



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

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In response to citizen feedback received during the initial survey in early 2023, Cary conducted a second web survey open to all citizens using PublicInput.com during the Fall of 2023. This survey and its supporting documents were intended to refine the input received during the initial survey and gauge the community support for an updated traffic calming design along Preston Village Way.

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.

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/Speed Humps: Staff noted strong support for traffic calming with many residents interested in the project proceeding as soon as possible. The 74% of respondents in favor of speed humps is sufficient for a recommendation to proceed with, at least, that portion of the project.

Walcott/Parmalee Intersection: The results are clear that residents are interested in improvements to this intersection with over 80% of respondents voting for either Option 1 (Traffic Circle) or Option 2 (All-Way Stop with Medians). The All-Way Stop received a majority of votes between the two. Responses were less clear on the treatment for the medians, with decorative landscaping being a slight favorite.

Next Steps: Based on the strong response, staff intend to proceed immediately to construction with the four (4) speed humps. Staff will also proceed with detailed design to implement an All-Way Stop at the Walcott/Parmalee intersection. Based on the split responses regarding aesthetic treatments, staff expect additional coordination with the community representatives will be required to finalize that design before implementation. It is worth noting that a median design is recommended to accompany the proposed All-Way Stop and crosswalk markings to help encourage compliance with the new devices.

We will continue to collaborate with community members and post all project updates to the same **Project Engagement Hub** that hosted the survey www.publicinput.com/carytrafficcalminghub. Responses to additional comments received are included on the following page.

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RESPONSES TO FREQUENTLY ASKED QUESTIONS (FAQ'S)

(all questions are paraphrased or inferred from comments received)

Why is Cary continuing to pursue traffic calming along Preston Village after the first survey? If there wasn't adequate support the first time, this project should not proceed.

This community has made it clear throughout this process that traffic calming, in some form, is desired along Preston Village Way. The initial community survey showed a notable preference (64%) toward traffic calming in general. It was the details presented in the Concept Design that did not receive adequate support to proceed. What the initial community survey indicated to staff was that additional collaboration was needed to refine the concept design. In doing so, and in conducting the follow-up survey with the revised design, staff noted a considerable increase in support for the specifics presented in the updated Concept Design.

Why aren't speed humps also being proposed for Preston Village Way between Circle on the Green and Davis Drive?

Traffic calming comes in many forms, speed humps only being one of the options, and the implementation of different devices is often a function of roadway context. Preston Village Way northwest of Circle on the Green is commonly referred to as a "residential collector" because it has many private driveways along its frontage. In addition, the posted speed limit of 25 mph is more appropriate to speed humps as they are designed to accommodate 25 mph comfortably. The segment of Preston Village southeast of Circle on the Green is a more typical Collector Street with no direct driveway access. This is reinforced by the presence of the marked bicycle lane and higher posted speed limit. Traffic calming treatments have been tailored to these different environments, with landscaped medians having already been included here as a more appropriate form of traffic calming for the context. Adding devices in addition to the medians could begin to have negative impacts on access through that section, including for emergency vehicles.

Information on the variety of traffic calming devices can be found on Cary's website at www.carync.gov/trafficalming, or in the fact sheets provided by the Institute of Transportation Engineers (ITE) on their [website](#).

The design shows speed humps that do not extend the full width of the pavement, why is that?

Speed humps are typically designed for residential communities where the roads are designed to accommodate two, 11-foot-wide travel lanes. In cases where speed humps are designed for wider Collector Streets, they need to be adjusted to that wider lane configuration. This community has a road section that is common for Cary's Collector Streets, including two, 11-foot-wide travel lanes plus two, 4-foot-wide bike lanes, as shown on [Detail 3000.15](#). Accordingly, the speed humps are designed to extend for the width of the travel lanes, avoiding the bike lanes and providing for a more safe and comfortable experience for bike riders who may be inexperienced, which is common in residential areas.

Concerns that have been raised with this design include that some drivers use this to attempt to miss the humps. The gap isn't wide enough for them to do so, resulting in a more awkward movement than if they passed over the hump directly so there is still the benefit of a speed reduction. Staff have not observed safety concerns with this because most drivers would not attempt the maneuver if a pedestrian or cyclist were nearby. The design is continuing to be monitored and will be evaluated to ensure that the bike lane gap does not impact the traffic calming effect of the speed humps.

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TRANSPORTATION DEPARTMENT

Speed humps are a nuisance and cause discomfort to drivers, maintenance issues and don't necessarily reduce speeding. Why does Cary recommend installing them?

All speed humps constructed by Cary are done so according to our [specifications](#) (standard 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.

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.