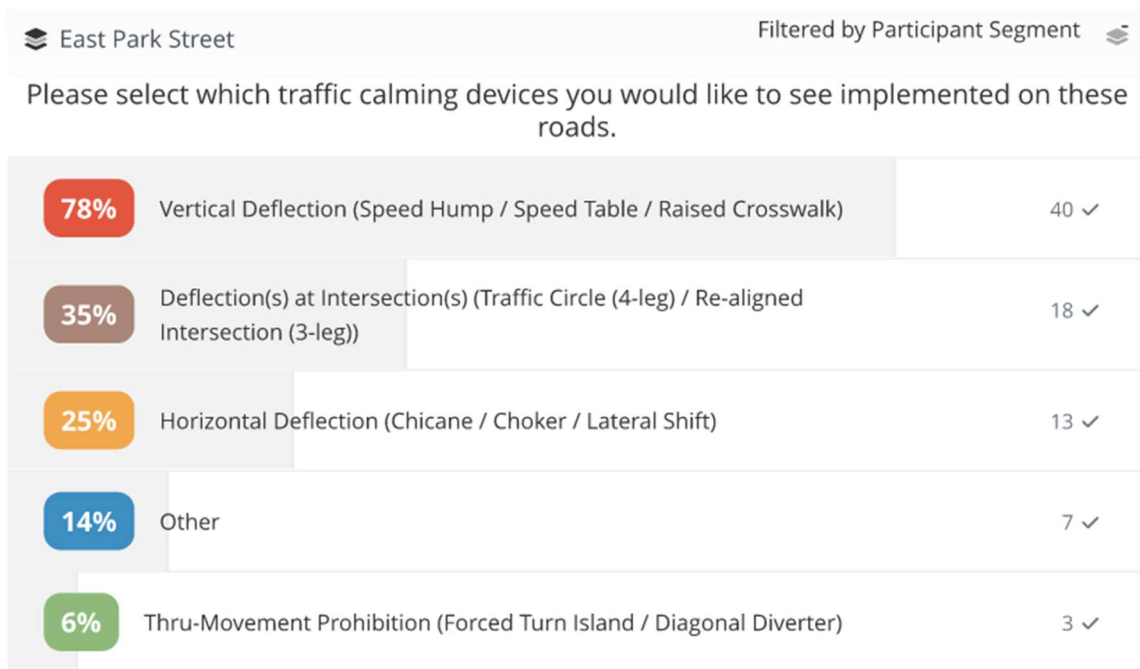
As documented in the Traffic Data Summary, staff have recognized that traffic calming is warranted on both East Park and Ryan. Since these two roads connect to form an important Collector Street corridor linking Walnut Street to downtown Cary, staff intend to develop a holistic concept that addresses multiple factors:

- Traffic speeds in excess of what is appropriate for these roads
- Consistent support from the community for speed humps or similar traffic calming devices
- Importance of mobility into downtown for all users of the transportation system
- Evolution of this corridor from pending development in the area

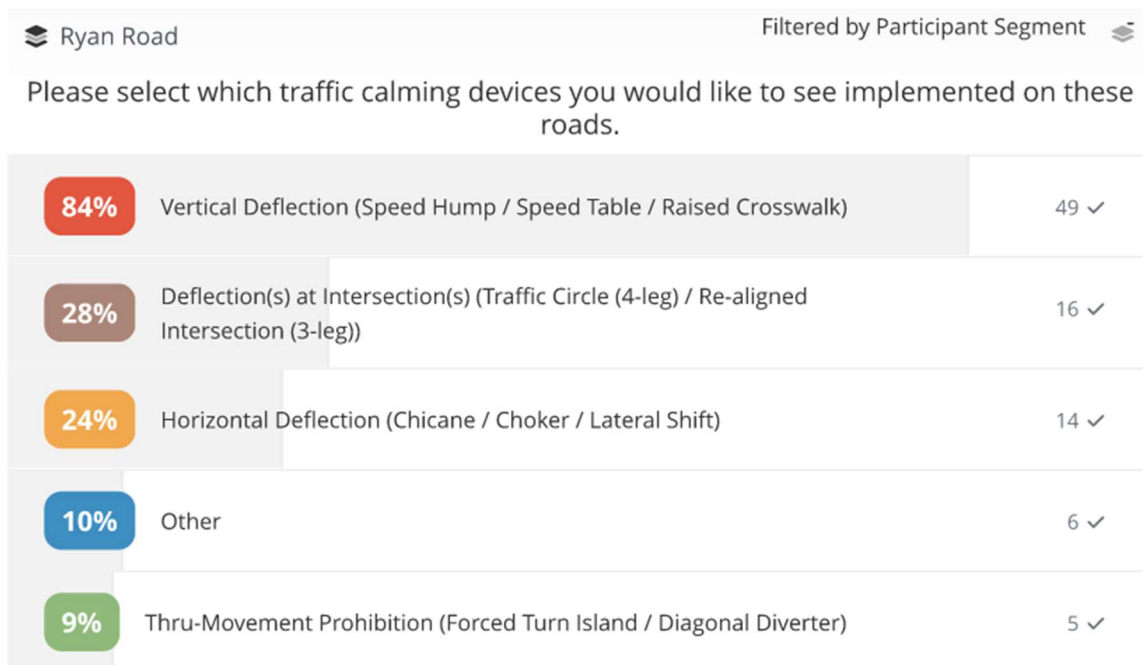
As a Collector Street project, any improvements proposed to this corridor must reflect the needs of the larger transportation network while equally balancing the interests of this community's residents. **Figure 3** and **Figure 2** highlight a strong preference toward speed humps and some support for intersection improvements. Staff also noted a number of comments mentioning concerns with the East Park/Hudson intersection in particular. This information will be considered as staff work to determine what devices will be most appropriate for this corridor. The responses were more split on the issue of on-street parking but, as an important component of both downtown access and residential neighborhoods, parking will need to be factored into any design.

As staff work through concept designs for this corridor, updates will be provided using the same Engagement Hub that hosted the survey. Once a cohesive concept is developed, staff will work with those who indicated a willingness to represent this community to determine an appropriate place and time for staff to gather additional feedback prior to proceeding with detailed design and bidding.

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**Figure 3 - East Park Street Traffic Calming Device Results**



**Figure 2 - Ryan Road Traffic Calming Device Results**

## TANGLEWOOD DRIVE

Being the furthest segment from downtown, Tanglewood Drive operates under a different context from the roads discussed above. This Collector Street is less about direct connectivity to downtown Cary and more about serving the neighborhoods along and around Tanglewood and linking them to Walnut and SE Maynard. Coupling this perspective with data that does not indicate a pattern of excessive speeding, staff do not believe traffic calming is the appropriate response to concerns in this community.

Much of the feedback from residents in this area was directly related to pedestrian mobility. The survey responses did indicate a preference toward speed humps, but not as strong as in other areas surveyed. There also appeared to be a slight preference toward removing on-street parking, which would likely increase vehicle speeds, so, again, traffic calming may not be the best solution. Based on the comments received, staff will be reaching out to those who indicated a willingness to represent this community and discussing options for pedestrian mobility improvements beyond traffic calming, such as sidewalks.

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## RESPONSES TO FREQUENTLY ASKED QUESTIONS (FAQ'S) – ALL NEIGHBORHOODS

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

### ***We are concerned about the increased traffic that will result from the planned multi-family housing development at 921 SE Maynard. What is Cary doing about that?***

Staff are working continuously with the property developer (Laurel Street) to promote walkability and transit use in this development to minimize vehicular traffic impacts to the surrounding areas. In addition, supplemental projects such as the Wake Bus Rapid Transit (BRT): Western Corridor and this traffic calming project, are proceeding collaboratively to provide the infrastructure improvements that staff believe will complement the 921 SE Maynard project and maintain Cary's downtown neighborhood character. Additional information can be found at the following links:

**Housing Development Updates:** <https://www.carync.gov/services-publications/housing/housing-development-updates>

**Wake Bus Rapid Transit:** <https://www.carync.gov/projects-initiatives/project-updates/facilities-projects/western-brt>

### ***On-street parking is the real problem, why doesn't Cary restrict parking?***

On-street parking can be an important component of our residential communities. Removing it often greatly restricts the accessibility that residents and their visitors/contractors/etc. have to their property. Additionally, on-street parking is a well-documented method of traffic calming (the Institute of Transportation Engineers has a fact sheet on their [website](#) with more information). Eliminating on-street parking may improve visibility, but it also has the effect of widening the travel lanes and allows drivers to speed much more easily. Not to say there aren't times its warranted, we just don't want to create a new problem by fixing one. The impact to safety of eliminating on-street parking can be viewed from multiple lenses. The increased visibility may be an improvement, but the increased ability to speed likely is not. At this time, Cary's **Neighborhood Services Committee** is actively reviewing options to improve parking conditions in Cary's central core. This is proceeding in parallel with traffic calming and is aimed at a solution to better balance the need for parking with safety.



## TRANSPORTATION DEPARTMENT

### ***Vehicle traffic downtown is very challenging to cyclists, what will be done to provide bicycle facilities?***

Cary's goal of creating a multi-modal transportation network that serves vehicles, bicycles, pedestrians, transit, etc. factors into many of the decisions made with respect to traffic calming. Specific to downtown, many of the corridors are too narrow to provide for dedicated/separated facilities so transportation corridors function as shared spaces for different users. This creates challenges for staff to determine how best to foster a safe environment. For cyclists in particular, Cary's solution is currently in development in the form of the **Bike Cary** planning initiative, on-going for several months. Once complete, this plan will help identify bicycle corridors and lay out criteria for supporting safety through those corridors. Additional information can be found here: <https://www.carync.gov/recreation-enjoyment/bike-cary>

### ***There are areas where sidewalks are needed. Why doesn't this plan include sidewalk construction?***

Cary does have a similar but separate process for sidewalk projects to ensure that all requests are reviewed equitably. We encourage communities to explore this avenue if they believe the community would support it.

Requests for sidewalks on residential streets must be accompanied by a petition signed by at least 70 percent of homeowners within the "area of influence" to ensure consensus in the neighborhood. Staff will assist with identifying the limits of this area. Cary requires a petition to ensure neighborhood consensus in support of the project. Residents interested in initiating a petition are welcome to submit a request through our [sidewalks website](#). Our sidewalk program staff will provide maps, property owner names and addresses for your street. Once the petitions are submitted, many factors are evaluated to rank each sidewalk request including proximity to schools, parks, shopping, greenways, transit, safety and constructability. Cary ranks over 30 sidewalk requests each year and funds the top projects. If a request isn't funded that year, it annually rolls over, staying in the program, until it receives funding and is built.

### ***Why doesn't Cary just add three-way and/or all-way stop signs as a cheap and fast solution?***

Stop signs are typically not considered as traffic **calming** devices since they 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. The comments received on this survey indicate that stop sign compliance through this area is already a problem so it's likely that additional stop signs will not have the desired effect. **Through this traffic calming project, staff will be evaluating if additional stop signs are warranted at certain intersections and will also be assessing if alternative intersection treatments may be more appropriate to achieve the desired impact.**

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## TRANSPORTATION DEPARTMENT

### ***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.

### ***Speed humps/tables don't necessarily reduce speeding. Why does Cary recommend installing them?***

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. The "table" design has been studied for years to ensure that no correlation has been found with driver injury or increased vehicle maintenance costs. As an added measure for cyclists, Cary's speed humps on Collector Streets do not extend all the way to the curb, providing a 4-ft path for bicycles and similar uses. Cary maintains the humps through our regular streets resurfacing program, minimizing any additional costs. We also recognize that 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.