



This section provides a summary of all the recommendations contained within the Plan. The recommendations are listed in Tables organized by the section in which the recommendations are first made.

Section 9. Summary of Recommendations

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Section 4. Plan and Policy Recommendations

Best Practices Recommendations	
Comprehensive Transportation Plan – Pedestrian Element	<ul style="list-style-type: none"> ◆ Include trails in the system. This focuses on sidewalk to the exclusion of the greenways and trail system.
Town Center Plan	<ul style="list-style-type: none"> ◆ Update to have sidewalk requirements for both sides of the street per adopted Streetscape Plan. ◆ Identify needed connections to Cary’s greenway system.
Cary Design Guidelines Manual	<ul style="list-style-type: none"> ◆ Revise to clarify design guidance for sidewalk, greenways, and multi-use paths. Currently, the Manual’s guidance for sidewalks seems to conflict with the recommendation for sidewalks on only one side of secondary streets contained in the Town Center Plan and LDO.
Cary Parks, Recreation, and Cultural Resources Facilities Master Plan	<ul style="list-style-type: none"> ◆ Since this plan is the most comprehensive among the plans reviewed in addressing the multiple purposes of walking and pedestrian facilities, it would be beneficial for the master plan to reference the area plans. ◆ Update plan to include guidance to be followed by Town Staff and the Greenways Committee for determining when developers should build greenways.
Southwest Cary Area Plan	<ul style="list-style-type: none"> ◆ Address walking in rural areas to improve safety. This plan is centered on a rural area of Cary and as such focuses on greenways for pedestrian access. It does not recognize that walking on the roadway edges for recreation or exercise is a common activity in rural areas. The plan recommends four-foot shoulders along rural roadways, but this is expressly to accommodate bicyclist needs. One way to address this is to require sidewalk for pedestrians, in addition to four foot shoulders.

Section 4. Plan and Policy Recommendations cont'd.

Land Development Ordinance

- ◆ Include opportunities to claim a reduction in trip generation for trips diverted to alternate modes of transportation, including walking.
- ◆ Update to refer to new Parks and Greenways plan rather than old one.
- ◆ Provide incentives to developers to provide exemplary pedestrian circulation systems.
- ◆ Town staff should review parking requirements in downtown (and at other activity centers) and consider creating more leniency in the requirements or reducing them.
- ◆ Strengthen Pedestrian Connectivity and Greenway Requirements (discussed more below).
- ◆ Establish a formal sidewalk maintenance policy and program in the near future.
- ◆ Consider expanding traffic calming approaches to include bulb-outs, reductions in curb-radii, medians, and pedestrian islands to allow for more flexibility in traffic calming approaches while also improving conditions for pedestrians.

Section 4: Connectivity and Greenway Improvement Recommendations

In Section 4, a special emphasis is placed on improving and strengthening connectivity and greenway policies. The following recommendations provide a variety of options for the Town to consider implementing in order to improve Cary's connectivity and greenway policies

Connectivity Policy Recommendations

1. Modify Language in the LDO and *Design Guidelines Manual*.

Changes to the LDO. The following modifications to the text of the LDO place emphasis on including pedestrian connections along with vehicular connections in Cary's Connectivity Ordinance and also reinforce existing pedestrian requirements. The following text provides recommended language in bold and red in certain sections of the LDO.

B. Street Arrangement.

1. The proposed public or private street system shall be designed to provide vehicular **and pedestrian** interconnections to all similar or compatible adjacent uses (existing and future) when such interconnections would facilitate internal and external travel... If the common property boundary in any direction is less than 1,250 linear feet, the subject property will be required to provide an interconnection if it is determined by the Planning Director that the interconnection in that direction can best be accomplished through the subject property... The intent of this standard is to improve access/egress for Town

neighborhoods, provide faster response time for emergency vehicles, and improve the **vehicular and pedestrian** connections between neighborhoods.

2. Any development of more than 100 residential units or additions to existing development such that the total number of units exceeds 100 shall be required to provide vehicular **and pedestrian** access to at least two public streets unless such provision is deemed impractical...

3. Where new development is adjacent to vacant land likely to be divided in the future, all streets, bicycle paths, **sidewalks or pedestrian pathways** and access ways in the development's proposed street system shall continue through to the boundary lines of the area under the same ownership as the subdivision, as determined by the Planning Director or the Town Engineer, to provide for the orderly subdivision of such adjacent land or the transportation and access needs of the community. In addition, all redevelopment and street improvement projects shall take advantage of opportunities for retrofitting existing streets to provide increased vehicular and pedestrian connectivity, **such as sidewalks, chatwalks, crosswalks, and pedestrian signals.**

4. In general, permanent cul-de-sacs and dead-end streets are discouraged in the design of street systems, and should only be used when topography, the presence of natural features, and/or vehicular safety factors make a vehicular connection impractical. Where cul-de-sacs or dead-end streets are unavoidable, site and/or subdivision plans shall incorporate provisions for future vehicular **and pedestrian** connections to adjacent, undeveloped properties, and to existing adjacent development where existing connections are poor. **A chatwalk should be constructed where a vehicular connection is impossible.**

C. Cross Access.

All non-residential development shall be designed to allow for **both vehicular and pedestrian** cross-access to adjacent properties to encourage shared parking and shared access points on public or private streets. A minimum distance of 100 feet shall be required between a cross-access way and an intersection or driveway entrance. When **vehicular** cross-access is deemed impractical by the Planning Director on the basis of topography, the presence of natural features, or vehicular safety factors, this requirement may be waived provided that appropriate bicycle and pedestrian connections are provided between adjacent developments or land uses. A cross access easement must be recorded prior to issuance of a Certificate of Occupancy for the development.

§ 7.10.4 Standards for Pedestrian Facilities

A.6. Where residential **and non-residential** developments have cul-de-sacs or dead-end streets, such streets shall be connected to the closest local or collector street or to cul-de-sacs in adjoining **residential subdivisions, commercial development, or**

similar compatible land uses including schools, parks, recreation facilities, libraries, and greenways, via a sidewalk or multi-use path, except where deemed impractical by the Planning Director.

Changes to Design Guidelines Manual. Although the Manual addresses pedestrian needs in all three of its sections (Design Principles, Development Types, and Guidelines Toolkit), the Manual in general needs a greater emphasis on providing specific pedestrian connections, such as chatwalks and greenways. Without adding new requirements for the Manual, the following textual modification is recommended:

Page 10. Connect Uses, Characteristics of Connectivity:

5. Streets stubs, sidewalks, and pedestrian pathways to adjacent developable sites are provided in existing developments for future connections between new projects and uses.

2. Add Language to the LDO and *Design Guidelines Manual*.

The following recommendations look at adding language to the LDO and Design Guidelines Manual that would put new requirements on developers for specific actions. These requirements are stricter than the existing requirements, and are listed in sequence from least to most dramatic changes.

a. **Include requirements for pedestrian connections that minimize the pedestrian travel time distance between specific, explicitly defined land uses.** Pedestrian connections should be defined as sidewalks adjacent to roads, greenways, and chatwalks. Compatible land uses should be defined as: commercial and commercial; residential and residential; office and commercial; residential and commercial; and, residential and office. In addition, to these land uses, pedestrian connections should also be required to schools, greenways, libraries, parks, recreation facilities, and other public locations. In the LDO, text could be added to §7.10.4: Standards for Pedestrian Facilities. In the *Design Guidelines Manual*, text may be placed in the "Connect Uses" section under Design Principles, and reiterated in the section "Plan for Pedestrians, Bicyclists, and Transit Users". Although the Toolbox section "Circulation: Pedestrian Routes" already states "Provide, where feasible, unbroken pedestrian routes between developments", this text should be modified to include language calling specifically for chatwalks between developments of compatible land uses where sidewalks accompanying vehicular connections are unavailable.

b. **Add language to restrict fences or barricades (landscape or structural) between compatible land uses.** Where chatwalks are constructed, they should

not be blockaded by fences or other barriers, such as steep slopes that do not comply with ADA requirements. The pedestrian connection between land uses, such as from residential to commercial, should be a pleasant experience. Where feasible, the pedestrian connection should avoid garbage units, blank walls, poorly lit locations, or other deterrents to pedestrian travel. A requirement could be added into the LDO, and/or language could be included in the Design Manual under the section "Connect Uses" or the Tool Kit sections "Buildings", "Circulation", or "Transitions and Screens".

c. **Create requirements for reservation of greenway space.** Both the LDO and the Design Guidelines Manual call for the reservation of land if proposed or existing greenways are located on the site, however, text could be added to require developers to reserve land not identified on the Parks, Recreation, and Cultural Resources Facilities Master Plan to ensure adequate greenway connectivity. This would mean that the developer must think in terms of the greater pedestrian system context by identifying locations for potential greenway extensions or linkages to existing or proposed greenways.

d. **Create a Pedestrian Connectivity Index/Ordinance.** This recommendation is specific to the LDO, which currently contains a general Connectivity Index that primarily focuses on vehicle access. It is recommended that the LDO be amended to include a Pedestrian Connectivity Index, which would measure the level of pedestrian connectivity both within a site and from the site to the rest of the pedestrian system. The Pedestrian Connectivity Index would consider sidewalks, greenways, and chatwalks as links, and nodes would be roadway intersections where there is sidewalk, mid-block crossings, and pedestrian intersections independent of a roadway.

e. **Create an Off-site Pedestrian Improvements requirement.** As a part of developing a property, landowners and developers are typically required to make on-site and off-site improvements to public infrastructure to offset potential impacts directly caused or contributed to by the development. While on-site pedestrian improvements and design standards are the most common requirement during the site plan review process, off-site pedestrian improvements – additions to sidewalk, off-street trails, greenways, and crosswalks – are already required in certain situations in many cities in North Carolina and the U.S. These requirements are comparable to similar off-site vehicular improvements and dedications, such as traffic signal modifications, roadway capacity improvements, mitigation for wetland impacts, and intersection improvements. Modifications to the LDO could be made to allow for these off-site pedestrian improvements under certain conditions. (For more information, please see

attached "White Paper: Off-Site Pedestrian Improvements." Prepared by the Louis Berger Group, Inc. for the City of Durham, 2006.)

f. **Add language to require developers to construct "multi-use trails" through a development when it is shown on the Parks, Recreation, and Cultural Resources Facilities Master Plan.** As part of developing a property developers are required to construct sidewalks. A multi-use trail in simple terms is a large sidewalk to allow for shared use of the sidewalk due to the fact that the road is generally very busy that the multi-use trail is adjacent too. In the past the developers would receive credit from the Park Payment-in-lieu fee for constructing the 5' additional feet of sidewalk. Changing this requirement would no longer provide the credit for construction of the additional 5' nor for any easement required for the additional space of the multi-use trail.

g. **Add language to require developers to provide public connection(s) to public "multi-use trails" and "greenways".** The locations of these connections would be determined at time of site plan submittal. These connections would be 6' to 8' in width depending on amount of use. Material would be asphalt or concrete.

h. **Add language to indicate that developers should not be compensated for greenway constructions or easements.** Greenways, like roads, are a public good which are necessary for the functioning of a healthy community. Currently, developers build the roads internal to their development without compensation from the Town because it is necessary for these roads to be in place for access to the existing transportation system. Similar to roads, greenways also play an integral role in the town's transportation system. Thus, developers should provide greenway access from their development to the existing greenway system at no cost to the Town in the same manner that they would provide roadway access to the existing roadway system in the town. Without access to the greenway system, the development's access to the Town's transportation system as a whole would be inadequate and incomplete.

3. Procedural and program changes.

In addition to changes in the LDO and Design Guidelines Manual, the Town of Cary can also make procedural and programmatic changes to place an emphasis on pedestrian connectivity in site development. The following recommendations include changes to the site plan review process and the establishment of an annual review meeting with developers and town staff to emphasize the existing key pedestrian connectivity points in the LDO and Design Guidelines Manual.

- A. **Require Pedestrian Circulation Study as part of site plan review process.** As a part of the existing “traffic study” requirements, Town planners could request developers include a pedestrian circulation study. This study would provide information on internal-to-the-site pedestrian travel, connections to the pedestrian system externally to the site, and also require developers to consider the future pedestrian use of a location as it becomes more developed, or new types of development are constructed.
- B. **Establish LDO and Design Guidelines Manual review meeting with developers and staff as part of the existing Development Review Committee.** This review meeting between developers and staff would emphasize pedestrian connectivity issues and highlight existing pedestrian requirements, such as LDO Section 7.10.4(A4) and 7.10.4(A6) which require mid-block crossings and sidewalks between cul-de-sacs or dead end streets. This review meeting would also allow staff to explain in more detail situations to developers in which they would like to see better pedestrian connectivity and developers the opportunity to ask questions and provide feedback with staff. A better understanding between developers and Town staff of the existing LDO requirements and recommended practices in the *Design Guidelines Manual* would also mean less time spent in the review process on pedestrian connectivity.

Greenway Policy Recommendations

The following are some recommendations to strengthen even further Cary’s greenway ordinance and increase connectivity in Cary’s pedestrian system.

- ◆ Strengthen language in the LDO to require developers to build greenways as part of pedestrian connectivity requirements, rather than use payment in lieu fees.
- ◆ Create requirements that developers must identify connections to existing greenways near their development and build them, just as they would identify and construct connections with existing roads. These adjacent connections should be identified clearly on mapping submitted for site, subdivision, and zoning reviews.
- ◆ The Parks, Recreation, and Cultural Resources Advisory Board and Greenways Committee shall continue to prioritize greenway segments to be constructed and notify developers if they are to construct their section or provide an easement and a payment-in-lieu.

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- ◆ Language should be added to clarify the acceptable locations for greenway easements. If a stream only has zone 1 and zone 2 stream buffers, then the greenway easement is required to be outside of zone 2. If the stream has zone 3, then the greenway easements are allowed on the outer edge of zone 3 stream buffers.

Section 5. Best Practices

Best Practices Recommendations
◆ Reconsider restrictions on accepting requests for sidewalk on roads without curb-and-gutter.
◆ Consider using more permeable materials for all pedestrian in order to reduce run-off from storm events.
◆ Provide multi-use trail to connect the Symphony Lake Trail to Swift Creek Trail along Regency Parkway
◆ On multi-use trails with separated travel lanes for pedestrians and cyclists, provide signs to clarify the appropriate users for each designated travel lane
◆ Formalize existing Town practice of installing pedestrian signal heads and crosswalks with the installation of any new signalized intersection.
◆ Provide pedestrian signals even in locations without sidewalk on one or both sides of an intersection.
◆ Create a database of intersections with signals and pedestrian treatments for reference.
◆ At intersections with protected right-on-red for automobiles, provide signal phases which specifically create protected crossings for pedestrians.
◆ Restrict use of free-flowing turn lanes. When used, provide appropriate treatments to warn both motorists and pedestrians of potential conflicts.
◆ Amend Policy 128 to reference the Parks, Recreation, and Cultural Resources Facility Master Plan for greenway crossings.
◆ Continue to explore ways to refine grade-separated crossing criteria as discussed in this Plan.
◆ Develop with NCDOT a mutually acceptable mid-block crossing policy for greenways.
◆ Revise Town's Engineering Standard Specifications to explicitly state that all facilities must comply with the requirements outlined in the American Disabilities Act Accessibility Guidelines for Buildings and Facilities.
◆ In downtown, provide plenty of pedestrian facilities and street amenities, such as street trees, signage, trash cans, benches, and signature street lamps.

Section 5: Best Practices, cont'd.**Best Practices Recommendations**

- ◆ As described in the Town Center Plan, orient buildings towards the street to provide an interesting and inviting walking environment.
- ◆ Create a policy that requires “safe zones” around schools in which speeds are reduced by 10 mph within a quarter mile of the school and signs are posted warning of school and student presence.
- ◆ Consider developing an ordinance that requires sidewalk along all roads within a quarter-mile of a school and that all signalized intersections within a quarter-mile of the school should have functioning pedestrian signals with crosswalks and push-buttons. If the school is accessed from a mid-block location, then a signalized mid-block crossing should be provided for safe pedestrian access
- ◆ Implement parking lot design requirements in the LDO or Design Guidelines Manual as recommended in this section.

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Section 6. Future Projects.

Top priority corridor projects.

Reference Number	Location	From	To	Recommended Treatment	Cost Estimate (\$1,000's)
4	Maynard	Northwoods	Evans	Provide sidewalk, both sides of Maynard and connections to Godbold Park.	137.28
51	Maynard	Plantation	Kildaire Farm	Provide sidewalk along north side of Maynard with connections to existing sidewalk and platforms for bus shelters.	200.64
7	Chapel Hill	Maynard	Academy	Construct continuous sidewalk along both sides of Chapel Hill with connections to Northwoods Elementary, Northwoods Trail, Maynard, and Academy. Location is part of proposed multi-use trail, should consider 10 ft. wide sidewalk minimum.	224.4
89	Griffis/Harrison	Cornwall	Dry	Construct sidewalk on west side for connections to downtown and sidewalk for transit patrons waiting for the bus.	208.56
66	Harrison	Grande Heights	Adams	Provide sidewalk along west side of Harrison for access to downtown, Jordan Hall Arts Center, and transit.	256.08
5	Maynard	Evans	Chapel Hill	Construct sidewalk west side of Maynard. Provide pedestrian access across Maynard at Evans and Chapel Hill.	18.48
38	Weston	Reedy Creek Greenway Crossing	Harrison	Construct sidewalk along Weston from Harrison to Reedy Creek Greenway with connection to the greenway from the road (grade-separated).	337.92
15	Chatham	Dixon	Jason	Construct sidewalk both sides of Chatham with connections to proposed Higgins Trail and provisions for transit stops.	174.24
63	Chatham	Maynard	I-40	Construct sidewalk along at least one side of Chatham (south side recommended) with connections to sidewalk in Raleigh. Requires coordination with City of Raleigh. Include connections to proposed Trinity Road multi-use trail and Walnut Creek Trail. Include crossing at SAS Park, Trinity, and Maynard.	242.88
10	Old Apex	Dixon	High House	Construct sidewalk both sides of Old Apex with connections to existing sidewalk along Chatham and High House.	198
64	Chatham	Maynard	Durham	Complete missing links in sidewalk on north side of Chatham. Consider providing 10 ft. sidewalk due to highly commercial nature of nearby land uses.	121.44
13	High House	Old Apex	Chatham	Construct sidewalk on north side of High House for access to downtown between Chatham and Old Apex.	89.76
16	Chatham	Jason	Danforth	Construct continuous sidewalk on the north side of Chatham with connections to existing sidewalk and Higgins Trail.	71.28
1	Evans	Dynasty	Evans Estates Dr	Provide sidewalk on both sides of Evans with connections to existing sidewalk.	134.64
48	Penny	Kingsford	Loch Highlands	Construct continuous sidewalk to provide connections between existing sidewalk and to Oak Grove Elementary. Sidewalk will serve to provide pedestrian access from neighborhoods to school. A 10 ft offset from the road is recommended to improve safety given the age of the potential users. Include adequate pedestrian crossings at Kingsford, Crickentree, and Loch Highlands.	594
19	Regency	Swift Creek Trail Entrance	Peregrine	Provide 10 ft. multi-use trail on west side of Regency with connections to existing sidewalk, Swift Creek Greenway Connection, and Symphony Lake Trail. Ensure adequate pedestrian crossings from Trail to Greenway Connection.	132

Table 6-5 cont'd.

Reference Number	Location	From	To	Recommended Treatment	Cost Estimate (\$1,000's)
62	Old Apex	Chatham	Laura Duncan	Provide continuous sidewalk on at least one side of Old Apex for connections between neighborhoods/residential development to shopping and commercial development.	498.96
88	Donaldson	Nottingham	Walnut	Provide sidewalk on east side of Donaldson for transit users and residents to access shopping, residential area safely.	66.00
71	Melody	Harrison	Reedy Creek	Part of proposed Beechwold Connector Trail. Construct 10 ft. multi-use trail south side of Melody for connection from Harrison to Reedy Creek Schools. Include adequate pedestrian crossings at Harrison and Reedy Creek. Consider constructing sidewalk on north side of Melody.	60.72
79	Buck Jones	Nottingham	Town Limits	Construct sidewalk on both sides of Buck Jones to Cary/Raleigh Limit. Requires coordination with City of Raleigh. Part of Buck Jones Multi-use Trail, consider providing 10 ft. wide multi-use trail. Part of regional transit system, consider including transit facilities such as shelters or platforms.	44.88
25	Walnut	Donaldson	Piney Plains	Provide sidewalk along Walnut St. Bridge over US 1/64 with connections to existing sidewalk on east side of Walnut. Requires coordination with NCDOT. Consider providing sidewalk on west side of Walnut St.	*
46	Kildaire Farm	Queensferry	Keisler	Provide sidewalk on west side of Kildaire Farm for access from residential areas at north end of corridor to commercial area at south end of corridor while reducing crossings	287.76
35	Cary	Hampton Lee	Norwell	Construct sidewalk north side of Cary with connection to Black Creek Trail, North Cary Trail, existing sidewalk, and North Cary Park. Part of length is proposed Cary Parkway Multi-use Trail, consider constructing a 10 ft. multi-use trail. Provide adequate pedestrian crossings at intersection of Black Creek Trail and Cary Parkway.	89.76
67	Cary Towne	Maynard	I-40	Part of proposed Cary Towne Boulevard Multi-use Trail. Construct 10 ft. multi-use trail along north side and sidewalk along south side of Cary Towne Center with adequate pedestrian crossings at Adams Elementary and Cary Towne Center Mall. Provide connections to proposed Walnut Creek Trail and Pirate's Cove Trail, existing sidewalk, and sidewalk across I-40 bridge to Raleigh. Will require coordination with NCDOT and City of Raleigh.	213.84
26	Nottingham	Buck Jones	Nottingham Circle	Provide sidewalk for transit users on north side of Nottingham for transit users and residents to access shopping/residential area safely.	116.16
28	Crossroads	Caitboo	Caitboo	Provide sidewalk for transit users and Crossroads patrons to improve safety and comfort when walking in the Crossroads Shopping Center area.	158.40
44	Reedy Creek	Harrison	Maynard	Construct continuous sidewalk on both sides of Reedy Creek with connections to Reedy Creek Schools and proposed Reedy Creek Trail. Provide adequate crossings at Harrison, Dynasty, Wyatt's Pond, and Maynard.	316.8
90	Meeting	Dillard	Walnut	Provide sidewalk for pedestrians to improve safety and comfort when walking from Crossroads area to other nearby shopping and residential development, transit access.	81.84
17	Chatham	Danforth	Old Apex	Construct continuous sidewalk along both sides of Chatham with connections to existing sidewalk. Provide adequate pedestrian crossings at Old Apex and Maynard.	168.96
12	Old Apex	Berentwood	Chatham	Construct sidewalk on north side of Old Apex to connect with existing sidewalk. Include adequate pedestrian crossings at Berentwood and Chatham.	81.84

**this project is currently in discussion between the Town and NCDOT staff. It will most likely require a bridge replacement, which is beyond the scope of this Plan's cost estimates.*

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Reference Number	Location	From	To	Recommended Treatment	Cost Estimate (\$1,000's)
65	Ralph	Walnut	Maynard	Construct sidewalk on at least one side of Ralph with connection to existing sidewalk at Maynard and Walnut. Include adequate pedestrian crossings at Cornwall, Maynard, and Walnut.	232.32
29	Caitboo	Crossroads	Crossroads	Provide sidewalk for transit users and Crossroads patrons to improve safety and comfort when walking in the Crossroads Shopping Center area.	
61	Cary	Tryon	Lochmere	Construct sidewalk at least one side of Cary with connections to existing sidewalk at Lochmere and Tryon.	129.36
47	Penny	Killingsworth	Kingsford	Provide missing sidewalk link along northwest segment of Penny.	52.8

Top priority crossings improvement projects.

Reference Number	Location	Recommended Treatment
96	Evans and Lake	Provide signal with pedestrian heads or pedestrian-activated signal for safer access from residential development to school and nearby commercial development.
98	Tate/Maple and Maynard	Provide crossing for access to shopping center from residential area
4	Maynard and Black Creek Trail	Greenway/pedestrian crossing to Godbold Park
36, 37, 38	Crossing of Maynard at Wicklow, Pond, and Kilmayne	Provide signalized pedestrian-activated crossing at one or more of these locations to improve connectivity and provide a safer passage between neighborhoods, commercial development along Kildaire Farm, and Briarcliff Elementary School. There is already a signal for motorists at the intersection of Pond and Maynard – the Town should consider providing pedestrian heads at this location at the minimum.
52, 53, 54	Green Hope Schools Entrances and Hwy 55/Carpenter Upchurch Rd.	Consider pedestrian improvements such as pedestrian-activated signals at one or more of these crossings to create safer access to schools. Improvements could also include re-evaluating school drop-off and pick-up procedures to limit student/vehicle interaction.
94	Reedy Creek and Wyatt's Pond	Greenway/pedestrian crossing to Reedy Creek schools for nearby neighborhoods and greenway
89	Penny and Ederlee	Greenway/pedestrian crossing to Penny Elementary School from nearby neighborhoods and proposed Dutchman's Branch Trail greenway
73	Maynard and Hampton Valley	Provide signal with pedestrian heads or pedestrian-activated signal for safer crossing of Maynard from neighborhood to neighborhood and also from neighborhood to commercial development.
64	Cary Parkway and White Oak Creek Trail	Greenway/pedestrian crossing for White Oak Creek Trail over Cary Parkway to proposed trail
34	Maynard and High House	Provide pedestrian heads at all four legs of intersection for safer crossings, as requested by Seniors Focus Group.
32	Penny and Crickentree	Install pedestrian crossing to Oak Grove Elementary School from nearby neighborhood for safer access.
51	Louis Stephens and Upchurch Meadow	Consider signal with pedestrian heads or pedestrian-activated signal to improve access within residential development and to nearby schools.
22	Maynard and Reedy Creek	Provide pedestrian heads and crosswalks at all four legs of this signalized intersection.
24, 84	Kildaire Farm Rd. and Tryon Rd. and other nearby intersections	Pedestrian crossing accommodations for access from Wake Med Hospital to Waverly Place shopping dining establishments
81	Chatham and S. Reedy Creek	Consider providing signal with pedestrian heads or pedestrian-activated signal for better connectivity and easier access across Chatham for pedestrians from commercial and office development.
21	Dynasty and Reedy Creek	Provide pedestrian-activated signal or standard signal with pedestrian heads for safe crossing of Reedy Creek from neighborhood to neighborhood and to access Reedy Creek Schools area.
80, 82	Chatham and SAS Soccer Park Entrance	Provide safer pedestrian crossing over Chatham from SAS Soccer Park to Trinity and nearby development. Consider signals and pedestrian heads or pedestrian-activated signal.
56	Cary Parkway and Chatham	Greenway/pedestrian crossing over Cary Parkway for connection between Swift Creek Trail and Bishop's Gate Trail
42, 43, 44, 45	Intersections of Kildaire Farm and Wren, Commonwealth, Kilmayne, and High Meadow	Consider installing pedestrian-activated signal at one or more of these locations or at a mid-block location to provide quicker, safer pedestrian crossing from residential areas on one side of Kildaire Farm to shopping areas on other side.
19	Cary Parkway and Black Creek Trail	Greenway/pedestrian crossing for Black Creek Trail across Cary Parkway to North Cary Park
9	Ederlee and Swift Creek Trail	Greenway/pedestrian crossing to connect to Symphony Lake Trail

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Section 7. Program Recommendations.

Program Recommendation	Reason for Prioritization	Coordination Required
◆ Safe Routes to School Program	Near future availability of NCDOT Safe Routes to School grants. Improve safety.	Coordination with Wake County School System, North Carolina Department of Transportation, volunteers, and Town staff.
◆ School zone monitors/crossing guards	Immediate safety need.	Requires coordination with Wake County School System, Police Department, and North Carolina Department of Transportation.
◆ Promotional/Educational Materials	Coordinate with current CAMPO development of educational and promotional materials.	Needs funding to produce materials. Requires coordination with CAMPO.
◆ Coordination between Engineering, Planning, and Police	Rapid development and new project construction requires immediate coordination to improve pedestrian safety and accessibility.	Requires inter-staff coordination and leadership with a commitment to communication.
◆ Walk-to-Work Week and Employer Outreach	To encourage walking to work and a healthier lifestyle.	Needs staff time to coordinate and committed employers.
◆ Greenway Activities	To promote greenway use and raise awareness about pedestrian issues.	Needs volunteer effort to develop and maintain webpage and informational material. Also needs server support.
◆ Police Pedestrian Stings	To improve pedestrian safety.	Requires coordination with Police and other law enforcement.
◆ Council & Town Hall Employees Education Day	To encourage Town-wide participation in pedestrian-related events and promote walking as a form of commuting.	Requires staff coordination with Town departments and funding for events.