

Appendix 2. Survey Results

Cary Pedestrian Plan

Appendix 2: Survey Results

Introduction

The Cary Pedestrian Plan Survey was conducted from April 9, 2006 to July 31, 2006, both online and through a paper version of the survey. The paper version of the survey was distributed at a variety of public events and locations such as the Cary Earth Daze event at Bond Park, Town Hall, Town Council, and the Cary Pedestrian Plan's Stakeholder Committee Group meetings. The purpose of the survey is to gather input from citizens of the Town of Cary about their pedestrian habits and preferences, and the condition and needs of the pedestrian system in the town. This memo summarizes the results of the survey, identifies focus areas based on survey responses, and provides recommended projects to be included in the forthcoming Pedestrian Plan.

The analysis of the survey responses found that respondents generally feel safe walking in their neighborhoods, but are uncomfortable crossing streets, especially streets with high speed and volumes of traffic. Most respondents enjoy walking for recreation and/or exercise in parks and to other recreation facilities, and would like to be able to walk to more of these locations, as well as places like a shopping center, post office, library, or cultural event. Overall, weather and level of fitness have little impact on respondents' reasons for walking or not.

In general, respondents approve of Cary's progress with sidewalk and greenways that make up the Town's pedestrian network, but they would like to see things improved. Some of the major issues include:

- ◆ Lack of pedestrian system connectivity. A top reason respondents did not walk to a location was because it did not have continuous sidewalk or a greenway to that location.
- ◆ Need for better pedestrian access to locations such as other neighborhoods, parks, shopping centers, post offices, or cultural events. Many respondents indicated they would like to walk to these destinations. With better pedestrian access to these locations, respondents hopefully would be able to walk to them more readily than they can now.
- ◆ Establish better crossings. Many of the comments from the survey responses indicated a need for better pedestrian crossings at mid-block locations and at intersections of major roads with smaller roads for access to schools, parks, greenways, shopping, neighborhoods, and work.

Some recommendations for addressing these issues include:

- ◆ target identified focus areas for improving the concentrated needs of many people quickly;
- ◆ construct more sidewalks and greenways; and
- ◆ provide crossings at selected mid-block locations.

The results of the survey also have implications for project prioritization. Based on survey responses, priority should be given to projects that include crossing treatments and intersection improvements for pedestrians; improve connectivity of the pedestrian system; and, create better accessibility for pedestrians.

Survey Results

The Cary Pedestrian Plan survey received a total of 524 responses. The majority of respondents are between the ages of 30 – 49, as can be seen in Figure 1 which shows survey respondents' ages in comparison to the age distribution in the Town of Cary. In addition, the majority of respondents (60.5 percent) are female. Thirty-seven percent of respondents reside in zip code 27513 and 35 percent of respondents reside in zip code 27511.

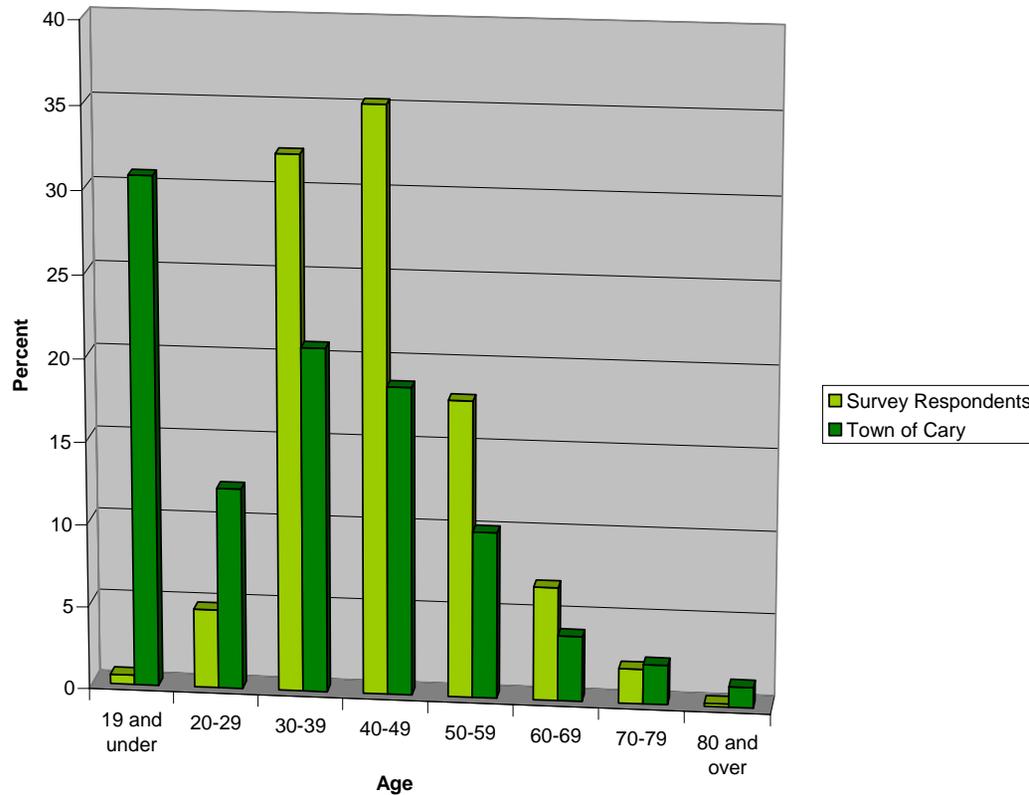


Figure 1. Age distribution of survey respondents in comparison to the age distribution for the population of the Town of Cary.

Popular walking destinations and purposes

The most numbers of respondents indicated that they currently walk very frequently to (1) a park or recreation facility (23.4 percent), and (2) a friend’s house or to visit family (22.2 percent). Destinations to which the most number of respondents indicated they never walk were: work (83.1 percent of respondents), the store (79 percent of respondents), the post office (74.6 percent of respondents), the library (73 percent of respondents), or a cultural event like a concert or movie (70.7 percent of respondents). Similarly, the most number of respondents (72.4 percent) indicated that they would *like* to walk to a park or

recreational facility. Other popular destinations to which respondents would very much like to walk include:

- ◆ A friend's house or to visit family (67.2 percent)
- ◆ A shopping center (53.7 percent)
- ◆ A cultural event (50.5 percent)
- ◆ The library (48.7 percent)
- ◆ The post office (48.6 percent)

Over 50 percent of respondents indicated the purpose of their walk is most frequently for exercise or recreation.

Perception of Cary's Pedestrian System

The most number of respondents indicated that they feel very comfortable walking in their neighborhood (53.6 percent of respondents). Conversely, only 25.4 percent of respondents feel very comfortable walking in the area near their work, and 12.9 percent feel very uncomfortable. At pedestrian crossings, only 11.6 percent of respondents feel very comfortable and 15.5 percent of respondents feel very uncomfortable.

The most number of respondents (52.7 percent) feel that the existing greenways in Cary are adequate, but don't provide enough connections to places. Over nineteen percent of respondents feel that the existing greenways are excellent. Similarly, 42.6 percent of respondents feel that sidewalks in Cary are adequate but don't provide enough connections to places, and 31.9 percent feel that they are inadequate.

Constraints on Walking

The most number of respondents (40.8 percent) indicated that they very frequently choose not to walk somewhere because "there isn't continuous sidewalk to that destination". Other reasons why respondents very frequently choose *not* to walk somewhere are as follows:

- ◆ Traffic makes it unsafe and unpleasant (36.8 percent); and
- ◆ It is too far (36.5 percent).

Many respondents indicated that the following are never reasons for *not* walking somewhere:

- ◆ There are many hills (46.5 percent);
- ◆ I have a health condition (83.3 percent);
- ◆ The neighborhood is dangerous (63.7 percent); and

Cary Pedestrian Plan

Appendix 2: Survey Results

- ◆ I don't like walking (82.3 percent).

Reasons such as "I have a lot to carry" and "I have to run many errands in many different locations and it would take too long to walk" that relate to families and parents who chauffeur children from one destination to another received lower response rates as causes for not walking. However, this may be due to the fact that few respondents had children, or if they do, they are grown and capable of driving themselves.

Sidewalk/Pedestrian-way Comments Summarized

Most survey comments requested new sidewalk on locations where none existed or providing sidewalk on both sides of the street if there was sidewalk on only one side of the street. The following is a listing of road corridors which received comments from more than two separate survey respondents during the course of the survey period. Figure 2 shows road locations where comments were made.

- ◆ Cary Parkway
- ◆ Chapel Hill Road
- ◆ Chatham Street
- ◆ Davis Drive
- ◆ Evans Road
- ◆ Harrison Avenue
- ◆ High House Road
- ◆ Holly Springs Road
- ◆ Holt Street
- ◆ NC 55
- ◆ Jenks Road
- ◆ Jenks Carpenter Road
- ◆ Kildaire Farm Road
- ◆ Lochmere Drive
- ◆ Louis Stephens Drive
- ◆ Maynard Road
- ◆ Morrisville Carpenter Road
- ◆ Norwell Boulevard
- ◆ Nottingham Drive
- ◆ Old Apex Road
- ◆ Old Jenks Road
- ◆ Park Street
- ◆ Penny Road
- ◆ Ralph Drive
- ◆ Reedy Creek Road
- ◆ Tryon Road
- ◆ Waldo Rood Boulevard
- ◆ Walnut Street
- ◆ Weston Parkway

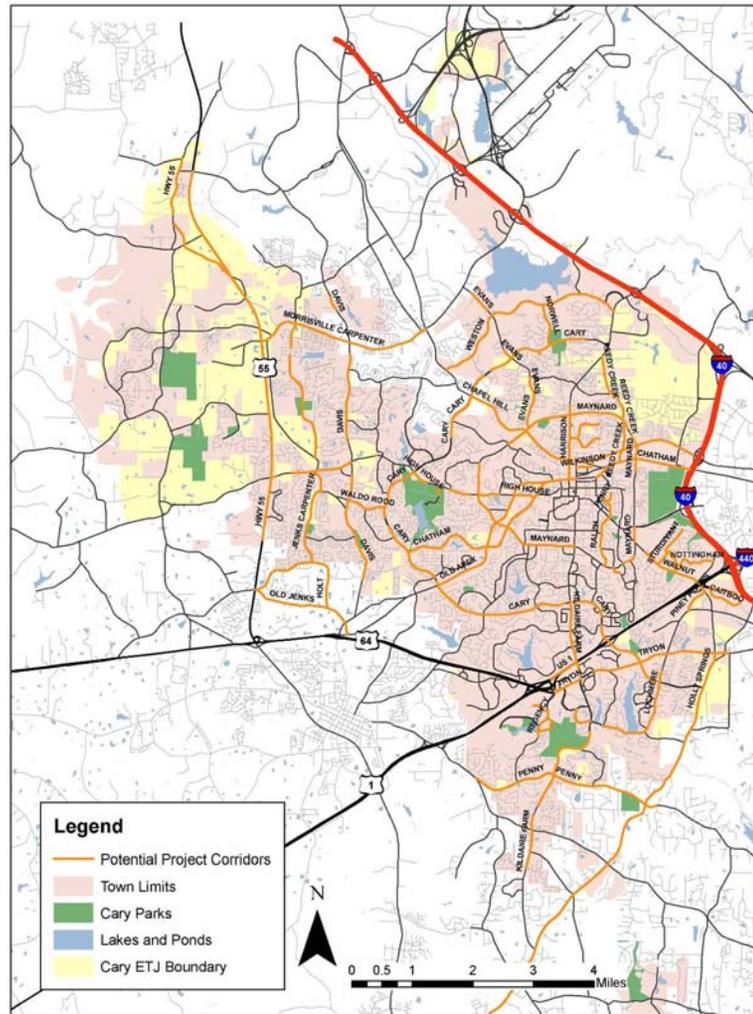


Figure 2. Corridors in Cary that received the most comments from respondents to the Cary Pedestrian Plan.

Cary Pedestrian Plan

Appendix 2: Survey Results

Intersection Comments Summarized

Major issues related to intersections for survey respondents included having trouble crossing intersections of major roads, and also trouble crossing major roads at mid-block to reach trails, commercial centers, other neighborhoods, parks, or sidewalk where the sidewalk may have been incomplete on the other side of the road. In some of the situations discussed in the comments, respondents were requesting crossings for roadways where there may already be sidewalk on one side of the road, but they can't reach it from the side that they are on without crossing a major road. Many of the intersections on the following roads received comments from survey respondents:

- ◆ Cary Parkway
- ◆ Chatham Street
- ◆ Davis Drive
- ◆ Dry Avenue
- ◆ Evans Road
- ◆ Harrison Avenue
- ◆ High House Road
- ◆ NC HWY 55
- ◆ Kildaire Farm Road
- ◆ Laura Duncan Road
- ◆ Maynard Road
- ◆ Morrisville Carpenter Road
- ◆ Penny Road
- ◆ Walnut Street
- ◆ Regency Parkway
- ◆ Weston Parkway

Figure 3 shows the locations of intersections that received comments from more than one survey respondent.

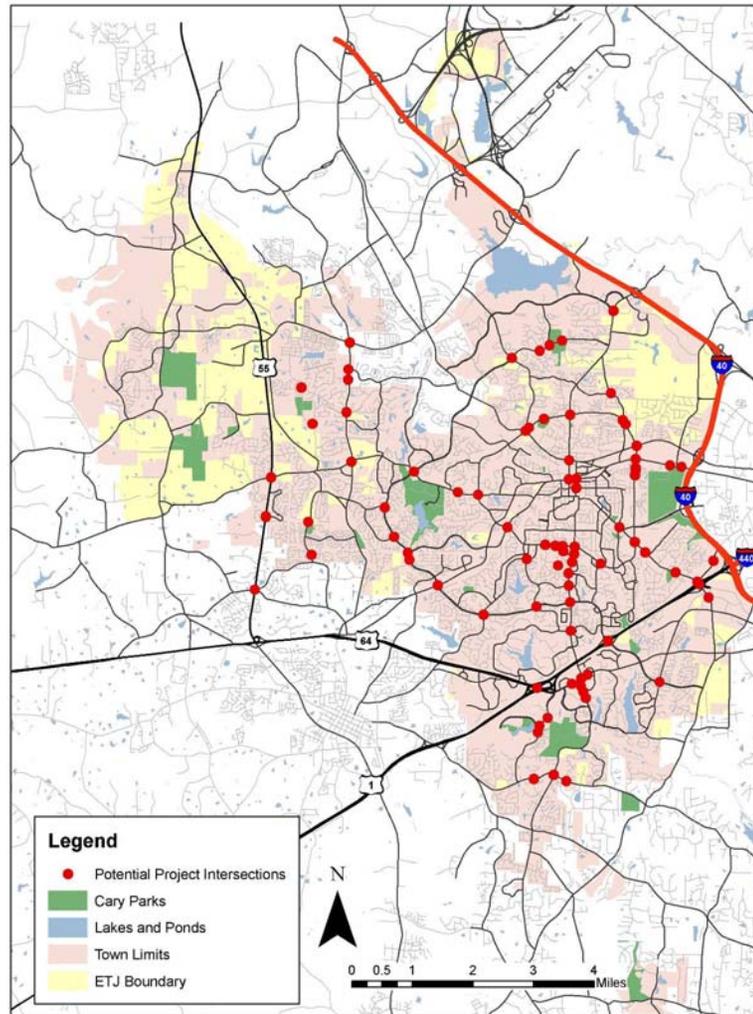


Figure 3. Intersections that received the most comments from respondents to the Cary Pedestrian Plan survey.

Cary Pedestrian Plan

Appendix 2: Survey Results

Major Focus Areas

After analyzing the results of the survey, several focus areas begin to present themselves from the comments (Figure 4). These focus areas are where there may be one or several major destinations, such as a school, park, greenway, or shopping center, that received comments from many survey respondents indicating trouble accessing the location as a pedestrian. These locations have a variety of needed improvements on a variety of roads. Maps of each of the focus areas are listed in Appendix 3.

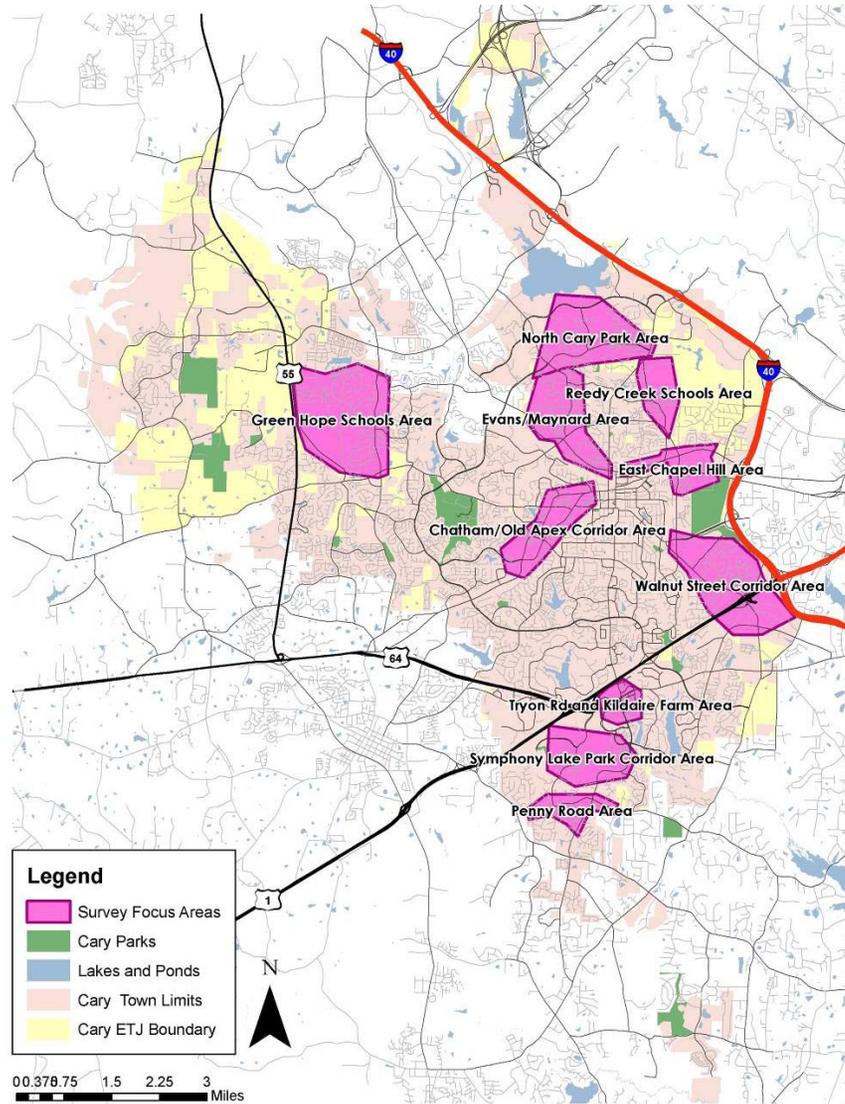


Figure 4. Map of focus areas developed from survey responses.

Cary Pedestrian Plan

Appendix 2: Survey Results

Evans/Maynard Area

Residential areas off of Evans and Chapel Hill Street, such as homes in the Dynasty Dr and Silvergrove neighborhoods, have a great potential to generate pedestrians to destinations such as Cary Middle School on Evans, Northwoods Elementary School on Chapel Hill Road, and the Lowe's and other commercial development at the Maynard Road intersections with Evans and Chapel Hill Road. Although the streets in this area have some sidewalks, these sidewalks are not fully connected to each other, and may stop on one side of the street and start on another. Survey respondents have reported it is difficult to cross Maynard, Evans, and Chapel Hill Street, both at intersections and mid-block crossings from one subdivision to sidewalk or some other destination.

Recommended projects:

- ◆ Intersection improvements for pedestrian access at Maynard Road and Harrison Avenue
- ◆ Intersection improvements for pedestrian access at Maynard Road and Evans Road
- ◆ Complete sidewalk on Chapel Hill Street from Maynard Road to Harrison Avenue.
- ◆ Add sidewalk on other side of Evans Road from Maynard Road to Cary Parkway
- ◆ Provide sidewalk on Chapel Hill Street from Maynard Road to Fairbanks Road
- ◆ Consider intersection improvements at:
 - Evans Road and Cary Middle School entrance
 - Evans Road and Dynasty Drive
 - Evans Road and Silvergrove Drive
 - Evans Road and Thorpe Drive
 - Evans Road and Windbyrne Drive
 - Evans Road and Cary Parkway
 - Chapel Hill Street and Woodland Drive

Chatham Street/Old Apex Corridor Area

Many respondents requested sidewalk on both sides of the street along both Chatham Street and Old Apex Road for pedestrian connections into downtown from neighborhoods, fire department, a nursing home, and other commercial and residential areas. Recommended projects:

- ◆ complete sidewalk on Chatham Street from Old Apex Road to Dixon Avenue
- ◆ complete sidewalk on Old Apex Road from Chatham Street to Maynard Road
- ◆ complete sidewalk on Old Apex Road from High House Road to Dixon Avenue
- ◆ improvements for pedestrian access at intersection of Maynard Road and Chatham Street
- ◆ consider intersection improvements at:

- Chatham Street and High House Road
- Chatham Street and Danforth Drive
- Old Apex Road and High House Road
- Old Apex Road and Castalia Drive
- Chatham Street and Old Apex Road

Symphony Lake/Hemlock Bluffs Area

Respondents have requested access from the residential neighborhoods and offices to the Symphony Lake Park, Hemlock Bluffs Park, and nearby Swift Creek Trail/Greenway, as well as the restaurants and shopping at the commercial development at the intersection of Regency Parkway, Ederlee Drive, and Tryon Road. Recommended projects include:

- ◆ Complete sidewalk on Ederlee Drive from Kendleton Place to Avenue of the Estates Road.
- ◆ Provide sidewalk on both sides of Ederlee Drive from Kendleton Place to Tryon Road.
- ◆ Improve crossings for pedestrian access at intersection of Regency Parkway/Ederlee Drive/Tryon Road.
- ◆ Improve trail crossing at Swift Creek Trail and Ederlee Drive.
- ◆ Improve crossing for pedestrian access at Symphony Lake Trail and Ederlee Drive.

Walnut Street Corridor Area

Walnut Street Corridor Area runs the length of Walnut Street, and can be divided into three sub-areas: (1) the area near Cary Towne Center at the intersection of Walnut Street and Maynard Road, (2) the crossing at US 1/64, and (3) the area around Crossroads Plaza and into Crossroads Plaza. Walnut Street has residential development near the middle of its length and major commercial development at either end. Respondents have indicated several issues:

- ◆ Trouble walking from residential neighborhoods off of Sturdivant Drive, Nottingham Drive, Greenwood Circle, Lawrence Road, and Kingston Ridge Road to commercial areas such as Crossroads Plaza and Cary Towne Center
- ◆ No pedestrian facilities at the intersection of US 1/64 and Walnut Street
- ◆ Lack of pedestrian connectivity around and within Crossroads Plaza, and to commercial developments across Walnut Street. Several respondents requested pedestrian facilities from the Ruby Tuesdays on one end of Caitboo Avenue to the movie theater on the other end.
- ◆ Difficulty crossing the street at various intersections near Cary Towne Center

Cary Pedestrian Plan

Appendix 2: Survey Results

In addition, many respondents have requested sidewalk to be placed along Nottingham Drive, which serves single-, and multi-family residences and commercial retail uses. Nottingham Drive is also part of a bus route and has become a major cut-through to avoid construction at Walnut Street and US 1/64. Recommended projects include:

- ◆ Construct sidewalk on both sides of Walnut Street from Maynard Road to Dillard.
- ◆ Construct sidewalk on Nottingham Drive from Walnut Street to Buck Jones Road
- ◆ Add sidewalk on Caitboo Avenue within Crossroads
- ◆ Intersection improvements for pedestrian access at Meeting Street and Walnut Street intersection
- ◆ Provide pedestrian facilities and access on Walnut Street St/US 1/64 crossing
- ◆ Intersection improvements for better pedestrian access at Walnut Street and Hubbard Lane for access from Cary Towne Center to the Barnes and Nobles Shopping Center
- ◆ Intersection improvements for pedestrian access at Walnut Street and Nottingham Drive
- ◆ Intersection improvement for pedestrian access at Nottingham Drive and Buck Jones Road

North Cary Park Area

Respondents have requested sidewalk on Norwell Boulevard, Cary Parkway, and Weston Parkway for access to the North Cary Park from neighborhoods and to commercial development at Evans and Cary Parkway. Recommended projects include:

- ◆ Complete sidewalk on both sides of Cary Parkway from Evans Road to Harrison Avenue
- ◆ Provide sidewalk on Norwell Boulevard from Weston Parkway to Cary Parkway
- ◆ Complete sidewalk on Evans Road from Woodway Bluff Circle to Cary Parkway
- ◆ Intersection improvements for better pedestrian access at the following intersections:
 - Cary Parkway and Thorpe Drive
 - Cary Parkway and Evans Road
 - Cary Parkway and Norwell Boulevard
- ◆ Improve trail crossing and pedestrian access to trail at the intersection of Cary Parkway and the Black Creek Trail

East Chapel Hill Area

Respondents' needs in this area included pedestrian access into downtown and to Northwoods Elementary from the residential neighborhood off of Gregory Drive and south of the intersection with Maynard Road and Chatham Street. Respondents also

reported the need for intersection improvements in order to safely cross Maynard Road, Chatham Street, and Chapel Hill Street. Also in the same area is the SAS Soccer Park, which several respondents indicated needs pedestrian access at its entrance. Proposed projects:

- ◆ Provide sidewalk on Chapel Hill Street from Academy Street to Maynard Road
- ◆ Complete sidewalk on Johnson Street from Academy Street to Chapel Hill Street
- ◆ Provide sidewalk on Chatham Street from Maynard Road to SAS Soccer Park
- ◆ Intersection improvements at:
 - Chapel Hill Street and Maynard Road
 - Chapel Hill Street and SAS Soccer Park
 - Maynard Road and Tate Street
 - Maynard Road and Reed Street
 - Chatham Street and Maynard Road

Reedy Creek Area

Respondents indicated a strong need for sidewalk the full length of Reedy Creek Road from Harrison Avenue to Maynard Road for access from residential neighborhoods along Dynasty Drive, Electra Drive, Country Court, and Dublin Woods Drive to the Reedy Creek Middle and Elementary Schools. Respondents also indicated a need for pedestrian access to the commercial development on Harrison Avenue and Maynard Road. Proposed projects:

- ◆ Provide sidewalk the full length of Reedy Creek Road
- ◆ Intersection improvements for pedestrian access at:
 - Dynasty Drive and Reedy Creek Road
 - Maynard Road and Reedy Creek Road

Tryon Road and Kildaire Farm Road Area (Waverly Place)

Respondents indicated a need for more connectivity among the various shopping centers at the intersection of Tryon Road and Kildaire Farm Road, and access from these shopping centers to the medical and office buildings nearby. Proposed projects include:

- ◆ Construct continuous sidewalk on the north side of Tryon Road from Crescent Green to Kildaire Farm Road
- ◆ Intersection improvements for better pedestrian access at:
 - Tryon Road and Ashville Avenue
 - Tryon Road and Kildaire Farm Road
 - Tryon Road and Colonades Way
 - Kildaire Farm Road and Colonades Way
 - Kildaire Farm Road and Advent Court

Cary Pedestrian Plan

Appendix 2: Survey Results

- Kildaire Farm Road and Bald Eagle Lane

Penny Road

Respondents requested improvements for pedestrian access from residential neighborhoods along Penny Road to the Penny Road Elementary School and Oak Grove Elementary School. Recommended projects include:

- ◆ Sidewalk on both sides of Penny Road from Killingsworth Drive to Ederlee Drive
- ◆ Sidewalk on both sides of Penny Road from Ederlee Drive to Crickentree Drive
- ◆ Sidewalk on both sides of Kildaire Farm Road from Fern Ridge Drive to Penny Road
- ◆ Intersection improvements for pedestrian access at:
 - Kildaire Farm Road and Penny Road intersection
 - Penny Road and Kingsford Drive
 - Penny Road and Oakenridge

Green Hope Area

Respondents indicated a need for sidewalk along Louis Stephens Drive, NC 55/Alston Avenue, and Davis Drive for access to Green Hope High and Elementary Schools; the Cary Tennis Park; and Morrisville Elementary from the various neighborhoods. Respondents would also like better pedestrian crossings for access from one neighborhood to another. Recommended projects include:

- ◆ complete sidewalk on both sides of Louis Stephens Drive from Dominion Hill Drive to the Cary Tennis Park
- ◆ complete sidewalk on both sides of Louis Stephens Drive from the Cary Tennis Park to Carpenter Upchurch Road, or at least from the Cary Tennis Park to Upchurch Meadow Road
- ◆ complete sidewalk on both sides of Davis Drive from Morrisville Parkway to High House Road
- ◆ complete sidewalk on both sides of Preston Village Way from Davis Drive to Morrisville Parkway
- ◆ Improvements for pedestrian access at the following intersections:
 - Davis Drive and Morrisville Parkway
 - Davis Drive and Caviston Way
 - Davis Drive and Preston Village Way
 - Davis Drive and High House Road
 - Louis Stephens Drive and Heritage Pines Drive
 - Louis Stephens Drive and Upchurch Meadow Road