

Town of Cary
2007 Comprehensive Transportation Plan Survey
Executive Summary

The Comprehensive Transportation Plan (CTP) Survey surveyed 405 residents of Cary on numerous issues relating to transportation in Cary. The areas examined include the overall transportation system, streets, bicycling, transit, pedestrian, and key transportation improvements.

The respondents rated the overall Cary transportation system (street, pedestrian, transit, and cycling elements) with a solid rating. The mean was 6.29 on a 9-point scale with 66.8% of the responses above the midpoint. The highest rated transportation aspects were *street aesthetics*, *street traffic safety measures*, and *maintenance of neighborhood streets*. The lowest rated were *bicycle racks/amenities*, *C-Tran service*, and *traffic congestion*. When asked the major transportation issues, the respondents indicated the key ones were *bad or unsafe drivers*, *traffic congestion/delays*, and *street maintenance*. The somewhat less important issues were *limited public transportation* and *lack of alternative modes of travel*. As for the key potential transportation improvements, these were to *build more facilities for non-motorized transportation*, *improve maintenance for roads/bridges*, *add turn lanes at intersections*, and *widen existing streets*. The less important potential improvements were to *build new freeways*, *build HOV lanes*, and *build new streets*.

The next area of the survey examined the streets in Cary. The respondents named the most congested streets in Cary as Walnut Street, Cary Parkway, and Kildaire Farm Road. All were considered congested in both the AM and PM. As to expanding funding for street maintenance and improvements, the respondents indicated they would prefer redirecting existing resources from other projects and not increasing taxes. There was also a degree of support for the connectivity requirement in neighborhoods that mandates a certain number of streets in the neighborhood connect which can limit cul-de-sacs and dead-end streets. The use of traffic calming strategies in neighborhoods was also supported and there was even a degree of support for expanding the program. When asked their favorite streets, the respondents indicated Cary Parkway, Kildaire Farm Road, Weston Parkway, Maynard Road, Academy Street, and High House Road. The major factors considered included aesthetics/landscaping, connectivity/convenience, traffic flow, width, and maintenance. The streets mentioned as most needing improvement include Cary Parkway, Maynard Road, Kildaire Farm Road, Walnut Street, and Chapel Hill Road. The key areas for improvement were potholes/maintenance, widening, traffic congestion, construction issues, and signal lights.

In terms of bicycling, approximately 50% of the respondents owned a bicycle and almost 47% actually rode their bikes. Most of the riders consider themselves to be intermediate or basic skill level riders. The major biking activities engaged in were exercise/recreation (100%), to civic places (46.9%), to visit family/friends (46.9%), and to shopping or dining (20.8%). Most of the usage frequency was weekly and primarily monthly for most activities; although, exercise/recreation and visiting family/friends had higher levels of daily usage. If the Town made improvements to the biking system, then the respondents would significantly increase their biking activities and usage frequently with much higher daily and weekly usage. The bicycle riders indicated they were most comfortable *cycling on the greenway system away from streets*, *cycling on multi-use paths outside the roadway*, or *cycling in a striped bike lane next to travel lanes*. They were not comfortable with any option that involved riding in traffic without bike markings. The bicycle riders generally supported any measures to improve the biking system especially *commuter use of greenways*, *increased bicycle*

education/encourage use, and open greenway system to night riding including enforcement and lights. The bicycle riders also named the streets they would like to see improved for bicycling. These include Cary Parkway, Maynard Road, High House Street, and Kildaire Farm Road. The major methods to improve these streets include adding bike lanes/marked lanes, widening, and improving sidewalks. Both bicycle riders and nonriders were asked about the effectiveness of several improvements to encourage cycling. They indicated the most effective improvements were *extended greenways/trail system* and *improved off-road connectivity between residential neighborhoods*. They indicated a level of effectiveness for *paved shoulders wide enough for cycling* and *striped bike lanes on major roadways*. Finally, there was support for several bicycle programs to maintain a multimodal transportation system including *safe routes to school, safety education, and increased enforcement*.

The respondents were also asked about C-Tran service. The usage of C-Tran was very low for both fixed route and door-to-door services. The highest usage was for door-to-door service compared to fixed route (4.9% versus 3.2%). In terms of frequency of usage, there was higher daily usage for fixed route service and higher weekly, monthly, and yearly for door-to-door. The respondents indicated the most important items to encourage C-Tran usage were *RDU Airport service, more print/online information, and on-time performance*. The least important items were *earlier service in the morning, later service in the evening, and employee-sponsored transit passes*. The major areas mentioned to add new fixed route service were to *shopping areas/malls, Raleigh, Kildaire Farm Road, RDU, RTP, Davis Drive, Cary Parkway, and Durham*. However, a large percentage (20.4%) did not know enough about C-Tran to comment indicating the need to increase the information flow on the service to citizens.

Several pedestrian aspects were examined in the survey. When asked the major reasons for not walking in Cary, the responses focused on the convenience of driving including *I have to run many errands in many different locations* and *I have a lot to carry and need my car to haul it*. The respondents also indicated *traffic makes it unsafe and unpleasant* and *there isn't continuous sidewalks to the destinations*. Strategies to encourage more walking in Cary may include the continued use of traffic calming strategies, better traffic enforcement, and more continuous sidewalks. The respondents also rated three aspects of Cary's sidewalks including *maintenance, safety, and connectivity*. All were rated very positively with *connectivity* rating slightly lower.

The final set of questions examined the importance of several key transportation improvements. The respondents rated *street maintenance* (fix potholes, resurface, better signage), *neighborhood traffic safety, streets, and sidewalks* as the most important improvement areas. There was an open-ended question included for any additional comments to the CTP update process. The most frequent responses focused on *improving sidewalks, increased Police traffic enforcement, improved street maintenance (potholes, landscaping), improved public transportation, and improved signal lights*.

Town of Cary 2007 Comprehensive Transportation Plan Survey Report

Methodology

The Town of Cary's 2007 Comprehensive Transportation Plan (CTP) Citizen Survey was conducted from March 31st through April 22nd of 2007. The survey instrument is shown in Appendix A. BKL Research administered the telephone survey to 405 residents of the Town of Cary. This resulted in a margin of error of $\pm 5\%$. Both listed and unlisted telephone numbers with Cary exchanges including annexed regions were included in the sampling frame and contacted using a random selection process. A minimum of four separate callbacks was attempted on each number not screened (eliminated) from the sampling frame. The potential respondents were screened with regards to residence in Cary and whether they were over the age of 18. The average survey completion time was between 14 and 18 minutes. The refusal rate for the survey was 24.0%.

The survey consisted of 26 core questions with related subparts and 5 demographic questions. Respondents were asked to rate several aspects of the Town's transportation system, the Town's streets, bicycling issues, transit in Cary, pedestrian issues, and potential transportation improvements. The respondents were primarily asked to use a 9-point scale with a midpoint of 5. See Appendix N for a breakdown of the closest intersection to the respondent's home.

Demographic Characteristics of the Sample

The demographic profiles of the sample are exhibited in Figures 1-4. The age profile of the sample is illustrated in Figure 1. A very large percentage of the respondents (75.2%) fell between the ages of 26 to 55 with the largest portion (32.0%) in the 36-45 year-old category. Keep in mind residents under the age of 18 were screened from the sample. Figure 2 represents the number of years the respondents had lived in the Town of Cary. As for years of residency, 65.9% of the respondents had lived in Cary for 6 years or more. There was also a relatively high percentage who had lived in the Town from 2 to 5 years (23.0%) or less than 2 years (11.1%). Figure 3 indicates 32.2% of the respondents work in Cary. The gender breakdown was 52.5% female and 47.5% male (Figure 4).

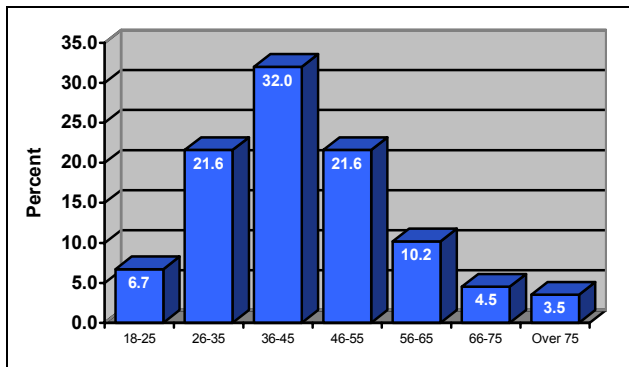


Figure 1. Sample: Age Distribution.

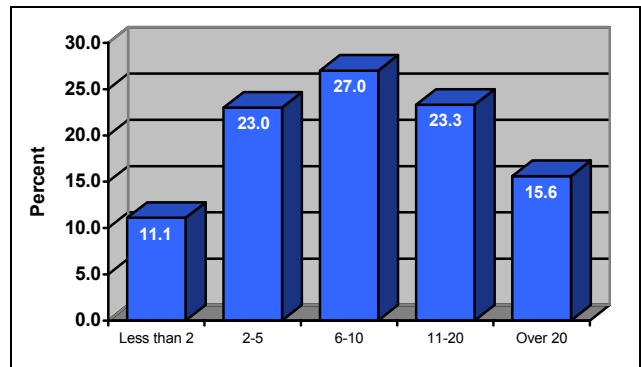


Figure 2. Sample: Years Lived in Cary.

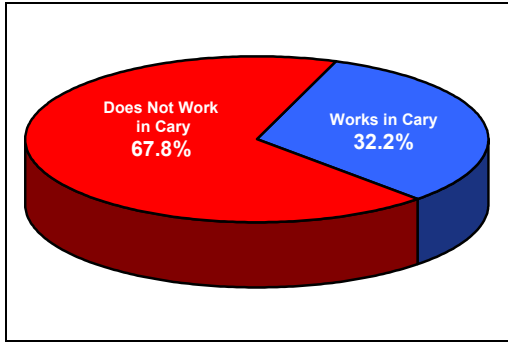


Figure 3. Sample: Work Location.

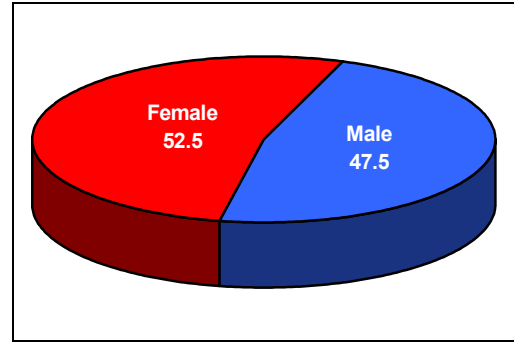


Figure 4. Sample: Gender.

The report will include selected crosstabulations specifically chosen by the Town for questions in the survey (Appendix B). It is important to exercise caution in the interpretation of crosstabulations. They will act to segment or slice up the sample size and in turn increase the margin of error for a question. For that reason, these groupings will not be included in the discussion and incorporated into the appendices for exploratory purposes only. The crosstabulations are numbered separately within the appendix and will be referred to in the section they pertain. For example, the Town selected crosstabulations for the aforementioned demographic variables. These are shown in Tables B271-B278 in Appendix B.

The percentages in the tables shown in the report are rounded off to one decimal place. Due to rounding, this may result in row totals that do not always add up to exactly 100.0%. When no sample size is given, this indicates the full sample (n=405) was asked that particular question. Subsamples such as respondents who ride bikes will be indicated separately, such as (n=96).

The results showing mean scores will be presented with the percentage above the midpoint illustrated such (7.25 – 82.5%). This indicates the mean was 7.25 on a 9-point scale with 82.5% responding above the midpoint of 5. If this was a scale from strongly oppose (1) to strongly support (9), then 82.5% responded on the support side of the scale.

Transportation System

The transportation system in Cary was assessed by a series of questions that rated the overall transportation system, aspects of the system, important transportation issues, and ways to improve the system. The respondents were first asked to evaluate the overall transportation system including street, pedestrian, transit, and cycling elements. A 9-point scale from poor (1) to excellent (9) was used to rate the system. The mean for the overall transportation system rating was a 6.29 with 66.8% rating the system above average (5) and only 11.1% below average (Table 1). These represent solid ratings considering all aspects of the transportation system are included in the assessment. Selected crosstabulations for the transportation system ratings are shown in Tables B1-B5 (Appendix B).

Table 1. Cary Transportation System Rating (Street, Pedestrian, Transit, and Cycling Elements).

Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
6.29	1.5	1.2	4.2	4.2	22.0	12.1	31.2	17.1	6.4

The next series of questions examined 11 different aspects of the transportation system in Cary. The same 9-point scale from poor (1) to excellent (9) was used to assess these aspects. Table 2 indicates the three highest rated aspects were *street aesthetics* (7.11 – 84.3% above average), *street traffic safety measures* (6.66 – 76.3%), and *maintenance of neighborhood streets* (6.52 – 73.1%). The three lowest rated aspects were *bicycle racks/amenities* (4.90 – 34.9%), *C-Tran service* (4.92 – 32.7%), and *traffic congestion* (5.18 – 45.0%).

Table 2. Transportation System Aspects Ratings.

Transportation Aspects	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	7.11	1.5	0.5	2.2	2.7	8.7	11.9	22.9	30.1	19.4
Street traffic safety measures	6.66	2.0	1.2	2.0	4.2	14.4	12.7	29.3	22.6	11.7
Maintenance neighborhood streets	6.52	1.2	1.5	2.7	4.5	17.0	16.5	25.9	19.7	11.0
Maintenance of primary roads	6.38	0.7	1.2	2.5	6.5	18.6	19.1	25.1	17.9	8.4
Street design	6.35	2.5	2.0	4.0	5.7	15.6	13.6	27.7	20.7	8.4
Condition of roads	6.22	1.5	1.7	2.5	7.2	18.4	20.1	26.6	15.9	6.2
Signal systems	6.18	3.2	2.5	5.4	7.2	16.0	12.1	25.9	18.3	9.4
Bicycle routes	5.59	5.2	4.9	10.1	7.9	21.6	9.8	18.6	12.5	9.5
Traffic congestion	5.18	5.4	4.7	9.9	16.1	18.8	15.3	18.8	6.9	4.0
C-Tran service	4.92	9.7	11.9	5.9	5.5	34.3	6.8	8.9	8.1	8.9
Bicycle racks and amenities	4.90	6.6	9.6	13.6	7.0	28.2	10.0	11.0	7.6	6.3

Another series of questions examined key transportation system issues in Cary. This time a 9-point scale from least critical (1) to most critical (9) was used. Table 3 indicates the respondents perceived the most critical issues to be *bad, unsafe drivers* (7.09 – 82.0% above neutral), *traffic congestion/delays* (7.03 – 83.3%), and *street maintenance* (6.88 – 78.3%). In addition, *pedestrian/bicycle safety* (6.60 – 70.4%) was perceived to be a moderately critical issue. Somewhat less critical concerns were

lack of alternative modes of travel (5.76 – 57.0%) and limited public transportation (5.73 – 55.2%). Appendix C shows the responses to the “other” category for the transportation issues. There were a limited number of responses for this question. The most frequent comments concerned *adding bike paths/lanes* (5 comments), *better enforcement of laws/speeding issues* (5 comments), *improve sidewalks* (4 comments), and *better signage* (4 comments).

Table 3. Cary Transportation System Issues Ratings.

Transportation Issues	Mean	Least Critical 1	2	3	4	Neutral 5	6	7	8	Most Critical 9
Bad, unsafe drivers	7.09	1.5	1.7	1.5	4.5	8.7	11.2	17.7	31.2	21.9
Traffic congestion/delays	7.03	1.7	0.5	2.7	3.5	8.2	11.1	30.4	19.3	22.5
Street maintenance	6.88	0.7	1.2	2.7	6.2	10.9	12.1	20.5	29.4	16.3
Pedestrian/bicycle safety	6.60	4.2	1.7	3.0	3.7	16.9	9.7	20.8	19.6	20.3
Lack of alternative modes of travel	5.76	9.5	4.4	4.1	4.4	20.6	11.6	19.1	15.5	10.8
Limited public transportation	5.73	8.5	5.2	3.9	3.1	24.1	12.2	18.1	14.8	10.1

The final question in the transportation section examined ways to improve the transportation system in Town. A 9-point scale from not important (1) to most important (9) was utilized. The respondents indicated the most important method to improve transportation was to *build more facilities for non-motorized transportation (sidewalks, greenways, and bike lanes)*. The mean was 6.71 for this option with 71.8% above the neutral rating (Table 4). This was followed by *improve maintenance on roads/bridges* (6.46 – 69.1%), *add turn lanes at intersections* (6.27 – 68.7%), and *widen existing streets* (6.05 – 62.9%). The three methods viewed somewhat less important by the respondents were *build new freeways* (4.65 – 37.1%), *build HOV lanes* (4.89 – 44.1%), and *build new streets* (4.90 – 43.1%). Appendix D shows the responses to the “other” category for transportation improvements. The most frequent comments were *slowing growth* (4 comments), *improving the train system* (3 comments), *repair potholes* (2 comments) and *better signage* (2 comments).

Table 4. Cary Transportation System Improvements.

Improvements	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	6.71	7.3	1.0	2.8	4.3	12.8	6.3	18.3	19.3	27.9
Improve maintenance for roads/bridges	6.46	4.0	0.8	3.5	5.0	17.8	14.0	18.8	20.8	15.5
Add turning lanes at intersections	6.27	6.2	1.7	2.5	4.0	16.9	16.1	21.3	18.4	12.9
Widen existing streets	6.05	6.7	2.2	6.4	5.4	16.3	14.1	20.2	12.6	16.0
Provide more bus service	5.44	12.0	6.6	5.4	4.6	19.9	10.7	17.1	11.5	12.0
Widen existing freeways	5.33	12.8	2.7	4.9	8.4	21.2	14.8	16.5	10.9	7.7
Build new streets	4.90	13.7	5.2	9.0	9.7	19.4	15.7	14.4	8.0	5.0
Build HOV lanes	4.89	18.2	7.0	6.7	6.5	17.7	10.4	17.2	8.5	8.0
Build new freeways	4.65	16.4	6.7	8.5	10.9	20.4	11.7	14.2	6.2	5.0

Streets

The next series of questions in the survey examined the streets in Cary. The respondents gave their opinions on the most congested streets in Town, options on expanding funding for street maintenance and improvements, neighborhood connectivity requirements, traffic calming strategies, favorite streets in Town, and streets most in need of improvements.

The first question asked the respondents to name the three most congested streets in Cary. They were also asked to name the time when they were congested (AM, PM, or both). Table 5 indicates the three most congested streets were Walnut Street (mentioned 15.7%), Cary Parkway (13.4%), and Kildaire Farm Road (12.1%). All were most congested in both the AM and PM. Other streets with traffic congestion problems included Maynard Road (7.8%), Davis Drive (7.5%), High House Road (7.0%), Tryon Road (6.3%), and Chapel Hill/Highway 54 (6.0%). Again, all of these streets were congested in both the AM and PM.

Table 5. Most Congested Streets in Cary.

Streets	# Times Mentioned	% Mentioned	% AM	% PM	% Both
Walnut Street	155	15.7	3.4	10.1	86.6
Cary Parkway	133	13.4	3.9	14.2	81.9
Kildaire Farm Road	120	12.1	7.6	8.4	84.0
Maynard Road	77	7.8	5.6	9.7	84.7
Davis Drive	74	7.5	5.4	13.5	81.1
High House Road	69	7.0	7.4	10.3	82.4
Tryon Road	62	6.3	5.0	6.7	88.3
Chapel Hill Road/Highway 54	59	6.0	0.0	23.2	76.8
Harrison Avenue	43	4.3	12.5	12.5	75.0
Crossroads	34	3.4	0.0	0.0	100.0
Highway 55	30	3.0	6.7	6.7	86.7
Chatham Street	28	2.8	3.7	25.9	70.4
US 1	17	1.7	6.7	6.7	86.7
Highway 64	16	1.6	12.5	0.0	87.5
Morrisville-Carpenter Road	14	1.4	0.0	0.0	100.0

The respondents were next asked their opinion on what the Town should do toward expanding funding for street maintenance and improvements. They were given four response options including exploring all options including tax increases, redirecting funds from other projects to streets without tax increases, keeping it the way things are now, and no opinion. Table 6 shows most respondents favored *consider redirecting existing resources from other projects to streets but don't increase my taxes* (55.1%). There was some degree of support for *explore all options including the possibility of raising my taxes* (21.1%). There were 21.4% of the respondents who indicated *things are fine the way they are now so don't explore any changes* while 2.4% offered *no opinion*. Appendix E shows the responses to the "other" category. The limited number of responses focused on *traffic problems* (3 comments), *growth issues* (3 comments), and *making developers contribute funds* (2 comments).

Table 6. Opinion on Expanding Funding for Cary Street Maintenance and Improvements.

Explore all options, including the possibility of raising my taxes	Consider redirecting existing resources from other projects to streets, but don't increase my taxes	Things are fine the way they are now, so don't explore any changes	No opinion
21.1	55.1	21.4	2.4

Another question in the street section examined the connectivity requirements for new residential developments. The requirement mandates that new residential developments connect a certain number of streets which can limit cul-de-sacs and dead-end streets in neighborhoods. The respondent's support for the requirements was judged on a 9-point scale from strongly oppose (1) to strongly support (9). Table 7 shows there was a degree of support for this requirement; although, the level of support was not overwhelming. The mean was 5.67 with 46.6% on the support side of the scale and 25.4% on the oppose side. Note that 27.9% of the responses resided in the neutral or indifferent category.

Table 7. Support for Connectivity Requirements for New Residential Developments.

Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
5.67	9.7	3.0	8.2	4.5	27.9	5.7	12.2	9.5	19.2

The respondents were also asked about the use of traffic calming strategies in residential areas. These strategies include speed humps and narrowing lanes to slow traffic flow in neighborhoods. The respondents were given five response options including continuing the program as it is currently, increase the funding for the program and continue using speed humps, increase the funding for the program and use a wider range of traffic calming measures (chicanes, bulb-outs), end the program, or lack of knowledge about the program. Overall, the respondents indicated a high degree of support for maintaining or even expanding the program of traffic calming measures (Table 8). The most frequent response was to *continue the program at the current level* (38.5%). However, there was a large percentage who would like to see funding increased to the program. Note that 33.8% who would like to *increase funding to the program and use a wider range of traffic calming measures (chicanes, bulb-outs)* and 15.5% who would like *increased funding to the program with continued use of speed humps*. There were only 8.5% of the respondents who would *discontinue the program* and 3.8% indicated *I don't know enough about the program*.

Table 8. Opinion on Cary Traffic Calming Strategies.

Continue the program at the current level	Increase funding to the program with continued use of speed humps	Increase funding to the program and use a wider range of traffic calming measures	Discontinue the program	I don't know enough about the program
38.5	15.5	33.8	8.5	3.8

The next question in this section asked the respondents to name their three favorite streets in Cary and the reason it was their favorite. Table 9 shows the most named street was Cary Parkway (31.0%) and the major reason was aesthetics and landscaping. The respondents also complimented Cary Parkway for traffic flow, connectivity/convenience, maintenance, wideness, traffic signals, and lack of congestion. Other streets mentioned to a much lesser degree were Kildaire Farm Road (7.1%), Weston Parkway (6.8%), Maynard Road (6.5%), Academy Street (5.6%), High House Road (5.6%), Chatham Street (4.0%), and Lochmere Drive (4.0%). In totality, the major factors the respondents considered important in determining their favorite streets were aesthetics/landscaping, connectivity/convenience, traffic flow, width, and street maintenance. See Appendix F for the listing of all the favorite streets mentioned and the reasons.

Table 9. Favorite Streets in Cary and Reasons.*

Streets	# Times Mentioned	% Mentioned	Reasons
Cary Parkway	99	31.0	Aesthetics/landscaping (40), traffic flow (30), connectivity/convenience (20), well maintained (13), wide (11), traffic signals (10), not congested (9), speed limit (4), median (3), well designed (3)
Kildaire Farm Road	23	7.1	Connectivity/convenience (6), aesthetics/landscaping (4), traffic flow (2), well maintained (2)
Weston Parkway	22	6.8	Aesthetics/landscaping (11), not congested (8), well maintained (4), traffic flow (3), median (3), wide (3)
Maynard Road	21	6.5	Loop/convenience (15), not congested (4), well maintained (2)
Academy Street	18	5.6	Aesthetics/landscaping (7), downtown area (6), small town feel (2), not congested (2), historical feel (2), amenities/businesses (2)
High House Road	18	5.6	Traffic flow (5), aesthetics/landscaping (4), connectivity/convenience (4), not congested (2), wide (2), signal lights (2)
Chatham Street	13	4.0	Aesthetics/landscaping (6), old part of town (3), downtown area (3)
Lochmere Drive	13	4.0	Aesthetics/landscaping (8), connectivity/convenience (4), speed limit (2)
Harrison Avenue	9	2.8	Not congested (3), connectivity/convenience (2), wide (2), traffic flow (2)
Highway 55	6	1.9	Connectivity/convenience (2), wide (2)
Walnut Street	5	1.6	Not congested (2), amenities/businesses (2)
Davis Drive	4	1.2	Connectivity/convenience (2), traffic signals (2)
Evans Road	4	1.2	Aesthetics/landscaping (2), connectivity/convenience, wide
US 1	3	0.9	Aesthetics/landscaping (2), median, street lighting, wide

* Respondents may have more than one comment

The respondents were also asked which streets they would recommend for improvements as a part of the Comprehensive Transportation Plan and the reasons why (Table 10). The key streets they suggested were Cary Parkway (10.7%), Maynard Road (10.5%), Kildaire Farm Road (9.3%), Walnut Street (8.9%), Chapel Hill Road/Highway 54 (7.7%), Tryon Road (6.3%), Davis Drive (5.9%), and High House Road (5.3%). In totality, the major problems the respondents considered important in designating streets for improvement were potholes/maintenance, widening, traffic congestion, construction issues, and signal lights (timing and synchronization). See Appendix G for a listing of all streets recommended for improvement and the reasons.

Table 10. Streets for Improvement in Cary and Reasons.*

Streets	# Times Mentioned	% Mentioned	Reasons
Cary Parkway	71	10.7	23 Potholes/maintenance (Penny, High House) 12 Widen (Harrison, Evans, North end) 8 Traffic congestion (North end) 7 Construction issues 6 Signal lights (synchronize, timing) 6 Uneven pavement/repave 4 Speeding/enforcement 2 Traffic flow (extend road) 2 Improve sidewalks 2 Add turn lanes (Lake Pine)
Maynard Road	70	10.5	26 Widen 15 Potholes/maintenance (Harrison, Maynard loop, Griffiths) 8 Traffic congestion 7 Signal lights (timing – Chapel Hill, East & West ends; add – Castalia, past Chatham) 6 Uneven pavement/repave (Chapel Hill to High House) 4 Increase speed limit 3 Poor access 2 Construction issues 2 Street lighting
Kildaire Farm Road	62	9.3	22 Potholes/maintenance 14 Traffic congestion 11 Widen 5 Signal lights (timing, synchronization, too many) 4 Speeding/enforcement 2 Uneven pavement/repave
Walnut Street	59	8.9	22 Traffic congestion 9 Poor design 9 Potholes/maintenance (East end) 9 Widen 5 Construction issues 3 Signal lights (timing) 2 Uneven pavement/repave 2 Poor median
Chapel Hill Road/Highway 54	51	7.7	26 Widen 9 Potholes/maintenance 8 Traffic congestion 4 Construction issues 2 Signal lights 2 Improve sidewalks
Tryon Road	42	6.3	12 Widen 10 Traffic congestion 6 Construction issues 4 Potholes/maintenance 2 Signal lights 2 Uneven pavement/repave
Davis Drive	39	5.9	10 Widen 9 Traffic congestion 8 Potholes/maintenance 4 Two lanes to one (High House) 3 Signal lights 3 Uneven pavement/repave 3 Construction issues 2 Add bike path
High House Road	35	5.3	6 Traffic congestion 5 Construction issues 5 Signal lights (timing, sensors, L/R turns) 4 Widen 4 Add turn lane (Davis/55) 3 Potholes/maintenance

* Respondents may have more than one comment

Table 10. Streets for Improvement in Cary and Reasons (Continued).

Streets	# Times Mentioned	% Mentioned	Reasons
Chatham Street	28	4.2	8 Widen (West end) 7 Potholes/maintenance (East end) 5 Uneven pavement/repave 3 Traffic congestion 2 Construction issues 2 Provide alternative route
Harrison Avenue	20	3.0	6 Traffic signals (timing – Maynard) 5 Potholes/maintenance 4 Traffic congestion 3 Widen
Carpenter Fire Station Road	11	1.7	5 Potholes/maintenance 5 Widen 2 Add turn lanes (Highway 55) 2 Traffic congestion 2 Signal lights (timing)
Morrisville Carpenter Road	10	1.5	5 Widen (Davis Drive into Morrisville, Highway 54) 2 One lane road
Morrisville Parkway	10	1.5	5 Potholes/maintenance 2 Uneven pavement/repave
Highway 55	10	1.5	3 Widen 2 Traffic congestion
Apex Road	7	1.1	2 Widen
Crossroads	7	1.1	4 Traffic congestion 3 Traffic flow/poor design 2 Widen

See Appendix B for selected crosstabulations for transportation aspects (B6-B27), issues (B28-B49), measures to improve (B50-B71), funding maintenance/improvements (B72-B73), neighborhood connectivity requirements (B74-B79), and traffic calming strategies (B80-B82).

Bicycling

The next series of questions examined biking in Cary. The respondents were asked an extensive set of questions concerning several issues including if they owned a bicycle, if they ride their bicycle, riding skill level, bicycle usage/frequency, the impact of improvements on usage/frequency, cycling options for riding, measures to improve Cary’s bike system, improvements to encourage more riding, and bicycle programs to maintain a multimodal transportation system.

Table 11 indicates that approximately 50% of the respondents own a bicycle. Of those who own a bike, approximately 47% ride their bicycle. In terms of skill level, most would consider themselves to be intermediate level riders (53.7%) or basic level riders (31.6%). Note that few considered themselves to be beginners (7.4%) or advanced level (7.4%) riders (Table 12).

Table 11. Bicycle Ownership and Ridership.

Owner/Rider	Yes	No
Bicycle ownership	50.4	49.6
Bicycle ridership (n=199)	46.6	53.4

Table 12. Bicycle Riding Skill Level (n=95).

Beginner I am still learning to bike and typically ride only on streets and sidewalks in my neighborhood, completely away from traffic	Basic I am a casual rider; I prefer to ride on bike paths, greenways, and bike lanes on streets without fast moving and heavy traffic	Intermediate I would classify myself somewhere between basic and advanced	Advanced I am an experienced cyclist who prefers to ride with traffic on streets rather than on striped bike lanes and paths, I think vehicles should share the road with cyclists
7.4	31.6	53.7	7.4

The respondents who ride their bicycles were subsequently asked their biking activities and frequency of usage. Table 13 indicates the most common biking activity was to ride for exercise or recreation with 100% of the respondents engaging in this activity. This was followed by riding to civic places such as a library or park (46.9%), visiting friends or family (46.9%), and shopping or dining (20.8%). There were lower percentages for riding their bicycle to work (9.4%), cultural events such as a concert or movie (8.3%), school (4.2%), and transit stops (1.0%).

In terms of frequency of usage, the frequency could vary greatly depending on the activity. For example, those who used their bicycles for exercise/recreation had high daily (8.3%) and very high weekly (47.9%) usage. Interestingly, those who visit family/friends on bicycles made this a common practice with high daily (11.9%) and monthly (61.9%) usage. Most of the other activities generally had monthly usage including to transit stops (100.0%), to shopping/dining (73.7%), to cultural events (71.4%), to work (66.7%), to civic places (65.1%) and to school (50.0%). Keep in mind the sample sizes were small for these breakdowns since only respondents who replied they ride their bicycles and only those who engage in a specific activity were asked the questions on usage frequency. Note the sample sizes listed in the table which indicates the number of respondents who replied “yes” to an activity and were asked about their usage frequency.

The respondents who ride their bikes were then asked if their biking activities and usage frequency would change if the Town made improvements to the bike system. Table 14 shows that both the activities and the frequency of usage would increase significantly with the improvements. The largest increase in activities would be for exercise/recreation with 75.8% of the respondents indicating they would increase their usage. There would also be large increases for civic places (54.7%), visit family/friend (51.1%), shopping/dining (36.8%), and cultural events (22.3%). Note that all the activities increased in percentages. In terms of usage frequency, daily usage would increase dramatically for all the activities. In addition, weekly use also increased for all activities except for cultural events and transit stops which both had larger daily use increases. These daily and weekly gains resulted in rather large decreases in monthly usage frequency as the respondents use their bicycles more often. Overall, improvements in the Town’s biking system could possibly have a significant impact on biking activities and frequency of usage.

Table 13. Biking Activities and Frequency of Usage (n=96 for Activities).

Biking Activity	Yes	No	n	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	96	8.3	47.9	39.6	4.2
To civic places	46.9	53.1	45	0.0	30.2	65.1	4.7
To visit friends/family	46.9	53.1	45	11.9	16.7	61.9	9.5
To shopping or dining	20.8	79.2	20	0.0	26.3	73.7	0.0
To work	9.4	90.6	9	0.0	33.3	66.7	0.0
To a cultural event	8.3	91.7	8	0.0	28.6	71.4	0.0
To school	4.2	95.8	4	0.0	50.0	50.0	0.0
To a transit stop	1.0	99.0	1	0.0	0.0	100.0	0.0

Table 14. Biking Activities and Frequency of Usage – with Improvements (n=95 for Activities).

Biking Activity	Yes	No	n	Daily	Weekly	Monthly	Yearly
For exercise/recreation	75.8	24.2	72	22.9	52.9	24.3	0.0
To civic places	54.7	45.3	52	13.7	45.1	41.2	0.0
To visit friends/family	51.1	48.9	48	25.5	36.2	38.3	0.0
To shopping or dining	36.8	63.2	35	17.6	35.3	47.1	0.0
To a cultural event	22.3	77.7	21	23.8	28.6	47.6	0.0
To work	16.8	83.2	16	43.8	43.8	12.5	0.0
To a transit stop	11.6	88.4	11	36.4	18.2	45.5	0.0
To school	7.4	92.6	7	28.6	71.4	0.0	0.0

The respondents who ride bikes were next asked their level of comfort in riding in several cycling situations (Table 15). A 9-point scale was used from least comfortable (1) to most comfortable (9). The highest comfort level was for *cycling on the greenways away from streets* with a mean of 8.28 and 93.7% above neutral on the comfortable side of the scale. The next highest comfort level was for *cycling in a multi-use path outside the roadway* (7.34 – 82.2%). *Cycling in a striped bike lane next to travel lanes* (5.17 – 50.5%) rated in the neutral range. There was a significant decline in the comfort

level for any option requiring riding in traffic without any bike markings. Note that *cycling to the right of a wide outside lane (without bike markings) near vehicular traffic* rated with a mean of only 3.09 and only 15.8% above neutral. The lowest comfort level was for *cycling in the travel lane (without bike markings) with vehicular traffic* (2.63 – 13.7%).

Table 15. Cycling Options Based on Level of Comfort (n=95).

Cycling Options	Mean	Least Comfortable 1	2	3	4	Neutral 5	6	7	8	Most Comfortable 9
Cycling on the greenway system away from streets	8.28	2.1	0.0	0.0	1.1	3.2	2.1	9.5	11.6	70.5
Cycling on a multi-use path outside the roadway	7.34	4.2	1.1	3.2	4.2	5.3	7.4	9.5	23.2	42.1
Cycling in a striped bike lane next to travel lanes	5.17	21.1	5.3	5.3	6.3	11.6	8.4	15.8	11.6	14.7
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	3.09	40.0	8.4	10.5	14.7	10.5	8.4	2.1	3.2	2.1
Cycling in the travel lane (without bike markings) with vehicular traffic	2.63	48.4	11.6	11.6	5.3	9.5	9.5	2.1	2.1	0.0

The next set of questions examined the support for five measures designed to improve the bike system in Cary. Again, this was asked only of those respondents who ride their bikes. A 9-point scale from strongly oppose (1) to strongly support (9) was used. Table 16 shows that all five measures received support with the highest for *commuter use of greenways (better connection to on-road facilities)* with a mean of 7.77 and 88.3% above neutral (support side of the scale). Also receiving a high level of support was *increased bicycle education/encourage use* (7.20 – 79.0%) and *opening the greenway system to night riding including enforcement and lights* (7.09 – 76.5%). There was moderate support for *striped bike lanes on major roadways instead of unmarked wide outside lanes* (6.67 – 70.2%) and *Town-funded support facilities like drinking fountains and bike lockers* (6.60 – 68.4%). Overall, the bike riders were very receptive to measures to improve the bike system.

Table 16. Support for Measures to Improve Cary’s Bike System (n=94).

Measures	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	7.77	2.1	2.1	1.1	1.1	5.3	6.3	12.6	14.7	54.7
Increased bicycle education/encourage use	7.20	4.2	2.1	4.2	4.2	6.3	7.4	11.6	14.7	45.3
Open greenway system to night riding including enforcement and lights	7.09	6.4	2.1	3.2	3.2	8.5	5.3	10.6	19.1	41.5
Striped bike lanes on major roadways instead of unmarked wide outside lanes	6.67	10.6	1.1	3.2	6.4	8.5	5.3	14.9	9.6	40.4
Town-funded support facilities like drinking fountains and bike lockers	6.60	7.4	2.1	2.1	5.3	14.7	7.4	15.8	14.7	30.5

The bike riding respondents were next asked what three roads they would most like improved for bicycling and what improvements they would suggest (Table 17). The roads mentioned most often were Cary Parkway (22.1%), Maynard Road (14.0%), High House Road (13.2%), and Kildaire Farm Road (12.5%). The major improvement was to add bike lanes/marked lanes. Also mentioned was widening roads and improving sidewalks. Appendix H lists all the streets and methods to improve.

Table 17. Streets in Cary for Improvement for Bicycling and Reasons.*

Streets	# Times Mentioned	% Mentioned	Methods
Cary Parkway	30	22.1	Bike lanes/marked lanes (20), widen (4), make improvements (3), sidewalks (2), signage (2)
Maynard Road	19	14.0	Bike lanes/marked lanes (15), sidewalks (2), make improvements (2)
High House Road	18	13.2	Bike lanes/marked lanes (14), improve safety (2)
Kildaire Farm Road	17	12.5	Bike lanes/marked lanes (8), widen (2), sidewalks (2)
Davis Drive	8	5.9	Bike lanes/marked lanes (6)
Walnut Street	7	5.1	Bike lanes/marked lanes (6), sidewalks (2)
Lake Pine Drive	5	3.7	Sidewalks (3), bike lanes/marked lanes (2)
Harrison Avenue	5	3.7	Bike lanes/marked lanes (3), make improvements (2)
Chapel Hill Road	4	2.9	Bike lanes/marked lanes (3)
Tryon Road	4	2.9	Bike lanes/marked lanes (3)
Penny Road	3	2.2	Bike lanes/marked lanes (2)
Chatham Street	3	2.2	Bike lanes/marked lanes (2)
Highway 55	3	2.2	Bike lanes/marked lanes (3)
Highway 64	3	2.2	Bike lanes/marked lanes (3)

* Respondents may have more than one comment

A set of questions examined the effectiveness of several improvements to the Town’s biking system designed to encourage cycling. This question was asked of the total sample including both bikers and nonbikers. The inclusion of nonbikers lowered the means significantly because many of nonriders would not increase their biking behaviors regardless of the improvements. A 9-point scale from not effective (1) to very effective (9) was used. Table 18 indicates the highest levels of effectiveness were for *extended greenways/trail system* with a mean of 5.37 and 52.8% on the effective side of the scale. In addition, *improved off-road connectivity between residential neighborhoods* (5.22 – 53.2%) was perceived to have a higher level of effectiveness. These were the only two improvements with means falling on the effective side of the scale. The potential improvements with the next highest level of effectiveness were *paved shoulders wide enough for cycling* (4.81 – 45.6%), *striped lanes on major roadways* (4.62 – 45.0%), and *improved bike signage* (4.53 – 40.3%). Only three other of the improvements garnered means above 4.00 including *regular street maintenance* (4.31 – 37.6%), *drainage grades flush with pavement surface* (4.26 – 36.8%), and *bike amenities such as restrooms, water fountains, and benches* (4.22 – 35.0%). The least effective improvements were *wide outside lanes without bike markings on major highways* (3.44 – 24.9%), *bicycle racks* (3.93 – 30.8%), and *more public cycling events* (3.97 – 32.8%). Appendix I shows the “other” responses to improvements to encourage cycling. The most frequent responses were *unsafe/dangerous on streets* (9 comments), *need for off-road bike paths* (5 comments), *adding recreational trails* (5 comments), *improve sidewalks* (4 comments), and *publicize bike safety information* (3 comments).

Table 18. Effectiveness of Improvements to Encourage Cycling.

Biking Improvements	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenways/trail system	5.37	32.7	1.0	1.5	1.0	10.8	3.1	8.2	10.3	31.2
Improved off-road connectivity between residential neighborhoods	5.22	34.0	1.6	1.8	1.0	8.3	4.9	9.1	12.7	26.5
Paved shoulders wide enough for cycling	4.81	36.0	2.3	2.8	2.3	10.9	3.1	11.4	10.6	20.5
Striped bike lanes on major roadways	4.62	40.6	1.6	1.3	2.3	9.3	5.7	10.1	8.8	20.4
Improved bike signage	4.53	36.7	3.1	3.4	2.6	14.0	6.7	9.0	4.4	20.2
Regular street maintenance	4.31	39.4	2.6	2.6	2.1	15.8	6.0	9.8	8.8	13.0
Drainage grades flush with pavement surface	4.26	38.3	4.2	2.9	4.4	13.5	5.5	10.2	8.3	12.8
Restrooms, water fountains, benches	4.22	37.1	3.9	4.1	4.9	14.9	6.7	10.3	4.6	13.4
More public cycling events	3.97	40.6	4.9	3.9	4.2	13.5	5.7	10.4	7.3	9.4
Bicycle racks	3.93	38.9	6.2	2.8	5.7	15.5	6.2	10.9	4.1	9.6
Wide outside lanes without bike markings on major highways	3.44	47.8	4.9	4.2	4.9	13.2	4.9	7.8	6.2	6.0

The final series of questions in the biking section examined the importance of five bicycle programs to maintaining a multimodal system in Cary. This question was also asked of both riders and nonriders using a 9-point scale from not important (1) to very important (9). Table 19 shows that all the programs were viewed with a degree of importance. The programs deemed most important were *safe routes to school* (7.75 – 86.9% above neutral) and *safety education* (7.46 – 81.9%). *Increased enforcement* (6.86 – 72.4%) was viewed with a moderately high level of importance. *Public service announcements* (5.95 – 55.5%) and *bicycle events* (5.28 – 48.6%) were rated as slightly less important overall by the respondents.

Table 19. Importance of Bicycle Programs to Maintain a Multimodal Transportation System.

Bicycle Programs	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	7.75	4.8	1.3	0.8	0.8	5.5	4.0	9.5	16.6	56.8
Safety education	7.46	3.5	1.0	1.3	2.3	10.1	6.6	10.9	18.2	46.2
Increased enforcement	6.86	5.1	1.5	1.3	3.8	16.0	7.9	15.5	17.5	31.5
Public service announcements	5.95	10.7	2.8	3.6	6.6	20.7	11.2	9.4	10.2	24.7
Bicycle events	5.28	16.9	7.6	5.8	4.0	17.1	10.3	10.6	8.1	19.6

The selected crosstabulations are included in Appendix B for bike ownership (B83-B86), bike ridership (B87-B90), riding skill level (B91-B94), activities/usage frequency (B95-B126), cycling options (B127-B142), measures to improve Cary’s bike system (B143-B158), effectiveness of improvements to encourage cycling (B159-B174), and bicycling programs to maintain multimodal system (B175-B190).

Transit

The next set of questions in the survey examined the use of C-Tran. The first question looked into the respondent's use of C-Tran fixed route and door-to-door services (Table 20). There was slightly higher usage of door-to-door service (4.9%) compared to fixed route service (3.2%). Overall, there was minimal use of either service. There was slightly higher daily use for fixed route (0.5%) while door-to-door had the highest weekly (1.3%), monthly (2.3%), and yearly (1.0%) usage.

Table 20. Usage of C-Tran Fixed Route and Door-to-Door Services.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.5	0.7	1.5	0.5	96.8
Door-to-door	0.3	1.3	2.3	1.0	95.1

The respondents were then asked about the importance of several items to encourage C-Tran usage. This was asked of the total sample including the 95% to 97% nonusers of C-Tran (Table 21). A 9-point scale from not important (1) to very important (9) was used. Respondents indicated the most important items to increase C-Tran usage were *RDU Airport service* (5.24 – 50.1% above neutral), *more print/online information* (5.09 – 47.1%), and *on-time performance* (5.09 – 47.2%). These were the only items with means over the neutral mark of 5.00. The lowest importance was for *earlier service in the morning* (3.89 – 30.3%) and *later service in the evening* (3.89 – 29.8%). Appendix J shows the “other” responses for encouraging usage of C-Tran. The most frequent comments mentioned included *provide information* (13 comments), *expand service area* (6 comments), *more timely service* (5 comments), *on-demand service* (5 comments), *improve mass transit* (4 comments), and *better hours* (2 comments).

Table 21. Importance of Items to Encourage Usage of C-Tran.

C-Tran Items	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport service	5.24	35.5	1.1	0.8	1.6	10.9	2.9	5.0	8.8	33.4
More print/online information	5.09	35.6	3.1	0.8	2.6	10.9	3.4	3.1	6.8	33.8
On-time performance	5.09	37.5	2.1	0.5	1.1	11.6	1.8	4.5	7.1	33.8
Benches/shelters at bus stops	4.93	38.5	2.6	1.1	1.8	9.0	2.6	6.1	8.7	29.6
Higher fuel cost	4.88	36.3	1.3	2.4	1.9	13.3	5.3	5.8	8.0	25.7
More frequent service	4.80	36.3	2.9	1.6	1.6	13.2	6.1	6.8	7.6	23.9
More areas served by fixed route	4.79	37.8	2.4	2.4	0.8	13.8	2.9	6.3	6.6	27.0
Environmental considerations	4.77	36.7	1.8	2.6	2.4	13.7	4.5	5.5	9.5	23.2
All-day service to and from Raleigh	4.71	38.7	2.6	2.1	1.1	12.6	3.2	7.6	8.2	23.9
More Park & Ride parking locations	4.59	38.7	3.2	1.3	3.2	11.7	4.8	7.4	8.8	21.0
One transit pass for C-Tran and TTA	4.49	43.8	2.6	1.6	0.3	11.9	2.9	4.2	6.9	25.9
Lower cost	4.46	40.8	4.5	1.9	0.5	15.4	1.9	4.5	5.6	24.9
Employer-sponsored transit passes	4.36	46.1	1.8	0.8	0.5	12.4	1.8	5.5	8.9	22.1
Later service in the evening	3.89	47.1	3.4	2.1	1.8	15.8	3.2	5.0	5.3	16.3
Earlier service in the morning	3.89	47.5	2.6	2.4	1.3	15.8	3.4	6.3	5.0	15.6

The final question in this series asked the respondents to name the top three areas currently not served by a regular C-Tran fixed route that could use this service. Many of the respondents specifically indicated they did not know enough about C-Tran to comment (20.4%) including several suggestions to provide more information on the service (Table 22). In addition, there were also 8.5% of the respondents who indicated they would not use the service regardless of routes including 3.8% who felt the car was too convenient.

The major areas to add new fixed route service were shopping areas/malls (6.6%), Raleigh (6.6%), Davis Drive (4.2%), Kildaire Farm Road (3.8%), RDU (3.8%), RTP (3.8%), Cary Parkway (3.3%), Durham (2.8%), Town parks (2.8%), and downtown area (2.4%). Note that 2.8% would prefer the service function more like a door-to-door taxi service, not fixed route. See Appendix K for a listing of all potential areas for a C-Tran fixed route.

Table 22. Potential Areas to Add Regular C-Tran Fixed Route Service.

C-Tran Areas	# Times Mentioned	% Mentioned
Don't know about C-Tran/publicize	43	20.4
Would not use the service	18	8.5
Shopping areas/malls	14	6.6
Raleigh	14	6.6
Davis Drive	9	4.2
Car is too convenient	8	3.8
Kildaire Farm Road	8	3.8
RDU	8	3.8
RTP	8	3.8
Use as a taxi service	7	3.3
Cary Parkway	7	3.3
Durham	6	2.8
Use it when older	6	2.8
Parks	6	2.8
Downtown Cary	5	2.4

The selected transit crosstabulations for C-Tran usage (B191-B206) and importance of items to increase C-Tran usage (B207-B224) are shown in Appendix B.

Pedestrian

The next section of the survey examined the pedestrian aspects in Cary. The respondents were first asked their reasons for choosing not to walk in Cary (Table 23). A 9-point scale was used from never (1) to very often (9). The two main reasons for not walking given by the respondents highlight the convenience factor of driving a car including *I have to run many errands in many different locations and it would take too long to walk* (5.17 – 52.4% above average) and *I have a lot to carry and need my car to haul it* (4.76 – 45.7%). The other key reasons given for not walking in Town included *traffic makes it unsafe and unpleasant* (4.14 – 37.7%), *there isn't continuous sidewalks to the destination* (3.61 – 29.9%), *it is too far* (3.42 – 28.0%) and *the weather is bad* (3.42 – 19.0%). The respondents indicated little importance to several factors including *I don't like walking* (1.52 – 3.4%), *I have a health condition* (1.57 – 5.3%), *the neighborhood is dangerous* (1.65 – 4.4%), and *there are too many hills* (1.99 – 7.7%). Overall, the key actions to encourage walking would be to use more traffic calming measures to limit unsafe/unpleasant traffic, increase traffic law enforcement, and construct more continuous sidewalks. This is due to the fact the other key reasons including driving convenience, weather, and driving distance are not controllable. Appendix L lists the limited number of “other” responses to reasons for not walking. The most frequent responses were the prevalence of *dangerous drivers/inattentive drivers* (5 comments) and *lack of sidewalks* (3 comments). See Appendix B for selected crosstabulations for reasons not to walk in Cary (B225-B238).

Table 23. Reasons for Choosing Not to Walk in Cary.

Reasons Not to Walk	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	5.17	30.2	2.3	4.8	3.5	6.8	5.0	11.1	14.4	21.9
I have a lot to carry and need my car to haul it	4.76	32.7	2.5	6.9	5.1	7.1	7.1	8.4	11.2	19.0
Traffic makes it unsafe and unpleasant	4.14	38.4	7.1	6.1	5.3	5.6	7.1	8.1	7.1	15.4
There isn't continuous sidewalks to the destination	3.61	44.7	8.5	7.3	4.3	5.3	5.0	7.3	6.0	11.6
It is too far	3.42	49.4	6.5	5.0	4.5	6.5	6.3	7.6	4.0	10.1
The weather is bad	3.42	33.3	14.9	13.6	6.8	12.4	2.3	5.1	4.5	7.1
There are too many hills	1.99	68.1	10.4	6.8	3.3	3.8	2.3	1.3	1.3	2.8
The neighborhood is dangerous	1.65	79.2	6.6	4.3	1.8	3.8	0.3	1.5	1.3	1.3
I have a health condition	1.57	86.0	4.6	0.5	2.6	1.0	0.0	1.0	1.0	3.3
I don't like walking	1.52	83.5	5.6	3.3	1.5	2.8	0.3	0.8	0.5	1.8

Three dimensions of sidewalks in Cary were also assessed by the respondents. All rated well above average (Table 24). *Maintenance* (7.16 – 82.2% above average) and *safety* (7.15 – 82.2%) were rated the highest. Rating somewhat lower was the dimension of sidewalk *connectivity*. However, the mean (6.29) was still solid with 68.4% above the midpoint of 5. The selected crosstabulations for sidewalk ratings (B239-B252) are shown in Appendix B.

Table 24. Rating Aspects of Sidewalks in Cary.

Sidewalk Aspects	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	7.16	1.5	0.0	0.3	2.5	13.8	8.3	25.3	28.3	20.3
Safety	7.15	1.8	1.0	1.3	1.5	12.5	7.3	23.8	29.8	21.3
Connectivity	6.29	4.5	3.0	5.5	4.5	14.2	14.5	18.7	21.2	14.0

Key Transportation Improvements

The final series of questions examined the importance of key transportation improvements. A 9-point scale from no importance (1) to utmost importance (9) was used to assess the improvements (Table 25). The three most important improvements were *street maintenance* (7.85 – 91.3% above neutral), *neighborhood traffic safety* (7.61 – 86.7%), and *streets* (7.57 – 89.0%). In addition, several other improvements ranked high including *sidewalks* (7.02 – 79.1%), *greenways* (6.80 – 75.5%), and *street landscaping and aesthetics* (6.57 – 71.8%). The lowest ranking of the improvements were *on-road bike facilities* (6.17 – 64.9%) and *transit services* (5.99 – 58.5%). See Appendix B for selected crosstabulations for the key transportation improvements (B253-B270).

Table 25. Importance of Key Transportation Improvements.

Improvements	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	7.85	0.5	0.0	1.0	1.0	6.3	5.0	16.3	28.0	42.0
Neighborhood traffic safety	7.61	1.5	0.3	1.5	2.3	7.8	5.0	16.3	26.3	39.1
Streets	7.57	1.5	0.0	1.5	0.2	7.7	7.5	20.9	25.7	34.9
Sidewalks	7.02	3.0	1.2	2.5	2.0	12.2	9.5	21.4	20.0	28.2
Greenways	6.80	4.0	1.8	1.5	4.0	13.3	10.3	20.3	21.8	23.1
Street landscaping and aesthetics	6.57	2.0	3.0	2.0	4.8	16.5	16.3	19.5	16.5	19.5
On-road bike facilities (bike lanes, wide shoulders, signage)	6.17	11.3	3.0	2.3	5.0	13.8	9.3	16.3	18.5	20.8
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	5.99	7.6	7.1	5.1	2.3	19.4	9.6	12.6	16.9	19.4

Additional Comments

The final question in the survey asked the respondents for any comments or ideas they may have for the CTP update process. Table 26 gives a summary list of the key suggestions. The most frequent comments focused on *add and improving sidewalks* (10.1%) and *increased traffic enforcement by the Police* (10.1%), especially for speeding. Another frequent suggestion was to *improve street maintenance including potholes/landscaping* (9.2%). The respondents also mentioned to *improve public transportation* (7.8%), *slow growth* (5.5%), and *add bike paths/bike-friendly* (5.5%). There was also a concern to *improve signal lights* (5.1%) and the key aspects were timing (Kildaire Farm, Maynard, Harrison, Pond), synchronization (Maynard, Kildaire Farm, Cary Parkway), and poor sensors. In addition, there were 4.1% of the comments focusing on *school zone safety*. There were also 18 comments or 8.3% who complimented the *good job* the Town is doing. See Appendix M for a complete listing of all comments.

Table 26. Additional Comments for the CTP Update Process.

Comments	# Times Mentioned	% Mentioned
Add and improve sidewalks	22	10.1
Increased traffic enforcement by Police/speeding	22	10.1
Improve street maintenance (potholes/landscaping)	20	9.2
Good job	18	8.3
Improve public transportation	17	7.8
Slow growth	12	5.5
Add bike paths/bike-friendly	12	5.5
Improve signal light timing, synchronization, sensors	11	5.1
School zone safety	9	4.1
Complete construction	7	3.2
New Cary signs are poor	7	3.2
Improve/add greenways	6	2.8
Widen roads	5	2.3
Bikers do not obey traffic laws	5	2.3
Need more information on C-Tran	5	2.3
Better street lighting	5	2.3
Hate speed humps	5	2.3

9. What is your favorite street in Cary?

Favorite Street _____

Why? _____

10. What three streets would you most like to see recommended for improvement as a part of the Comprehensive Transportation Plan update? Why? (i.e. 123 Street, it needs...)

1) _____ Why? _____

2) _____ Why? _____

3) _____ Why? _____

11. a) Do you own a bicycle?

Yes (Continue)

No (Skip to #18)

b) Do you ride your bike?

Yes (Continue)

No (Skip to #18)

12. How would you classify your bike riding skill level?

Beginner - I am still learning to bike and typically ride only on streets and sidewalks in my neighborhood, completely away from traffic.

Basic - I am a casual rider. I usually prefer to ride on bike paths, greenways, and bike lanes on streets without fast-moving and heavy traffic.

Intermediate - I would classify myself somewhere between basic and advanced.

Advanced - I am an experienced cyclist who prefers to ride with traffic on streets rather than on striped bike lanes and paths. I think that vehicles should share the road with cyclists.

13. Do you bike to any of the following? (Read list and ask how often reading the scale)

Yes	No		Daily	Weekly	Monthly	Never	N/A
<input type="checkbox"/>	<input type="checkbox"/>	a) For exercise or recreation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	b) To work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	c) To school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	d) To shopping or dining locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	e) To civic places (library, park)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	f) To a transit stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	g) To a cultural event (concert, movie)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	h) To visit friends or family?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. If made possible by improvements to the Town bike system would you ride your bike more often for? (Read list and if yes ask how often)

Yes	No		Daily	Weekly	Monthly	Never	N/A
<input type="checkbox"/>	<input type="checkbox"/>	a) For exercise or recreation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	b) To work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	c) To school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	d) To shopping or dining locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	e) To civic places (library, park)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	f) To a transit stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	g) To a cultural event (concert, movie)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	h) To visit friends or family?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. Rate the following cycling options based on your comfort, where 1 is the situation where you would be least comfortable to 9 is the situation you would be most comfortable, 5 is neutral.

	Least Comfortable		Neutral					Most Comfortable	
	1	2	3	4	5	6	7	8	9
a) Cycling in a striped bike lane next to travel lanes	1	2	3	4	5	6	7	8	9
b) Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	1	2	3	4	5	6	7	8	9
c) Cycling in the travel lane (without bike markings) with vehicular traffic	1	2	3	4	5	6	7	8	9
d) Cycling on a multi-use path outside the roadway	1	2	3	4	5	6	7	8	9
e) Cycling on the greenway system away from streets	1	2	3	4	5	6	7	8	9

16. On a scale of 1 to 9, where 1 is strongly oppose and 9 is strongly support, what is your opinion on the following measures to improve Cary's bike system?

	Strongly Oppose		Neutral					Strongly Support	
	1	2	3	4	5	6	7	8	9
a) Striped bike lanes on major roadways instead of unmarked wide outside lanes	1	2	3	4	5	6	7	8	9
b) Open greenway system to night riding including enforcement and lights	1	2	3	4	5	6	7	8	9
c) Commuter use of greenways (better connections to on-road facilities)	1	2	3	4	5	6	7	8	9
d) Town-funded support facilities like drinking fountains and bike lockers	1	2	3	4	5	6	7	8	9
e) Increased bicycle education/encourage use	1	2	3	4	5	6	7	8	9

17. What three roads would you most like improved for bicycling and how would you like to see them improved (i.e. striped bike lanes, wide outside lanes, increased signage, etc.)?

- 1) _____ How? _____
- 2) _____ How? _____
- 3) _____ How? _____

18. Please rate the following improvements on how effective they would be in encouraging you to cycle more than you currently do. Use a 9-point scale where 1 is not effective and 9 is very effective, 5 is neutral.

	Not Effective		Neutral					Very Effective	
	1	2	3	4	5	6	7	8	9
a) Extended greenway/trail system	1	2	3	4	5	6	7	8	9
b) Improved bike signage	1	2	3	4	5	6	7	8	9
c) Restrooms, water fountains, benches	1	2	3	4	5	6	7	8	9
d) Wide outside lanes without bike markings on major highways	1	2	3	4	5	6	7	8	9
e) Striped bike lanes on major roadways	1	2	3	4	5	6	7	8	9
f) Regular street maintenance	1	2	3	4	5	6	7	8	9
g) More public cycling events	1	2	3	4	5	6	7	8	9
h) Improved off-road connectivity between residential neighborhoods	1	2	3	4	5	6	7	8	9
i) Paved shoulders wide enough for cycling	1	2	3	4	5	6	7	8	9
j) Drainage grades flush with pavement surface	1	2	3	4	5	6	7	8	9
k) Bicycle racks	1	2	3	4	5	6	7	8	9
l) Other _____	1	2	3	4	5	6	7	8	9

19. On the 9-point scale, where 1 is not important and 9 is very important, how important are the following bicycle programs to maintaining a multimodal transportation system in the Town?

	Not Important		Neutral					Very Important	
	1	2	3	4	5	6	7	8	9
a) Safe routes to school	1	2	3	4	5	6	7	8	9
b) Bicycle events (Cary Cycling Celebration)	1	2	3	4	5	6	7	8	9
c) Safety education	1	2	3	4	5	6	7	8	9
d) Increased enforcement	1	2	3	4	5	6	7	8	9
e) Public service announcements	1	2	3	4	5	6	7	8	9

20. How often do you currently use C-Tran services?

	Daily	Weekly	Monthly	Never	N/A
Fixed route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Door-to-door service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. Please rate the importance of the following items to encourage you to increase your usage of C-Tran. Use a 9-point scale where 1 is not important and 9 is very important, 5 is neutral.

	Not Important		Neutral					Very Important	
	1	2	3	4	5	6	7	8	9
a) All-day service to and from Raleigh	1	2	3	4	5	6	7	8	9
b) Later service in the evening	1	2	3	4	5	6	7	8	9
c) Earlier service in the morning	1	2	3	4	5	6	7	8	9
d) Environmental considerations	1	2	3	4	5	6	7	8	9
e) Higher fuel cost (save gas money)	1	2	3	4	5	6	7	8	9
f) More Park & Ride locations for parking	1	2	3	4	5	6	7	8	9
g) More print or online information on the service	1	2	3	4	5	6	7	8	9
h) More frequent service	1	2	3	4	5	6	7	8	9
i) More areas served by fixed route	1	2	3	4	5	6	7	8	9
j) Employer-sponsored transit passes	1	2	3	4	5	6	7	8	9
k) On-time performance	1	2	3	4	5	6	7	8	9
l) Benches and shelters at bus stops	1	2	3	4	5	6	7	8	9
m) Lower cost (lower fare or multi-trip discount)	1	2	3	4	5	6	7	8	9
n) One transit pass accepted by C-Tran and TTA	1	2	3	4	5	6	7	8	9
o) RDU Airport	1	2	3	4	5	6	7	8	9
p) Other _____	1	2	3	4	5	6	7	8	9

22. C-Tran currently has three fixed routes that run in Cary in the following areas:

- North-South Route serves Harrison Avenue, Academy Street, and Kildaire Farm Road
- East-West Route serves parts of High House Road, Chatham Street, and E. Maynard Road
- Maynard Loop Route serves the Maynard Road loop and Walnut Street to Crossroads Plaza

Name your top three areas (neighborhoods, developments, or intersections) currently not served by regular fixed route service where you think it is needed:

- 1) _____
- 2) _____
- 3) _____

23. On a scale of 1 to 9, where 1 is never and 9 is very often, how often do you choose not to walk somewhere because? (Read choices)

	Never				Average				Very Often
	1	2	3	4	5	6	7	8	9
a) There isn't continuous sidewalks to that destination.	1	2	3	4	5	6	7	8	9
b) Traffic makes it unsafe and unpleasant (speeding cars, cars don't yield when you cross the street, smelly or noisy)	1	2	3	4	5	6	7	8	9
c) It is too far	1	2	3	4	5	6	7	8	9
d) There are many hills	1	2	3	4	5	6	7	8	9
e) I have a health condition	1	2	3	4	5	6	7	8	9
f) The neighborhood is dangerous	1	2	3	4	5	6	7	8	9
g) I have a lot to carry (kids, equipment, groceries) and need my car to haul it	1	2	3	4	5	6	7	8	9
h) I have to run many errands in many different locations and it would take too long to walk	1	2	3	4	5	6	7	8	9
i) The weather is bad (too hot, too cold, too wet, etc.)	1	2	3	4	5	6	7	8	9
j) I don't like walking	1	2	3	4	5	6	7	8	9
k) Other _____	1	2	3	4	5	6	7	8	9

24. On a scale of 1 to 9, where 1 is poor and 9 is excellent, 5 is average, how do you rate the sidewalks in Cary overall with regards to? (Read choices)

	Poor				Average				Excellent
	1	2	3	4	5	6	7	8	9
a) Maintenance	1	2	3	4	5	6	7	8	9
b) Safety	1	2	3	4	5	6	7	8	9
c) Connectivity	1	2	3	4	5	6	7	8	9

25. Please rate the importance of the following key transportation improvements in the Town. Use a 9-point scale where 1 is no importance and 9 is utmost importance, 5 is neutral.

	No Importance				Neutral				Utmost Importance
	1	2	3	4	5	6	7	8	9
a) Streets	1	2	3	4	5	6	7	8	9
b) Sidewalks	1	2	3	4	5	6	7	8	9
c) Greenways	1	2	3	4	5	6	7	8	9
d) On-road bike facilities (bike lanes, wide shoulders, signage)	1	2	3	4	5	6	7	8	9
e) Street landscaping and aesthetics	1	2	3	4	5	6	7	8	9
f) Street maintenance (fix potholes, resurface, better signage)	1	2	3	4	5	6	7	8	9
g) Neighborhood traffic safety	1	2	3	4	5	6	7	8	9
h) Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	1	2	3	4	5	6	7	8	9

26. Please provide us with any additional comments and/or ideas you may have for the CTP update process:

That concludes our survey. Could you tell us about yourself.

27. Stop me when I reach your age group.

- 18-25 26-35 36-45 46-55 56-65 66-75 Over 75

28. How long have you lived in Cary?

- Less than 2 years 2-5 years 6-10 years 11-20 years More than 20 years

29. Do you work in Cary?

- Yes No

30. Please tell us the closest intersection to your home (Example: Cary Pkwy. at Harrison Ave.).

_____ at _____

31. Gender (by voice).

- Male Female

The Town of Cary thanks you for your time and input.

Appendix B: Crosstabulations

Cary Transportation System: Ratings Crosstabulations

Table B1. Cary Transportation System Rating by Years in Cary.

Years in Cary	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Less than 2	45	6.67	0.0	0.0	6.7	2.2	15.6	11.1	33.3	20.0	11.1
2-5	93	6.71	1.1	0.0	1.1	4.3	20.4	8.6	32.3	20.4	11.8
6-10	109	6.35	1.8	0.0	3.7	2.8	22.0	16.5	29.4	18.3	5.5
11-20	94	6.13	1.1	1.1	3.2	5.3	26.6	12.8	33.0	14.9	2.1
Over 20	62	5.52	3.2	6.5	9.7	6.5	22.6	9.7	29.0	9.7	3.2

Table B2. Cary Transportation System Rating by Age.

Age	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
18-25	27	6.56	0.0	0.0	0.0	0.0	33.3	14.8	29.6	7.4	14.8
26-35	87	6.46	1.1	1.1	4.6	1.1	20.7	10.3	35.6	18.4	6.9
36-45	129	6.47	0.0	0.8	3.1	7.0	13.2	18.6	34.1	17.1	6.2
46-55	86	5.87	2.3	2.3	3.5	4.7	32.6	9.3	32.6	10.5	2.3
56-65	41	5.98	2.4	0.0	12.2	2.4	29.3	4.9	22.0	22.0	4.9
66-75	18	6.11	5.6	5.6	5.6	11.1	11.1	5.6	11.1	33.3	11.1
Over 75	14	6.71	7.1	0.0	0.0	0.0	21.4	0.0	28.6	28.6	14.3

Table B3. Cary Transportation System Rating by Work in Cary.

Work in Cary	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Yes	128	6.41	0.0	0.8	3.1	3.1	22.7	14.1	34.4	18.0	3.9
No	272	6.24	2.2	1.1	4.8	4.8	22.1	11.0	30.1	16.5	7.4

Table B4. Cary Transportation System Rating by Own a Bicycle.

Bike Ownership	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Yes	202	6.21	0.5	2.0	4.0	4.0	23.3	15.8	30.7	15.8	4.0
No	200	6.36	2.5	0.5	4.5	4.5	21.0	8.5	32.0	18.0	8.5

Table B5. Cary Transportation System Rating by C-Tran Ridership.

C-Tran Rider	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Yes	24	6.54	0.0	4.2	8.3	0.0	16.7	4.2	33.3	20.8	12.5
No	376	6.27	1.6	1.1	4.0	4.5	22.3	12.8	30.9	16.8	6.1

Cary Transportation System: Aspects Crosstabulations

Table B6. Cary Transportation System Aspects by Living in Cary Less Than 2 Years.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	45	7.44	0.0	0.0	2.2	0.0	11.1	11.1	17.8	28.9	28.9
Traffic safety measures	45	7.07	0.0	0.0	4.4	0.0	15.6	8.9	22.2	33.3	15.6
Signal system	45	6.76	2.2	2.2	6.7	4.4	8.9	4.4	22.2	35.6	13.3
Maintenance arterial/primary roads	45	6.73	0.0	2.2	2.2	6.7	15.6	11.1	22.2	24.4	15.6
Condition of roads	45	6.69	0.0	2.2	0.0	6.7	13.3	17.8	26.7	22.2	11.1
Street design	45	6.67	0.0	8.9	2.2	4.4	11.1	6.7	22.2	26.7	17.8
Maintenance local/neighborhood roads	45	6.67	2.2	2.2	2.2	0.0	17.8	13.3	26.7	22.2	13.3
Bicycle routes	34	6.24	2.9	5.9	2.9	0.0	17.6	17.6	26.5	17.6	8.8
Traffic congestion	45	6.00	2.2	2.2	4.4	8.9	24.4	8.9	28.9	13.3	6.7
C-Tran service	23	5.22	8.7	0.0	17.4	8.7	26.1	8.7	8.7	13.0	8.7
Bicycle racks/amenities	31	5.16	6.5	6.5	12.9	6.5	29.0	6.5	16.1	9.7	6.5

Table B7. Cary Transportation System Aspects by Living in Cary 2-5 Years.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	93	7.57	1.1	0.0	1.1	0.0	4.3	10.8	24.7	29.0	29.0
Traffic safety measures	93	7.02	2.2	0.0	0.0	4.3	8.6	10.8	35.5	21.5	17.2
Maintenance local/neighborhood roads	93	6.96	0.0	3.2	2.2	2.2	11.8	14.0	21.5	25.8	19.4
Maintenance arterial/primary roads	93	6.84	0.0	2.2	0.0	4.3	12.9	21.5	19.4	24.7	15.1
Street design	93	6.61	4.3	0.0	2.2	3.2	15.1	11.8	26.9	25.8	10.8
Condition of roads	93	6.52	0.0	3.2	1.1	7.5	12.9	19.4	25.8	20.4	9.7
Signal system	93	6.39	1.1	1.1	3.2	7.5	24.7	9.7	21.5	17.2	14.0
Bicycle routes	74	5.92	2.7	5.4	9.5	12.2	16.2	8.1	14.9	12.2	18.9
C-Tran service	46	5.61	6.5	10.9	4.3	2.2	30.4	6.5	10.9	10.9	17.4
Traffic congestion	93	5.49	4.3	5.4	7.5	11.8	17.2	17.2	24.7	4.3	7.5
Bicycle racks/amenities	66	5.27	4.5	10.6	10.6	9.1	22.7	10.6	10.6	9.1	12.1

Table B8. Cary Transportation System Aspects by Living in Cary 6-10 years.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	107	7.02	1.9	0.0	2.8	4.7	6.5	11.2	28.0	27.1	17.8
Traffic safety measures	108	6.59	0.9	1.9	3.7	4.6	13.9	10.2	32.4	24.1	8.3
Street design	109	6.48	0.9	0.9	5.5	5.5	10.1	19.3	31.2	17.4	9.2
Maintenance local/neighborhood roads	107	6.40	0.9	0.9	2.8	8.4	17.8	15.9	25.2	17.8	10.3
Maintenance arterial/primary roads	107	6.22	0.0	0.0	3.7	9.3	23.4	17.8	22.4	17.8	5.6
Signal system	109	6.14	6.4	2.8	4.6	6.4	11.0	12.8	26.6	20.2	9.2
Condition of roads	107	6.04	0.9	1.9	4.7	6.5	22.4	21.5	25.2	10.3	6.5
Bicycle routes	86	5.34	4.7	3.5	10.5	10.5	31.4	7.0	17.4	8.1	7.0
Traffic congestion	108	5.15	6.5	0.9	11.1	17.6	21.3	14.8	16.7	9.3	1.9
Bicycle racks/amenities	78	4.76	5.1	11.5	16.7	6.4	30.8	6.4	10.3	7.7	5.1
C-Tran service	54	4.52	9.3	16.7	1.9	7.4	46.3	1.9	5.6	7.4	3.7

Table B9. Cary Transportation System Aspects by Living in Cary 11-20 Years.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	94	7.03	1.1	1.1	1.1	4.3	11.7	9.6	21.3	35.1	14.9
Traffic safety measures	94	6.54	3.2	1.1	0.0	4.3	17.0	14.9	28.7	21.3	9.6
Maintenance local/neighborhood roads	94	6.47	1.1	0.0	2.1	1.1	19.1	25.5	28.7	16.0	6.4
Maintenance arterial/primary roads	94	6.32	1.1	1.1	2.1	2.1	21.3	22.3	30.9	14.9	4.3
Street design	94	6.18	3.2	0.0	4.3	8.5	19.1	8.5	33.0	20.2	3.2
Condition of roads	94	6.10	2.1	1.1	3.2	4.3	23.4	23.4	23.4	14.9	4.3
Signal system	94	5.95	2.1	2.1	8.5	7.4	17.0	14.9	30.9	10.6	6.4
Bicycle routes	83	5.78	4.8	1.2	8.4	7.2	21.7	13.3	22.9	15.7	4.8
Bicycle racks/amenities	77	4.96	6.5	6.5	13.0	6.5	29.9	14.3	14.3	5.2	3.9
Traffic congestion	94	4.83	5.3	7.4	10.6	18.1	22.3	16.0	13.8	3.2	3.2
C-Tran service	65	4.78	9.2	15.4	6.2	3.1	32.3	9.2	12.3	6.2	6.2

Table B10. Cary Transportation System Aspects by Living in Cary Over 20 Years.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	62	6.42	3.2	1.6	4.8	3.2	12.9	19.4	17.7	30.6	6.5
Traffic safety measures	62	6.10	3.2	3.2	3.2	6.5	19.4	19.4	19.4	16.1	9.7
Maintenance local/neighborhood roads	61	5.98	3.3	1.6	4.9	9.8	19.7	9.8	29.5	18.0	3.3
Condition of roads	63	5.94	4.8	0.0	1.6	12.7	15.9	15.9	34.9	14.3	0.0
Signal system	63	5.86	3.2	4.8	4.8	9.5	15.9	15.9	27.0	14.3	4.8
Maintenance arterial/primary roads	63	5.84	3.2	1.6	4.8	11.1	17.5	19.0	30.2	7.9	4.8
Street design	63	5.76	3.2	4.8	4.8	6.3	23.8	19.0	19.0	14.3	4.8
C-Tran service	47	4.77	14.9	8.5	6.4	8.5	29.8	8.5	6.4	6.4	10.6
Bicycle routes	50	4.76	12.0	12.0	18.0	4.0	16.0	4.0	14.0	12.0	8.0
Traffic congestion	63	4.75	7.9	6.3	14.3	22.2	7.9	17.5	14.3	7.9	1.6
Bicycle racks/amenities	48	4.35	12.5	12.5	14.6	6.3	29.2	8.3	4.2	8.3	4.2

Table B11. Cary Transportation System Aspects by Age 18-25.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	27	7.26	0.0	0.0	0.0	0.0	11.1	18.5	25.9	22.2	22.2
Traffic safety measures	27	6.63	0.0	0.0	3.7	3.7	22.2	14.8	22.2	18.5	14.8
Street design	27	6.56	0.0	0.0	3.7	11.1	18.5	3.7	33.3	14.8	14.8
Maintenance arterial/primary roads	27	6.41	0.0	0.0	3.7	3.7	25.9	14.8	25.9	18.5	7.4
Condition of roads	27	6.19	0.0	3.7	0.0	0.0	29.6	22.2	29.6	11.1	3.7
Maintenance local/neighborhood roads	27	6.19	0.0	3.7	3.7	0.0	40.7	11.1	7.4	22.2	11.1
Signal system	27	5.96	7.4	0.0	7.4	7.4	14.8	11.1	25.9	18.5	7.4
Bicycle routes	21	5.62	0.0	0.0	14.3	0.0	38.1	23.8	9.5	9.5	4.8
C-Tran service	17	5.47	5.9	5.9	5.9	5.9	35.3	11.8	5.9	11.8	11.8
Bicycle racks/amenities	20	5.35	0.0	0.0	20.0	0.0	40.0	20.0	10.0	5.0	5.0
Traffic congestion	27	5.26	3.7	3.7	3.7	18.5	33.3	11.1	18.5	0.0	7.4

Table B12. Cary Transportation System Aspects by Age 26-35.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	86	7.37	0.0	0.0	3.5	0.0	8.1	9.3	27.9	25.6	25.6
Traffic safety measures	86	7.01	0.0	1.2	2.3	1.2	11.6	11.6	30.2	29.1	12.8
Maintenance local/neighborhood roads	85	6.86	1.2	1.2	3.5	3.5	8.2	18.8	23.5	21.2	18.8
Signal system	87	6.72	1.1	1.1	2.3	3.4	16.1	9.2	29.9	27.6	9.2
Street design	87	6.67	2.3	2.3	4.6	2.3	9.2	11.5	32.2	24.1	11.5
Maintenance arterial/primary roads	86	6.64	1.2	1.2	2.3	5.8	15.1	18.6	16.3	26.7	12.8
Condition of roads	85	6.47	0.0	0.0	2.4	9.4	11.8	23.5	27.1	20.0	5.9
Bicycle routes	71	5.96	4.2	4.2	11.3	5.6	12.7	7.0	31.0	11.3	12.7
Traffic congestion	86	5.69	4.7	2.3	5.8	14.0	14.0	22.1	22.1	7.0	8.1
Bicycle racks/amenities	61	4.93	9.8	11.5	11.5	6.6	21.3	6.6	18.0	4.9	9.8
C-Tran service	43	4.53	9.3	27.9	9.3	2.3	16.3	2.3	14.0	9.3	9.3

Table B13. Cary Transportation System Aspects by Age 36-45.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	129	7.12	0.8	0.0	0.8	4.7	6.2	15.5	25.6	31.0	15.5
Traffic safety measures	129	6.77	0.8	0.8	0.8	4.7	14.0	13.2	34.9	18.6	12.4
Maintenance local/neighborhood roads	128	6.64	0.0	0.8	1.6	5.5	14.1	17.2	34.4	17.2	9.4
Street design	129	6.41	1.6	1.6	2.3	5.4	14.0	21.7	27.1	19.4	7.0
Maintenance arterial/primary roads	129	6.34	0.0	2.3	1.6	8.5	17.1	18.6	28.7	16.3	7.0
Condition of roads	129	6.32	0.0	2.3	2.3	7.0	17.1	22.5	25.6	16.3	7.0
Signal system	129	6.28	0.8	4.7	4.7	8.5	13.2	12.4	27.1	18.6	10.1
Bicycle routes	115	5.44	6.1	6.1	7.8	10.4	21.7	13.0	13.0	13.0	8.7
Traffic congestion	129	5.03	3.1	7.8	10.1	20.2	19.4	11.6	18.6	7.0	2.3
Bicycle racks/amenities	109	4.90	7.3	11.0	11.0	8.3	29.4	7.3	10.1	7.3	8.3
C-Tran service	78	4.55	10.3	11.5	6.4	6.4	44.9	5.1	6.4	3.8	5.1

Table B14. Cary Transportation System Aspects by Age 46-55.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	86	6.67	3.5	2.3	4.7	3.5	12.8	10.5	14.0	32.6	16.3
Traffic safety measures	87	6.31	3.4	1.1	3.4	4.6	18.4	12.6	29.9	18.4	8.0
Maintenance arterial/primary roads	86	6.05	0.0	0.0	4.7	5.8	29.1	24.4	18.6	11.6	5.8
Maintenance local/neighborhood roads	86	5.97	1.2	1.2	5.8	4.7	26.7	23.3	18.6	14.0	4.7
Street design	87	5.94	1.1	4.6	6.9	9.2	19.5	11.5	23.0	18.4	5.7
Condition of roads	87	5.67	4.6	1.1	5.7	8.0	27.6	18.4	18.4	11.5	4.6
Bicycle routes	66	5.53	4.5	3.0	12.1	9.1	24.2	6.1	21.2	13.6	6.1
Signal system	87	5.41	6.9	3.4	10.3	10.3	24.1	6.9	21.8	4.6	11.5
C-Tran service	49	5.06	10.2	8.2	2.0	4.1	44.9	6.1	8.2	8.2	8.2
Traffic congestion	87	4.84	10.3	3.4	12.6	12.6	23.0	12.6	16.1	8.0	1.1
Bicycle racks/amenities	61	4.61	6.6	9.8	19.7	6.6	26.2	13.1	6.6	9.8	1.6

Table B15. Cary Transportation System Aspects by Age 56-65.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	40	7.20	2.5	0.0	2.5	2.5	10.0	5.0	22.5	32.5	22.5
Maintenance arterial/primary roads	41	6.63	2.4	0.0	0.0	4.9	12.2	19.5	31.7	22.0	7.3
Maintenance local/neighborhood roads	41	6.61	2.4	2.4	0.0	7.3	14.6	7.3	29.3	26.8	9.8
Condition of roads	41	6.46	2.4	2.4	0.0	7.3	12.2	14.6	34.1	19.5	7.3
Traffic safety measures	40	6.43	5.0	2.5	2.5	5.0	12.5	10.0	27.5	25.0	10.0
Signal system	41	6.24	4.9	0.0	0.0	2.4	17.1	29.3	24.4	19.5	2.4
Street design	41	6.00	7.3	0.0	4.9	2.4	24.4	7.3	31.7	17.1	4.9
Traffic congestion	41	5.24	4.9	4.9	14.6	7.3	14.6	24.4	19.5	7.3	2.4
Bicycle routes	29	4.86	6.9	10.3	13.8	10.3	24.1	3.4	17.2	10.3	3.4
C-Tran service	24	4.71	12.5	8.3	8.3	8.3	25.0	16.7	12.5	4.2	4.2
Bicycle racks/amenities	27	4.67	3.7	7.4	18.5	11.1	29.6	11.1	14.8	3.7	0.0

Table B16. Cary Transportation System Aspects by Age 66-75.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	18	7.06	0.0	0.0	0.0	5.6	11.1	16.7	16.7	38.9	11.1
Street design	18	6.67	5.6	0.0	0.0	5.6	16.7	11.1	16.7	27.8	16.7
Signal system	18	6.56	0.0	0.0	11.1	11.1	0.0	11.1	27.8	33.3	5.6
Maintenance local/neighborhood roads	18	6.50	5.6	5.6	0.0	5.6	11.1	5.6	16.7	44.4	5.6
Condition of roads	18	6.44	0.0	5.6	0.0	0.0	22.2	11.1	38.9	16.7	5.6
Bicycle routes	14	6.36	7.1	7.1	0.0	7.1	14.3	0.0	21.4	21.4	21.4
Maintenance arterial/primary roads	18	6.33	0.0	5.6	5.6	5.6	11.1	5.6	44.4	16.7	5.6
Traffic safety measures	18	6.22	5.6	5.6	0.0	16.7	5.6	16.7	5.6	27.8	16.7
Bicycle racks/amenities	13	6.00	0.0	7.7	0.0	7.7	30.8	15.4	7.7	23.1	7.7
C-Tran service	13	5.92	7.7	0.0	7.7	15.4	15.4	7.7	7.7	23.1	15.4
Traffic congestion	18	4.78	5.6	0.0	22.2	27.8	5.6	22.2	5.6	5.6	5.6

Table B17. Cary Transportation System Aspects by Age Over 75.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	14	7.36	7.1	0.0	0.0	0.0	0.0	7.1	28.6	28.6	28.6
Traffic safety measures	14	6.93	7.1	0.0	0.0	0.0	14.3	7.1	14.3	42.9	14.3
Maintenance local/neighborhood roads	14	6.93	7.1	0.0	0.0	0.0	7.1	7.1	42.9	14.3	21.4
C-Tran service	11	6.91	9.1	0.0	0.0	0.0	18.2	9.1	9.1	18.2	36.4
Street design	14	6.64	7.1	0.0	0.0	7.1	7.1	7.1	28.6	35.7	7.1
Signal system	14	6.50	7.1	0.0	0.0	7.1	14.3	14.3	21.4	14.3	21.4
Maintenance arterial/primary roads	14	6.50	7.1	0.0	0.0	7.1	7.1	21.4	28.6	7.1	21.4
Condition of roads	14	6.29	7.1	0.0	0.0	14.3	7.1	7.1	42.9	7.1	14.3
Traffic congestion	14	6.00	7.1	0.0	0.0	14.3	21.4	0.0	35.7	14.3	7.1
Bicycle routes	11	5.91	9.1	0.0	9.1	0.0	36.4	9.1	0.0	9.1	27.3
Bicycle racks/amenities	9	4.78	11.1	11.1	11.1	0.0	44.4	0.0	0.0	11.1	11.1

Table B18. Cary Transportation System Aspects by Working in Cary.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	128	7.06	0.8	1.6	1.6	3.9	9.4	12.5	21.9	28.9	19.5
Traffic safety measures	129	6.62	1.6	1.6	0.8	3.9	14.0	17.1	30.2	23.3	7.8
Maintenance local/neighborhood roads	128	6.47	1.6	1.6	1.6	3.1	17.2	18.8	30.5	18.8	7.0
Maintenance arterial/primary roads	129	6.36	0.0	0.8	2.3	5.4	22.5	22.5	22.5	15.5	8.5
Street design	129	6.26	2.3	3.1	3.1	5.4	17.1	17.1	24.8	19.4	7.8
Condition of roads	128	6.07	1.6	0.8	3.1	7.8	20.3	25.0	24.2	12.5	4.7
Signal system	129	5.98	3.1	2.3	6.2	10.9	15.5	13.2	24.8	17.8	6.2
Bicycle routes	99	5.61	3.0	4.0	14.1	8.11	16.2	12.1	24.2	12.1	6.1
Traffic congestion	129	5.17	3.9	6.2	8.5	18.6	15.5	17.8	20.2	8.5	0.8
Bicycle racks/amenities	93	4.95	8.6	7.5	11.8	8.6	21.5	15.1	16.1	6.5	4.3
C-Tran service	74	4.53	12.2	17.6	9.5	5.4	25.7	5.4	6.8	10.8	6.8

Table B19. Cary Transportation System Aspects by Not Working in Cary.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	270	7.11	1.9	0.0	2.6	2.2	8.5	11.9	23.7	30.7	18.5
Traffic safety measures	270	6.66	2.2	1.1	2.6	4.4	14.8	10.4	28.9	22.6	13.0
Maintenance local/neighborhood roads	269	6.53	1.1	1.5	3.0	5.2	17.1	15.6	24.2	20.4	11.9
Street design	272	6.39	2.6	1.1	4.4	5.9	15.1	12.1	29.4	21.0	8.5
Maintenance arterial/primary roads	270	6.37	1.1	1.5	2.6	7.0	17.0	17.8	25.9	19.3	7.8
Signal system	272	6.26	3.3	2.2	5.1	5.5	16.5	11.8	26.8	18.4	10.3
Condition of roads	271	6.26	1.5	2.2	2.2	7.0	17.7	18.1	28.0	17.0	6.3
Bicycle routes	225	5.54	6.2	5.3	8.4	8.0	24.4	8.4	16.4	12.4	10.2
Traffic congestion	271	5.17	6.3	3.7	10.7	15.1	20.3	14.4	18.5	6.3	4.8
C-Tran service	158	5.06	8.9	9.5	4.4	5.1	38.6	7.6	10.1	7.0	8.9
Bicycle racks/amenities	204	4.84	5.9	10.8	14.7	6.4	31.4	7.4	8.8	8.3	6.4

Table B20. Cary Transportation System Aspects by Owning a Bicycle.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	201	7.13	0.0	0.5	3.0	3.0	8.5	12.9	23.4	31.3	17.4
Traffic safety measures	202	6.66	0.0	1.0	2.5	5.9	16.3	12.4	28.2	23.8	9.9
Maintenance local/neighborhood roads	201	6.50	1.0	1.5	3.0	5.0	16.4	19.9	20.9	21.9	10.4
Maintenance arterial/primary roads	201	6.42	0.5	0.5	3.0	8.5	15.9	19.9	23.4	19.9	8.5
Street design	203	6.31	0.5	3.0	5.4	7.4	14.3	13.8	28.6	19.2	7.9
Condition of roads	202	6.26	0.5	1.0	3.0	8.9	18.8	19.8	23.8	18.3	5.9
Signal system	203	6.18	2.0	3.4	7.9	5.9	15.3	12.3	24.6	17.7	10.8
Bicycle routes	172	5.56	4.7	5.2	9.3	9.3	19.2	13.4	18.6	14.0	6.4
Traffic congestion	202	5.18	4.0	4.0	10.9	17.8	19.8	15.3	17.3	7.9	3.0
Bicycle racks/amenities	156	4.70	8.3	12.2	14.1	7.1	23.7	12.2	10.3	6.4	5.8
C-Tran service	110	4.65	10.9	13.6	3.6	8.2	36.4	7.3	7.3	7.3	5.5

Table B21. Cary Transportation System Aspects by Not Owning a Bicycle.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	199	7.07	3.0	0.5	1.5	2.5	9.0	11.1	22.6	29.1	20.6
Traffic safety measures	199	6.64	4.0	1.5	1.5	2.5	12.6	13.1	30.2	21.6	13.1
Maintenance local/neighborhood roads	198	6.52	1.5	1.5	2.5	4.0	17.7	13.1	31.3	17.7	10.6
Street design	200	6.38	4.5	1.0	2.5	4.0	17.0	13.5	27.0	22.0	8.5
Maintenance arterial/primary roads	200	6.33	1.0	2.0	2.0	4.5	21.5	18.5	26.5	16.0	8.0
Signal system	200	6.16	4.5	1.5	3.0	8.5	17.0	12.0	27.5	18.5	7.5
Condition of roads	199	6.16	2.5	2.5	2.0	5.5	18.1	20.6	29.6	13.1	6.0
Bicycle routes	154	5.60	5.8	4.5	11.0	6.5	24.7	5.2	18.8	11.0	12.3
Traffic congestion	200	5.17	7.0	5.0	9.0	14.5	18.0	15.5	20.5	6.0	4.5
C-Tran service	124	5.13	8.9	10.5	8.1	3.2	32.3	6.5	10.5	8.9	11.3
Bicycle racks/amenities	143	5.09	4.9	7.0	13.3	7.0	33.6	7.0	11.9	9.1	6.3

Table B22. Cary Transportation System Aspects by C-Tran Rider.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	24	7.00	4.2	0.0	4.2	0.0	12.5	8.3	12.5	41.7	16.7
Traffic safety measures	24	6.63	4.2	4.2	4.2	0.0	8.3	12.5	29.2	20.8	16.7
Street design	24	6.50	4.2	0.0	8.3	4.2	4.2	8.3	41.7	20.8	8.3
Condition of roads	24	6.38	0.0	0.0	0.0	8.3	25.0	16.7	29.2	12.5	8.3
Signal system	24	6.21	0.0	0.0	4.2	8.3	29.2	16.7	12.5	20.8	8.3
C-Tran service	24	6.17	8.3	4.2	0.0	8.3	16.7	20.8	4.2	8.3	29.2
Maintenance arterial/primary roads	24	6.08	4.2	0.0	0.0	8.3	20.8	25.0	25.0	8.3	8.3
Maintenance local/neighborhood roads	24	6.08	4.2	4.2	0.0	4.2	25.0	12.5	25.0	20.8	4.2
Bicycle routes	23	5.78	8.7	4.3	4.3	0.0	34.8	4.3	21.7	0.0	21.7
Bicycle racks/amenities	23	5.30	8.7	8.7	0.0	4.3	34.8	17.4	8.7	8.7	8.7
Traffic congestion	24	5.00	0.0	4.2	16.7	16.7	33.3	8.3	12.5	4.2	4.2

Table B23. Cary Transportation System Aspects by C-Tran Nonrider.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	374	7.12	1.3	0.5	2.1	2.9	8.0	12.3	23.5	29.7	19.5
Traffic safety measures	375	6.66	1.9	1.1	1.9	4.5	14.7	12.8	28.8	22.9	11.5
Maintenance local/neighborhood roads	373	6.54	1.1	1.3	2.9	4.3	16.6	16.6	26.3	19.6	11.3
Maintenance arterial/primary roads	375	6.40	0.5	1.3	2.7	6.4	18.4	18.7	25.1	18.4	8.5
Street design	377	6.34	2.4	2.1	3.7	5.8	16.2	14.1	26.8	20.4	8.5
Condition of roads	375	6.22	1.6	1.9	2.4	7.2	17.9	20.5	26.4	16.0	6.1
Signal system	377	6.19	3.4	2.7	5.3	7.2	15.1	11.7	27.1	18.0	9.5
Bicycle routes	301	5.56	5.0	5.0	10.6	8.6	20.9	9.6	18.3	13.3	8.6
Traffic congestion	376	5.20	5.9	4.5	9.3	16.0	18.1	16.0	19.4	7.2	3.7
Bicycle racks/amenities	274	4.89	5.8	9.9	15.0	7.3	28.1	9.1	10.9	7.7	6.2
C-Tran service	208	4.80	9.6	12.5	6.7	5.3	36.5	5.3	9.6	7.7	6.7

Table B24. Cary Transportation System Aspects by Funding Option – Explore all Options Including the Possibility of Raising My Taxes.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	80	6.81	1.3	0.0	5.0	2.5	12.5	10.0	28.8	28.8	11.3
Traffic safety measures	80	6.44	2.5	1.3	5.0	5.0	12.5	15.0	28.8	20.0	10.0
Maintenance local/neighborhood roads	79	6.23	1.3	2.5	3.8	6.3	16.5	24.1	22.8	11.4	11.4
Maintenance arterial/primary roads	79	6.22	1.3	2.5	5.1	6.3	11.4	29.1	20.3	15.2	8.9
Signal system	80	6.13	2.5	1.3	1.3	8.8	25.0	12.5	28.8	12.5	7.5
Condition of roads	80	6.13	1.3	1.3	5.0	6.3	16.3	26.3	25.0	13.8	5.0
Street design	80	6.10	1.3	1.3	10.0	7.5	13.8	17.5	23.8	18.8	6.3
Bicycle routes	66	5.41	10.6	6.1	6.1	12.1	12.1	7.6	27.3	9.1	9.1
Traffic congestion	80	5.10	2.5	6.3	15.0	12.5	22.5	13.8	17.5	7.5	2.5
C-Tran service	44	4.73	15.9	13.6	2.3	4.5	27.3	6.8	18.2	2.3	9.1
Bicycle racks/amenities	60	4.57	8.3	15.0	11.7	15.0	16.7	10.0	10.0	10.0	3.3

Table B25. Cary Transportation System Aspects by Funding Option – Consider Redirecting Existing Resources from Other Projects to Streets But Don't Increase My Taxes.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	206	6.98	1.9	1.0	1.9	3.9	9.2	15.0	19.9	27.2	19.9
Traffic safety measures	207	6.53	2.4	1.4	1.9	5.3	16.4	14.0	25.1	21.7	11.6
Maintenance local/neighborhood roads	206	6.38	1.5	1.9	2.9	4.4	18.9	16.0	27.2	19.4	7.8
Street design	209	6.26	2.9	2.9	2.4	5.3	19.1	13.4	26.8	20.1	7.2
Maintenance arterial/primary roads	208	6.20	0.5	1.4	2.4	9.6	22.6	15.9	23.6	18.3	5.8
Signal system	209	6.05	3.3	2.9	7.2	8.1	13.9	12.9	25.4	19.6	6.7
Condition of roads	208	5.95	1.9	2.4	2.9	8.7	24.0	18.3	23.1	15.4	3.4
Bicycle routes	169	5.53	4.1	4.7	12.4	5.9	25.4	11.2	13.6	14.2	8.3
Bicycle racks/amenities	159	5.10	6.9	7.5	12.6	3.8	31.4	8.8	13.2	8.8	6.9
Traffic congestion	208	5.03	7.2	5.3	7.2	21.2	16.8	14.9	17.8	5.3	4.3
C-Tran service	124	4.94	8.9	10.5	7.3	6.5	36.3	6.5	4.8	12.1	7.3

Table B26. Cary Transportation System Aspects by Funding Option – Things Are Fine the Way They Are Now So Don't Explore Any Changes.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	81	7.62	0.0	0.0	1.2	1.2	3.7	8.6	24.7	34.6	25.9
Traffic safety measures	81	7.14	0.0	1.2	0.0	1.2	9.9	11.1	35.8	27.2	13.6
Maintenance local/neighborhood roads	81	6.93	0.0	0.0	2.5	4.9	16.0	9.9	24.7	24.7	17.3
Condition of roads	80	6.88	0.0	0.0	0.0	7.5	7.5	16.3	38.8	18.8	11.3
Maintenance arterial/primary roads	81	6.85	0.0	0.0	1.2	1.2	18.5	16.0	29.6	19.8	13.6
Street design	81	6.84	1.2	1.2	2.5	6.2	6.2	12.3	32.1	25.9	12.3
Signal system	81	6.57	3.7	3.7	2.5	2.5	13.6	9.9	28.4	19.8	16.0
Bicycle routes	64	5.81	0.0	3.1	12.5	7.8	21.9	12.5	23.4	10.9	7.8
Traffic congestion	81	5.75	3.7	3.7	6.2	7.4	17.3	19.8	28.4	9.9	3.7
Bicycle racks/amenities	57	4.88	1.8	8.8	17.5	8.8	31.6	14.0	7.0	5.3	5.3
C-Tran service	49	4.82	8.2	14.3	8.2	2.0	38.8	4.1	10.2	6.1	8.2

Table B27. Cary Transportation System Aspects by Funding Option – No Opinion.

Transportation Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Street aesthetics	9	7.67	0.0	0.0	0.0	0.0	0.0	11.1	33.3	33.3	22.2
Traffic safety measures	9	7.56	0.0	0.0	0.0	0.0	0.0	0.0	55.6	33.3	11.1
Maintenance local/neighborhood roads	9	7.56	0.0	0.0	0.0	0.0	0.0	22.2	22.2	33.3	22.2
Maintenance arterial/primary roads	9	7.22	0.0	0.0	0.0	0.0	0.0	22.2	44.4	22.2	11.1
Signal system	9	6.67	0.0	0.0	0.0	22.2	0.0	22.2	11.1	33.3	11.1
Condition of roads	9	6.56	0.0	11.1	0.0	0.0	11.1	11.1	33.3	22.2	11.1
Bicycle routes	6	6.33	16.7	0.0	0.0	0.0	16.7	0.0	16.7	33.3	16.7
C-Tran service	3	6.33	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3
Street design	9	6.00	11.1	0.0	11.1	0.0	11.1	0.0	44.4	11.1	11.1
Traffic congestion	9	6.00	0.0	0.0	11.1	0.0	44.4	0.0	22.2	11.1	11.1
Bicycle racks/amenities	4	5.00	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	25.0

Cary Transportation System: Issues Crosstabulations

Table B28. Cary Transportation System Issues by Living in Cary Less Than 2 Years.

Transportation Issues	n	Mean	Least	2	3	4	Neutral	6	7	8	Most
			Critical				5				Critical
			1								9
Bad, unsafe drivers	44	7.09	2.3	2.3	2.3	4.5	6.8	9.1	11.4	43.2	18.2
Street maintenance	45	6.84	4.4	2.2	4.4	8.9	2.2	6.7	11.1	42.2	17.8
Traffic congestion/delays	45	6.67	2.2	0.0	8.9	4.4	11.1	2.2	33.3	22.2	15.6
Pedestrian/bicycle safety	45	6.47	6.7	2.2	2.2	2.2	22.2	2.2	20.0	24.4	17.8
Lack of alternative modes of travel	43	6.37	4.7	0.0	7.0	2.3	18.6	7.0	27.9	20.9	11.6
Limited public transportation service	45	6.24	6.7	2.2	2.2	4.4	17.8	8.9	26.7	20.0	11.1

Table B29. Cary Transportation System Issues by Living in Cary 2-5 Years.

Transportation Issues	n	Mean	Least	2	3	4	Neutral	6	7	8	Most
			Critical				5				Critical
			1								9
Bad, unsafe drivers	92	7.42	1.1	1.1	1.1	2.2	7.6	7.6	16.3	38.0	25.0
Traffic congestion/delays	92	7.09	1.1	1.1	0.0	4.3	6.5	12.0	33.7	23.9	17.4
Street maintenance	93	6.98	0.0	2.2	2.2	5.4	9.7	14.0	17.2	32.3	17.2
Pedestrian/bicycle safety	92	6.97	4.3	0.0	0.0	2.2	19.6	3.3	22.8	23.9	23.9
Lack of alternative modes of travel	90	6.13	7.8	1.1	3.3	3.3	17.8	16.7	22.2	14.4	13.3
Limited public transportation service	89	6.10	5.6	2.2	3.4	2.2	28.1	10.1	21.3	12.4	14.6

Table B30. Cary Transportation System Issues by Living in Cary 6-10 Years.

Transportation Issues	n	Mean	Least	2	3	4	Neutral	6	7	8	Most
			Critical				5				Critical
			1								9
Bad, unsafe drivers	109	6.80	1.8	2.8	2.8	2.8	12.8	13.8	20.2	22.9	20.2
Traffic congestion/delays	109	6.76	1.8	0.9	3.7	4.6	11.9	13.8	26.6	15.6	21.1
Street maintenance	93	6.61	0.9	0.0	3.7	7.3	16.5	10.1	24.8	27.5	9.2
Pedestrian/bicycle safety	108	6.33	3.7	2.8	4.6	2.8	21.3	9.3	24.1	14.8	16.7
Lack of alternative modes of travel	104	5.74	11.5	2.9	2.9	5.8	20.2	12.5	16.3	16.3	11.5
Limited public transportation service	102	5.71	9.8	2.9	5.9	3.9	21.6	14.7	15.7	13.7	11.8

Table B31. Cary Transportation System Issues by Living in Cary 11-20 Years.

Transportation Issues	n	Mean	Least	2	3	4	Neutral	6	7	8	Most
			Critical				5				Critical
			1								9
Traffic congestion/delays	94	7.18	1.1	0.0	2.1	3.2	6.4	13.8	28.7	20.2	24.5
Street maintenance	94	6.95	0.0	1.1	3.2	1.1	12.8	17.0	23.4	24.5	17.0
Bad, unsafe drivers	92	6.95	1.1	2.2	0.0	7.6	7.6	16.3	17.4	29.3	18.5
Pedestrian/bicycle safety	94	6.47	3.2	2.1	4.3	6.4	12.8	18.1	18.1	13.8	21.3
Lack of alternative modes of travel	88	5.41	6.8	10.2	5.7	4.5	25.0	10.2	15.9	13.6	8.0
Limited public transportation service	87	5.31	8.0	10.3	4.6	1.1	28.7	11.5	18.4	12.6	4.6

Table B32. Cary Transportation System Issues by Living in Cary Over 20 Years.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Traffic congestion/delays	63	7.43	3.2	0.0	1.6	0.0	4.8	7.9	31.7	15.9	34.9
Bad, unsafe drivers	63	7.33	1.6	0.0	1.6	6.3	6.3	6.3	19.0	30.2	28.6
Street maintenance	63	7.14	0.0	1.6	0.0	11.1	6.3	9.5	19.0	27.0	25.4
Pedestrian/bicycle safety	63	6.78	4.8	1.6	3.2	4.8	7.9	12.7	17.5	25.4	22.2
Limited public transportation service	62	5.44	12.9	8.1	1.6	4.8	19.4	14.5	11.3	19.4	8.1
Lack of alternative modes of travel	62	5.31	16.1	6.5	3.2	4.8	19.4	8.1	17.7	14.5	9.7

Table B33. Cary Transportation System Issues by Age 18-25.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Traffic congestion/delays	27	7.04	3.7	0.0	0.0	3.7	3.7	7.4	44.4	22.2	14.8
Street maintenance	27	7.04	3.7	0.0	3.7	3.7	7.4	7.4	11.1	51.9	11.1
Bad, unsafe drivers	27	6.93	0.0	0.0	0.0	11.1	11.1	3.7	33.3	29.6	11.1
Pedestrian/bicycle safety	27	6.15	0.0	3.7	3.7	7.4	25.9	11.1	25.9	11.1	11.1
Limited public transportation service	26	5.58	7.7	7.7	0.0	3.8	30.8	7.7	23.1	15.4	3.8
Lack of alternative modes of travel	26	5.35	11.5	7.7	3.8	0.0	26.9	7.7	26.9	11.5	3.8

Table B34. Cary Transportation System Issues by Age 26-35.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	87	7.37	0.0	1.1	2.3	5.7	6.9	5.7	17.2	33.3	27.6
Street maintenance	87	7.25	0.0	0.0	2.3	5.7	6.9	13.8	16.1	31.0	24.1
Traffic congestion/delays	87	7.16	0.0	0.0	2.3	3.4	6.9	12.6	34.5	18.4	21.8
Pedestrian/bicycle safety	87	7.00	2.3	1.1	2.3	3.4	14.9	9.2	17.2	20.7	28.7
Limited public transportation service	82	5.98	8.5	4.9	4.9	3.7	15.9	9.8	20.7	18.3	13.4
Lack of alternative modes of travel	83	5.96	10.8	2.4	2.4	6.0	14.5	10.8	22.9	19.3	10.8

Table B35. Cary Transportation System Issues by Age 36-45.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Traffic congestion/delays	128	7.23	0.8	1.6	3.1	2.3	7.8	7.8	25.8	22.7	28.1
Bad, unsafe drivers	128	7.09	2.3	2.3	0.0	3.1	8.6	14.1	15.6	32.8	21.1
Street maintenance	129	6.79	0.8	0.8	3.1	3.9	14.7	13.2	24.0	24.8	14.7
Pedestrian/bicycle safety	129	6.77	3.1	0.8	3.1	1.6	16.3	9.3	25.6	22.5	17.8
Lack of alternative modes of travel	125	5.75	8.8	4.0	4.0	4.8	20.8	14.4	20.0	12.0	11.2
Limited public transportation service	126	5.56	7.1	6.3	4.0	1.6	31.0	14.3	17.5	9.5	8.7

Table B36. Cary Transportation System Issues by Age 46-55.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	86	6.84	2.3	1.2	2.3	4.7	10.5	16.3	17.4	26.7	18.6
Street maintenance	87	6.72	0.0	0.0	4.6	9.2	11.5	13.8	18.4	29.9	12.6
Traffic congestion/delays	87	6.64	3.4	0.0	4.6	5.7	11.5	13.8	24.1	16.1	20.7
Pedestrian/bicycle safety	86	6.33	5.8	2.3	3.5	2.3	18.6	12.8	20.9	17.4	16.3
Limited public transportation service	79	5.67	10.1	2.5	6.3	3.8	19.0	17.7	15.2	17.7	7.6
Lack of alternative modes of travel	82	5.67	8.5	3.7	4.9	6.1	23.2	14.6	12.2	18.3	8.5

Table B37. Cary Transportation System Issues by Age 56-65.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Street maintenance	41	6.93	0.0	7.3	0.0	4.9	4.9	7.3	31.7	26.8	17.1
Bad, unsafe drivers	41	6.93	2.4	4.9	4.9	0.0	4.9	12.2	19.5	29.3	22.0
Traffic congestion/delays	41	6.90	2.4	0.0	2.4	2.4	7.3	12.2	39.0	19.5	14.6
Pedestrian/bicycle safety	40	6.45	5.0	5.0	2.5	10.0	12.5	5.0	12.5	25.0	22.5
Limited public transportation service	39	6.05	2.6	10.3	2.6	5.1	23.1	2.6	20.5	20.5	12.8
Lack of alternative modes of travel	39	5.67	7.7	10.3	7.7	2.6	15.4	5.1	23.1	17.9	10.3

Table B38. Cary Transportation System Issues by Age 66-75.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	18	7.28	0.0	0.0	0.0	11.1	11.1	5.6	5.6	44.4	22.2
Traffic congestion/delays	18	7.22	5.6	0.0	0.0	0.0	5.6	11.1	33.3	11.1	33.3
Street maintenance	18	6.44	5.6	5.6	0.0	11.1	11.1	11.1	5.6	27.8	22.2
Pedestrian/bicycle safety	18	6.22	11.1	0.0	0.0	5.6	16.7	16.7	16.7	11.1	22.2
Limited public transportation service	18	5.94	11.1	0.0	0.0	5.6	22.2	22.2	11.1	11.1	16.7
Lack of alternative modes of travel	18	5.94	11.1	5.6	5.6	0.0	16.7	11.1	16.7	11.1	22.2

Table B39. Cary Transportation System Issues by Age Over 75.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	12	7.67	0.0	0.0	0.0	0.0	16.7	8.3	8.3	25.0	41.7
Traffic congestion/delays	14	6.79	0.0	0.0	0.0	7.1	14.3	21.4	21.4	21.4	14.3
Street maintenance	14	6.50	0.0	0.0	0.0	14.3	21.4	7.1	21.4	28.6	7.1
Pedestrian/bicycle safety	14	6.07	14.3	0.0	7.1	0.0	21.4	0.0	21.4	7.1	28.6
Lack of alternative modes of travel	13	5.69	15.4	0.0	0.0	0.0	46.2	0.0	7.7	7.7	23.1
Limited public transportation service	14	5.07	28.6	0.0	0.0	0.0	28.6	0.0	21.4	7.1	14.3

Table B40. Cary Transportation System Issues by Working in Cary.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Traffic congestion/delays	128	7.09	0.8	1.6	0.8	2.3	10.9	14.1	24.2	22.7	22.7
Bad, unsafe drivers	128	7.08	1.6	2.3	1.6	4.7	7.8	14.1	14.8	27.3	25.8
Street maintenance	129	6.98	0.0	1.6	2.3	5.4	10.1	15.5	14.7	33.3	17.1
Pedestrian/bicycle safety	127	6.80	2.4	0.0	3.1	3.9	17.3	11.8	19.7	18.1	23.6
Lack of alternative modes of travel	126	5.78	8.7	4.8	2.4	4.8	20.6	14.3	19.8	15.9	8.7
Limited public transportation service	124	5.77	8.1	4.0	4.8	2.4	23.4	12.9	19.4	17.7	7.3

Table B41. Cary Transportation System Issues by Not Working in Cary.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	269	7.10	1.5	1.5	1.5	4.5	8.9	10.0	19.0	33.1	20.1
Traffic congestion/delays	272	7.00	2.2	0.0	3.7	4.0	6.6	9.9	33.1	18.0	22.4
Street maintenance	272	6.83	1.1	1.1	2.9	6.6	11.0	10.7	22.8	27.9	15.8
Pedestrian/bicycle safety	272	6.49	5.1	2.6	2.9	3.7	16.5	8.8	21.7	19.9	18.8
Lack of alternative modes of travel	258	5.73	10.1	4.3	5.0	4.3	20.2	10.5	19.0	15.1	11.6
Limited public transportation service	258	5.69	8.9	5.8	3.5	3.5	24.0	12.0	17.8	13.2	11.2

Table B42. Cary Transportation System Issues by Owning a Bicycle.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	202	7.03	2.0	2.0	1.0	6.9	7.4	9.4	16.8	34.7	19.8
Pedestrian/bicycle safety	202	6.99	1.5	1.0	3.5	2.5	13.4	9.4	23.3	20.8	24.8
Traffic congestion/delays	202	6.89	2.0	0.5	4.0	4.0	8.4	11.9	28.2	22.8	18.3
Street maintenance	203	6.88	0.0	0.0	4.9	7.4	9.4	11.8	21.2	30.5	14.8
Lack of alternative modes of travel	193	5.88	7.8	3.6	5.2	5.2	16.6	13.0	22.3	17.6	8.8
Limited public transportation service	190	5.78	7.4	4.7	4.7	4.7	20.0	13.7	20.0	16.8	7.9

Table B43. Cary Transportation System Issues by Not Owning a Bicycle.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Traffic congestion/delays	200	7.18	1.5	0.5	1.5	3.0	7.5	10.5	32.5	16.0	27.0
Bad, unsafe drivers	197	7.16	1.0	1.5	2.0	2.0	9.6	13.2	18.3	27.9	24.4
Street maintenance	200	6.90	1.5	2.5	0.5	5.0	12.0	12.5	19.5	28.5	18.0
Pedestrian/bicycle safety	199	6.20	7.0	2.5	2.5	5.0	20.1	10.1	18.6	18.1	16.1
Limited public transportation service	194	5.68	9.8	5.7	3.1	1.5	27.3	10.8	16.5	12.9	12.4
Lack of alternative modes of travel	193	5.64	11.4	5.2	3.1	3.6	23.8	10.4	16.1	13.5	13.0

Table B44. Cary Transportation System Issues by C-Tran Rider.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	22	7.36	0.0	4.5	0.0	4.5	4.5	13.6	9.1	31.8	31.8
Traffic congestion/delays	24	7.17	0.0	0.0	0.0	4.2	16.7	16.7	8.3	29.2	25.0
Street maintenance	24	7.13	0.0	0.0	0.0	4.2	12.5	20.8	8.3	37.5	16.7
Lack of alternative modes of travel	23	7.00	4.3	0.0	0.0	8.7	13.0	8.7	13.0	17.4	34.8
Limited public transportation service	24	6.75	4.2	0.0	0.0	8.3	16.7	12.5	20.8	4.2	33.3
Pedestrian/bicycle safety	24	6.54	4.2	0.0	4.2	4.2	20.8	20.8	4.2	12.5	29.2

Table B45. Cary Transportation System Issues by C-Tran Nonrider.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	375	7.07	1.6	1.6	1.6	4.5	8.8	11.2	18.1	31.2	21.3
Traffic congestion/delays	376	7.02	1.9	0.5	2.9	3.5	7.7	10.9	31.4	18.6	22.6
Street maintenance	377	6.85	0.8	1.3	2.9	6.4	10.9	11.7	21.2	28.6	16.2
Pedestrian/bicycle safety	375	6.59	4.3	1.9	2.9	3.7	16.8	9.1	21.6	20.0	19.7
Lack of alternative modes of travel	361	5.68	10.0	4.4	4.4	4.2	20.8	11.9	19.7	15.2	9.4
Limited public transportation service	358	5.66	8.9	5.3	4.2	2.8	24.3	12.3	18.2	15.4	8.7

Table B46. Cary Transportation System Issues by Funding Option – Explore all Options Including the Possibility of Raising My Taxes.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	78	7.17	2.6	1.3	0.0	1.3	10.3	12.8	16.7	34.6	20.5
Traffic congestion/delays	79	7.13	2.5	1.3	0.0	1.3	8.9	13.9	27.8	19.0	25.3
Street maintenance	80	7.13	1.3	0.0	2.5	2.5	10.0	11.3	21.3	33.8	17.5
Pedestrian/bicycle safety	80	6.54	3.8	0.0	6.3	3.8	17.5	8.8	25.0	13.8	21.3
Limited public transportation service	78	6.13	6.4	2.6	2.6	2.6	20.5	15.4	21.8	17.9	10.3
Lack of alternative modes of travel	78	6.12	9.0	1.3	1.3	5.1	17.9	11.5	23.1	21.8	9.0

Table B47. Cary Transportation System Issues by Funding Option – Consider Redirecting Existing Resources from Other Projects to Streets But Don't Increase My Taxes.

Transportation Issues	n	Mean	Least Critical	2	3	4	Neutral	6	7	8	Most Critical
			1				5				9
Bad, unsafe drivers	207	7.26	1.0	0.0	1.4	5.3	7.2	12.1	16.9	32.4	23.7
Traffic congestion/delays	209	7.13	1.4	0.5	1.9	3.3	5.7	11.0	34.4	18.7	23.0
Street maintenance	209	7.11	0.5	0.5	1.0	5.7	10.5	11.5	19.1	32.1	19.1
Pedestrian/bicycle safety	209	6.71	4.3	1.4	2.4	2.4	17.2	10.0	17.7	23.4	21.1
Lack of alternative modes of travel	203	5.89	7.9	4.4	3.9	3.4	20.2	11.8	22.2	15.3	10.8
Limited public transportation service	201	5.83	7.0	5.0	3.5	3.0	25.9	10.0	20.4	16.9	8.5

Table B48. Cary Transportation System Issues by Funding Option – Things Are Fine the Way They Are Now So Don’t Explore Any Changes.

Transportation Issues	n	Mean	Least Critical 1	2	3	4	Neutral 5	6	7	8	Most Critical 9
Bad, unsafe drivers	81	6.86	1.2	6.2	3.7	3.7	6.2	6.2	22.2	32.1	18.5
Traffic congestion/delays	81	6.78	2.5	0.0	4.9	4.9	9.9	11.1	28.4	18.5	19.8
Street maintenance	81	6.32	0.0	3.7	6.2	9.9	9.9	17.3	19.8	24.7	8.6
Pedestrian/bicycle safety	79	6.30	3.8	3.8	2.5	5.1	17.7	11.4	24.1	19.0	12.7
Limited public transportation service	75	5.12	16.0	4.0	5.3	5.3	24.0	14.7	13.3	6.7	10.7
Lack of alternative modes of travel	76	4.99	15.8	6.6	3.9	7.9	23.7	11.8	13.2	9.2	7.9

Table B49. Cary Transportation System Issues by Funding Option – No Opinion.

Transportation Issues	n	Mean	Least Critical 1	2	3	4	Neutral 5	6	7	8	Most Critical 9
Street maintenance	9	6.22	0.0	0.0	11.1	0.0	22.2	11.1	33.3	22.2	0.0
Pedestrian/bicycle safety	9	6.00	11.1	0.0	0.0	22.2	0.0	22.2	11.1	11.1	22.2
Traffic congestion/delays	9	5.67	0.0	0.0	22.2	0.0	33.3	11.1	11.1	11.1	11.1
Bad, unsafe drivers	9	5.56	11.1	0.0	0.0	11.1	33.3	11.1	11.1	11.1	11.1
Limited public transportation service	7	4.71	0.0	14.3	14.3	0.0	42.9	14.3	14.3	0.0	0.0
Lack of alternative modes of travel	7	4.29	14.3	0.0	28.6	0.0	28.6	14.3	14.3	0.0	0.0

Cary Transportation System: Ways to Improve Transportation Crosstabulations

Table B50. Cary Transportation System Improvements by Living in Cary Less Than 2 Years.

Transportation Improvements	n	Mean	Not	2	3	4	Neutral	6	7	8	Most
			Important				5				Important
			1								9
Build more facilities for non-motorized transportation	45	7.20	6.7	0.0	0.0	2.2	8.9	4.4	22.2	22.2	33.3
Improve maintenance on roads/bridges	45	6.27	11.1	0.0	4.4	4.4	11.1	11.1	20.0	17.8	20.0
Add turning lanes at intersections	45	5.80	13.3	0.0	4.4	6.7	11.1	20.0	17.8	13.3	13.3
Provide more bus service	43	5.79	10.9	8.7	2.2	4.3	20.7	7.6	23.9	9.8	12.0
Widen existing streets	45	5.07	17.8	4.4	6.7	2.2	22.2	13.3	13.3	13.3	6.7
Build HOV lanes	45	5.04	17.8	4.4	8.9	4.4	17.8	8.9	17.8	13.3	6.7
Build more streets	45	4.84	20.0	4.4	6.7	4.4	20.0	13.3	13.3	15.6	2.2
Widen existing freeways	45	4.76	17.8	4.4	6.7	4.4	26.7	20.0	6.7	8.9	4.4
Build more freeways	45	4.73	20.0	6.7	4.4	4.4	20.0	17.8	13.3	11.1	2.2

Table B51. Cary Transportation System Improvements by Living in Cary 2-5 Years.

Transportation Improvements	n	Mean	Not	2	3	4	Neutral	6	7	8	Most
			Important				5				Important
			1								9
Build more facilities for non-motorized transportation	90	6.96	5.6	1.1	3.3	4.4	7.8	7.8	20.0	15.6	34.4
Improve maintenance on roads/bridges	91	6.59	2.2	0.0	4.4	5.5	16.5	15.4	17.6	22.0	16.5
Add turning lanes at intersections	93	6.28	7.5	4.3	2.2	3.2	10.8	10.8	29.0	19.4	12.9
Widen existing streets	93	5.98	7.5	4.3	2.2	6.5	17.2	11.8	25.8	10.8	14.0
Provide more bus service	92	5.54	10.9	8.7	2.2	4.3	20.7	7.6	23.9	9.8	12.0
Widen existing freeways	93	5.42	11.8	5.4	1.1	7.5	22.6	9.7	28.0	6.5	7.5
Build HOV lanes	93	5.10	15.1	8.6	6.5	6.5	15.1	9.7	21.5	6.5	10.8
Build more streets	92	4.79	17.4	7.6	5.4	6.5	19.6	16.3	14.1	7.6	5.4
Build more freeways	93	4.66	20.4	6.5	5.4	9.7	20.4	7.5	17.2	6.5	6.5

Table B52. Cary Transportation System Improvements by Living in Cary 6-10 Years.

Transportation Improvements	n	Mean	Not	2	3	4	Neutral	6	7	8	Most
			Important				5				Important
			1								9
Build more facilities for non-motorized transportation	108	6.89	3.7	1.9	4.6	0.9	13.9	7.4	16.7	25.0	25.9
Improve maintenance on roads/bridges	109	6.43	3.7	0.9	3.7	4.6	17.4	14.7	19.3	23.9	11.9
Add turning lanes at intersections	109	6.33	2.8	0.9	4.6	2.8	23.9	15.6	19.3	16.5	13.8
Widen existing streets	109	6.01	4.6	0.9	9.2	8.3	13.8	15.6	24.8	8.3	14.7
Widen existing freeways	109	5.43	7.3	0.9	8.3	14.7	19.3	17.4	16.5	6.4	9.2
Provide more bus service	105	5.32	13.3	4.8	8.6	5.7	16.2	13.3	16.2	10.5	11.4
Build more streets	109	5.14	11.0	2.8	9.2	14.7	18.3	13.8	12.8	10.1	7.3
Build HOV lanes	109	4.93	17.4	4.6	9.2	4.6	22.0	11.0	13.8	9.2	8.3
Build more freeways	108	4.86	11.1	5.6	10.2	14.8	20.4	11.1	14.8	6.5	5.6

Table B53. Cary Transportation System Improvements by Living in Cary 11-20 Years.

Transportation Improvements	n	Mean	Not	2	3	4	Neutral	6	7	8	Most
			Important				5				Important
			1								9
Improve maintenance on roads/bridges	92	6.49	3.3	1.1	3.3	3.3	19.6	13.0	22.8	18.5	15.2
Add turning lanes at intersections	93	6.43	4.3	1.1	0.0	2.2	22.6	18.3	18.3	22.6	10.8
Widen existing streets	94	6.35	3.2	0.0	7.4	2.1	20.2	17.0	17.0	18.1	14.9
Build more facilities for non-motorized transportation	93	6.30	7.5	0.0	3.2	8.6	17.2	7.5	20.4	15.1	20.4
Widen existing freeways	94	5.76	10.6	1.1	2.1	4.3	24.5	19.1	11.7	19.1	7.4
Provide more bus service	91	5.34	9.9	7.7	5.5	3.3	29.7	12.1	7.7	13.2	11.0
Build HOV lanes	92	4.99	15.2	5.4	5.4	9.8	19.6	12.0	19.6	6.5	6.5
Build more streets	92	4.64	10.9	6.5	15.2	9.8	21.7	15.2	14.1	2.2	4.3
Build more freeways	92	4.51	16.3	7.6	10.9	8.7	21.7	14.1	12.0	3.3	5.4

Table B54. Cary Transportation System Improvements by Living in Cary Over 20 Years.

Transportation Improvements	n	Mean	Not	2	3	4	Neutral	6	7	8	Most
			Important				5				Important
			1								9
Widen existing streets	63	6.49	6.3	3.2	6.3	6.3	7.9	11.1	14.3	14.3	30.2
Improve maintenance on roads/bridges	62	6.35	3.2	1.6	1.6	8.1	22.6	14.5	12.9	17.7	17.7
Build more facilities for non-motorized transportation	61	6.26	16.4	1.6	0.0	4.9	14.8	1.6	11.5	19.7	29.5
Add turning lanes at intersections	62	6.23	8.1	1.6	1.6	8.1	9.7	17.7	21.0	17.7	14.5
Provide more bus service	59	5.34	15.3	5.1	5.1	6.8	13.6	10.2	23.7	11.9	8.5
Build more streets	63	5.11	12.7	4.8	4.8	9.5	17.5	20.6	19.0	7.9	3.2
Widen existing freeways	63	4.83	23.8	3.2	7.9	7.9	12.7	7.9	14.3	14.3	7.9
Build more freeways	63	4.44	17.5	7.9	7.9	14.3	19.0	11.1	12.7	6.3	3.2
Build HOV lanes	62	4.23	29.0	12.9	3.2	6.5	9.7	9.7	12.9	9.7	6.5

Table B55. Cary Transportation System Improvements by Age 18-25.

Transportation Improvements	n	Mean	Not	2	3	4	Neutral	6	7	8	Most
			Important				5				Important
			1								9
Build more facilities for non-motorized transportation	26	6.42	7.7	3.8	3.8	3.8	11.5	0.0	30.8	19.2	19.2
Improve maintenance on roads/bridges	27	6.22	3.7	0.0	3.7	7.4	18.5	18.5	22.2	14.8	11.1
Add turning lanes at intersections	27	6.11	3.7	3.7	0.0	7.4	22.2	11.1	33.3	7.4	11.1
Widen existing streets	27	5.30	3.7	11.1	3.7	11.1	29.6	7.4	18.5	7.4	7.4
Widen existing freeways	27	5.07	7.4	7.4	3.7	11.1	37.0	7.4	14.8	3.7	7.4
Provide more bus service	27	4.89	18.5	7.4	3.7	3.7	22.2	14.8	14.8	7.4	7.4
Build more streets	27	4.41	14.8	3.7	11.1	7.4	40.7	7.4	11.1	3.7	0.0
Build more freeways	27	4.26	14.8	7.4	7.4	7.4	40.7	14.8	7.4	0.0	0.0
Build HOV lanes	27	3.93	25.9	7.4	0.0	14.8	25.9	18.5	7.4	0.0	0.0

Table B56. Cary Transportation System Improvements by Age 26-35.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	85	7.28	7.1	0.0	0.0	2.4	9.4	2.4	16.5	25.9	36.5
Improve maintenance on roads/bridges	86	7.13	2.3	0.0	1.2	2.3	11.6	10.5	24.4	23.3	24.4
Add turning lanes at intersections	87	6.48	4.6	3.4	2.3	3.4	13.8	13.8	21.8	19.5	17.2
Widen existing streets	87	6.26	4.6	1.1	5.7	2.3	18.4	13.8	26.4	14.9	12.6
Build HOV lanes	87	5.75	11.5	3.4	3.4	1.1	23.0	8.0	27.6	11.5	10.3
Provide more bus service	84	5.67	11.9	7.1	6.0	1.2	20.2	4.8	17.9	15.5	15.5
Widen existing freeways	87	5.59	10.3	1.1	3.4	6.9	25.3	13.8	20.7	11.5	6.9
Build more streets	86	5.31	14.0	4.7	5.8	5.8	16.3	15.1	18.6	12.8	7.0
Build more freeways	86	5.22	15.1	7.0	5.8	4.7	17.4	8.1	22.1	11.6	8.1

Table B57. Cary Transportation System Improvements by Age 36-45.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	127	6.62	7.9	1.6	3.9	3.9	9.4	9.4	20.5	13.4	29.9
Improve maintenance on roads/bridges	128	6.51	2.3	0.8	1.6	7.8	16.4	17.2	18.0	23.4	12.5
Add turning lanes at intersections	129	6.41	4.7	0.0	1.6	3.1	18.6	17.1	26.4	18.6	10.1
Widen existing streets	129	6.36	5.4	0.0	5.4	7.0	14.0	12.4	24.0	12.4	19.4
Widen existing freeways	129	5.52	12.4	0.8	2.3	10.9	20.9	14.7	17.1	13.2	7.8
Provide more bus service	128	5.39	10.2	7.8	7.8	5.5	18.0	12.5	14.8	11.7	11.7
Build more streets	128	5.11	7.8	4.7	7.8	14.8	19.5	20.3	13.3	7.0	4.7
Build HOV lanes	128	4.93	18.8	3.9	8.6	8.6	14.8	12.5	15.6	7.0	10.2
Build more freeways	128	4.70	11.7	6.3	8.6	18.8	20.3	11.7	13.3	4.7	4.7

Table B58. Cary Transportation System Improvements by Age 46-55.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	87	6.74	3.4	0.0	3.4	3.4	19.5	9.2	14.9	25.3	20.7
Add turning lanes at intersections	86	6.31	5.8	1.2	4.7	4.7	14.0	18.6	15.1	20.9	15.1
Improve maintenance on roads/bridges	85	6.27	2.4	2.4	5.9	5.9	21.2	12.9	14.1	21.2	14.1
Widen existing streets	87	6.26	4.6	2.3	9.2	4.6	10.3	20.7	13.8	11.5	23.0
Widen existing freeways	87	5.48	8.0	4.6	9.2	6.9	14.9	21.8	14.9	10.3	9.2
Provide more bus service	80	5.45	11.3	5.0	2.5	6.3	23.8	13.8	20.0	7.5	10.0
Build more streets	87	5.06	13.8	2.3	10.3	10.3	17.2	17.2	12.6	8.0	8.0
Build more freeways	87	4.77	18.4	2.3	8.0	10.3	19.5	18.4	10.3	5.7	6.9
Build HOV lanes	87	4.68	20.7	4.6	9.2	6.9	18.4	11.5	13.8	9.2	5.7

Table B59. Cary Transportation System Improvements by Age 56-65.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Add turning lanes at intersections	41	6.32	9.8	4.9	0.0	0.0	14.6	12.2	17.1	26.8	14.6
Improve maintenance on roads/bridges	41	6.24	4.9	0.0	9.8	0.0	22.0	9.8	19.5	22.0	12.2
Build more facilities for non-motorized transportation	40	6.13	12.5	0.0	5.0	12.5	10.0	2.5	15.0	17.5	25.0
Widen existing streets	41	5.66	14.6	4.9	4.9	2.4	12.2	14.6	14.6	19.5	12.2
Provide more bus service	39	5.36	12.8	10.3	2.6	5.1	15.4	7.7	23.1	17.9	5.1
Widen existing freeways	41	5.12	19.5	4.9	4.9	4.9	14.6	17.1	9.8	14.6	9.8
Build HOV lanes	40	4.45	12.5	25.0	7.5	5.0	10.0	5.0	22.5	10.0	2.5
Build more streets	40	4.20	17.5	15.0	15.0	5.0	10.0	10.0	22.5	5.0	0.0
Build more freeways	40	4.10	20.0	15.0	15.0	5.0	10.0	7.5	20.0	7.5	0.0

Table B60. Cary Transportation System Improvements by Age 66-75.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	17	7.35	0.0	5.9	0.0	5.9	11.8	0.0	17.6	11.8	47.1
Improve maintenance on roads/bridges	17	5.94	5.9	0.0	5.9	5.9	23.5	23.5	11.8	5.9	17.6
Add turning lanes at intersections	17	5.41	11.8	0.0	5.9	11.8	17.6	23.5	11.8	5.9	11.8
Provide more bus service	17	5.18	17.6	0.0	11.8	11.8	11.8	11.8	11.8	5.9	17.6
Widen existing streets	18	5.11	11.1	0.0	16.7	11.1	22.2	5.6	16.7	5.6	11.1
Build more streets	18	4.78	11.1	11.1	5.6	11.1	22.2	16.7	11.1	5.6	5.6
Build more freeways	18	4.67	11.1	11.1	5.6	16.7	22.2	11.1	11.1	5.6	5.6
Build HOV lanes	17	4.65	23.5	17.6	0.0	11.8	5.9	5.9	5.9	11.8	17.6
Widen existing freeways	18	4.50	22.2	0.0	16.7	11.1	16.7	0.0	22.2	5.6	5.6

Table B61. Cary Transportation System Improvements by Age Over 75.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Provide more bus service	14	5.64	14.3	0.0	0.0	0.0	35.7	14.3	14.3	7.1	14.3
Build more facilities for non-motorized transportation	14	5.00	21.4	0.0	0.0	0.0	35.7	14.3	14.3	14.3	0.0
Widen existing streets	14	4.71	21.4	0.0	0.0	7.1	35.7	14.3	14.3	7.1	0.0
Add turning lanes at intersections	14	4.71	21.4	0.0	0.0	7.1	35.7	14.3	14.3	7.1	0.0
Improve maintenance on roads/bridges	14	4.64	35.7	0.0	0.0	0.0	21.4	7.1	21.4	0.0	14.3
Build HOV lanes	14	4.07	28.6	7.1	14.3	0.0	21.4	7.1	7.1	7.1	7.1
Widen existing freeways	14	3.57	42.9	0.0	0.0	7.1	28.6	7.1	14.3	0.0	0.0
Build more streets	14	3.07	50.0	0.0	7.1	0.0	35.7	0.0	0.0	7.1	0.0
Build more freeways	14	2.64	50.0	7.1	7.1	0.0	35.7	0.0	0.0	0.0	0.0

Table B62. Cary Transportation System Improvements by Working in Cary.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	125	6.82	4.0	1.6	5.6	4.8	10.4	8.0	15.2	21.6	28.8
Improve maintenance on roads/bridges	127	6.75	0.8	1.6	3.1	8.7	11.8	12.6	17.3	26.0	18.1
Add turning lanes at intersections	129	6.43	4.7	2.3	1.6	5.4	16.3	13.2	20.9	20.2	15.5
Widen existing streets	129	6.28	4.7	1.6	5.4	4.7	16.3	17.8	18.6	12.4	18.6
Provide more bus service	126	5.51	10.3	7.1	5.6	3.2	22.2	9.5	18.3	13.5	10.3
Widen existing freeways	129	5.41	12.4	3.1	3.9	9.3	20.9	14.7	14.0	12.4	9.3
Build more streets	127	5.22	11.0	3.9	9.4	9.4	18.1	12.6	19.7	8.7	7.1
Build HOV lanes	127	4.92	20.5	5.5	5.5	5.5	18.1	10.2	15.7	10.2	8.7
Build more freeways	126	4.84	15.1	4.8	11.1	12.7	15.1	10.3	16.7	7.1	7.1

Table B63. Cary Transportation System Improvements by Not Working in Cary.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	269	6.63	8.9	0.7	1.5	4.1	14.1	5.6	19.7	18.2	27.1
Improve maintenance on roads/bridges	269	6.29	5.6	0.4	3.7	3.3	20.8	14.9	19.7	17.5	14.1
Add turning lanes at intersections	270	6.18	7.0	1.5	3.0	3.3	17.4	16.7	21.9	17.8	11.5
Widen existing streets	272	5.92	7.7	2.6	7.0	5.9	16.2	12.1	21.3	12.9	14.3
Provide more bus service	261	5.36	13.0	6.5	5.4	5.4	19.2	11.5	16.9	10.7	11.5
Widen existing freeways	272	5.27	13.2	2.6	5.5	8.1	21.3	14.7	18.0	10.3	6.3
Build HOV lanes	271	4.84	17.3	7.7	7.4	7.0	17.0	10.7	18.1	7.4	7.4
Build more streets	271	4.73	15.1	5.9	8.5	10.0	19.9	17.3	12.2	7.4	3.7
Build more freeways	272	4.54	17.3	7.7	7.0	10.3	22.8	12.5	13.2	5.5	3.7

Table B64. Cary Transportation System Improvements by Owning a Bicycle.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	200	7.25	2.5	0.5	2.0	3.0	11.0	7.5	17.5	23.0	33.0
Improve maintenance on roads/bridges	201	6.58	1.5	0.5	4.0	5.5	17.9	14.4	17.4	25.9	12.9
Add turning lanes at intersections	203	6.27	5.9	1.5	2.5	3.9	14.8	20.2	21.7	18.2	11.3
Widen existing streets	203	6.06	4.9	2.5	6.4	6.4	15.8	17.7	19.7	11.3	15.3
Provide more bus service	197	5.48	9.6	6.1	8.1	4.1	20.8	10.7	17.3	13.2	10.2
Widen existing freeways	203	5.45	8.9	3.0	4.9	11.3	20.2	18.2	15.3	11.3	6.9
Build HOV lanes	201	5.10	15.9	4.0	6.5	7.5	17.9	11.9	21.4	8.5	6.5
Build more streets	200	5.09	10.5	4.5	7.5	11.0	18.5	21.0	15.5	8.0	3.5
Build more freeways	201	4.93	12.4	6.0	7.5	11.4	19.9	14.9	16.4	7.0	4.5

Table B65. Cary Transportation System Improvements by Not Owning a Bicycle.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Improve maintenance on roads/bridges	197	6.31	6.6	1.0	3.0	4.6	17.8	13.7	20.3	15.2	17.8
Add turning lanes at intersections	198	6.25	6.6	2.0	2.5	4.0	19.2	11.6	21.2	18.7	14.1
Build more facilities for non-motorized transportation	196	6.14	12.2	1.5	3.6	5.6	14.8	5.1	18.9	15.8	22.4
Widen existing streets	200	6.03	8.5	2.0	6.5	4.5	16.5	10.5	21.0	14.0	16.5
Provide more bus service	192	5.36	14.6	7.3	2.6	5.2	19.3	10.9	17.2	9.9	13.0
Widen existing freeways	200	5.20	17.0	2.5	5.0	5.5	22.0	11.5	18.0	10.5	8.0
Build more streets	200	4.71	17.0	6.0	10.0	8.5	20.5	10.5	13.5	8.0	6.0
Build HOV lanes	199	4.65	20.6	10.1	7.0	5.5	17.1	9.0	13.1	8.5	9.0
Build more freeways	199	4.36	20.6	7.5	9.0	10.6	21.1	8.5	12.1	5.5	5.0

Table B66. Cary Transportation System Improvements by C-Tran Rider.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Provide more bus service	22	6.59	4.5	9.1	0.0	9.1	9.1	9.1	4.5	22.7	31.8
Build more facilities for non-motorized transportation	23	6.52	13.0	0.0	0.0	8.7	4.3	8.7	21.7	13.0	30.4
Build HOV lanes	24	5.71	12.5	12.5	4.2	8.3	8.3	4.2	8.3	12.5	29.2
Improve maintenance on roads/bridges	23	5.65	13.0	0.0	0.0	8.7	17.4	21.7	21.7	8.7	8.7
Add turning lanes at intersections	24	5.58	12.5	4.2	0.0	4.2	25.0	12.5	20.8	12.5	8.3
Widen existing streets	24	5.38	8.3	8.3	0.0	8.3	41.7	0.0	12.5	4.2	16.7
Widen existing freeways	24	4.46	12.5	12.5	0.0	12.5	41.7	8.3	4.2	4.2	4.2
Build more streets	24	4.13	29.2	8.3	4.2	12.5	12.5	8.3	12.5	8.3	4.2
Build more freeways	24	3.46	37.5	8.3	4.2	16.7	12.5	4.2	12.5	0.0	4.2

Table B67. Cary Transportation System Improvements by C-Tran Nonrider.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	371	6.72	6.7	1.1	3.0	4.0	13.5	6.2	18.1	19.9	27.5
Improve maintenance on roads/bridges	373	6.48	3.5	0.8	3.8	4.8	18.0	13.7	18.8	21.2	15.5
Add turning lanes at intersections	375	6.30	5.9	1.6	2.7	4.0	16.5	16.3	21.3	18.7	13.1
Widen existing streets	377	6.10	6.6	1.9	6.9	5.3	14.1	15.1	20.7	13.3	16.2
Widen existing freeways	377	5.38	13.0	2.1	5.3	8.2	19.6	15.1	17.5	11.1	8.0
Provide more bus service	365	5.36	12.6	6.3	5.8	4.4	20.8	11.0	18.1	10.7	10.4
Build more streets	374	4.96	12.8	4.8	9.1	9.6	19.8	16.3	14.7	7.8	5.1
Build HOV lanes	374	4.82	18.7	6.7	7.0	6.1	18.2	11.0	17.9	8.0	6.4
Build more freeways	374	4.73	15.2	6.4	8.6	10.7	20.9	12.3	14.4	6.4	5.1

Table B68. Cary Transportation System Improvements by Funding Option – Explore all Options Including the Possibility of Raising My Taxes.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Improve maintenance on roads/bridges	79	6.94	2.5	0.0	1.3	3.8	11.4	12.7	24.1	27.8	16.5
Build more facilities for non-motorized transportation	80	6.66	6.3	1.3	5.0	1.3	10.0	12.5	20.0	21.3	22.5
Add turning lanes at intersections	80	6.24	6.3	1.3	3.8	2.5	16.3	18.8	18.8	23.8	8.8
Widen existing streets	80	6.00	6.3	1.3	10.0	5.0	12.5	20.0	18.8	8.8	17.5
Provide more bus service	77	5.92	7.8	2.6	5.2	1.3	23.4	11.7	24.7	11.7	11.7
Widen existing freeways	80	5.36	13.8	2.5	3.8	6.3	20.0	20.0	16.3	10.0	7.5
Build more streets	79	5.34	11.4	6.3	3.8	3.8	16.5	26.6	17.7	7.6	6.3
Build HOV lanes	80	5.30	11.3	6.3	5.0	6.3	18.8	13.8	23.8	11.3	3.8
Build more freeways	80	4.96	13.8	7.5	3.8	10.0	18.8	16.3	20.0	5.0	5.0

Table B69. Cary Transportation System Improvements by Funding Option – Consider Redirecting Existing Resources from Other Projects to Streets But Don't Increase My Taxes.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	205	6.94	3.9	1.5	2.0	5.9	15.1	3.4	17.1	18.5	32.7
Improve maintenance on roads/bridges	207	6.62	2.4	1.0	3.4	5.8	15.5	14.5	18.4	20.3	18.8
Add turning lanes at intersections	208	6.35	5.3	1.4	.9	4.8	17.8	14.4	23.1	16.3	14.9
Widen existing streets	209	6.14	6.7	2.4	4.3	4.8	17.7	12.4	21.1	15.3	15.3
Provide more bus service	205	5.60	9.8	6.8	6.3	3.4	20.0	10.2	17.6	13.7	12.2
Widen existing freeways	209	5.50	11.0	2.9	2.9	8.1	23.0	15.3	16.7	12.4	7.7
Build HOV lanes	208	5.06	15.9	7.7	5.8	5.8	17.8	12.5	16.8	7.7	10.1
Build more streets	208	4.99	11.5	5.3	9.6	10.6	20.2	14.9	13.9	8.2	5.8
Build more freeways	207	4.79	13.5	6.3	10.1	11.1	20.8	12.1	13.0	7.2	5.8

Table B70. Cary Transportation System Improvements by Funding Option – Things Are Fine the Way They Are Now So Don't Explore Any Changes.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	79	6.15	13.9	0.0	2.5	3.8	13.9	7.6	19.0	22.8	16.5
Add turning lanes at intersections	80	6.03	6.3	3.8	2.5	5.0	16.3	21.3	17.5	17.5	10.0
Widen existing streets	81	5.85	6.2	1.2	7.4	8.6	18.5	16.0	21.0	4.9	16.0
Improve maintenance on roads/bridges	80	5.83	5.0	1.3	5.0	6.3	28.8	15.0	15.0	17.5	6.3
Widen existing freeways	81	5.07	13.6	0.0	8.6	11.1	23.5	13.6	17.3	7.4	4.9
Provide more bus service	78	4.79	20.5	5.1	2.6	9.0	21.8	14.1	12.8	5.1	9.0
Build more streets	81	4.56	13.6	3.7	14.8	12.3	23.5	11.1	12.3	7.4	1.2
Build more freeways	81	4.32	17.3	6.2	12.3	11.1	25.9	8.6	9.9	7.4	1.2
Build HOV lanes	80	4.28	23.8	5.0	10.0	8.8	22.5	6.3	13.8	7.5	2.5

Table B71. Cary Transportation System Improvements by Funding Option – No Opinion.

Transportation Improvements	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Most Important 9
Build more facilities for non-motorized transportation	8	6.38	12.5	0.0	0.0	12.5	0.0	0.0	37.5	25.0	12.5
Add turning lanes at intersections	9	5.44	22.2	0.0	0.0	0.0	11.1	11.1	44.4	11.1	0.0
Widen existing freeways	9	5.00	11.1	0.0	11.1	33.3	11.1	0.0	11.1	11.1	11.1
Widen existing streets	9	4.89	11.1	0.0	22.2	11.1	11.1	22.2	0.0	22.2	0.0
Improve maintenance on roads/bridges	9	4.56	33.3	0.0	0.0	0.0	22.2	11.1	22.2	11.1	0.0
Provide more bus service	7	3.43	28.6	28.6	0.0	0.0	28.6	0.0	0.0	14.3	0.0
Build HOV lanes	8	3.13	50.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	12.5
Build more streets	8	2.50	50.0	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0
Build more freeways	8	2.38	50.0	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0

Cary Transportation System: Funding Street Maintenance and Improvements Crosstabulations

Table B72. Opinion on Expanding Funding for Cary Street Maintenance and Improvements by Years in Cary.

Years in Cary	n	Explore all options including the possibility of raising my taxes	Consider redirecting existing resources from other projects to streets, but don't increase my taxes	Things are fine the way they are now, so don't explore any changes	No opinion
Less than 2	44	18.6	62.8	16.3	2.3
2-5	89	15.9	55.7	26.1	2.3
6-10	103	24.3	52.4	21.4	1.9
11-20	88	26.4	51.7	18.4	3.2
Over 20	57	17.5	59.6	21.1	1.8

Table B73. Opinion on Expanding Funding for Cary Street Maintenance and Improvements by Age.

Age	n	Explore all options including the possibility of raising my taxes	Consider redirecting existing resources from other projects to streets, but don't increase my taxes	Things are fine the way they are now, so don't explore any changes	No opinion
18-25	27	0.0	63.0	29.6	7.4
26-35	86	23.3	58.1	17.4	1.2
36-45	121	22.3	57.9	17.4	2.5
46-55	81	30.0	47.5	21.3	1.3
56-65	37	11.1	52.8	30.6	5.6
66-75	15	26.7	60.0	13.3	0.0
Over 75	14	7.7	46.2	46.2	0.0

Cary Transportation System: Connectivity Requirements Crosstabulations

Table B74. Support for Connectivity Requirements for New Residential Developments by Years in Cary.

Years in Cary	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Less than 2	45	5.62	15.6	2.2	6.7	2.2	26.7	2.2	13.3	6.7	24.4
2-5	91	5.16	8.8	3.3	15.4	3.3	38.5	1.1	7.7	8.8	13.2
6-10	108	5.74	10.2	3.7	7.4	3.7	24.1	6.5	14.8	10.2	19.4
11-20	94	5.79	6.4	1.1	4.3	10.6	28.7	12.8	12.8	5.3	18.1
Over 20	62	6.08	11.3	4.8	6.5	0.0	19.4	3.2	12.9	16.1	25.8

Table B75. Support for Connectivity Requirements for New Residential Developments by Age.

Age	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
18-25	27	5.56	0.0	3.7	11.1	7.4	37.0	3.7	25.9	3.7	7.4
26-35	87	5.64	11.5	2.3	9.2	0.0	33.3	3.4	9.2	10.3	20.7
36-45	128	5.13	11.7	5.5	10.9	7.8	22.7	9.4	10.9	10.2	10.9
46-55	87	6.26	6.9	1.1	4.6	3.4	28.7	5.7	12.6	8.0	28.7
56-65	39	6.15	10.3	0.0	2.6	0.0	33.3	2.6	17.9	10.3	23.1
66-75	17	5.88	11.8	5.9	11.8	0.0	17.6	5.9	5.9	5.9	35.3
Over 75	14	5.50	14.3	0.0	7.1	21.4	14.3	0.0	7.1	14.3	21.4

Table B76. Support for Connectivity Requirements for New Residential Developments by Work in Cary.

Work in Cary	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Yes	129	5.85	7.8	2.3	8.5	2.3	27.1	8.5	14.7	10.9	17.8
No	269	5.56	10.8	3.3	8.2	5.6	28.3	4.5	11.2	8.6	19.7

Table B77. Support for Connectivity Requirements for New Residential Developments by Own a Bicycle.

Bike Ownership	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Yes	203	5.74	8.9	3.9	7.9	5.4	21.7	7.4	17.2	9.4	18.2
No	197	5.57	10.7	2.0	8.6	3.6	34.5	4.1	7.1	9.1	20.3

Table B78. Support for Connectivity Requirements for New Residential Developments by C-Tran Ridership.

C-Tran Rider	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Yes	24	5.92	4.2	4.2	8.3	4.2	33.3	4.2	12.5	4.2	25.0
No	373	5.62	10.2	2.9	8.3	4.6	27.9	5.9	12.1	9.7	18.5

Table B79. Support for Connectivity Requirements for New Residential Developments by Opinion on Traffic Calming Strategies.

Opinion	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Continue the program at the current level	154	5.57	9.7	3.2	7.8	5.8	27.9	6.5	11.7	11.7	15.6
Increase funding to the program with continue use of speed humps	62	5.82	8.1	4.8	3.2	4.8	32.3	4.8	11.3	9.7	21.0
Increase funding to the program and use a wider range of traffic calming strategies	133	5.82	8.3	3.0	10.5	3.8	24.1	5.3	14.3	8.3	22.6
Discontinue the program	33	5.88	15.2	0.0	9.1	3.0	21.2	0.0	15.2	6.1	30.3
I don't know enough about the program	15	4.60	13.3	0.0	6.7	0.0	66.7	6.7	0.0	6.7	0.0

Cary Transportation System: Traffic Calming Strategies Crosstabulations

Table B80. Opinion on Cary Traffic Calming Strategies by Years in Cary.

Years in Cary	n	Continue the program at the current level	Increase funding to the program with continued use of speed humps	Increase funding to the program and use a wider range of traffic calming measures	Discontinue the program	I don't know enough about the program
Less than 2	45	46.7	17.8	26.7	8.9	0.0
2-5	93	37.6	17.2	37.6	4.3	3.2
6-10	107	39.3	10.3	42.1	7.5	0.9
11-20	92	42.4	21.7	20.7	8.7	6.5
Over 20	62	25.8	11.3	38.7	16.1	8.1

Table B81. Opinion on Cary Traffic Calming Strategies by Age.

Age	n	Continue the program at the current level	Increase funding to the program with continued use of speed humps	Increase funding to the program and use a wider range of traffic calming measures	Discontinue the program	I don't know enough about the program
18-25	27	48.1	11.1	29.6	7.4	3.7
26-35	87	40.2	24.1	25.3	9.2	1.1
36-45	126	38.1	12.7	39.7	6.3	3.2
46-55	87	34.5	14.9	36.8	10.3	3.4
56-65	40	30.0	12.5	35.0	10.0	12.5
66-75	17	35.3	11.8	41.2	11.8	0.0
Over 75	14	57.1	14.3	14.3	7.1	7.1

Table B82. Opinion on Cary Traffic Calming Strategies by Work in Cary.

Work in Cary	n	Continue the program at the current level	Increase funding to the program with continued use of speed humps	Increase funding to the program and use a wider range of traffic calming measures	Discontinue the program	I don't know enough about the program
Yes	128	36.7	14.8	40.6	4.7	3.1
No	269	39.4	15.6	30.9	10.0	4.1

Cary Bicycling: Ownership

Table B83. Bicycle Ownership by Years in Cary.

Years in Cary	n	Yes	No
Less than 2	45	46.7	53.3
2-5	93	50.5	49.5
6-10	108	59.3	40.7
11-20	94	51.1	48.9
Over 20	63	36.5	63.5

Table B84. Bicycle Ownership by Age.

Age	n	Yes	No
18-25	27	55.6	44.4
26-35	87	47.1	52.9
36-45	128	61.7	38.3
46-55	87	60.9	39.1
56-65	41	26.8	73.2
66-75	18	22.2	77.8
Over 75	14	0.0	100.0

Table B85. Bicycle Ownership by Work in Cary.

Work in Cary	n	Yes	No
Yes	129	64.3	35.7
No	272	43.4	56.6

Table B86. Bicycle Ownership by C-Tran Ridership.

C-Tran Rider	n	Yes	No
Yes	24	45.8	54.2
No	376	50.5	49.5

Cary Bicycling: Ridership

Table B87. Bicycle Ridership by Years in Cary.

Years in Cary	n	Yes	No
Less than 2	20	45.0	55.0
2-5	47	59.6	40.4
6-10	67	41.8	58.2
11-20	49	44.9	55.1
Over 20	23	39.1	60.9

Table B88. Bicycle Ridership by Age.

Age	n	Yes	No
18-25	15	46.7	53.3
26-35	41	53.7	46.3
36-45	79	57.0	43.0
46-55	55	34.5	65.5
56-65	12	25.0	75.0
66-75	4	0.0	100.0
Over 75	--	--	--

Table B89. Bicycle Ridership by Work in Cary.

Work in Cary	n	Yes	No
Yes	86	50.0	50.0
No	118	43.2	56.8

Table B90. Bicycle Ridership by C-Tran Ridership.

C-Tran Rider	n	Yes	No
Yes	12	33.3	66.7
No	192	46.9	53.1

Cary Bicycling: Riding Skill Level Crosstabulations

Table B91. Bicycle Riding Skill Level by Years in Cary.

Years in Cary	n	Beginner	Basic	Intermediate	Advanced
Less than 2	9	11.1	44.4	33.3	11.1
2-5	27	3.7	37.0	55.6	3.7
6-10	28	7.1	32.1	50.0	10.7
11-20	22	9.1	13.6	68.2	9.1
Over 20	9	11.1	44.4	44.4	0.0

Table B92. Bicycle Riding Skill Level by Age.

Age	n	Beginner	Basic	Intermediate	Advanced
18-25	7	0.0	28.6	42.9	28.6
26-35	22	9.1	22.7	68.2	0.0
36-45	44	4.5	34.1	50.0	11.4
46-55	19	10.5	42.1	47.4	0.0
56-65	3	33.3	0.0	66.7	0.0
66-75	--	--	--	--	--
Over 75	--	--	--	--	--

Table B93. Bicycle Riding Skill Level by Work in Cary.

Work in Cary	n	Beginner	Basic	Intermediate	Advanced
Yes	42	7.1	38.1	50.0	4.8
No	51	7.8	27.5	54.9	9.8

Table B94. Bicycle Riding Skill Level by C-Tran Ridership.

C-Tran Rider	n	Beginner	Basic	Intermediate	Advanced
Yes	4	25.0	25.0	25.0	25.0
No	89	6.7	30.3	56.2	6.7

Cary Bicycling: Biking Activities and Frequency of Usage Crosstabulations

Table B95. Biking Activities and Usage Frequency by Less Than 2 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	22.2	44.4	33.3	0.0
To civic places	44.4	55.6	0.0	100.0	0.0	0.0
To visit friends/family	44.4	55.6	25.0	25.0	50.0	0.0
To shopping or dining	22.2	77.8	0.0	0.0	100.0	0.0
To a cultural event	22.2	77.8	0.0	0.0	100.0	0.0
To work	11.1	88.9	0.0	0.0	100.0	0.0
To school	11.1	88.9	0.0	0.0	100.0	0.0
To a transit stop	0.0	100.0	--	--	--	--

Table B96. Biking Activities and Usage Frequency by 2-5 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	3.6	50.0	42.9	3.6
To civic places	57.1	42.9	0.0	25.0	68.8	6.3
To visit friends/family	50.0	50.0	7.1	7.1	78.6	7.1
To shopping or dining	21.4	78.6	0.0	16.7	83.3	0.0
To work	7.1	92.9	0.0	50.0	50.0	0.0
To a cultural event	3.6	96.4	0.0	0.0	100.0	0.0
To a transit stop	3.6	96.4	0.0	0.0	100.0	0.0
To school	3.6	96.4	0.0	100.0	0.0	0.0

Table B97. Biking Activities and Usage Frequency by 6-10 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	10.7	35.7	50.0	3.6
To visit friends/family	53.6	46.4	15.4	23.1	53.8	7.7
To civic places	39.3	60.7	0.0	20.0	80.0	0.0
To shopping or dining	17.9	82.1	0.0	40.0	60.0	0.0
To a cultural event	10.7	89.3	0.0	33.3	66.7	0.0
To work	7.1	92.9	0.0	50.0	50.0	0.0
To school	3.6	96.4	0.0	0.0	100.0	0.0
To a transit stop	0.0	100.0	--	--	--	--

Table B98. Biking Activities and Usage Frequency by 11-20 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	4.5	54.5	31.8	9.1
To civic places	59.1	40.9	0.0	25.0	66.7	8.3
To visit friends/family	50.0	50.0	10.0	20.0	50.0	20.0
To shopping or dining	31.8	68.2	0.0	33.3	66.7	0.0
To work	18.2	81.8	0.0	25.0	75.0	0.0
To a cultural event	9.1	90.9	0.0	100.0	0.0	0.0
To school	4.5	95.5	0.0	100.0	0.0	0.0
To a transit stop	0.0	100.0	--	--	--	--

Table B99. Biking Activities and Usage Frequency by Over 20 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	11.1	66.7	22.2	0.0
To civic places	11.1	88.9	0.0	0.0	100.0	0.0
To visit friends/family	11.1	88.9	0.0	0.0	100.0	0.0
To shopping or dining	0.0	100.0	--	--	--	--
To a cultural event	0.0	100.0	--	--	--	--
To work	0.0	100.0	--	--	--	--
To a transit stop	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B100. Biking Activities and Usage Frequency by Age 18-25.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	28.6	57.1	14.3	0.0
To visit friends/family	57.1	42.9	50.0	25.0	25.0	0.0
To civic places	42.9	57.1	0.0	0.0	100.0	0.0
To work	28.6	71.4	0.0	50.0	50.0	0.0
To school	14.3	85.7	0.0	100.0	0.0	0.0
To shopping or dining	0.0	100.0	--	--	--	--
To a cultural event	0.0	100.0	--	--	--	--
To a transit stop	0.0	100.0	--	--	--	--

Table B101. Biking Activities and Usage Frequency by Age 26-35.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	4.5	36.4	54.5	4.5
To civic places	59.1	40.9	0.0	30.8	61.5	7.7
To visit friends/family	40.9	59.1	0.0	11.1	77.8	11.1
To shopping or dining	13.6	86.4	0.0	0.0	100.0	0.0
To a cultural event	9.1	90.9	0.0	0.0	100.0	0.0
To work	9.1	90.9	0.0	0.0	100.0	0.0
To school	4.5	95.5	0.0	0.0	100.0	0.0
To a transit stop	0.0	100.0	--	--	--	--

Table B102. Biking Activities and Usage Frequency by Age 36-45.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	6.7	51.1	37.8	4.4
To civic places	51.1	48.9	0.0	42.9	52.4	4.8
To visit friends/family	48.9	51.1	15.8	21.1	52.6	10.5
To shopping or dining	28.9	71.1	0.0	41.7	58.3	0.0
To work	11.1	88.9	0.0	40.0	60.0	0.0
To a cultural event	6.7	93.3	0.0	100.0	0.0	0.0
To school	4.4	95.6	0.0	50.0	50.0	0.0
To a transit stop	0.0	100.0	--	--	--	--

Table B103. Biking Activities and Usage Frequency by Age 46-55.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	10.5	47.4	36.8	5.3
To visit friends/family	42.1	57.9	0.0	12.5	75.0	12.5
To civic places	31.6	68.4	0.0	0.0	100.0	0.0
To shopping or dining	21.1	78.9	0.0	0.0	100.0	0.0
To a cultural event	15.8	84.2	0.0	0.0	100.0	0.0
To a transit stop	5.3	94.7	0.0	0.0	100.0	0.0
To work	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B104. Biking Activities and Usage Frequency by Age 56-65.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	0.0	66.7	33.3	0.0
To visit friends/family	66.7	33.3	0.0	0.0	100.0	0.0
To civic places	0.0	100.0	--	--	--	--
To shopping or dining	0.0	100.0	--	--	--	--
To a cultural event	0.0	100.0	--	--	--	--
To work	0.0	100.0	--	--	--	--
To a transit stop	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B105. Biking Activities and Usage Frequency by Age 66-75.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	--	--	--	--	--	--
To civic places	--	--	--	--	--	--
To visit friends/family	--	--	--	--	--	--
To shopping or dining	--	--	--	--	--	--
To a cultural event	--	--	--	--	--	--
To work	--	--	--	--	--	--
To a transit stop	--	--	--	--	--	--
To school	--	--	--	--	--	--

Table B106. Biking Activities and Usage Frequency by Age Over 75.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	--	--	--	--	--	--
To civic places	--	--	--	--	--	--
To visit friends/family	--	--	--	--	--	--
To shopping or dining	--	--	--	--	--	--
To a cultural event	--	--	--	--	--	--
To work	--	--	--	--	--	--
To a transit stop	--	--	--	--	--	--
To school	--	--	--	--	--	--

Table B107. Biking Activities and Usage Frequency by Work in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	11.6	48.8	34.9	4.7
To civic places	48.8	51.2	0.0	35.0	60.0	5.0
To visit friends/family	46.5	53.5	15.8	26.3	47.4	10.5
To shopping or dining	20.9	79.1	0.0	50.0	50.0	0.0
To a cultural event	14.0	86.0	0.0	40.0	60.0	0.0
To work	14.0	86.0	0.0	50.0	50.0	0.0
To school	7.0	93.0	0.0	66.7	33.3	0.0
To a transit stop	2.3	97.7	0.0	0.0	100.0	0.0

Table B108. Biking Activities and Usage Frequency by Not Work in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	5.9	45.1	45.1	4.0
To visit friends/family	49.0	51.0	8.7	8.7	73.9	8.7
To civic places	45.1	54.9	0.0	22.7	72.7	4.5
To shopping or dining	21.6	78.4	0.0	9.1	90.9	0.0
To work	5.9	94.1	0.0	0.0	100.0	0.0
To a cultural event	3.9	96.1	0.0	0.0	100.0	0.0
To a transit stop	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B109. Biking Activities and Usage Frequency by C-Tran Riders.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	0.0	50.0	50.0	0.0
To civic places	50.0	50.0	0.0	0.0	100.0	0.0
To visit friends/family	25.0	75.0	0.0	0.0	100.0	0.0
To shopping or dining	0.0	100.0	--	--	--	--
To a cultural event	0.0	100.0	--	--	--	--
To work	0.0	100.0	--	--	--	--
To a transit stop	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B110. Biking Activities and Usage Frequency by C-Tran Nonriders.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	100.0	0.0	8.9	47.8	38.9	4.4
To visit friends/family	48.9	51.1	12.2	17.1	61.0	9.8
To civic places	46.7	53.3	0.0	32.5	62.5	5.0
To shopping or dining	22.2	77.8	0.0	26.3	73.7	0.0
To work	10.0	90.0	0.0	33.3	66.7	0.0
To a cultural event	8.9	91.1	0.0	28.6	71.4	0.0
To school	4.4	95.6	0.0	50.0	50.0	0.0
To a transit stop	1.1	98.9	0.0	0.0	100.0	0.0

Cary Bicycling: Biking Activities and Usage Frequency (with Improvements) Crosstabulations

Table B111. Biking Activities and Usage Frequency (with Improvements) by Less Than 2 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	55.6	44.4	40.0	40.0	20.0	0.0
To civic places	44.4	55.6	25.0	25.0	50.0	0.0
To visit friends/family	33.3	66.7	33.3	33.3	33.3	0.0
To a cultural event	33.3	66.7	33.3	0.0	66.7	0.0
To shopping or dining	22.2	77.8	50.0	0.0	50.0	0.0
To work	22.2	77.8	50.0	50.0	0.0	0.0
To a transit stop	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B112. Biking Activities and Usage Frequency (with Improvements) by 2-5 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	77.8	22.2	14.3	61.9	23.8	0.0
To civic places	63.0	37.0	5.9	35.3	58.8	0.0
To visit friends/family	48.1	51.9	15.4	38.5	46.2	0.0
To shopping or dining	33.3	66.7	11.1	22.2	66.7	0.0
To a cultural event	18.5	81.5	20.0	20.0	60.0	0.0
To work	18.5	81.5	40.0	40.0	20.0	0.0
To a transit stop	7.4	92.6	50.0	0.0	50.0	0.0
To school	7.4	92.6	50.0	50.0	0.0	0.0

Table B113. Biking Activities and Usage Frequency (with Improvements) by 6-10 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	78.6	21.4	19.0	47.6	33.3	0.0
To civic places	60.7	39.3	12.5	50.0	37.5	0.0
To visit friends/family	60.7	39.3	25.0	25.0	50.0	0.0
To shopping or dining	42.9	57.1	18.2	45.5	36.4	0.0
To a cultural event	28.6	71.4	12.5	37.5	50.0	0.0
To work	14.3	85.7	25.0	50.0	25.0	0.0
To a transit stop	14.3	85.7	25.0	25.0	50.0	0.0
To school	3.6	96.4	0.0	100.0	0.0	0.0

Table B114. Biking Activities and Usage Frequency (with Improvements) by 11-20 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	72.7	27.3	33.3	46.7	20.0	0.0
To visit friends/family	60.7	39.3	25.0	50.0	25.0	0.0
To civic places	54.5	45.5	16.7	58.3	25.0	0.0
To shopping or dining	42.9	57.1	20.0	40.0	40.0	0.0
To a cultural event	28.6	71.4	25.0	50.0	25.0	0.0
To work	18.2	81.8	50.0	50.0	0.0	0.0
To school	18.2	81.8	25.0	75.0	0.0	0.0
To a transit stop	13.6	86.4	33.3	33.3	33.3	0.0

Table B115. Biking Activities and Usage Frequency (with Improvements) by Over 20 Years in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	88.9	11.1	25.0	62.5	12.5	0.0
To visit friends/family	37.5	62.5	66.7	33.3	0.0	0.0
To civic places	22.2	77.8	50.0	50.0	0.0	0.0
To shopping or dining	22.2	77.8	0.0	50.0	50.0	0.0
To a transit stop	22.2	77.8	50.0	0.0	50.0	0.0
To a cultural event	12.5	87.5	100.0	0.0	0.0	0.0
To work	11.1	88.9	100.0	0.0	0.0	0.0
To school	0.0	100.0	--	--	--	--

Table B116. Biking Activities and Usage Frequency (with Improvements) by Age 18-25.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	85.7	14.3	50.0	50.0	0.0	0.0
To civic places	71.4	28.6	20.0	40.0	40.0	0.0
To visit friends/family	57.1	42.9	50.0	50.0	0.0	0.0
To work	42.9	57.1	66.7	33.3	0.0	0.0
To shopping or dining	14.3	85.7	100.0	0.0	0.0	0.0
To a cultural event	14.3	85.7	100.0	0.0	0.0	0.0
To school	14.3	85.7	0.0	100.0	0.0	0.0
To a transit stop	0.0	100.0	--	--	--	--

Table B117. Biking Activities and Usage Frequency (with Improvements) by Age 26-35.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	71.4	28.6	6.7	80.0	13.3	0.0
To civic places	66.7	33.3	7.1	50.0	42.9	0.0
To visit friends/family	47.6	52.4	0.0	50.0	50.0	0.0
To shopping or dining	28.6	71.4	16.7	33.3	50.0	0.0
To a cultural event	19.0	81.0	0.0	25.0	75.0	0.0
To work	14.3	85.7	0.0	100.0	0.0	0.0
To school	4.8	95.2	0.0	100.0	0.0	0.0
To a transit stop	0.0	100.0	--	--	--	--

Table B118. Biking Activities and Usage Frequency (with Improvements) by Age 36-45.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	68.9	31.1	20.7	51.7	27.6	0.0
To civic places	48.9	51.1	14.3	52.4	33.3	0.0
To visit friends/family	45.5	54.5	31.6	31.6	36.8	0.0
To shopping or dining	44.4	55.6	15.8	42.1	42.1	0.0
To a cultural event	20.5	79.5	22.2	44.4	33.3	0.0
To work	13.3	86.7	50.0	16.7	33.3	0.0
To a transit stop	13.3	86.7	33.3	16.7	50.0	0.0
To school	6.7	93.3	33.3	66.7	0.0	0.0

Table B119. Biking Activities and Usage Frequency (with Improvements) by Age 46-55.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	94.7	5.3	27.8	38.9	33.3	0.0
To visit friends/family	63.2	36.8	25.0	33.3	41.7	0.0
To civic places	57.9	42.1	18.2	27.3	54.5	0.0
To shopping or dining	42.1	57.9	12.5	25.0	62.5	0.0
To a cultural event	36.8	63.2	28.6	14.3	57.1	0.0
To work	21.1	78.9	50.0	50.0	0.0	0.0
To a transit stop	21.1	78.9	50.0	25.0	25.0	0.0
To school	10.5	89.5	50.0	50.0	0.0	0.0

Table B120. Biking Activities and Usage Frequency (with Improvements) by Age 56-65.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	66.7	33.3	50.0	0.0	50.0	0.0
To visit friends/family	66.7	33.3	50.0	0.0	50.0	0.0
To a transit stop	33.3	66.7	0.0	0.0	100.0	0.0
To civic places	0.0	100.0	--	--	--	--
To shopping or dining	0.0	100.0	--	--	--	--
To a cultural event	0.0	100.0	--	--	--	--
To work	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B121. Biking Activities and Usage Frequency (with Improvements) by Age 66-75.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	--	--	--	--	--	--
To civic places	--	--	--	--	--	--
To visit friends/family	--	--	--	--	--	--
To shopping or dining	--	--	--	--	--	--
To a cultural event	--	--	--	--	--	--
To work	--	--	--	--	--	--
To a transit stop	--	--	--	--	--	--
To school	--	--	--	--	--	--

Table B122. Biking Activities and Usage Frequency (with Improvements) by Age Over 75.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	--	--	--	--	--	--
To civic places	--	--	--	--	--	--
To visit friends/family	--	--	--	--	--	--
To shopping or dining	--	--	--	--	--	--
To a cultural event	--	--	--	--	--	--
To work	--	--	--	--	--	--
To a transit stop	--	--	--	--	--	--
To school	--	--	--	--	--	--

Table B123. Biking Activities and Usage Frequency (with Improvements) by Work in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	79.1	20.9	32.4	41.2	26.5	0.0
To civic places	51.2	48.8	18.2	50.0	31.8	0.0
To visit friends/family	50.0	50.0	33.3	38.1	28.6	0.0
To shopping or dining	37.2	62.8	25.0	43.8	31.3	0.0
To a cultural event	23.8	76.2	20.0	40.0	40.0	0.0
To work	18.6	81.4	50.0	37.5	12.5	0.0
To a transit stop	11.6	88.4	40.0	20.0	40.0	0.0
To school	11.6	88.4	20.0	80.0	0.0	0.0

Table B124. Biking Activities and Usage Frequency (with Improvements) by Not Work in Cary.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	74.0	26.0	14.3	62.9	22.9	0.0
To civic places	58.0	42.0	7.1	42.9	50.0	0.0
To visit friends/family	52.0	48.0	16.0	36.0	48.0	0.0
To shopping or dining	38.0	62.0	11.1	27.8	61.1	0.0
To a cultural event	20.0	80.0	20.0	20.0	60.0	0.0
To work	14.0	86.0	28.6	57.1	14.3	0.0
To a transit stop	10.0	90.0	20.0	20.0	60.0	0.0
To school	4.0	96.0	50.0	50.0	0.0	0.0

Table B125. Biking Activities and Usage Frequency (with Improvements) by C-Tran Riders.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	75.0	25.0	0.0	66.7	33.3	0.0
To civic places	50.0	50.0	0.0	50.0	50.0	0.0
To shopping or dining	25.0	75.0	0.0	100.0	0.0	0.0
To work	25.0	75.0	0.0	100.0	0.0	0.0
To a transit stop	25.0	75.0	0.0	0.0	100.0	0.0
To visit friends/family	0.0	100.0	--	--	--	--
To a cultural event	0.0	100.0	--	--	--	--
To school	0.0	100.0	--	--	--	--

Table B126. Biking Activities and Usage Frequency (with Improvements) by C-Tran Nonriders.

Biking Activity	Yes	No	Daily	Weekly	Monthly	Yearly
For exercise/recreation	76.4	23.6	24.2	51.5	24.2	0.0
To civic places	55.1	44.9	12.5	45.8	41.7	0.0
To visit friends/family	53.9	46.1	25.5	36.2	38.3	0.0
To shopping or dining	37.1	62.9	15.6	34.4	50.0	0.0
To a cultural event	22.5	77.5	25.0	25.0	50.0	0.0
To work	16.9	83.1	46.7	40.0	13.3	0.0
To a transit stop	11.2	88.8	40.0	20.0	40.0	0.0
To school	6.7	93.3	33.3	66.7	0.0	0.0

Cary Bicycling: Cycling Options Based on Comfort Level Crosstabulations

Table B127. Cycling Options Based on Level of Comfort by Living in Cary Less Than 2 Years.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	9	8.56	0.0	0.0	0.0	0.0	0.0	0.0	11.1	22.2	66.7
Cycling on a multi-use path outside the roadway	9	8.11	0.0	0.0	0.0	0.0	0.0	0.0	22.2	44.4	33.3
Cycling in a striped lane next to travel lanes	9	5.22	22.2	0.0	0.0	11.1	0.0	22.2	33.3	11.1	0.0
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	9	3.78	33.3	0.0	11.1	22.2	0.0	22.2	0.0	11.1	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	9	3.33	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0

Table B128. Cycling Options Based on Level of Comfort by Living in Cary 2-5 Years.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	28	8.21	3.6	0.0	0.0	0.0	7.1	0.0	3.6	14.3	71.4
Cycling on a multi-use path outside the roadway	28	6.64	10.7	0.0	3.6	7.1	10.7	3.6	7.1	25.0	32.1
Cycling in a striped lane next to travel lanes	28	4.93	21.4	3.6	7.1	10.7	14.3	3.6	17.9	10.7	10.7
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	28	2.86	35.7	17.9	10.7	14.3	10.7	7.1	0.0	3.6	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	28	2.75	50.0	7.1	10.7	7.1	14.3	3.6	0.0	7.1	0.0

Table B129. Cycling Options Based on Level of Comfort by Living in Cary 6-10 Years.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	27	8.26	0.0	0.0	0.0	0.0	3.7	7.4	14.8	7.4	66.7
Cycling on a multi-use path outside the roadway	27	7.44	0.0	0.0	3.7	3.7	7.4	18.5	3.7	22.2	40.7
Cycling in a striped lane next to travel lanes	27	4.56	25.9	11.1	7.4	0.0	11.1	7.4	22.2	3.7	11.1
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	27	3.26	44.4	3.7	7.4	7.4	18.5	7.4	7.4	0.0	3.7
Cycling in a travel lane (without bike markings) with vehicular traffic	27	2.85	44.4	14.8	3.7	7.4	14.8	7.4	7.4	0.0	0.0

Table B130. Cycling Options Based on Level of Comfort by Living in Cary 11-20 Years.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	22	8.59	0.0	0.0	0.0	4.5	0.0	0.0	4.5	9.1	81.8
Cycling on a multi-use path outside the roadway	22	7.77	4.5	0.0	4.5	0.0	0.0	0.0	18.2	22.7	50.0
Cycling in a striped lane next to travel lanes	22	5.86	18.2	0.0	4.5	4.5	13.6	9.1	4.5	27.3	18.2
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	22	3.41	31.8	9.1	13.6	18.2	9.1	9.1	0.0	4.5	4.5
Cycling in a travel lane (without bike markings) with vehicular traffic	22	2.27	50.0	22.7	9.1	0.0	4.5	13.6	0.0	0.0	0.0

Table B131. Cycling Options Based on Level of Comfort by Living in Cary Over 20 Years.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	9	7.56	11.1	0.0	0.0	0.0	0.0	0.0	22.2	11.1	55.6
Cycling on a multi-use path outside the roadway	9	7.33	0.0	11.1	0.0	11.1	0.0	11.1	0.0	0.0	66.7
Cycling in a striped lane next to travel lanes	9	6.00	11.1	11.1	0.0	11.1	11.1	11.1	0.0	0.0	44.4
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	9	1.89	66.7	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	9	1.78	66.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0

Table B132. Cycling Options Based on Level of Comfort by Age 18-25.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	7	7.57	0.0	0.0	0.0	14.3	0.0	14.3	14.3	0.0	57.1
Cycling on a multi-use path outside the roadway	7	5.57	14.3	0.0	14.3	0.0	14.3	0.0	28.6	28.6	0.0
Cycling in a striped lane next to travel lanes	7	3.71	42.9	0.0	14.3	14.3	0.0	0.0	14.3	0.0	14.3
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	7	3.29	42.9	0.0	28.6	0.0	0.0	14.3	0.0	14.3	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	7	2.86	42.9	0.0	28.6	0.0	14.3	14.3	0.0	0.0	0.0

Table B133. Cycling Options Based on Level of Comfort by Age 26-35.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	21	8.57	0.0	0.0	0.0	0.0	4.8	0.0	4.8	14.3	76.2
Cycling on a multi-use path outside the roadway	21	7.71	0.0	0.0	4.8	4.8	4.8	9.5	0.0	28.6	47.6
Cycling in a striped lane next to travel lanes	21	4.90	23.8	4.8	4.8	4.8	9.5	14.3	19.0	14.3	4.8
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	21	2.95	47.6	9.5	4.8	9.5	4.8	19.0	0.0	4.8	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	21	2.86	52.4	4.8	9.5	4.8	4.8	19.0	0.0	4.8	0.0

Table B134. Cycling Options Based on Level of Comfort by Age 36-45.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	45	8.42	2.2	0.0	0.0	0.0	2.2	2.2	4.4	15.6	73.3
Cycling on a multi-use path outside the roadway	45	7.67	4.4	0.0	2.2	0.0	4.4	6.7	11.1	24.4	46.7
Cycling in a striped lane next to travel lanes	45	5.27	22.2	2.2	2.2	6.7	11.1	11.1	20.0	15.6	8.9
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	45	3.36	28.9	8.9	13.3	22.2	13.3	6.7	2.2	2.2	2.2
Cycling in a travel lane (without bike markings) with vehicular traffic	45	2.78	42.2	13.3	13.3	8.9	8.9	6.7	4.4	2.2	0.0

Table B135. Cycling Options Based on Level of Comfort by Age 46-55.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	19	8.32	0.0	0.0	0.0	0.0	5.3	0.0	21.1	5.3	68.4
Cycling on a multi-use path outside the roadway	19	6.89	5.3	0.0	0.0	15.8	5.3	10.5	10.5	15.8	36.8
Cycling in a striped lane next to travel lanes	19	5.52	10.5	10.5	10.5	5.3	21.1	0.0	5.3	5.3	31.6
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	19	2.58	52.6	10.5	5.3	10.5	15.8	0.0	0.0	0.0	5.3
Cycling in a travel lane (without bike markings) with vehicular traffic	19	1.95	57.9	21.1	5.3	0.0	15.8	0.0	0.0	0.0	0.0

Table B136. Cycling Options Based on Level of Comfort by Age 56-65.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling in a striped lane next to travel lanes	3	6.67	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7
Cycling on a multi-use path outside the roadway	3	6.67	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7
Cycling on the greenway system away from streets	3	5.67	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	3	3.00	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	3	2.67	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0

Table B137. Cycling Options Based on Level of Comfort by Age 66-75.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling in a striped lane next to travel lanes	--	--	--	--	--	--	--	--	--	--	--
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	--	--	--	--	--	--	--	--	--	--	--
Cycling in a travel lane (without bike markings) with vehicular traffic	--	--	--	--	--	--	--	--	--	--	--
Cycling on a multi-use path outside the roadway	--	--	--	--	--	--	--	--	--	--	--
Cycling on the greenway system away from streets	--	--	--	--	--	--	--	--	--	--	--

Table B138. Cycling Options Based on Level of Comfort by Age Over 75.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling in a striped lane next to travel lanes	--	--	--	--	--	--	--	--	--	--	--
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	--	--	--	--	--	--	--	--	--	--	--
Cycling in a travel lane (without bike markings) with vehicular traffic	--	--	--	--	--	--	--	--	--	--	--
Cycling on a multi-use path outside the roadway	--	--	--	--	--	--	--	--	--	--	--
Cycling on the greenway system away from streets	--	--	--	--	--	--	--	--	--	--	--

Table B139. Cycling Options Based on Level of Comfort by Work in Cary.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	43	8.49	0.0	0.0	0.0	0.0	2.3	4.7	11.6	4.7	76.7
Cycling on a multi-use path outside the roadway	43	7.37	2.3	0.0	2.3	7.0	7.0	7.0	16.3	14.0	44.2
Cycling in a striped lane next to travel lanes	43	4.95	20.9	7.0	7.0	7.0	14.0	11.6	4.7	11.6	16.3
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	43	2.67	41.9	14.0	11.6	11.6	9.3	11.6	0.0	0.0	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	43	2.35	51.2	20.9	4.7	2.3	9.3	9.3	2.3	0.0	0.0

Table B140. Cycling Options Based on Level of Comfort by Not Work in Cary.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	50	8.10	4.0	0.0	0.0	2.0	4.0	0.0	8.0	16.0	66.0
Cycling on a multi-use path outside the roadway	50	7.26	6.0	2.0	4.0	2.0	4.0	8.0	4.0	30.0	40.0
Cycling in a striped lane next to travel lanes	50	5.26	22.0	4.0	4.0	6.0	10.0	4.0	26.0	12.0	12.0
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	50	3.44	38.0	4.0	10.0	18.0	12.0	4.0	4.0	6.0	4.0
Cycling in a travel lane (without bike markings) with vehicular traffic	50	2.84	46.0	4.0	18.0	8.0	10.0	8.0	2.0	4.0	0.0

Table B141. Cycling Options Based on Level of Comfort by C-Tran Riders.

Cycling Options	n	Mean	Least Comfortable	2	3	4	Neutral	6	7	8	Most Comfortable
			1				5				9
Cycling on the greenway system away from streets	4	8.75	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0
Cycling on a multi-use path outside the roadway	4	6.75	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0
Cycling in a striped lane next to travel lanes	4	3.00	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	4	2.00	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Cycling in a travel lane (without bike markings) with vehicular traffic	4	1.25	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table B142. Cycling Options Based on Level of Comfort by Non C-Tran Nonriders.

Cycling Options	n	Mean	Least	2	3	4	Neutral	6	7	8	Most
			Comfortable				5				Comfortable
			1								9
Cycling on the greenway system away from streets	89	8.25	2.2	0.0	0.0	1.1	3.4	2.2	10.1	11.1	69.7
Cycling on a multi-use path outside the roadway	89	7.36	3.4	1.1	3.4	4.5	5.6	7.9	9.0	22.5	42.7
Cycling in a striped lane next to travel lanes	89	5.28	20.2	5.6	5.6	5.6	9.0	9.0	16.9	12.4	15.7
Cycling to the right of a wide outside lane (without bike markings) near vehicular traffic	89	3.17	38.2	9.0	10.1	15.7	10.1	9.0	2.2	3.4	2.2
Cycling in a travel lane (without bike markings) with vehicular traffic	89	2.73	46.1	11.2	12.4	5.6	10.1	10.1	2.2	2.2	0.0

Cary Bicycling: Support for Measures to Improve Cary's Biking System Crosstabulations

Table B143. Support for Measures to Improve Cary's Bike System by Living in Cary Less Than 2 Years.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	9	8.33	0.0	0.0	0.0	0.0	0.0	11.1	11.1	11.1	66.7
Striped bike lanes on major roadways instead of unmarked wide outside lanes	9	8.11	0.0	0.0	0.0	0.0	0.0	22.2	11.1	0.0	66.7
Open greenway system to night riding including enforcement and lights	9	8.00	0.0	0.0	0.0	11.1	0.0	11.1	0.0	11.1	66.7
Increased bicycle education/encourage use	9	8.00	0.0	0.0	0.0	11.1	0.0	0.0	11.1	22.2	55.6
Town-funded support facilities like drinking fountains and bike lockers	9	7.67	0.0	0.0	0.0	11.1	0.0	11.1	22.2	0.0	55.6

Table B144. Support for Measures to Improve Cary's Bike System by Living in Cary 2-5 Years.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	28	7.93	0.0	0.0	0.0	0.0	10.7	7.1	10.7	21.4	50.0
Increased bicycle education/encourage use	28	7.75	3.6	0.0	3.6	0.0	7.1	3.6	10.7	14.3	57.1
Open greenway system to night riding including enforcement and lights	28	7.61	0.0	0.0	3.6	3.6	10.7	3.6	14.3	17.9	46.4
Town-funded support facilities like drinking fountains and bike lockers	28	7.54	3.6	0.0	0.0	0.0	10.7	7.1	14.3	25.0	39.3
Striped bike lanes on major roadways instead of unmarked wide outside lanes	28	6.86	7.1	3.6	3.6	3.6	10.7	3.6	14.3	10.7	42.9

Table B145. Support for Measures to Improve Cary's Bike System by Living in Cary 6-10 Years.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	27	7.89	0.0	0.0	0.0	3.7	3.7	7.4	18.5	18.5	48.1
Increased bicycle education/encourage use	27	6.89	3.7	3.7	0.0	11.1	3.7	14.8	14.8	11.1	37.0
Open greenway system to night riding including enforcement and lights	26	6.73	7.7	3.8	3.8	3.8	7.7	1.5	3.8	23.1	34.6
Town-funded support facilities like drinking fountains and bike lockers	27	6.63	0.0	3.7	3.7	11.1	14.8	11.1	11.1	18.5	25.9
Striped bike lanes on major roadways instead of unmarked wide outside lanes	26	6.19	15.4	0.0	3.8	11.5	3.8	7.7	15.4	7.7	34.6

Table B146. Support for Measures to Improve Cary’s Bike System by Living in Cary 11-20 Years.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	22	7.55	4.5	9.1	0.0	0.0	4.5	0.0	9.1	9.1	63.6
Striped bike lanes on major roadways instead of unmarked wide outside lanes	22	7.05	9.1	0.0	4.5	0.0	9.1	0.0	22.7	13.6	40.9
Increased bicycle education/encourage use	22	7.05	0.0	4.5	9.1	0.0	13.6	4.5	13.6	13.6	40.9
Open greenway system to night riding including enforcement and lights	22	6.95	9.1	4.5	4.5	0.0	4.5	0.0	18.2	18.2	40.9
Town-funded support facilities like drinking fountains and bike lockers	22	5.86	13.6	0.0	4.5	4.5	22.7	0.0	27.3	9.1	18.2

Table B147. Support for Measures to Improve Cary’s Bike System by Living in Cary Over 20 Years.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	9	6.89	11.1	0.0	11.1	0.0	0.0	11.1	11.1	0.0	55.6
Increased bicycle education/encourage use	9	6.00	22.2	0.0	11.1	0.0	0.0	11.1	0.0	22.2	33.3
Open greenway system to night riding including enforcement and lights	9	5.89	22.2	0.0	0.0	0.0	22.2	0.0	11.1	22.2	22.2
Striped bike lanes on major roadways instead of unmarked wide outside lanes	9	5.11	22.2	0.0	0.0	22.2	22.2	0.0	0.0	11.1	22.2
Town-funded support facilities like drinking fountains and bike lockers	9	4.33	33.3	11.1	0.0	0.0	22.2	11.1	0.0	0.0	22.2

Table B148. Support for Measures to Improve Cary’s Bike System by Age 18-25.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Striped bike lanes on major roadways instead of unmarked wide outside lanes	7	7.57	14.3	0.0	0.0	0.0	0.0	0.0	14.3	0.0	71.4
Open greenway system to night riding including enforcement and lights	7	7.57	14.3	0.0	0.0	0.0	0.0	0.0	14.3	0.0	71.4
Commuter use of greenways (better connections to on-road facilities)	7	7.29	0.0	14.3	0.0	0.0	14.3	0.0	0.0	14.3	57.1
Town-funded support facilities like drinking fountains and bike lockers	7	7.00	14.3	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9
Increased bicycle education/encourage use	7	6.86	0.0	14.3	14.3	0.0	0.0	0.0	0.0	28.6	42.9

Table B149. Support for Measures to Improve Cary’s Bike System by Age 26-35.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	21	8.52	0.0	0.0	0.0	0.0	4.8	0.0	4.8	19.0	71.4
Increased bicycle education/encourage use	21	8.05	0.0	0.0	0.0	0.0	4.8	14.3	9.5	14.3	57.1
Town-funded support facilities like drinking fountains and bike lockers	21	7.95	0.0	0.0	0.0	4.8	4.8	9.5	4.8	23.8	52.4
Open greenway system to night riding including enforcement and lights	21	7.33	0.0	4.8	0.0	4.8	14.3	4.8	9.5	19.0	42.9
Striped bike lanes on major roadways instead of unmarked wide outside lanes	21	6.29	9.5	0.0	9.5	14.3	4.8	4.8	9.5	14.3	33.3

Table B150. Support for Measures to Improve Cary’s Bike System by Age 36-45.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	45	7.62	2.2	2.2	0.0	2.2	2.2	8.9	20.0	17.8	44.4
Increased bicycle education/encourage use	45	7.22	4.4	0.0	4.4	6.7	4.4	8.9	11.1	15.6	44.4
Open greenway system to night riding including enforcement and lights	45	6.91	6.7	2.2	6.7	4.4	4.4	8.9	6.7	20.0	40.0
Striped bike lanes on major roadways instead of unmarked wide outside lanes	44	6.57	13.6	0.0	2.3	4.5	9.1	6.8	15.9	9.1	38.6
Town-funded support facilities like drinking fountains and bike lockers	45	6.42	4.4	4.4	2.2	8.9	13.3	8.9	17.8	17.8	22.2

Table B151. Support for Measures to Improve Cary’s Bike System by Age 46-55.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	19	7.84	0.0	0.0	5.3	0.0	10.5	5.3	10.5	5.3	63.2
Open greenway system to night riding including enforcement and lights	18	7.39	5.6	0.0	0.0	0.0	11.1	0.0	22.2	27.8	33.3
Striped bike lanes on major roadways instead of unmarked wide outside lanes	19	7.05	0.0	5.3	0.0	5.3	15.8	5.3	21.1	10.5	36.8
Increased bicycle education/encourage use	19	6.47	5.3	5.3	5.3	5.3	15.8	0.0	21.1	10.5	31.6
Town-funded support facilities like drinking fountains and bike lockers	19	5.58	15.8	0.0	5.3	0.0	36.8	0.0	15.8	5.3	21.1

Table B152. Support for Measures to Improve Cary’s Bike System by Age 56-65.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Striped bike lanes on major roadways instead of unmarked wide outside lanes	3	6.33	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7
Increased bicycle education/encourage use	3	6.33	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7
Commuter use of greenways (better connections to on-road facilities)	3	5.33	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3
Town-funded support facilities like drinking fountains and bike lockers	3	5.33	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3
Open greenway system to night riding including enforcement and lights	3	5.00	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3

Table B153. Support for Measures to Improve Cary’s Bike System by Age 66-75.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Striped bike lanes on major roadways instead of unmarked wide outside lanes	--	--	--	--	--	--	--	--	--	--	--
Open greenway system to night riding including enforcement and lights	--	--	--	--	--	--	--	--	--	--	--
Commuter use of greenways (better connections to on-road facilities)	--	--	--	--	--	--	--	--	--	--	--
Town-funded support facilities like drinking fountains and bike lockers	--	--	--	--	--	--	--	--	--	--	--
Increased bicycle education/encourage use	--	--	--	--	--	--	--	--	--	--	--

Table B154. Support for Measures to Improve Cary’s Bike System by Age Over 75.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Striped bike lanes on major roadways instead of unmarked wide outside lanes	--	--	--	--	--	--	--	--	--	--	--
Open greenway system to night riding including enforcement and lights	--	--	--	--	--	--	--	--	--	--	--
Commuter use of greenways (better connections to on-road facilities)	--	--	--	--	--	--	--	--	--	--	--
Town-funded support facilities like drinking fountains and bike lockers	--	--	--	--	--	--	--	--	--	--	--
Increased bicycle education/encourage use	--	--	--	--	--	--	--	--	--	--	--

Table B155. Support for Measures to Improve Cary’s Bike System by Work in Cary.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	43	7.60	2.3	2.3	2.3	0.0	9.3	2.3	16.3	14.0	51.2
Open greenway system to night riding including enforcement and lights	42	7.43	2.4	4.8	4.8	0.0	4.8	0.0	16.7	23.8	42.9
Increased bicycle education/encourage use	43	7.12	0.0	2.3	9.3	2.3	7.0	14.0	11.6	11.6	41.9
Striped bike lanes on major roadways instead of unmarked wide outside lanes	43	6.60	9.3	2.3	4.7	7.0	9.3	2.3	16.3	9.3	39.5
Town-funded support facilities like drinking fountains and bike lockers	43	6.44	2.3	4.7	4.7	7.0	18.6	9.3	14.0	11.6	27.9

Table B156. Support for Measures to Improve Cary’s Bike System by Not Work in Cary.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	50	7.86	2.0	2.0	0.0	2.0	2.0	10.0	10.0	16.0	56.0
Increased bicycle education/encourage use	50	7.20	8.0	2.0	0.0	6.0	6.0	2.0	12.0	18.0	46.0
Open greenway system to night riding including enforcement and lights	50	6.88	8.0	0.0	2.0	6.0	12.0	10.0	6.0	16.0	40.0
Town-funded support facilities like drinking fountains and bike lockers	50	6.80	10.0	0.0	0.0	4.0	12.0	6.0	18.0	18.0	32.0
Striped bike lanes on major roadways instead of unmarked wide outside lanes	49	6.63	12.2	0.0	2.0	6.1	8.2	8.2	14.3	10.2	38.8

Table B157. Support for Measures to Improve Cary’s Bike System by C-Tran Rider.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	4	8.25	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	50.0
Open greenway system to night riding including enforcement and lights	4	7.75	0.0	0.0	0.0	0.0	0.0	0.0	50.0	25.0	25.0
Increased bicycle education/encourage use	4	7.50	0.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0	25.0
Striped bike lanes on major roadways instead of unmarked wide outside lanes	4	5.25	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	25.0
Town-funded support facilities like drinking fountains and bike lockers	4	4.00	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0

Table B158. Support for Measures to Improve Cary’s Bike System by C-Tran Nonrider.

Measures	n	Mean	Strongly Oppose 1	2	3	4	Neutral 5	6	7	8	Strongly Support 9
Commuter use of greenways (better connections to on-road facilities)	89	7.72	2.2	2.2	1.1	1.1	5.6	6.7	12.4	14.6	53.9
Increased bicycle education/encourage use	89	7.19	4.5	2.2	4.5	4.5	5.6	6.7	11.2	14.6	46.1
Open greenway system to night riding including enforcement and lights	88	7.09	6.8	1.1	3.4	3.4	9.1	5.7	9.1	19.3	42.0
Striped bike lanes on major roadways instead of unmarked wide outside lanes	88	6.78	10.2	1.1	3.4	4.5	8.0	5.7	14.8	10.2	42.0
Town-funded support facilities like drinking fountains and bike lockers	89	6.71	6.7	1.1	2.2	4.5	14.6	7.9	16.9	15.7	30.3

Cary Bicycling: Effectiveness of Improvements to Encourage Cycling Crosstabulations

Table B159. Effectiveness of Improvements to Encourage Cycling by Living in Cary Less Than 2 Years.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	45	5.44	37.8	0.0	0.0	0.0	6.7	0.0	11.1	4.4	40.0
Improved off-road connectivity between residential neighborhoods	44	5.02	38.6	2.3	0.0	0.0	4.5	6.8	13.6	6.8	27.3
Paved shoulders wide enough for cycling	44	5.02	38.6	0.0	0.0	0.0	6.8	9.1	13.6	6.8	25.0
Improved bike signage	45	4.91	40.0	0.0	0.0	0.0	13.3	6.7	6.7	2.2	31.1
Striped bike lanes on major roadways	44	4.75	43.2	0.0	0.0	0.0	4.5	6.8	20.5	0.0	25.0
Drainage grades flush with pavement surface	44	4.68	38.6	0.0	0.0	2.3	11.4	9.1	13.6	11.4	13.6
Regular street maintenance	44	4.61	43.2	0.0	2.3	0.0	9.1	2.3	13.6	9.1	20.5
Restrooms, water fountains, benches	45	4.49	40.0	0.0	4.4	0.0	13.3	6.7	13.3	4.4	17.8
More public cycling events	44	4.20	40.9	2.3	4.5	4.5	13.6	4.5	6.8	4.5	18.2
Bicycle racks	44	4.07	40.9	4.5	0.0	4.5	15.9	9.1	9.1	2.3	13.6
Wide outside lanes without bike markings on major highways	44	3.68	47.7	6.8	2.3	2.3	11.4	2.3	9.1	6.8	11.4

Table B160. Effectiveness of Improvements to Encourage Cycling by Living in Cary 2-5 Years.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	89	5.93	29.2	1.1	0.0	1.1	7.9	4.5	2.2	10.1	43.8
Improved off-road connectivity between residential neighborhoods	88	5.90	28.4	2.3	0.0	1.1	2.3	5.7	9.1	17.0	34.1
Paved shoulders wide enough for cycling	88	5.38	28.4	3.4	6.8	0.0	5.7	3.4	11.4	14.8	26.1
Striped bike lanes on major roadways	89	5.22	30.3	3.4	0.0	4.5	10.1	6.7	7.9	12.4	24.7
Improved bike signage	88	5.17	28.4	4.5	6.8	0.0	8.0	4.5	15.9	5.7	26.1
Regular street maintenance	89	4.92	28.1	4.5	3.4	2.2	16.9	5.6	10.1	15.7	13.5
Restrooms, water fountains, benches	89	4.91	28.1	5.6	4.5	5.6	11.2	4.5	11.2	9.0	20.2
Drainage grades flush with pavement surface	88	4.68	30.7	8.0	3.4	0.0	14.8	5.7	12.5	9.1	15.9
Bicycle racks	88	4.45	33.0	8.0	0.0	5.7	14.8	4.5	15.9	2.3	15.9
More public cycling events	87	4.43	34.5	6.9	3.4	2.3	11.5	3.4	17.2	10.3	10.3
Wide outside lanes without bike markings on major highways	89	3.99	37.1	6.7	3.4	5.6	11.2	11.2	11.2	7.9	5.6

Table B161. Effectiveness of Improvements to Encourage Cycling by Living in Cary 6-10 Years.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	105	5.63	27.6	1.0	1.0	1.0	14.3	3.8	7.6	15.2	28.6
Improved off-road connectivity between residential neighborhoods	105	5.57	28.6	1.9	1.9	0.0	11.4	3.8	9.5	13.3	29.5
Paved shoulders wide enough for cycling	105	4.77	35.2	2.9	1.0	2.9	14.3	3.8	12.4	7.6	20.0
Improved bike signage	105	4.76	33.3	2.9	1.9	4.8	15.2	5.7	8.6	6.7	21.0
Striped bike lanes on major roadways	105	4.65	40.0	1.9	1.0	2.9	8.6	4.8	12.4	8.6	20.0
Restrooms, water fountains, benches	105	4.59	31.4	2.9	4.8	5.7	15.2	6.7	13.3	4.8	15.2
Regular street maintenance	105	4.41	38.1	1.9	2.9	1.0	14.3	8.6	13.3	9.5	10.5
Drainage grades flush with pavement surface	104	4.16	36.5	4.8	1.9	7.7	17.3	3.8	9.6	7.7	10.6
Bicycle racks	105	4.04	35.2	3.8	6.7	6.7	17.1	8.6	5.7	8.6	7.6
More public cycling events	105	4.02	36.2	3.8	4.8	7.6	16.2	7.6	11.4	4.8	7.6
Wide outside lanes without bike markings on major highways	104	3.32	49.0	2.9	5.8	5.8	15.4	3.8	6.7	5.8	4.8

Table B162. Effectiveness of Improvements to Encourage Cycling by Living in Cary 11-20 Years.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	90	4.90	34.4	2.2	4.4	1.1	11.1	1.1	14.4	10.0	21.1
Improved off-road connectivity between residential neighborhoods	89	4.47	39.3	1.1	4.5	3.4	11.2	3.4	10.1	11.2	15.7
Paved shoulders wide enough for cycling	90	4.46	38.9	3.3	2.2	3.3	13.3	0.0	12.2	12.2	14.4
Striped bike lanes on major roadways	90	4.10	46.7	1.1	4.4	1.1	6.7	7.8	8.9	8.9	14.4
Improved bike signage	90	3.82	41.1	5.6	3.3	4.4	15.6	8.9	7.8	3.3	10.0
Drainage grades flush with pavement surface	90	3.79	42.2	4.4	5.6	7.8	8.9	6.7	10.0	4.4	10.0
Regular street maintenance	89	3.75	44.9	3.4	3.4	2.2	16.9	7.9	7.9	3.4	10.1
More public cycling events	90	3.59	44.4	7.8	4.4	4.4	12.2	3.3	7.8	7.8	7.8
Restrooms, water fountains, benches	90	3.38	43.3	7.8	5.6	5.6	16.7	5.6	7.8	11.1	6.7
Bicycle racks	90	3.36	43.3	10.0	4.4	5.6	12.2	6.7	11.1	2.2	4.4
Wide outside lanes without bike markings on major highways	89	3.01	50.6	6.7	4.5	7.9	12.4	2.2	10.1	4.5	1.1

Table B163. Effectiveness of Improvements to Encourage Cycling by Living in Cary Over 20 Years.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Improved off-road connectivity between residential neighborhoods	59	4.85	40.7	0.0	1.7	0.0	10.2	6.8	3.4	11.9	25.4
Extended greenway/trail system	59	4.73	40.7	0.0	1.7	1.7	11.9	5.1	6.8	6.8	25.4
Paved shoulders wide enough for cycling	59	4.39	42.4	0.0	3.4	5.1	11.9	1.7	6.8	10.2	18.6
Striped bike lanes on major roadways	59	4.36	45.8	0.0	0.0	1.7	16.9	1.7	3.4	10.2	20.3
Drainage grades flush with pavement surface	58	4.21	46.6	0.0	1.7	1.7	13.8	3.4	5.2	12.1	15.5
Improved bike signage	59	3.97	45.8	0.0	3.4	1.7	18.6	8.5	3.4	1.7	16.9
Regular street maintenance	59	3.85	47.5	1.7	0.0	5.1	20.3	1.7	3.4	5.1	15.3
Bicycle racks	59	3.75	45.8	3.4	0.0	5.1	18.6	1.7	13.6	3.4	8.5
More public cycling events	58	3.59	51.7	1.7	1.7	0.0	13.8	10.3	5.2	8.6	6.9
Restrooms, water fountains, benches	59	3.58	49.2	0.0	0.0	5.1	18.6	11.9	5.1	3.4	6.8
Wide outside lanes without bike markings on major highways	59	3.29	57.6	1.7	3.4	0.0	15.3	3.4	0.0	6.8	11.9

Table B164. Effectiveness of Improvements to Encourage Cycling by Age 18-25.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	26	5.73	30.8	0.0	0.0	0.0	11.5	3.8	7.7	7.7	38.5
Improved off-road connectivity between residential neighborhoods	26	5.27	30.8	3.8	0.0	0.0	11.5	3.8	15.4	11.5	23.1
Restrooms, water fountains, benches	26	4.88	30.8	3.8	3.8	0.0	15.4	3.8	19.2	3.8	19.2
Improved bike signage	26	4.77	34.6	7.7	0.0	0.0	11.5	11.5	3.8	3.8	26.9
Paved shoulders wide enough for cycling	26	4.58	38.5	0.0	0.0	3.8	15.4	7.7	11.5	7.7	15.4
Striped bike lanes on major roadways	26	4.50	38.5	3.8	3.8	3.8	11.5	0.0	11.5	3.8	23.1
Regular street maintenance	26	4.50	38.5	3.8	0.0	0.0	15.4	11.5	7.7	3.8	19.2
More public cycling events	26	4.23	34.6	15.4	3.8	3.8	7.7	0.0	3.8	11.5	19.2
Drainage grades flush with pavement surface	26	4.00	38.5	3.8	0.0	3.8	30.8	3.8	3.8	3.8	11.5
Wide outside lanes without bike markings on major highways	26	3.73	42.3	3.8	0.0	11.5	19.2	0.0	7.7	11.5	3.8
Bicycle racks	26	3.27	38.5	19.2	0.0	7.7	15.4	7.7	3.8	0.0	7.7

Table B165. Effectiveness of Improvements to Encourage Cycling by Age 26-35.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	86	6.01	26.7	2.3	0.0	1.2	9.3	2.3	5.8	7.0	45.3
Improved off-road connectivity between residential neighborhoods	84	5.69	29.8	2.4	0.0	1.2	8.3	7.1	1.2	13.1	36.9
Improved bike signage	86	5.15	29.1	5.8	3.5	2.3	11.6	4.7	7.0	4.7	31.4
Paved shoulders wide enough for cycling	84	5.07	32.1	2.4	4.8	1.2	15.5	0.0	6.0	10.7	27.4
Restrooms, water fountains, benches	86	4.93	30.2	4.7	3.5	4.7	14.0	1.2	12.8	3.5	25.6
Striped bike lanes on major roadways	85	4.91	37.6	3.5	0.0	2.4	9.4	4.7	5.9	8.2	28.2
Regular street maintenance	84	4.65	33.3	3.6	4.8	3.6	11.9	4.8	10.7	13.1	14.3
Drainage grades flush with pavement surface	83	4.59	33.7	4.8	4.8	3.6	13.3	2.4	9.6	10.8	16.9
More public cycling events	85	4.58	35.3	2.4	5.9	2.4	12.9	4.7	10.6	9.4	16.5
Bicycle racks	84	4.29	33.3	7.1	0.0	7.1	17.9	7.1	11.9	2.4	13.1
Wide outside lanes without bike markings on major highways	85	3.94	42.4	3.5	4.7	3.5	11.8	7.1	9.4	9.4	8.2

Table B166. Effectiveness of Improvements to Encourage Cycling by Age 36-45.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	125	6.20	22.4	0.0	1.6	0.8	10.4	2.4	11.2	16.0	35.2
Improved off-road connectivity between residential neighborhoods	124	5.92	23.4	1.6	3.2	0.8	5.6	4.8	16.9	15.3	28.2
Paved shoulders wide enough for cycling	125	5.38	26.4	3.2	3.2	2.4	8.8	5.6	16.0	12.8	21.6
Striped bike lanes on major roadways	125	5.27	31.2	0.0	1.6	2.4	7.2	10.4	14.4	12.8	20.0
Improved bike signage	124	5.22	25.0	2.4	4.0	4.0	14.5	8.1	14.5	5.6	21.8
Regular street maintenance	125	4.79	32.0	2.4	3.2	0.8	16.8	7.2	12.8	10.4	14.4
Restrooms, water fountains, benches	125	4.78	24.8	3.2	5.6	9.6	14.4	11.2	10.4	7.2	13.6
Drainage grades flush with pavement surface	124	4.76	29.0	4.0	4.0	5.6	10.5	9.7	16.1	8.1	12.9
Bicycle racks	125	4.62	28.8	4.0	4.8	7.2	13.6	9.6	12.8	6.4	12.8
More public cycling events	124	4.33	30.6	6.5	3.2	8.1	12.9	8.9	16.9	4.8	8.1
Wide outside lanes without bike markings on major highways	125	3.58	40.8	7.2	5.6	5.6	14.4	8.0	8.0	5.6	4.8

Table B167. Effectiveness of Improvements to Encourage Cycling by Age 46-55.

Biking Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Improved off-road connectivity between residential neighborhoods	87	5.13	35.6	0.0	2.3	1.1	10.3	3.4	9.2	12.6	25.3
Extended greenway/trail system	87	4.97	35.6	1.1	2.3	2.3	12.6	4.6	5.7	9.2	26.4
Paved shoulders wide enough for cycling	87	4.80	36.8	2.3	2.3	3.4	9.2	2.3	11.5	11.5	20.7
Striped bike lanes on major roadways	87	4.39	43.7	1.1	2.3	2.3	10.3	3.4	10.3	5.7	20.7
Drainage grades flush with pavement surface	87	4.24	40.2	2.3	1.1	5.7	14.9	3.4	11.5	9.2	11.5
Regular street maintenance	87	4.16	40.2	2.3	2.3	3.4	17.2	4.6	12.6	6.9	10.3
Improved bike signage	87	4.06	43.7	0.0	4.6	1.1	18.4	5.7	9.2	2.3	14.9
More public cycling events	86	3.79	45.3	1.2	2.3	3.5	18.6	4.7	10.5	9.3	4.7
Bicycle racks	87	3.72	42.5	2.3	5.7	5.7	18.4	1.1	12.6	5.7	5.7
Restrooms, water fountains, benches	87	3.61	47.1	2.3	4.6	0.0	18.4	6.9	10.3	3.4	6.9
Wide outside lanes without bike markings on major highways	85	3.33	51.8	3.5	3.5	5.9	11.8	2.4	9.4	4.7	7.1

Table B168. Effectiveness of Improvements to Encourage Cycling by Age 56-65.

Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Striped bike lanes on major roadways	37	3.84	51.4	2.7	0.0	2.7	8.1	2.7	10.8	10.8	10.8
Paved shoulders wide enough for cycling	37	3.84	51.4	2.7	2.7	0.0	8.1	0.0	13.5	10.8	10.8
Improved off-road connectivity between residential neighborhoods	37	3.76	51.4	2.7	2.7	0.0	10.8	5.4	2.7	13.5	10.8
Extended greenway/trail system	37	3.70	51.4	2.7	0.0	0.0	13.5	2.7	13.5	10.8	5.4
Regular street maintenance	37	3.35	54.1	2.7	0.0	2.7	21.6	2.7	0.0	5.4	10.8
Improved bike signage	37	3.32	51.4	5.4	2.7	2.7	13.5	5.4	5.4	8.1	5.4
Drainage grades flush with pavement surface	37	3.22	54.1	10.8	0.0	2.7	8.1	5.4	0.0	8.1	10.8
Bicycle racks	37	3.08	51.4	13.5	0.0	0.0	10.8	8.1	8.1	2.7	5.4
Restrooms, water fountains, benches	37	3.05	54.1	5.4	2.7	2.7	13.5	8.1	5.4	5.4	2.7
Wide outside lanes without bike markings on major roadways	37	2.89	56.8	8.1	5.4	0.0	10.8	2.7	5.4	5.4	5.4
More public cycling events	36	2.78	58.3	5.6	5.6	0.0	13.9	8.3	0.0	2.8	5.6

Table B169. Effectiveness of Improvements to Encourage Cycling by Age 66-75.

Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Paved shoulders wide enough for cycling	14	4.07	50.0	0.0	0.0	0.0	14.3	7.1	7.1	0.0	21.4
Improved off-road connectivity between residential neighborhoods	14	3.93	57.1	0.0	0.0	0.0	7.1	7.1	0.0	0.0	28.6
Drainage grades flush with pavement surface	14	3.86	50.0	0.0	0.0	0.0	21.4	7.1	0.0	7.1	14.3
Extended greenway/trail system	14	3.79	57.1	0.0	0.0	0.0	7.1	7.1	7.1	0.0	21.4
Regular street maintenance	14	3.57	57.1	0.0	0.0	0.0	14.3	7.1	0.0	7.1	14.3
Striped bike lanes on major roadways	14	3.50	57.1	0.0	0.0	0.0	21.4	0.0	0.0	7.1	14.3
Improved bike signage	14	3.36	57.1	0.0	0.0	7.1	7.1	14.3	0.0	0.0	14.3
More public cycling events	14	3.00	64.3	0.0	7.1	0.0	7.1	0.0	0.0	14.3	7.1
Restrooms, water fountains, benches	14	2.93	57.1	0.0	0.0	14.3	14.3	7.1	0.0	0.0	7.1
Bicycle racks	14	2.93	57.1	7.1	0.0	0.0	21.4	0.0	7.1	0.0	7.1
Wide outside lanes without bike markings on major highways	14	2.43	71.4	0.0	0.0	0.0	21.4	0.0	0.0	0.0	7.1

Table B170. Effectiveness of Improvements to Encourage Cycling by Age Over 75.

Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Striped bike lanes on major roadways	12	1.75	83.3	0.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0
Regular street maintenance	12	1.75	83.3	0.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0
Extended greenway/trail system	12	1.67	75.0	0.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0
Wide outside lanes without bike markings on major highways	12	1.58	83.3	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0
Improved off-road connectivity between residential neighborhoods	12	1.58	83.3	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0
Paved shoulders wide enough for cycling	12	1.58	83.3	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0
Restrooms, water fountains, benches	12	1.50	75.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0
More public cycling events	12	1.50	75.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Drainage grades flush with pavement surface	12	1.50	83.3	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0
Improved bike signage	12	1.33	91.7	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Bicycle racks	12	1.33	91.7	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0

Table B171. Effectiveness of Improvements to Encourage Cycling by Work in Cary.

Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	128	5.76	28.1	0.8	0.8	1.6	12.5	4.7	4.7	7.8	39.1
Improved off-road connectivity between residential neighborhoods	127	5.71	28.3	1.6	0.8	1.6	9.4	3.1	10.2	11.0	33.9
Paved shoulders wide enough for cycling	127	5.15	30.7	3.1	2.4	2.4	11.0	3.9	12.6	10.2	23.6
Striped bike lanes on major roadways	128	5.05	34.4	1.6	0.8	2.3	10.2	7.0	11.7	7.0	25.0
Improved bike signage	128	4.94	29.7	3.1	6.3	1.6	17.2	6.3	6.3	1.6	28.1
Regular street maintenance	128	4.74	32.0	3.9	1.6	2.3	16.4	8.6	10.9	7.8	16.4
Restrooms, water fountains, benches	128	4.63	29.7	3.1	7.8	1.6	18.0	7.8	11.7	3.9	16.4
Drainage grades flush with pavement surface	126	4.57	32.5	3.2	3.2	4.8	15.1	6.3	15.1	7.9	11.9
More public cycling events	127	4.44	35.4	4.7	2.4	3.1	14.2	5.5	14.2	7.9	12.6
Bicycle racks	127	4.25	32.3	4.7	3.9	10.2	18.1	2.4	11.8	5.5	11.0
Wide outside lanes without bike markings on major highways	127	3.70	41.7	2.4	4.7	6.3	18.9	7.1	8.7	5.5	4.7

Table B172. Effectiveness of Improvements to Encourage Cycling by Not Work in Cary.

Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	257	5.14	35.4	1.2	1.9	0.8	10.1	2.3	10.1	11.7	26.5
Improved off-road connectivity between residential neighborhoods	255	4.93	37.3	1.6	2.4	0.8	7.8	5.9	8.6	13.7	22.0
Paved shoulders wide enough for cycling	256	4.59	39.1	2.0	3.1	2.3	10.9	2.7	10.9	10.9	18.0
Striped bike lanes on major roadways	256	4.35	44.1	1.6	1.6	2.3	9.0	5.1	9.4	9.8	17.2
Improved bike signage	256	4.28	40.6	3.1	2.0	3.1	12.5	7.0	10.5	5.9	15.2
Drainage grades flush with pavement surface	255	4.05	41.6	4.7	2.7	4.3	12.9	5.1	7.8	8.6	12.2
Regular street maintenance	255	4.04	43.5	2.0	3.1	2.0	15.7	4.7	9.4	9.4	10.2
Restrooms, water fountains, benches	257	3.98	40.9	4.3	2.3	6.6	13.6	6.2	9.7	5.1	11.3
Bicycle racks	256	3.75	42.2	7.0	2.3	3.5	14.5	8.2	10.5	3.5	8.2
More public cycling events	254	3.69	43.7	5.1	4.7	4.7	13.0	5.9	8.7	7.1	7.1
Wide outside lanes without bike markings on major highways	255	3.24	51.4	6.3	3.9	4.3	10.6	3.9	7.5	6.7	5.5

Table B173. Effectiveness of Improvements to Encourage Cycling by C-Tran Rider.

Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Improved off-road connectivity between residential neighborhoods	22	4.68	40.9	0.0	4.5	9.1	4.5	0.0	0.0	13.6	27.3
Extended greenway/trail system	22	4.59	40.9	0.0	9.1	0.0	9.1	0.0	9.1	4.5	27.3
Paved shoulders wide enough for cycling	22	4.45	40.9	0.0	4.5	9.1	4.5	0.0	8.2	0.0	22.7
Striped bike lanes on major roadways	22	4.32	45.5	0.0	4.5	4.5	4.5	4.5	9.1	4.5	22.7
Restrooms, water fountains, benches	22	4.05	40.9	4.5	9.1	4.5	9.1	0.0	9.1	4.5	18.2
More public cycling events	22	3.91	45.5	4.5	4.5	0.0	9.1	0.0	18.2	13.6	4.5
Improved bike signage	22	3.86	50.0	0.0	4.5	0.0	13.6	9.1	0.0	4.5	18.2
Regular street maintenance	22	3.82	45.5	4.5	4.5	0.0	13.6	9.1	4.5	4.5	13.6
Drainage grades flush with pavement surface	22	3.50	50.0	0.0	9.1	4.5	9.1	4.5	9.1	4.5	9.1
Wide outside lanes without bike markings on major highways	22	3.41	50.0	0.0	4.5	9.1	13.6	4.5	9.1	0.0	9.1
Bicycle racks	22	3.41	50.0	0.0	4.5	9.1	18.2	0.0	4.5	4.5	9.1

Table B174. Effectiveness of Improvements to Encourage Cycling by C-Tran Nonrider.

Improvements	n	Mean	Not Effective 1	2	3	4	Neutral 5	6	7	8	Very Effective 9
Extended greenway/trail system	364	5.41	32.4	1.1	1.1	0.8	11.0	3.3	8.2	10.7	31.3
Improved off-road connectivity between residential neighborhoods	361	5.25	33.5	1.7	1.7	0.6	8.6	5.3	9.7	12.7	26.3
Paved shoulders wide enough for cycling	362	4.81	35.9	2.5	2.8	1.9	11.0	3.3	11.0	11.3	20.2
Striped bike lanes on major roadways	363	4.63	40.5	1.7	1.1	2.2	9.6	5.5	9.9	9.1	20.4
Improved bike signage	363	4.57	35.8	3.3	3.3	2.8	14.0	6.6	9.6	4.4	20.1
Regular street maintenance	362	4.34	39.2	2.5	2.5	2.2	15.7	5.5	10.2	9.1	13.0
Drainage grades flush with pavement surface	360	4.30	37.5	4.4	2.5	4.4	13.9	5.6	10.3	8.6	12.8
Restrooms, water fountains, benches	364	4.22	36.8	3.8	3.8	4.9	15.4	7.1	10.4	4.7	12.9
Bicycle racks	362	3.97	38.1	6.6	2.8	5.5	15.5	6.4	11.3	4.1	9.7
More public cycling events	360	3.96	40.3	5.0	3.9	4.4	13.9	6.1	10.0	6.9	9.4
Wide outside lanes without bike markings on major highways	361	3.43	47.9	5.3	3.9	4.7	13.3	5.0	7.5	6.6	5.8

Cary Bicycling: Importance of Bicycle Programs to Maintain Multimodal Transportation System Crosstabulations

Table B175. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Living in Cary Less Than 2 Years.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	45	8.31	2.2	0.0	0.0	0.0	0.0	4.4	8.9	20.0	64.4
Safety education	45	8.27	0.0	0.0	0.0	0.0	4.4	6.7	4.4	26.7	57.8
Increased enforcement	45	7.47	0.0	2.2	0.0	0.0	17.8	8.9	13.3	13.3	44.4
Public service announcement	45	7.11	0.0	4.4	4.4	2.2	15.6	4.4	15.6	13.3	40.0
Bicycle events	45	6.07	8.9	8.9	2.2	0.0	28.9	2.2	8.9	6.7	33.3

Table B176. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Living in Cary 2-5 Years.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	93	8.12	2.2	0.0	1.1	2.2	5.4	2.2	4.3	17.2	65.6
Safety education	93	7.68	0.0	1.1	0.0	2.2	14.0	4.3	15.1	15.1	48.4
Increased enforcement	92	7.21	1.1	0.0	2.2	6.5	12.0	6.5	17.4	22.8	31.5
Public service announcement	92	6.36	4.3	3.3	1.1	7.6	23.9	10.9	10.9	12.0	26.1
Bicycle events	93	5.69	8.6	8.6	6.5	4.3	18.3	11.8	11.8	9.7	20.4

Table B177. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Living in Cary 6-10 Years.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	108	7.70	4.6	0.9	0.9	0.9	4.6	4.6	12.0	19.4	51.9
Safety education	108	7.67	2.8	0.0	2.8	0.9	8.3	3.7	12.0	21.3	48.1
Increased enforcement	107	6.95	3.7	0.0	1.9	3.7	15.9	10.3	15.9	18.7	29.9
Public service announcement	107	6.28	7.5	0.9	2.8	7.5	18.7	15.0	9.3	13.1	25.2
Bicycle events	107	5.38	15.9	5.6	6.5	3.7	15.0	14.0	14.0	7.5	17.8

Table B178. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Living in Cary 11-20 Years.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	91	7.21	7.7	4.4	1.1	0.0	6.6	4.4	14.3	12.1	49.5
Safety education	89	6.85	5.6	2.2	2.2	5.6	11.2	13.5	6.7	13.5	39.3
Increased enforcement	89	6.30	7.9	4.5	1.1	3.4	20.2	10.1	13.5	13.5	25.8
Public service announcement	88	5.25	15.9	5.7	4.5	8.0	21.6	11.4	8.0	4.5	20.5
Bicycle events	91	4.97	17.6	9.9	7.7	4.4	19.8	8.8	4.4	11.0	16.5

Table B179. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Living in Cary Over 20 Years.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	61	7.66	6.6	0.0	0.0	0.0	9.8	4.9	6.6	14.8	57.4
Safety education	61	7.03	9.8	1.6	0.0	1.6	9.8	4.9	13.1	18.0	41.0
Increased enforcement	61	6.54	13.1	1.6	0.0	3.3	14.8	1.6	16.4	16.4	32.8
Public service announcement	60	4.87	26.7	0.0	6.7	5.0	21.7	10.0	5.0	8.3	16.7
Bicycle events	61	4.39	36.1	4.9	3.3	6.6	6.6	9.8	13.1	3.3	16.4

Table B180. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Age 18-25.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	27	8.07	0.0	3.7	0.0	3.7	0.0	0.0	18.5	11.1	63.0
Safety education	27	7.48	0.0	7.4	3.7	0.0	7.4	3.7	7.4	22.2	48.1
Increased enforcement	27	6.93	3.7	3.7	3.7	0.0	18.5	3.7	14.8	14.8	37.0
Public service announcement	26	6.58	7.7	3.8	0.0	3.8	15.4	11.5	15.4	7.7	34.6
Bicycle events	27	5.67	14.8	14.8	3.7	0.0	14.8	0.0	11.1	7.4	33.3

Table B181. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Age 26-35.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	85	8.01	1.2	0.0	1.2	2.4	7.1	4.7	4.7	18.8	60.0
Safety education	85	7.68	0.0	0.0	1.2	2.4	10.6	9.4	14.1	14.1	48.2
Increased enforcement	83	7.14	1.2	1.2	3.6	4.8	13.3	7.2	15.7	15.7	37.3
Public service announcement	82	6.37	7.3	2.4	2.4	4.9	22.0	8.5	11.0	13.4	28.0
Bicycle events	85	5.72	10.6	7.1	5.9	2.4	20.0	11.8	10.6	10.6	21.2

Table B182. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Age 36-45.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	128	7.68	6.3	1.6	0.8	0.0	5.5	2.3	10.2	17.2	56.3
Safety education	128	7.49	3.1	0.0	2.3	3.1	10.9	4.7	8.6	21.1	46.1
Increased enforcement	128	6.80	3.9	1.6	0.8	3.1	19.5	9.4	15.6	19.5	26.6
Public service announcement	128	6.02	7.8	2.3	3.1	7.8	25.0	10.2	10.2	10.2	23.4
Bicycle events	128	5.28	17.2	4.7	7.0	3.9	18.8	11.7	11.7	6.3	18.8

Table B183. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Age 46-55.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	87	7.54	6.9	1.1	1.1	0.0	5.7	5.7	8.0	19.5	51.7
Safety education	85	7.49	5.9	1.2	0.0	2.4	7.1	2.4	12.9	22.4	45.9
Increased enforcement	85	6.88	7.1	1.2	0.0	2.4	16.5	5.9	16.5	18.8	31.8
Public service announcement	85	5.88	15.3	0.0	3.5	4.7	20.0	14.1	5.9	10.6	25.9
Bicycle events	87	5.34	17.2	6.9	4.6	4.6	17.2	9.2	9.2	13.8	17.2

Table B184. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Age 56-65.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	40	7.80	2.5	2.5	0.0	0.0	5.0	5.0	17.5	12.5	55.0
Safety education	40	6.85	5.0	2.5	0.0	2.5	17.5	12.5	12.5	12.5	35.0
Increased enforcement	40	6.33	7.5	2.5	0.0	10.0	17.5	7.5	17.5	12.5	25.0
Public service announcement	40	4.98	10.0	10.0	10.0	15.0	17.5	7.5	7.5	10.0	12.5
Bicycle events	39	4.31	20.5	12.8	7.7	10.3	12.8	15.4	10.3	0.0	10.3

Table B185. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Age 66-75.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	17	8.12	5.9	0.0	0.0	0.0	5.9	0.0	5.9	5.9	76.5
Safety education	17	7.88	0.0	0.0	0.0	0.0	11.8	11.8	11.8	5.9	58.8
Increased enforcement	17	7.53	5.9	0.0	0.0	5.9	5.9	0.0	11.8	23.5	47.1
Public service announcement	17	6.18	11.8	5.9	0.0	5.9	5.9	17.6	17.6	5.9	29.4
Bicycle events	17	5.00	23.5	11.8	5.9	5.9	11.8	0.0	5.9	5.9	29.4

Table B186. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Age Over 75.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	13	6.77	15.4	0.0	0.0	0.0	7.7	15.4	7.7	7.7	46.2
Safety education	13	6.77	23.1	0.0	0.0	0.0	0.0	7.7	0.0	15.4	53.8
Increased enforcement	13	6.15	23.1	0.0	0.0	0.0	0.0	23.1	7.7	15.4	30.8
Bicycle events	13	4.54	38.5	7.7	0.0	0.0	7.7	7.7	15.4	0.0	23.1
Public service announcement	13	4.46	38.5	0.0	7.7	0.0	7.7	23.1	0.0	0.0	23.1

Table B187. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Work in Cary.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	128	7.93	2.3	0.8	0.0	2.3	5.5	3.1	11.7	16.4	57.8
Safety education	128	7.53	0.0	1.6	3.9	3.1	10.9	6.3	8.6	17.2	48.4
Increased enforcement	127	6.96	3.1	0.8	3.1	4.7	15.7	10.2	11.8	13.4	37.0
Public service announcement	127	6.01	10.2	3.9	5.5	3.1	21.3	11.0	7.9	7.1	29.9
Bicycle events	128	5.54	16.4	6.3	3.9	3.1	19.5	9.4	8.6	8.6	24.2

Table B188. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by Not Work in Cary.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	267	7.65	6.0	1.5	1.1	0.0	5.6	4.5	8.6	16.9	55.8
Safety education	265	7.40	5.3	0.8	0.0	1.9	9.8	6.8	12.1	18.9	44.5
Increased enforcement	264	6.79	6.1	1.9	0.4	3.4	16.3	6.8	17.4	19.7	28.0
Public service announcement	262	5.90	11.1	2.3	2.7	8.4	20.2	11.5	10.3	11.8	21.8
Bicycle events	266	5.13	17.3	8.3	6.8	4.5	16.2	10.5	11.7	7.9	16.9

Table B189. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by C-Tran Rider.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	24	7.83	0.0	0.0	0.0	0.0	12.5	16.7	4.2	8.3	58.3
Safety education	24	7.79	0.0	0.0	0.0	0.0	12.5	16.7	4.2	12.5	54.2
Increased enforcement	24	7.75	0.0	0.0	0.0	0.0	12.5	12.5	8.3	20.8	45.8
Public service announcement	24	6.54	4.2	0.0	8.3	0.0	25.0	12.5	8.3	8.3	33.3
Bicycle events	24	6.13	8.3	0.0	0.0	8.3	29.2	12.5	12.5	0.0	29.2

Table B190. Importance of Bicycle Programs to Maintain a Multimodal Transportation System by C-Tran Nonrider.

Bicycle Programs	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
Safe routes to school	373	7.74	5.1	1.3	0.8	0.8	5.1	3.2	9.9	17.2	56.6
Safety education	371	7.43	3.8	1.1	1.3	2.4	10.0	5.9	11.3	18.6	45.6
Increased enforcement	369	6.80	5.4	1.6	1.4	4.1	16.3	7.6	16.0	17.3	30.4
Public service announcement	367	5.90	11.2	3.0	3.3	7.1	20.4	11.2	9.5	10.4	24.0
Bicycle events	372	5.22	17.5	8.1	6.2	3.8	16.4	10.2	10.5	8.6	18.8

Transit: Usage of C-Tran Services Crosstabulations

Table 191. Usage of C-Tran Fixed Route and Door-to-Door Services by Living in Cary Less Than 2 Years.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	2.2	0.0	0.0	97.8
Door-to-door	0.0	0.0	0.0	0.0	100.0

Table 192. Usage of C-Tran Fixed Route and Door-to-Door Services by Living in Cary 2-5 Years.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	1.1	0.0	2.2	96.8
Door-to-door	0.0	2.2	0.0	3.2	94.6

Table 193. Usage of C-Tran Fixed Route and Door-to-Door Services by Living in Cary 6-10 Years.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	0.0	0.9	0.0	99.1
Door-to-door	0.0	0.9	0.9	0.9	97.2

Table 194. Usage of C-Tran Fixed Route and Door-to-Door Services by Living in Cary 11-20 Years.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	1.1	0.0	2.2	0.0	96.7
Door-to-door	0.0	1.1	5.5	0.0	93.4

Table 195. Usage of C-Tran Fixed Route and Door-to-Door Services by Living in Cary Over 20 Years.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	1.6	1.6	4.8	0.0	92.1
Door-to-door	1.6	1.6	4.8	0.0	92.1

Table 196. Usage of C-Tran Fixed Route and Door-to-Door Services by Age 18-25.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	3.7	0.0	0.0	96.3
Door-to-door	0.0	0.0	0.0	0.0	100.0

Table 197. Usage of C-Tran Fixed Route and Door-to-Door Services by Age 26-35.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	1.2	0.0	0.0	98.8
Door-to-door	0.0	1.2	2.4	0.0	96.5

Table 198. Usage of C-Tran Fixed Route and Door-to-Door Services by Age 36-45.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	1.6	0.0	0.8	0.8	96.9
Door-to-door	0.8	0.0	0.8	1.6	96.9

Table 199. Usage of C-Tran Fixed Route and Door-to-Door Services by Age 46-55.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	0.0	2.3	1.1	96.6
Door-to-door	0.0	0.0	3.5	1.2	95.3

Table 200. Usage of C-Tran Fixed Route and Door-to-Door Services by Age 56-65.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	0.0	2.4	0.0	97.6
Door-to-door	0.0	2.4	4.9	0.0	92.7

Table 201. Usage of C-Tran Fixed Route and Door-to-Door Services by Age 66-75.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	0.0	5.6	0.0	94.4
Door-to-door	0.0	5.6	0.0	5.6	88.9

Table 202. Usage of C-Tran Fixed Route and Door-to-Door Services by Age Over 75.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	7.1	7.1	0.0	85.7
Door-to-door	0.0	14.3	7.1	0.0	78.6

Table 203. Usage of C-Tran Fixed Route and Door-to-Door Services by Work in Cary.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.0	0.0	1.6	0.8	97.6
Door-to-door	0.0	0.0	3.9	1.6	94.5

Table 204. Usage of C-Tran Fixed Route and Door-to-Door Services by Not Work in Cary.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.7	1.1	1.5	0.4	96.3
Door-to-door	0.4	1.9	1.5	0.7	95.2

Table 205. Usage of C-Tran Fixed Route and Door-to-Door Services by Own a Bike.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.5	1.0	1.0	0.5	97.0
Door-to-door	0.5	0.5	3.0	1.0	95.0

Table 206. Usage of C-Tran Fixed Route and Door-to-Door Services by Not Own a Bike.

C-Tran Service	Daily	Weekly	Monthly	Yearly	Never
Fixed route	0.5	0.5	2.0	0.5	96.5
Door-to-door	0.0	2.0	1.5	1.0	95.5

Transit: Importance of Items to Encourage C-Tran Usage Crosstabulations

Table B207. Importance of Items to Encourage Usage of C-Tran by Living in Cary Less Than 2 Years.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
More print/online information on service	43	6.07	27.9	0.0	0.0	2.3	9.3	4.7	0.0	7.0	48.8
On-time performance	43	5.95	30.2	0.0	0.0	0.0	11.6	0.0	2.3	11.6	44.2
Benches/shelters at bus stops	43	5.93	30.2	0.0	0.0	0.0	11.6	0.0	4.7	9.3	44.2
Transit pass accepted by C-Tran and TTA	43	5.88	30.2	0.0	0.0	0.0	14.0	0.0	4.7	4.7	46.5
RDU Airport	43	5.88	30.2	0.0	0.0	0.0	14.0	0.0	2.3	9.3	44.2
Higher fuel cost	43	5.81	30.2	0.0	0.0	0.0	14.0	0.0	7.0	7.0	41.9
Employer-sponsored transit passes	43	5.81	30.2	0.0	0.0	0.0	14.0	0.0	2.3	16.3	37.2
Lower cost or multi-trip discounts	43	5.81	30.2	0.0	0.0	0.0	16.3	0.0	2.3	7.0	44.2
More frequent service	43	5.63	30.2	0.0	0.0	0.0	16.3	4.7	2.3	11.6	34.9
More areas served by fixed route	43	5.60	30.2	0.0	2.3	0.0	16.3	0.0	4.7	9.3	37.2
Environmental considerations	43	5.49	30.2	0.0	0.0	0.0	18.6	2.3	9.3	9.3	30.2
More Park & Ride parking	43	5.49	30.2	0.0	0.0	0.0	16.3	7.0	9.3	4.7	32.6
All-day service to and from Raleigh	43	5.30	34.9	0.0	0.0	0.0	16.3	0.0	9.3	7.0	32.6
Later service in the evening	43	4.88	34.9	2.3	0.0	4.7	16.3	4.7	4.7	4.7	27.9
Earlier service in the morning	43	4.86	34.9	2.3	2.3	0.0	18.6	4.7	4.7	7.0	25.6

Table B208. Importance of Items to Encourage Usage of C-Tran by Living in Cary 2-5 Years.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	87	5.33	34.5	1.1	0.0	2.3	13.8	1.1	3.4	5.7	37.9
On-time performance	88	5.24	37.5	1.1	0.0	0.0	13.6	1.1	2.3	5.7	38.6
More print/online information on service	90	5.21	34.4	1.1	1.1	2.2	16.7	1.1	2.2	3.3	37.8
Higher fuel cost	87	5.11	33.3	2.3	1.1	1.1	14.9	5.7	4.6	6.9	29.9
Environmental considerations	87	5.06	35.6	1.1	2.3	0.0	14.9	3.4	3.4	10.3	28.7
Benches/shelters at bus stops	88	5.06	36.4	2.3	1.1	1.1	12.5	3.4	2.3	10.2	30.7
All-day service to and from Raleigh	88	5.01	34.1	2.3	1.1	1.1	18.2	1.1	6.8	8.0	27.3
More frequent service	89	4.92	36.0	2.2	1.1	1.1	15.7	2.2	5.6	11.2	24.7
More areas served by fixed route	88	4.86	37.5	1.1	1.1	0.0	15.9	3.4	9.1	6.8	25.0
Transit pass accepted by C-Tran and TTA	88	4.77	39.8	3.4	1.1	0.0	14.8	1.1	2.3	6.8	30.7
More Park & Ride parking	87	4.75	35.6	3.4	1.1	3.4	17.2	1.1	5.7	8.0	24.1
Employer-sponsored transit passes	88	4.61	44.3	1.1	0.0	0.0	13.6	0.0	6.8	8.0	26.1
Lower cost or multi-trip discounts	87	4.55	40.2	3.4	1.1	0.0	18.4	2.3	3.4	4.6	26.4
Later service in the evening	87	4.32	42.5	3.4	1.1	0.0	18.4	1.1	5.7	8.0	19.5
Earlier service in the morning	86	4.23	41.9	3.5	0.0	1.2	20.9	1.2	9.3	5.8	16.3

Table B209. Importance of Items to Encourage Usage of C-Tran by Living in Cary 6-10 Years.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	102	5.43	30.4	0.0	2.0	3.9	12.7	3.9	4.9	9.8	32.4
More print/online information on service	105	5.22	32.4	3.8	1.0	1.9	10.5	6.7	3.8	7.6	32.4
On-time performance	102	5.11	34.3	2.0	0.0	2.0	14.7	2.0	9.8	6.9	28.4
Benches/shelters at bus stops	102	5.01	36.3	2.9	0.0	2.0	9.8	2.9	10.8	8.8	26.5
Environmental considerations	102	4.90	34.3	2.0	2.9	2.9	14.7	2.9	6.9	7.8	25.5
Higher fuel cost	101	4.86	34.7	0.0	4.0	4.0	14.9	5.9	4.0	7.9	24.8
More areas served by fixed route	102	4.84	34.3	2.0	4.9	2.0	15.7	2.9	3.9	8.8	25.5
More frequent service	102	4.77	34.3	2.0	4.9	1.0	15.7	6.9	4.9	6.9	23.5
All-day service to and from Raleigh	102	4.65	37.3	2.0	5.9	1.0	11.8	3.9	6.9	10.8	20.6
Transit pass accepted by C-Tran and TTA	102	4.64	39.2	2.9	2.0	0.0	12.7	7.8	2.9	9.8	22.5
More Park & Ride parking	102	4.63	34.3	3.9	2.9	4.9	12.7	5.9	8.8	6.9	19.6
Lower cost or multi-trip discounts	101	4.44	37.6	5.0	1.0	2.0	18.8	5.0	5.9	3.0	21.8
Employer-sponsored transit passes	103	4.31	42.7	2.9	0.0	1.9	15.5	3.9	6.8	9.7	16.5
Later service in the evening	103	3.88	45.6	2.9	3.9	1.0	19.4	2.9	3.9	3.9	16.5
Earlier service in the morning	103	3.83	47.6	1.0	3.9	0.0	20.4	4.9	2.9	4.9	14.6

Table B210. Importance of Items to Encourage Usage of C-Tran by Living in Cary 11-20 Years.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	86	4.88	39.5	3.5	0.0	0.0	7.0	4.7	8.1	12.8	24.4
On-time performance	86	4.71	40.7	4.7	1.2	1.2	9.3	3.5	1.2	8.1	30.2
More print/online information on service	87	4.67	39.1	5.7	1.1	5.7	6.9	2.3	2.3	5.7	31.0
More frequent service	87	4.47	36.8	6.9	0.0	4.6	9.2	9.2	10.3	2.3	20.7
Higher fuel cost	86	4.45	39.5	2.3	3.5	2.3	14.0	3.5	5.8	11.6	17.4
Benches/shelters at bus stops	86	4.43	44.2	4.7	2.3	2.3	5.8	3.5	2.3	7.0	27.9
More areas served by fixed route	86	4.38	40.7	5.8	2.3	1.2	11.6	4.7	5.8	3.5	24.4
Environmental considerations	87	4.30	40.2	3.4	3.4	4.6	12.6	4.6	2.3	11.5	17.2
All-day service to and from Raleigh	87	4.16	44.8	5.7	0.0	1.1	11.5	3.4	6.9	9.2	17.2
More Park & Ride parking	87	4.12	45.3	4.7	1.2	4.7	5.8	5.8	4.7	12.8	15.1
Employer-sponsored transit passes	86	4.06	51.2	2.3	1.2	0.0	8.1	3.5	5.8	7.0	20.9
Transit pass accepted by C-Tran and TTA	86	4.00	50.0	3.5	1.2	1.2	9.3	1.2	7.0	8.1	18.6
Lower cost or multi-trip discounts	86	3.99	46.5	5.8	2.3	0.0	14.0	0.0	5.8	7.0	18.6
Earlier service in the morning	87	3.38	52.9	4.6	2.3	4.6	9.2	4.6	8.0	3.4	10.3
Later service in the evening	87	3.14	55.2	5.7	1.1	4.6	10.3	5.7	6.9	2.3	8.0

Table B211. Importance of Items to Encourage Usage of C-Tran by Living in Cary Over 20 Years.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	59	4.85	44.1	0.0	1.7	0.0	6.8	3.4	5.1	5.1	33.9
On-time performance	60	4.77	43.3	1.7	1.7	1.7	6.7	1.7	5.0	5.0	33.3
All-day service to and from Raleigh	60	4.73	41.7	1.7	1.7	1.7	5.0	6.7	10.0	3.3	28.3
Benches/shelters at bus stops	60	4.62	43.3	1.7	1.7	3.3	5.0	1.7	10.0	8.3	25.0
More areas served by fixed route	59	4.61	45.8	1.7	0.0	0.0	8.5	1.7	8.5	5.1	28.8
More print/online information on service	60	4.60	43.3	3.3	0.0	0.0	10.0	1.7	6.7	11.7	23.3
More frequent service	59	4.53	44.1	1.7	0.0	0.0	8.5	6.8	10.2	8.5	20.3
Higher fuel cost	60	4.50	43.3	1.7	1.7	0.0	6.7	10.0	10.0	5.0	21.7
More Park & Ride parking	59	4.36	47.5	1.7	0.0	0.0	6.8	5.1	10.2	10.2	18.6
Environmental considerations	60	4.30	41.7	1.7	3.3	3.3	8.3	10.0	8.3	8.3	15.0
Lower cost or multi-trip discounts	60	4.08	46.7	6.7	5.0	0.0	6.7	0.0	3.3	8.3	23.3
Later service in the evening	60	3.68	53.3	1.7	3.3	0.0	13.3	1.7	3.3	8.3	15.0
Earlier service in the morning	60	3.58	56.7	1.7	3.3	0.0	8.3	1.7	6.7	5.0	16.7
Transit pass accepted by C-Tran and TTA	60	3.52	58.3	1.7	3.3	0.0	8.3	1.7	5.0	1.7	20.0
Employer-sponsored transit passes	60	3.48	58.3	1.7	3.3	0.0	10.0	0.0	3.3	6.7	16.7

Table B212. Importance of Items to Encourage Usage of C-Tran by Age 18-25.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
More print/online information on service	27	4.48	44.4	0.0	0.0	3.7	14.8	3.7	3.7	0.0	29.6
RDU Airport	26	4.38	50.0	0.0	0.0	0.0	11.5	3.8	0.0	3.8	30.8
On-time performance	26	4.31	46.2	3.8	0.0	0.0	15.4	0.0	0.0	11.5	23.1
More areas served by fixed route	26	4.23	50.0	0.0	0.0	0.0	15.4	0.0	3.8	7.7	23.1
Benches/shelters at bus stops	26	4.19	50.0	3.8	0.0	0.0	11.5	0.0	0.0	7.7	26.9
Transit pass accepted by C-Tran and TTA	26	4.19	53.8	0.0	0.0	0.0	11.5	0.0	0.0	3.8	30.8
Lower cost or multi-trip discounts	26	4.15	53.8	0.0	0.0	0.0	11.5	0.0	3.8	0.0	30.8
Employer-sponsored transit passes	26	4.08	53.8	0.0	0.0	0.0	11.5	0.0	0.0	15.4	19.2
More frequent service	26	3.92	46.2	7.7	0.0	0.0	15.4	3.8	3.8	3.8	19.2
Higher fuel cost	26	3.88	50.0	0.0	3.8	0.0	19.2	0.0	3.8	3.8	19.2
Environmental considerations	26	3.81	50.0	0.0	0.0	3.8	19.2	0.0	7.7	7.7	11.5
More Park & Ride parking	26	3.73	53.8	0.0	0.0	0.0	19.2	3.8	0.0	7.7	15.4
All-day service to and from Raleigh	26	3.69	50.0	3.8	0.0	3.8	15.4	0.0	11.5	0.0	15.4
Later service in the evening	26	3.58	57.7	0.0	0.0	0.0	11.5	3.8	7.7	7.7	11.5
Earlier service in the morning	26	3.31	57.7	0.0	0.0	0.0	19.2	3.8	7.7	3.8	7.7

Table B213. Importance of Items to Encourage Usage of C-Tran by Age 26-35.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
More print/online information on service	83	6.43	22.9	0.0	0.0	0.0	13.3	3.6	1.2	7.2	51.8
RDU Airport	80	6.23	23.8	0.0	0.0	1.3	15.0	0.0	3.8	13.8	42.5
On-time performance	80	6.10	25.0	0.0	0.0	0.0	17.5	2.5	3.8	5.0	46.3
Benches/shelters at bus stops	80	5.93	26.3	1.3	0.0	1.3	16.3	1.3	2.5	8.8	42.5
Environmental considerations	80	5.84	23.8	0.0	1.3	1.3	20.0	3.8	6.3	8.8	35.0
Higher fuel cost	80	5.78	25.0	1.3	1.3	1.3	17.5	2.5	7.5	7.5	36.3
More frequent service	82	5.78	25.6	1.2	1.2	0.0	17.1	2.4	6.1	13.4	32.9
All-day service to and from Raleigh	80	5.76	25.0	0.0	2.5	0.0	20.0	1.3	6.3	12.5	32.5
More areas served by fixed route	82	5.66	25.6	1.2	1.2	1.2	19.5	3.7	3.7	11.0	32.9
Transit pass accepted by C-Tran and TTA	80	5.61	31.3	0.0	0.0	0.0	17.5	1.3	2.5	10.0	37.5
Employer-sponsored transit passes	80	5.55	31.3	0.0	0.0	2.5	13.8	1.3	5.0	13.8	32.5
More Park & Ride parking	80	5.46	28.8	2.5	1.3	0.0	16.3	1.3	10.0	10.0	30.0
Lower cost or multi-trip discounts	80	5.28	31.3	1.3	0.0	0.0	23.8	2.5	2.5	6.3	32.5
Earlier service in the morning	80	4.75	35.0	1.3	2.5	0.0	21.3	5.0	7.5	6.3	21.3
Later service in the evening	80	4.71	35.0	1.3	2.5	2.5	20.0	5.0	5.0	7.5	21.3

Table B214. Importance of Items to Encourage Usage of C-Tran by Age 36-45.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	119	4.97	37.8	0.8	1.7	1.7	11.8	2.5	5.9	9.2	28.6
On-time performance	122	4.91	41.0	1.6	0.8	0.0	9.8	0.8	6.6	9.8	29.5
More print/online information on service	123	4.84	38.2	4.1	0.8	2.4	9.8	3.3	4.9	6.5	30.1
Higher fuel cost	120	4.73	39.2	1.7	0.8	1.7	11.7	7.5	4.2	11.7	21.7
Benches/shelters at bus stops	121	4.65	40.5	3.3	1.7	1.7	8.3	3.3	8.3	9.9	23.1
Environmental considerations	122	4.62	36.9	3.3	3.3	2.5	12.3	4.9	4.9	13.9	18.0
More Park & Ride parking	121	4.41	39.7	5.0	2.5	2.5	9.9	5.8	5.8	11.6	17.4
All-day service to and from Raleigh	122	4.39	43.4	2.5	0.8	1.6	11.5	2.5	9.8	9.8	18.0
More frequent service	122	4.37	41.0	3.3	2.5	1.6	13.9	4.9	5.7	7.4	19.7
Transit pass accepted by C-Tran and TTA	121	4.33	44.6	3.3	2.5	0.8	11.6	1.7	4.1	8.3	23.1
More areas served by fixed route	121	4.31	42.1	2.5	5.0	0.8	14.0	0.8	9.1	4.1	21.5
Employer-sponsored transit passes	123	4.24	45.5	3.3	1.6	0.0	12.2	2.4	6.5	10.6	17.9
Lower cost or multi-trip discounts	120	4.17	45.0	5.0	1.7	0.8	13.3	1.7	5.0	5.8	21.7
Earlier service in the morning	121	3.67	49.6	3.3	2.5	2.5	14.0	3.3	7.4	5.0	12.4
Later service in the evening	122	3.54	50.0	5.7	2.5	2.5	13.1	3.3	6.6	3.3	13.1

Table B215. Importance of Items to Encourage Usage of C-Tran by Age 46-55.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	84	5.23	34.5	2.4	1.2	2.4	8.3	4.8	4.8	8.3	33.3
More areas served by fixed route	83	4.94	37.3	3.6	0.0	1.2	10.8	6.0	4.8	4.8	31.3
More print/online information on service	85	4.91	36.5	2.4	2.4	5.9	7.1	4.7	3.5	8.2	29.4
On-time performance	84	4.85	38.1	3.6	1.2	2.4	10.7	2.4	4.8	7.1	29.8
More frequent service	83	4.81	36.1	3.6	0.0	3.6	9.6	8.4	9.6	3.6	25.3
Benches/shelters at bus stops	84	4.77	41.7	3.6	0.0	1.2	4.8	3.6	10.7	7.1	27.4
Higher fuel cost	84	4.76	35.7	1.2	3.6	3.6	11.9	8.3	4.8	8.3	22.6
More Park & Ride parking	83	4.67	37.3	1.2	1.2	9.6	6.0	7.2	8.4	7.2	21.7
Environmental considerations	83	4.49	39.8	2.4	3.6	3.6	12.0	4.8	3.6	6.0	24.1
All-day service to and from Raleigh	84	4.40	39.3	6.0	3.6	0.0	11.9	6.0	4.8	7.1	21.4
Lower cost or multi-trip discounts	83	4.11	41.0	9.6	2.4	1.2	13.3	2.4	4.8	3.6	21.7
Employer-sponsored transit passes	84	4.04	51.2	2.4	0.0	0.0	10.7	3.6	7.1	2.4	22.6
Transit pass accepted by C-Tran and TTA	84	4.02	48.8	3.6	1.2	0.0	9.5	7.1	4.8	6.0	19.0
Later service in the evening	84	3.68	51.2	3.6	1.2	2.4	16.7	1.2	3.6	1.2	19.0
Earlier service in the morning	84	3.59	52.4	3.6	2.4	1.2	15.5	1.2	4.8	1.2	17.9

Table B216. Importance of Items to Encourage Usage of C-Tran by Age 56-65.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	38	5.24	36.8	2.6	0.0	0.0	7.9	5.3	5.3	5.3	36.8
More areas served by fixed route	37	4.78	40.5	2.7	0.0	0.0	10.8	2.7	10.8	5.4	27.0
More frequent service	38	4.76	39.5	2.6	0.0	2.6	7.9	10.5	2.6	7.9	26.3
Benches/shelters at bus stops	38	4.76	39.5	2.6	5.3	2.6	5.3	5.3	0.0	7.9	31.6
More print/online information on service	38	4.68	42.1	7.9	0.0	2.6	2.6	2.6	0.0	7.9	34.2
Higher fuel cost	38	4.66	39.5	2.6	5.3	0.0	10.5	5.3	5.3	0.0	31.6
On-time performance	38	4.61	44.7	5.3	0.0	2.6	5.3	0.0	2.6	5.3	34.2
All-day service to and from Raleigh	37	4.40	45.9	2.7	2.7	0.0	5.4	5.4	8.1	2.7	27.0
Environmental considerations	38	4.39	47.4	2.6	2.6	2.6	5.3	0.0	2.6	7.9	28.9
Lower cost or multi-trip discounts	38	4.37	42.1	5.3	2.6	0.0	10.5	2.6	5.3	13.2	18.4
Transit pass accepted by C-Tran and TTA	38	4.34	42.1	7.9	0.0	0.0	13.2	2.6	5.3	2.6	26.3
More Park & Ride parking	38	4.32	47.4	2.6	0.0	0.0	7.9	5.3	10.5	2.6	23.7
Later service in the evening	38	4.13	47.4	2.6	2.6	0.0	13.2	0.0	5.3	10.5	18.4
Earlier service in the morning	38	4.00	47.4	2.6	2.6	2.6	10.5	5.3	2.6	10.5	15.8
Employer-sponsored transit passes	38	4.00	50.0	2.6	2.6	0.0	10.5	0.0	7.9	7.9	18.4

Table B217. Importance of Items to Encourage Usage of C-Tran by Age 66-75.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
On-time performance	16	6.19	31.3	0.0	0.0	0.0	0.0	6.3	6.3	0.0	56.3
All-day service to and from Raleigh	16	5.94	25.0	0.0	6.3	6.3	0.0	6.3	6.3	6.3	43.8
More areas served by fixed route	16	5.88	25.0	0.0	6.3	0.0	6.3	6.3	6.3	18.8	31.3
Benches/shelters at bus stops	16	5.81	31.3	0.0	0.0	0.0	6.3	0.0	12.5	18.8	31.3
More frequent service	16	5.56	25.0	0.0	6.3	0.0	6.3	12.5	18.8	6.3	25.0
Environmental considerations	16	5.44	25.0	0.0	0.0	0.0	12.5	18.8	25.0	0.0	18.8
Higher fuel cost	16	5.44	31.3	0.0	0.0	0.0	12.5	0.0	25.0	6.3	25.0
Lower cost or multi-trip discounts	16	5.25	31.3	0.0	12.5	0.0	6.3	0.0	12.5	0.0	37.5
RDU Airport	16	5.19	43.8	0.0	0.0	0.0	0.0	0.0	12.5	6.3	37.5
More print/online information on service	16	5.06	31.3	0.0	0.0	0.0	31.3	0.0	6.3	6.3	25.0
More Park & Ride parking	16	4.94	31.3	0.0	0.0	0.0	25.0	6.3	12.5	12.5	12.5
Transit pass accepted by C-Tran and TTA	16	4.69	43.8	0.0	6.3	0.0	0.0	6.3	12.5	0.0	31.3
Employer-sponsored transit passes	16	4.19	50.0	0.0	0.0	0.0	18.8	0.0	0.0	6.3	25.0
Earlier service in the morning	16	3.94	43.8	6.3	6.3	0.0	12.5	0.0	12.5	0.0	18.8
Later service in the evening	16	3.69	43.8	6.3	6.3	0.0	18.8	6.3	0.0	6.3	12.5

Table B218. Importance of Items to Encourage Usage of C-Tran by Age Over 75.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
All-day service to and from Raleigh	14	4.21	50.0	0.0	0.0	0.0	14.3	0.0	7.1	7.1	21.4
Lower cost or multi-trip discounts	13	4.00	46.2	0.0	0.0	0.0	30.8	0.0	0.0	7.7	15.4
Later service in the evening	13	3.46	53.8	0.0	0.0	0.0	23.1	7.7	0.0	7.7	7.7
On-time performance	12	3.33	50.0	0.0	0.0	8.3	25.0	8.3	0.0	0.0	8.3
Environmental considerations	13	3.31	53.8	0.0	7.7	0.0	15.4	7.7	0.0	7.7	7.7
RDU Airport	13	3.31	53.8	0.0	0.0	7.7	15.4	7.7	7.7	0.0	7.7
Earlier service in the morning	13	3.15	61.5	0.0	0.0	0.0	15.4	7.7	0.0	7.7	7.7
More frequent service	12	3.08	50.0	0.0	8.3	0.0	25.0	8.3	8.3	0.0	0.0
Higher fuel cost	12	3.00	58.3	0.0	8.3	8.3	8.3	0.0	0.0	8.3	8.3
Benches/shelters at bus stops	13	3.00	61.5	0.0	0.0	15.4	7.7	0.0	0.0	0.0	15.4
Transit pass accepted by C-Tran and TTA	13	2.46	69.2	0.0	7.7	0.0	7.7	0.0	7.7	7.7	0.0
More print/online information on service	12	2.42	58.3	16.7	0.0	0.0	16.7	0.0	0.0	8.3	0.0
More areas served by fixed route	12	2.25	66.7	8.3	8.3	0.0	8.3	0.0	0.0	0.0	8.3
More Park & Ride parking	12	2.08	58.3	16.7	0.0	8.3	16.7	0.0	0.0	0.0	0.0
Employer-sponsored transit passes	12	1.67	83.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0

Table B219. Importance of Items to Encourage Usage of C-Tran by Work in Cary.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
More print/online information on service	126	5.23	34.9	1.6	1.6	2.4	8.7	4.0	4.8	8.7	33.3
RDU Airport	121	5.15	36.4	1.7	0.8	0.0	10.7	5.0	5.0	9.9	30.6
On-time performance	122	5.11	37.7	0.8	0.8	0.8	10.7	4.1	5.7	5.7	33.6
More frequent service	123	4.96	35.8	0.8	2.4	1.6	9.8	8.1	8.9	8.1	24.4
Benches/shelters at bus stops	122	4.92	36.9	3.3	0.8	2.5	8.2	4.1	9.0	9.8	25.4
More areas served by fixed route	122	4.89	37.7	0.8	3.3	0.0	12.3	4.9	5.7	9.0	26.2
Higher fuel cost	121	4.74	37.2	0.8	0.8	2.5	14.9	8.3	6.6	7.4	21.5
Environmental considerations	121	4.70	38.0	1.7	0.0	3.3	15.7	4.1	6.6	9.1	21.5
More Park & Ride parking	121	4.64	38.0	2.5	0.8	5.0	11.6	6.6	5.0	9.1	21.5
All-day service to and from Raleigh	123	4.58	40.7	2.4	1.6	2.4	12.2	2.4	7.3	7.3	23.6
Employer-sponsored transit passes	123	4.41	44.7	1.6	1.6	0.8	11.4	3.3	5.7	8.9	22.0
Transit pass accepted by C-Tran and TTA	122	4.27	45.9	3.3	0.8	0.0	10.7	6.6	3.3	9.0	20.5
Lower cost or multi-trip discounts	121	4.19	41.3	5.8	4.1	0.0	15.7	3.3	4.1	4.1	21.5
Earlier service in the morning	123	3.92	48.0	1.6	4.1	0.8	13.8	3.3	8.1	3.3	17.1
Later service in the evening	123	3.76	48.8	2.4	4.1	1.6	14.6	4.9	4.1	3.3	16.3

Table B220. Importance of Items to Encourage Usage of C-Tran by Not Work in Cary.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	253	5.25	35.6	0.8	0.8	2.4	11.1	2.0	5.1	8.3	34.0
On-time performance	254	5.03	37.8	2.8	0.4	1.2	12.2	0.8	3.9	7.9	33.1
More print/online information on service	256	4.98	36.3	3.9	0.4	2.7	12.1	3.1	2.3	5.9	33.2
Higher fuel cost	253	4.89	36.4	1.6	3.2	1.6	12.6	4.0	5.5	8.3	26.9
Benches/shelters at bus stops	254	4.89	39.8	2.4	1.2	1.6	9.4	2.0	4.7	8.3	30.7
Environmental considerations	255	4.75	36.5	2.0	3.9	2.0	12.9	4.7	5.1	9.8	23.1
All-day service to and from Raleigh	254	4.72	38.2	2.8	2.4	0.4	13.0	3.5	7.9	8.7	23.2
More areas served by fixed route	253	4.70	38.3	3.2	2.0	1.2	14.6	2.0	6.7	5.5	26.5
More frequent service	254	4.67	37.0	3.9	1.2	1.6	15.0	5.1	5.9	7.5	22.8
Lower cost or multi-trip discounts	253	4.54	41.1	4.0	0.8	0.8	15.4	1.2	4.7	6.3	25.7
Transit pass accepted by C-Tran and TTA	254	4.54	43.3	2.4	2.0	0.4	12.6	1.2	4.7	5.9	27.6
More Park & Ride parking	253	4.52	39.5	3.6	1.6	2.4	11.9	4.0	8.7	8.7	19.8
Employer-sponsored transit passes	254	4.28	47.2	2.0	0.4	0.4	13.0	1.2	5.5	9.1	21.3
Later service in the evening	254	3.90	46.9	3.9	1.2	2.0	16.5	2.4	5.5	6.3	15.4
Earlier service in the morning	253	3.82	47.8	3.2	1.6	1.6	17.0	3.6	5.5	5.9	13.8

Table B221. Importance of Items to Encourage Usage of C-Tran by Own a Bike.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
More print/online information on service	194	5.65	29.4	3.6	0.0	3.1	9.3	3.1	3.1	6.7	41.8
RDU Airport	187	5.60	29.4	1.6	0.5	1.1	12.3	4.3	5.9	10.7	34.2
On-time performance	188	5.41	32.4	3.2	0.0	1.1	12.8	2.1	3.2	7.4	37.8
Benches/shelters at bus stops	188	5.34	33.0	2.7	1.1	1.6	10.1	2.1	6.4	9.6	33.5
Higher fuel cost	186	5.31	30.1	2.2	1.6	1.1	14.0	7.0	6.5	8.6	29.0
Environmental considerations	187	5.21	31.6	2.7	0.5	3.7	13.9	3.7	4.3	10.7	28.9
More frequent service	189	5.15	31.2	4.2	1.1	2.6	13.2	3.7	6.9	7.9	29.1
More areas served by fixed route	188	5.11	31.9	2.7	2.7	1.6	16.0	3.2	6.4	5.3	30.3
More Park & Ride parking	187	5.08	32.6	2.1	1.6	3.7	11.8	5.9	6.4	10.2	25.7
All-day service to and from Raleigh	187	4.96	34.2	3.2	2.1	0.5	13.4	4.3	9.1	7.5	25.7
Transit pass accepted by C-Tran and TTA	188	4.89	37.2	2.7	2.1	0.5	13.3	2.7	5.3	6.9	29.3
Employer-sponsored transit passes	189	4.82	38.6	3.2	0.5	0.5	13.2	1.6	6.3	10.6	25.4
Lower cost or multi-trip discounts	186	4.76	35.5	4.8	2.2	1.1	16.7	2.2	4.8	5.4	27.4
Earlier service in the morning	187	4.17	41.2	4.3	3.2	1.1	18.2	2.7	7.0	4.3	18.2
Later service in the evening	188	4.15	41.5	4.8	2.1	2.7	17.6	3.2	4.3	4.8	19.1

Table B222. Importance of Items to Encourage Usage of C-Tran by Not Own a Bike.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	189	4.87	41.8	0.5	1.1	2.1	9.5	1.6	4.2	6.9	32.3
On-time performance	190	4.75	42.6	1.1	1.1	1.1	10.5	1.6	5.8	6.8	29.5
Benches/shelters at bus stops	190	4.51	44.2	2.6	1.1	2.1	7.9	3.2	5.8	7.9	25.3
More print/online information on service	190	4.50	42.1	2.6	1.6	2.1	12.6	3.7	3.2	6.8	25.3
More areas served by fixed route	189	4.46	43.9	2.1	2.1	0.0	11.6	2.6	6.3	7.9	23.3
All-day service to and from Raleigh	192	4.44	43.2	2.1	2.1	1.6	12.0	2.1	6.3	8.9	21.9
Higher fuel cost	190	4.44	42.6	0.5	3.2	2.6	12.6	3.7	5.3	7.4	22.1
More frequent service	190	4.42	41.6	1.6	2.1	0.5	13.2	8.4	6.8	7.4	18.4
Environmental considerations	191	4.32	41.9	1.0	4.7	1.0	13.6	5.2	6.8	8.4	17.3
Lower cost or multi-trip discounts	190	4.15	46.3	4.2	1.6	0.0	14.2	1.6	4.2	5.8	22.1
More Park & Ride parking	189	4.09	45.0	4.2	1.1	2.6	11.6	3.7	8.5	7.4	15.9
Transit pass accepted by C-Tran and TTA	190	4.06	50.5	2.6	1.1	0.0	10.5	3.2	3.2	6.8	22.1
Employer-sponsored transit passes	190	3.88	53.7	0.5	1.1	0.5	11.6	2.1	4.7	7.4	18.4
Later service in the evening	191	3.61	52.9	2.1	2.2	1.0	14.1	3.1	5.8	5.8	13.1
Earlier service in the morning	191	3.60	53.9	1.0	1.6	1.6	13.6	4.2	5.8	5.8	12.6

Table B223. Importance of Items to Encourage Usage of C-Tran by C-Tran Rider.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
On-time performance	24	6.92	16.7	0.0	0.0	0.0	12.5	4.2	0.0	12.5	54.2
RDU Airport	23	6.17	26.1	4.3	0.0	0.0	4.3	4.3	4.3	4.3	52.2
More frequent service	24	6.04	16.7	4.2	4.2	4.2	4.2	8.3	16.7	12.5	29.2
More print/online information on service	24	5.92	20.8	4.2	0.0	4.2	12.5	4.2	8.3	12.5	33.3
Benches/shelters at bus stops	23	5.87	26.1	0.0	4.3	4.3	4.3	0.0	8.7	21.7	30.4
All-day service to and from Raleigh	23	5.83	21.7	4.3	8.7	0.0	8.7	0.0	8.7	8.7	39.1
Lower cost or multi-trip discounts	23	5.78	21.7	4.3	4.3	0.0	13.0	4.3	8.7	8.7	34.8
Environmental considerations	24	5.67	16.7	0.0	8.3	4.2	20.8	8.3	8.3	4.2	29.2
More areas served by fixed route	24	5.67	25.0	4.2	4.2	0.0	8.3	4.2	8.3	16.7	29.2
Higher fuel cost	24	5.58	20.8	0.0	4.2	4.2	25.0	4.2	4.2	8.3	29.2
More Park & Ride parking	24	5.46	20.8	4.2	0.0	4.2	20.8	8.3	12.5	4.2	25.0
Transit pass accepted by C-Tran and TTA	23	5.35	34.8	0.0	4.3	0.0	8.7	0.0	8.7	8.7	34.8
Employer-sponsored transit passes	24	5.00	33.3	4.2	4.2	0.0	12.5	0.0	8.3	12.5	25.0
Later service in the evening	24	4.75	25.0	12.5	4.2	0.0	20.8	4.2	8.3	0.0	25.0
Earlier service in the morning	24	4.71	25.0	8.3	8.3	4.2	12.5	4.2	16.7	4.2	16.7

Table B224. Importance of Items to Encourage Usage of C-Tran by C-Tran Nonrider.

C-Tran Items	n	Mean	Not Important 1	2	3	4	Neutral 5	6	7	8	Very Important 9
RDU Airport	353	5.17	36.3	0.8	0.8	1.7	11.3	2.8	5.1	9.1	32.0
More print/online information on service	360	5.03	36.7	3.1	0.8	2.5	10.8	3.3	2.8	6.4	33.6
On-time performance	354	4.95	39.0	2.3	0.6	1.1	11.6	1.7	4.8	6.8	32.2
Benches/shelters at bus stops	355	4.86	39.4	2.8	0.8	1.7	9.3	2.8	5.9	7.9	29.3
Higher fuel cost	352	4.82	37.5	1.4	2.3	1.7	12.5	5.4	6.0	8.0	25.3
More areas served by fixed route	353	4.72	38.8	2.3	2.3	0.8	14.2	2.8	6.2	5.9	26.6
Environmental considerations	354	4.70	38.1	2.0	2.3	2.3	13.3	4.2	5.4	9.9	22.6
More frequent service	355	4.70	37.7	2.8	1.4	1.4	13.8	5.9	6.2	7.3	23.4
All-day service to and from Raleigh	356	4.62	39.9	2.5	1.7	1.1	12.9	3.4	7.6	8.1	22.8
More Park & Ride parking	352	4.52	40.1	3.1	1.4	3.1	11.1	4.5	7.1	9.1	20.5
Transit pass accepted by C-Tran and TTA	355	4.42	44.5	2.8	1.4	0.3	12.1	3.1	3.9	6.8	25.1
Lower cost or multi-trip discounts	353	4.36	42.2	4.5	1.7	0.6	15.6	1.7	4.2	5.4	24.1
Employer-sponsored transit passes	355	4.31	47.0	1.7	0.6	0.6	12.4	2.0	5.4	8.7	21.7
Later service in the evening	355	3.82	48.7	2.8	2.0	2.0	15.5	3.1	4.8	5.6	15.5
Earlier service in the morning	354	3.82	49.2	2.3	2.0	1.1	16.1	3.4	5.6	5.1	15.3

Pedestrian: Reasons for Not Walking in Cary Crosstabulations

Table B225. Reasons for Choosing Not to Walk in Cary by Living in Cary Less Than 2 Years.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	44	4.68	40.9	0.0	2.3	2.3	4.5	9.1	9.1	15.9	15.9
I have a lot to carry and need my car to haul it	44	4.30	43.2	2.3	4.5	0.0	6.8	6.8	11.4	11.4	13.6
There isn't continuous sidewalks to the destination	44	4.20	36.4	9.1	11.4	2.3	0.0	2.3	15.9	6.8	15.9
Traffic makes it unsafe and unpleasant	44	3.86	43.2	15.9	2.3	2.3	0.0	2.3	9.1	6.8	18.2
The weather is bad	44	3.50	31.8	13.6	13.6	4.5	18.2	2.3	6.8	2.3	6.8
It is too far	44	3.23	59.1	2.3	4.5	0.0	4.5	6.8	6.8	9.1	6.8
There are too many hills	44	2.11	72.7	9.1	2.3	0.0	2.3	2.3	4.5	4.5	2.3
The neighborhood is dangerous	44	1.84	77.3	2.3	9.1	2.3	2.3	0.0	2.3	2.3	2.3
I have a health condition	44	1.70	84.1	4.5	0.0	2.3	2.3	0.0	2.3	0.0	4.5
I don't like walking	44	1.59	77.3	6.8	9.1	0.0	4.5	0.0	0.0	2.3	0.0

Table B226. Reasons for Choosing Not to Walk in Cary by Living in Cary 2-5 Years.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	92	4.91	34.8	2.2	7.6	1.1	5.4	5.4	8.7	8.7	26.1
I have a lot to carry and need my car to haul it	92	4.79	34.8	1.1	7.6	4.3	8.7	4.3	6.5	6.5	26.1
Traffic makes it unsafe and unpleasant	92	4.13	37.0	8.7	6.5	8.7	4.3	2.2	8.7	6.5	17.4
It is too far	92	3.51	51.1	3.3	5.4	5.4	5.4	5.4	7.6	4.3	12.0
The weather is bad	92	3.50	27.2	13.0	22.8	6.5	12.0	4.3	4.3	2.2	7.6
There isn't continuous sidewalks to the destination	92	3.39	43.5	9.8	7.6	7.6	7.6	3.3	7.6	5.4	7.6
There are too many hills	92	1.73	76.1	7.6	6.5	1.1	3.3	2.2	0.0	1.1	2.2
The neighborhood is dangerous	91	1.52	85.7	1.1	4.4	0.0	6.6	0.0	1.1	0.0	1.1
I have a health condition	89	1.45	88.8	4.5	0.0	1.1	1.1	0.0	1.1	1.1	2.2
I don't like walking	91	1.37	90.1	1.1	2.2	3.3	1.1	0.0	0.0	0.0	2.2

Table B227. Reasons for Choosing Not to Walk in Cary by Living in Cary 6-10 Years.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	106	5.40	24.5	6.6	3.8	1.9	8.5	3.8	10.4	19.8	20.8
I have a lot to carry and need my car to haul it	105	5.06	24.8	6.7	7.6	2.9	6.7	10.5	9.5	12.4	19.0
Traffic makes it unsafe and unpleasant	107	4.56	29.0	6.5	6.5	6.5	11.2	10.3	6.5	5.6	17.8
There isn't continuous sidewalks to the destination	107	4.01	35.5	9.3	10.3	3.7	7.5	5.6	7.5	7.5	13.1
It is too far	107	3.84	40.2	9.3	6.5	1.9	6.5	10.3	9.3	4.7	11.2
The weather is bad	106	3.70	29.2	15.1	11.3	6.6	16.0	2.8	5.7	5.7	7.5
There are too many hills	106	2.07	67.0	10.4	5.7	5.7	3.8	1.9	0.9	0.0	4.7
The neighborhood is dangerous	107	1.71	74.8	9.3	6.5	1.9	2.8	0.9	0.9	0.9	1.9
I don't like walking	106	1.62	81.1	5.7	4.7	0.0	4.7	0.0	0.9	0.0	2.8
I have a health condition	107	1.49	86.0	5.6	0.9	3.7	0.0	0.0	0.0	0.0	3.7

Table B228. Reasons for Choosing Not to Walk in Cary by Living in Cary 11-20 Years.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	94	5.60	26.6	0.0	1.1	7.4	6.4	6.4	12.8	13.8	25.5
I have a lot to carry and need my car to haul it	92	5.01	31.5	0.0	4.3	6.5	7.6	8.7	7.6	16.3	17.4
Traffic makes it unsafe and unpleasant	93	3.62	48.4	5.4	6.5	2.2	1.1	10.8	9.7	7.5	8.6
The weather is bad	94	3.37	38.3	14.9	9.6	7.4	8.5	1.1	6.4	7.4	6.4
It is too far	94	3.21	51.1	5.3	6.4	6.4	9.6	3.2	6.4	2.1	9.6
There isn't continuous sidewalks to the destination	93	3.10	54.8	8.6	3.2	5.4	2.2	7.5	3.2	7.5	7.5
There are too many hills	93	1.75	66.7	14.0	10.8	1.1	4.3	2.2	0.0	0.0	1.1
The neighborhood is dangerous	93	1.67	77.4	10.8	1.1	3.2	3.2	0.0	0.0	3.2	1.1
I have a health condition	94	1.49	88.3	3.2	1.1	1.1	1.1	0.0	2.1	2.1	1.1
I don't like walking	93	1.38	84.9	7.5	1.1	2.2	3.2	0.0	0.0	0.0	1.1

Table B229. Reasons for Choosing Not to Walk in Cary by Living in Cary Over 20 Years.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	61	4.87	31.1	0.0	9.8	4.9	8.2	1.6	14.8	13.1	16.4
Traffic makes it unsafe and unpleasant	60	4.40	38.3	1.7	6.7	5.0	8.3	6.7	6.7	10.0	16.7
I have a lot to carry and need my car to haul it	61	4.16	37.7	1.6	9.8	11.5	4.9	3.3	8.2	8.2	14.8
There isn't continuous sidewalks to the destination	62	3.56	53.2	4.8	4.8	0.0	6.5	4.8	6.5	1.6	17.7
It is too far	60	3.00	53.3	11.7	0.0	8.3	5.0	5.0	6.7	1.7	8.3
The weather is bad	60	2.83	43.3	18.3	10.0	8.3	8.3	0.0	1.7	3.3	6.7
There are too many hills	60	2.55	56.7	10.0	6.7	8.3	5.0	3.3	3.3	3.3	3.3
I have a health condition	58	1.95	79.3	5.2	0.0	5.2	1.7	0.0	0.0	1.7	6.9
I don't like walking	60	1.70	80.0	8.3	1.7	1.7	0.0	1.7	3.3	1.7	1.7
The neighborhood is dangerous	60	1.58	81.7	6.7	1.7	1.7	3.3	0.0	5.0	0.0	0.0

Table B230. Reasons for Choosing Not to Walk in Cary by Age 18-25.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	27	4.67	40.7	0.0	7.4	0.0	3.7	3.7	14.8	7.4	22.2
I have a lot to carry and need my car to haul it	27	4.19	48.1	0.0	3.7	3.7	3.7	3.7	14.8	0.0	22.2
Traffic makes it unsafe and unpleasant	27	3.52	55.6	3.7	3.7	0.0	3.7	0.0	18.5	3.7	11.1
It is too far	27	3.41	59.3	3.7	0.0	3.7	3.7	7.4	0.0	3.7	18.5
The weather is bad	27	2.74	51.9	7.4	14.8	7.4	7.4	0.0	0.0	3.7	7.4
There isn't continuous sidewalks to the destination	26	2.73	53.8	7.7	11.5	3.8	7.7	0.0	7.7	7.7	0.0
I don't like walking	27	1.93	74.1	7.4	0.0	3.7	11.1	0.0	0.0	0.0	3.7
There are too many hills	27	1.74	77.8	11.1	3.7	0.0	0.0	0.0	0.0	3.7	3.7
The neighborhood is dangerous	27	1.44	85.2	7.4	3.7	0.0	0.0	0.0	0.0	0.0	3.7
I have a health condition	27	1.00	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table B231. Reasons for Choosing Not to Walk in Cary by Age 26-35.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	85	5.36	31.8	1.2	3.5	2.4	2.4	8.2	8.2	17.6	24.7
I have a lot to carry and need my car to haul it	86	5.29	27.9	1.2	3.5	4.7	5.8	10.5	14.0	12.8	19.8
Traffic makes it unsafe and unpleasant	86	3.90	43.0	4.7	8.1	4.7	7.0	4.7	7.0	5.8	15.1
The weather is bad	85	3.34	30.6	10.6	23.5	5.9	12.9	2.4	7.1	3.5	3.5
There isn't continuous sidewalks to the destination	86	3.28	47.7	10.5	11.6	1.2	2.3	1.2	12.8	3.5	9.3
It is too far	86	2.73	60.5	7.0	7.0	0.0	3.5	5.8	9.3	2.3	4.7
There are too many hills	86	1.38	84.9	5.8	4.7	1.2	1.2	0.0	1.2	1.2	0.0
The neighborhood is dangerous	86	1.37	87.2	2.3	4.7	0.0	4.7	0.0	1.2	0.0	0.0
I don't like walking	85	1.27	88.2	4.7	3.5	1.2	1.2	0.0	1.2	0.0	0.0
I have a health condition	85	1.01	98.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table B232. Reasons for Choosing Not to Walk in Cary by Age 36-45.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	127	5.69	19.7	3.9	5.5	4.7	7.9	6.3	11.8	15.0	25.2
I have a lot to carry and need my car to haul it	126	5.35	22.2	4.8	10.3	2.4	7.1	7.1	7.1	15.9	23.0
Traffic makes it unsafe and unpleasant	125	4.66	28.8	8.8	4.8	8.0	5.6	8.8	9.6	5.6	20.0
There isn't continuous sidewalks to the destination	127	3.98	38.6	7.9	4.7	7.9	7.9	5.5	7.9	6.3	13.4
It is too far	126	3.84	38.1	7.1	7.1	8.7	6.3	9.5	7.9	4.8	10.3
The weather is bad	126	3.83	23.0	19.0	11.1	7.9	15.9	4.8	4.8	5.6	7.9
There are too many hills	124	2.12	63.7	11.3	7.3	5.6	4.0	3.2	0.8	0.0	4.0
The neighborhood is dangerous	125	1.78	74.4	9.6	4.8	2.4	3.2	0.8	0.8	1.6	2.4
I don't like walking	124	1.45	86.3	5.6	3.2	0.8	0.0	0.0	0.8	0.0	3.2
I have a health condition	124	1.41	87.1	6.5	0.8	1.6	0.8	0.0	0.0	0.8	2.4

Table B233. Reasons for Choosing Not to Walk in Cary by Age 46-55.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	87	5.40	28.7	3.4	2.3	2.3	6.9	3.4	11.5	19.5	21.8
I have a lot to carry and need my car to haul it	86	4.51	36.0	3.5	4.7	7.0	5.8	8.1	7.0	11.6	16.3
Traffic makes it unsafe and unpleasant	87	4.23	34.5	9.2	4.6	6.9	5.7	8.0	6.9	13.8	10.3
There isn't continuous sidewalks to the destination	87	3.68	44.8	9.2	4.6	4.6	2.3	10.3	4.6	9.2	10.3
The weather is bad	87	3.46	35.6	16.1	9.2	8.0	10.3	0.0	6.9	5.7	8.0
It is too far	87	3.38	49.4	6.9	4.6	3.4	9.2	4.6	9.2	4.6	8.0
There are too many hills	87	2.20	59.8	12.6	10.3	2.3	5.7	4.6	1.1	1.1	2.3
The neighborhood is dangerous	86	1.72	79.1	5.8	4.7	2.3	2.3	0.0	1.2	3.5	1.2
I don't like walking	87	1.48	81.6	5.7	5.7	0.0	4.6	1.1	1.1	0.0	0.0
I have a health condition	86	1.45	86.0	5.8	0.0	2.3	2.3	0.0	2.3	0.0	1.2

Table B234. Reasons for Choosing Not to Walk in Cary by Age 56-65.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	41	4.07	46.3	0.0	4.9	4.9	7.3	2.4	12.2	7.3	14.6
Traffic makes it unsafe and unpleasant	41	3.51	46.3	9.8	9.8	2.4	2.4	4.9	4.9	4.9	14.6
I have a lot to carry and need my car to haul it	40	3.38	52.5	0.0	7.5	10.0	7.5	2.5	2.5	5.0	12.5
There isn't continuous sidewalks to the destination	41	3.24	53.7	9.8	7.3	0.0	4.9	2.4	0.0	7.3	14.6
It is too far	41	2.95	61.0	4.9	2.4	4.9	7.3	0.0	4.9	4.9	9.8
The weather is bad	41	2.34	53.7	14.6	14.6	4.9	4.9	0.0	0.0	2.4	4.9
I have a health condition	40	2.13	70.0	10.0	2.5	5.0	2.5	0.0	2.5	2.5	5.0
There are too many hills	41	2.07	68.3	9.8	7.3	2.4	2.4	0.0	4.9	2.4	2.4
I don't like walking	41	1.63	80.5	4.9	0.0	7.3	4.9	0.0	0.0	2.4	0.0
The neighborhood is dangerous	41	1.49	78.0	12.2	2.4	2.4	2.4	0.0	2.4	0.0	0.0

Table B235. Reasons for Choosing Not to Walk in Cary by Age 66-75.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	16	4.13	31.3	0.0	18.8	6.3	18.8	0.0	6.3	6.3	12.5
I have a lot to carry and need my car to haul it	16	4.06	37.5	0.0	12.5	12.5	12.5	0.0	0.0	6.3	18.8
There isn't continuous sidewalks to the destination	17	4.06	41.2	0.0	11.8	5.9	11.8	5.9	0.0	0.0	23.5
Traffic makes it unsafe and unpleasant	16	4.00	50.0	0.0	0.0	0.0	12.5	12.5	6.3	0.0	18.8
The weather is bad	16	4.00	18.8	18.8	12.5	6.3	25.0	0.0	6.3	0.0	12.5
It is too far	16	3.81	37.5	12.5	0.0	6.3	12.5	12.5	6.3	0.0	12.5
I have a health condition	16	3.00	62.5	0.0	0.0	18.8	0.0	0.0	0.0	6.3	12.5
There are too many hills	16	2.50	56.3	12.5	6.3	6.3	6.3	6.3	0.0	0.0	6.3
I don't like walking	16	2.25	75.0	6.3	0.0	0.0	6.3	0.0	0.0	6.3	6.3
The neighborhood is dangerous	16	2.00	75.0	0.0	6.3	0.0	12.5	0.0	6.3	0.0	0.0

Table B236. Reasons for Choosing Not to Walk in Cary by Age Over 75.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
It is too far	13	5.38	38.5	0.0	0.0	0.0	7.7	0.0	7.7	7.7	38.5
I have a health condition	13	5.31	38.5	0.0	0.0	7.7	0.0	0.0	7.7	7.7	38.5
There isn't continuous sidewalks to the destination	13	4.08	38.5	7.7	7.7	0.0	7.7	7.7	15.4	0.0	15.4
The weather is bad	13	4.00	46.2	7.7	0.0	0.0	7.7	7.7	7.7	7.7	15.4
Traffic makes it unsafe and unpleasant	13	3.85	46.2	0.0	15.4	0.0	0.0	15.4	0.0	7.7	15.4
I have a lot to carry and need my car to haul it	12	3.25	50.0	0.0	8.3	0.0	25.0	8.3	0.0	0.0	8.3
There are too many hills	13	3.15	46.2	15.4	0.0	7.7	15.4	0.0	0.0	7.7	7.7
I have to run many errands in many different locations and it would take too long to walk	13	2.92	61.5	0.0	0.0	7.7	15.4	0.0	7.7	0.0	7.7
The neighborhood is dangerous	13	2.31	69.2	0.0	0.0	7.7	15.4	0.0	7.7	0.0	0.0
I don't like walking	13	1.85	76.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7.7

Table B237. Reasons for Choosing Not to Walk in Cary by Work in Cary.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	127	5.24	31.5	1.6	4.7	2.4	6.3	4.7	9.4	14.2	25.2
I have a lot to carry and need my car to haul it	127	4.80	36.2	2.4	3.9	3.9	5.5	6.3	7.9	13.4	20.5
Traffic makes it unsafe and unpleasant	128	4.00	36.7	8.6	6.3	7.0	8.6	4.7	10.2	4.7	13.3
There isn't continuous sidewalks to the destination	128	3.48	45.3	10.2	7.0	3.9	6.3	4.7	6.3	5.5	10.9
The weather is bad	127	3.43	37.0	11.0	14.2	8.7	8.7	2.4	4.7	4.7	8.7
It is too far	128	3.07	53.9	5.5	5.5	3.9	9.4	3.1	10.2	3.9	4.7
There are too many hills	128	2.03	63.3	10.9	9.4	4.7	5.5	3.1	1.6	0.0	1.6
The neighborhood is dangerous	128	1.66	77.3	8.6	4.7	3.9	1.6	0.0	0.0	1.6	2.3
I don't like walking	126	1.45	82.5	5.6	4.0	1.6	5.6	0.0	0.8	0.0	0.0
I have a health condition	127	1.37	87.4	7.1	0.0	1.6	0.8	0.0	1.6	0.0	1.6

Table B238. Reasons for Choosing Not to Walk in Cary by Not Work in Cary.

Reasons Not to Walk	n	Mean	Never 1	2	3	4	Average 5	6	7	8	Very Often 9
I have to run many errands in many different locations and it would take too long to walk	267	5.17	29.2	2.6	4.9	3.7	7.1	5.2	12.0	14.6	20.6
I have a lot to carry and need my car to haul it	264	4.77	30.7	2.7	8.3	5.3	8.0	7.6	8.7	10.2	18.6
Traffic makes it unsafe and unpleasant	265	4.21	39.2	6.4	5.7	4.5	4.2	8.3	6.8	8.3	16.6
There isn't continuous sidewalks to the destination	267	3.68	44.2	7.9	7.5	4.5	4.9	4.9	7.9	6.4	12.0
It is too far	266	3.61	47.0	7.1	4.9	4.5	5.3	7.9	6.4	4.1	12.8
The weather is bad	266	3.44	31.2	16.9	13.2	6.0	14.3	2.3	5.3	4.5	6.4
There are too many hills	264	1.98	70.1	10.2	5.7	2.7	3.0	1.9	1.1	1.9	3.4
I have a health condition	262	1.68	85.1	3.4	0.8	3.1	1.1	0.0	0.8	1.5	4.2
The neighborhood is dangerous	264	1.66	79.9	5.7	4.2	0.8	4.9	0.4	2.3	1.1	0.8
I don't like walking	265	1.54	84.2	5.7	2.6	1.5	1.5	0.4	0.8	0.8	2.6

Pedestrian: Rating Aspects of Sidewalks in Cary Crosstabulations

Table B239. Rating Aspects of Sidewalks in Cary by Living in Cary Less Than 2 Years.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	45	7.51	0.0	0.0	0.0	2.2	11.1	2.2	31.1	24.4	28.9
Safety	45	7.33	2.2	0.0	2.2	0.0	13.3	2.2	28.9	17.8	33.3
Connectivity	45	6.13	11.1	2.2	4.4	2.2	11.1	17.8	13.3	20.0	17.8

Table B240. Rating Aspects of Sidewalks in Cary by Living in Cary 2-5 Years.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Safety	92	7.05	1.1	1.1	3.3	2.2	13.0	8.7	20.7	28.3	21.7
Maintenance	92	7.04	1.1	0.0	1.1	2.2	18.5	8.7	23.9	21.7	22.8
Connectivity	92	6.10	4.3	6.5	8.7	3.3	13.0	10.9	18.5	19.6	15.2

Table B241. Rating Aspects of Sidewalks in Cary by Living in Cary 6-10 Years.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Safety	108	7.27	1.9	0.0	0.0	1.9	8.3	9.3	28.7	30.6	19.4
Maintenance	108	7.23	1.9	0.0	0.0	1.9	8.3	10.2	27.8	33.3	16.7
Connectivity	108	6.19	2.8	2.8	3.7	11.1	11.1	19.4	20.4	17.6	11.1

Table B242. Rating Aspects of Sidewalks in Cary by Living in Cary 11-20 Years.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Safety	93	7.28	0.0	2.2	0.0	0.0	14.0	6.5	22.6	36.6	18.3
Maintenance	93	7.22	0.0	0.0	0.0	2.2	16.1	7.5	22.6	35.5	16.1
Connectivity	94	6.57	3.2	2.1	3.2	1.1	16.0	11.7	25.5	27.7	9.6

Table B243. Rating Aspects of Sidewalks in Cary by Living in Cary Over 20 Years.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	62	6.84	4.8	0.0	0.0	4.8	14.5	9.7	22.6	21.0	22.6
Safety	62	6.76	4.8	1.6	1.6	3.2	16.1	6.5	17.7	29.0	19.4
Connectivity	62	6.42	4.8	0.0	8.1	1.6	21.0	12.9	9.7	21.0	21.0

Table B244. Rating Aspects of Sidewalks in Cary by Age 18-25.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Safety	27	7.00	0.0	0.0	3.7	0.0	14.8	11.1	29.6	25.9	14.8
Maintenance	27	6.96	0.0	0.0	0.0	0.0	18.5	18.5	22.2	29.6	11.1
Connectivity	27	5.78	14.8	3.7	0.0	3.7	11.1	14.8	22.2	25.9	3.7

Table B245. Rating Aspects of Sidewalks in Cary by Age 26-35.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Safety	86	7.28	2.3	0.0	1.2	1.2	11.6	2.3	32.6	22.1	26.7
Maintenance	86	7.10	2.3	0.0	0.0	2.3	14.0	4.7	34.9	19.8	22.1
Connectivity	86	6.05	4.7	2.3	14.0	4.7	14.0	8.1	20.9	12.8	18.6

Table B246. Rating Aspects of Sidewalks in Cary by Age 36-45.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	128	7.06	1.6	0.0	0.8	0.8	14.8	8.6	28.1	31.3	14.1
Safety	128	6.89	1.6	1.6	1.6	2.3	14.1	11.7	20.3	34.4	12.5
Connectivity	129	6.26	3.1	3.1	1.6	6.2	14.7	21.7	22.5	18.6	8.5

Table B247. Rating Aspects of Sidewalks in Cary by Age 46-55.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Safety	87	7.30	1.1	1.1	1.1	1.1	13.8	5.7	18.4	31.0	26.4
Maintenance	87	7.16	0.0	0.0	0.0	8.0	14.9	6.9	14.9	33.3	21.8
Connectivity	87	6.26	3.4	4.6	6.9	5.7	13.8	12.6	11.5	27.6	13.8

Table B248. Rating Aspects of Sidewalks in Cary by Age 56-65.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	40	7.48	2.5	0.0	0.0	0.0	5.0	12.5	25.0	25.0	30.0
Safety	40	7.33	2.5	0.0	0.0	2.5	7.5	7.5	27.5	27.5	25.0
Connectivity	40	6.90	2.5	0.0	5.0	0.0	15.0	12.5	20.0	22.5	22.5

Table B249. Rating Aspects of Sidewalks in Cary by Age 66-75.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	17	7.12	5.9	0.0	0.0	0.0	11.8	5.9	23.5	29.4	23.5
Safety	17	7.00	5.9	5.9	0.0	0.0	5.9	5.9	17.6	35.3	23.5
Connectivity	17	6.29	11.8	5.9	0.0	0.0	11.8	11.8	11.8	29.4	17.6

Table B250. Rating Aspects of Sidewalks in Cary by Age Over 75.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	14	7.64	0.0	0.0	0.0	0.0	14.3	7.1	14.3	28.6	35.7
Safety	14	7.64	0.0	0.0	0.0	0.0	14.3	0.0	21.4	35.7	28.6
Connectivity	14	7.29	0.0	0.0	0.0	0.0	21.4	7.1	14.3	35.7	21.4

Table B251. Rating Aspects of Sidewalks in Cary by Work in Cary.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	127	7.06	0.0	0.0	0.0	5.5	15.7	7.9	26.8	26.0	18.1
Safety	127	7.04	1.6	0.8	1.6	2.4	13.4	9.4	24.4	26.0	20.5
Connectivity	128	6.08	5.5	2.3	7.8	7.0	14.8	10.9	18.8	20.3	12.5

Table B252. Rating Aspects of Sidewalks in Cary by Not Work in Cary.

Sidewalk Aspects	n	Mean	Poor 1	2	3	4	Average 5	6	7	8	Excellent 9
Maintenance	270	7.18	2.2	0.0	0.4	1.1	13.0	8.5	24.8	29.3	20.7
Safety	270	7.18	1.9	1.1	1.1	1.1	12.2	6.3	23.7	31.9	20.7
Connectivity	270	6.36	4.1	3.3	4.4	3.3	14.1	16.3	18.9	21.5	14.1

Transportation Improvements: Importance of Key Transportation Improvements Crosstabulations

Table B253. Importance of Key Transportation Improvements by Living in Cary Less Than 2 Years.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	45	7.98	0.0	0.0	2.2	2.2	4.4	2.2	15.6	22.2	51.1
Neighborhood traffic safety	45	7.76	2.2	2.2	0.0	0.0	4.4	2.2	20.0	26.7	42.2
Streets	45	7.67	2.2	0.0	4.4	0.0	4.4	6.7	15.6	20.0	46.7
Sidewalks	45	7.04	6.7	2.2	2.2	0.0	11.1	4.4	17.8	20.0	35.6
Street landscaping and aesthetics	45	6.89	0.0	2.2	2.2	4.4	15.6	11.1	22.2	20.0	22.2
On-road bike facilities (bike lanes, wide shoulders, signage)	45	6.69	6.7	2.2	2.2	6.7	6.7	11.1	15.6	24.4	24.4
Greenways	45	6.64	4.4	4.4	6.7	2.2	8.9	4.4	20.0	28.9	20.0
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	45	6.38	13.3	0.0	2.2	0.0	17.8	8.9	13.3	17.8	26.7

Table B254. Importance of Key Transportation Improvements by Living in Cary 2-5 Years.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Neighborhood traffic safety	91	8.05	0.0	0.0	1.1	2.2	5.5	2.2	13.2	22.0	53.8
Street maintenance (fix potholes, resurface, better signage)	92	8.04	0.0	0.0	1.1	0.0	6.5	4.3	9.8	30.4	47.8
Streets	93	7.69	1.1	0.0	2.2	0.0	7.5	7.5	16.1	24.7	40.9
Sidewalks	93	7.45	2.2	0.0	2.2	2.2	10.8	6.5	17.2	17.2	41.9
Greenways	93	7.12	3.2	0.0	1.1	5.4	9.7	11.8	18.3	18.3	32.3
Street landscaping and aesthetics	93	6.94	1.1	1.1	0.0	3.2	20.4	11.8	20.4	16.1	25.8
On-road bike facilities (bike lanes, wide shoulders, signage)	92	6.61	7.6	3.3	2.2	2.2	14.1	8.7	14.1	20.7	27.2
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	91	6.51	5.5	6.6	5.5	2.2	9.9	7.7	17.6	17.6	27.5

Table B255. Importance of Key Transportation Improvements by Living in Cary 6-10 Years.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	108	7.61	0.9	0.0	1.9	0.9	5.6	7.4	19.4	32.4	31.5
Streets	108	7.48	1.9	0.0	0.0	0.0	6.5	8.3	29.6	26.9	26.9
Neighborhood traffic safety	108	7.46	1.9	0.0	2.8	0.9	5.6	5.6	22.2	34.3	26.9
Sidewalks	108	6.99	0.9	1.9	2.8	2.8	11.1	10.2	27.8	19.4	23.1
Greenways	108	6.86	2.8	1.9	1.9	1.9	13.9	10.2	24.1	24.1	19.4
Street landscaping and aesthetics	108	6.17	1.9	4.6	3.7	8.3	17.6	14.8	21.3	14.8	13.0
On-road bike facilities (bike lanes, wide shoulders, signage)	108	6.03	11.1	1.9	3.7	3.7	14.8	13.0	22.2	12.0	17.6
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	105	5.80	7.6	9.5	3.8	3.8	19.0	10.5	14.3	14.3	17.1

Table B256. Importance of Key Transportation Improvements by Living in Cary 11-20 Years.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	93	7.75	0.0	0.0	0.0	1.1	7.5	6.5	21.5	26.9	36.6
Streets	93	7.59	0.0	0.0	0.0	0.0	9.7	8.6	23.7	29.0	29.0
Neighborhood traffic safety	93	7.35	0.0	0.0	1.1	4.3	10.8	10.8	19.4	22.6	31.2
Sidewalks	93	6.74	1.1	1.1	3.2	2.2	17.2	14.0	23.7	21.5	16.1
Greenways	91	6.57	1.1	3.3	0.0	6.6	18.7	13.2	20.9	22.0	14.3
Street landscaping and aesthetics	93	6.38	2.2	5.4	2.2	3.2	15.1	22.6	17.2	16.1	16.1
On-road bike facilities (bike lanes, wide shoulders, signage)	93	5.81	12.9	4.3	2.2	7.5	16.1	6.5	14.0	23.7	12.9
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	93	5.43	5.4	9.7	9.7	2.2	28.0	10.8	8.6	16.1	9.7

Table B257. Importance of Key Transportation Improvements by Living in Cary Over 20 Years.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	62	8.00	1.6	0.0	0.0	1.6	6.5	1.6	12.9	22.6	53.2
Neighborhood traffic safety	62	7.48	4.8	0.0	1.6	3.2	12.9	1.6	3.2	24.2	48.4
Streets	62	7.44	3.2	0.0	3.2	1.6	9.7	4.8	12.9	24.2	40.3
Sidewalks	62	6.84	8.1	1.6	1.6	1.6	9.7	9.7	16.1	22.6	29.0
Street landscaping and aesthetics	61	6.79	4.9	0.0	1.6	3.3	11.5	19.7	16.4	18.0	24.6
Greenways	62	6.68	11.3	0.0	0.0	3.2	12.9	8.1	16.1	17.7	30.6
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	62	6.15	9.7	4.8	1.6	1.6	22.6	9.7	8.1	21.0	21.0
On-road bike facilities (bike lanes, wide shoulders, signage)	62	5.92	17.7	3.2	0.0	6.5	12.9	6.5	12.9	14.5	25.8

Table B258. Importance of Key Transportation Improvements by Age 18-25.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	27	7.70	3.7	0.0	0.0	0.0	3.7	11.1	14.8	22.2	44.4
Streets	27	7.22	3.7	0.0	0.0	0.0	7.4	18.5	22.2	18.5	29.6
Neighborhood traffic safety	27	7.19	3.7	0.0	0.0	0.0	14.8	11.1	25.9	7.4	37.0
Sidewalks	27	6.37	3.7	3.7	0.0	3.7	22.2	11.1	22.2	22.2	11.1
Greenways	26	6.19	3.8	7.7	3.8	11.5	7.7	3.8	23.1	26.9	11.5
Street landscaping and aesthetics	27	5.93	3.7	0.0	3.7	14.8	18.5	14.8	25.9	11.1	7.4
On-road bike facilities (bike lanes, wide shoulders, signage)	27	5.48	14.8	7.4	3.7	7.4	7.4	14.8	18.5	11.1	14.8
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	27	5.41	14.8	14.8	0.0	0.0	14.8	18.5	7.4	7.4	22.2

Table B259. Importance of Key Transportation Improvements by Age 26-35.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	85	8.27	0.0	0.0	0.0	0.0	2.4	2.4	15.3	25.9	54.1
Neighborhood traffic safety	85	8.05	0.0	1.2	1.2	1.2	2.4	1.2	15.3	30.6	47.1
Streets	86	7.81	1.2	0.0	1.2	0.0	4.7	3.5	24.4	24.4	40.7
Sidewalks	86	7.33	1.2	1.2	1.2	4.7	10.5	3.5	23.3	20.9	33.7
Greenways	86	7.19	1.2	0.0	1.2	4.7	10.5	9.3	25.6	20.9	26.7
Street landscaping and aesthetics	86	7.00	1.2	1.2	1.2	2.3	15.1	14.0	19.8	22.1	23.3
On-road bike facilities (bike lanes, wide shoulders, signage)	86	6.51	5.8	2.3	1.2	4.7	19.8	8.1	16.3	19.8	22.1
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	85	6.44	5.9	4.7	3.5	2.4	14.1	9.4	17.6	23.5	18.8

Table B260. Importance of Key Transportation Improvements by Age 36-45.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	128	7.87	0.0	0.0	0.0	0.8	7.0	4.7	18.0	31.3	38.3
Streets	128	7.66	0.8	0.0	0.0	0.0	7.0	7.8	23.4	29.7	31.3
Neighborhood traffic safety	127	7.60	1.6	0.0	0.8	1.6	8.7	3.9	20.5	27.6	35.4
Sidewalks	128	6.98	3.1	1.6	3.9	0.8	12.5	10.2	18.8	21.1	28.1
Greenways	127	6.87	3.9	1.6	1.6	2.4	14.2	8.7	22.0	22.0	23.6
Street landscaping and aesthetics	128	6.50	0.0	4.7	3.1	3.9	18.0	17.2	20.3	14.8	18.0
On-road bike facilities (bike lanes, wide shoulders, signage)	128	6.27	10.2	2.3	3.9	4.7	12.5	8.6	16.4	20.3	21.1
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	127	5.80	5.5	8.7	7.9	5.5	18.9	8.7	11.8	15.7	17.3

Table B261. Importance of Key Transportation Improvements by Age 46-55.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	87	7.55	1.1	0.0	2.3	1.1	9.2	4.6	18.4	28.7	34.5
Streets	87	7.32	3.4	0.0	3.4	0.0	9.2	8.0	14.9	28.7	32.2
Neighborhood traffic safety	87	7.29	1.1	0.0	4.6	2.3	11.5	10.3	10.3	25.3	34.5
Sidewalks	87	6.90	3.4	1.1	2.3	2.3	10.3	12.6	26.4	17.2	24.1
Greenways	87	6.74	3.4	2.3	2.3	2.3	12.6	18.4	14.9	21.8	21.8
On-road bike facilities (bike lanes, wide shoulders, signage)	87	6.24	9.2	1.1	0.0	8.0	14.9	11.5	20.7	18.4	16.1
Street landscaping and aesthetics	87	5.99	5.7	3.4	2.3	6.9	19.5	18.4	17.2	14.9	11.5
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	85	5.78	7.1	8.2	3.5	0.0	28.2	11.8	14.1	10.6	16.5

Table B262. Importance of Key Transportation Improvements by Age 56-65.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	41	7.85	0.0	0.0	2.4	4.9	0.0	7.3	14.6	24.4	46.3
Streets	41	7.66	0.0	0.0	4.9	2.4	4.9	4.9	17.1	24.4	41.5
Neighborhood traffic safety	41	7.61	2.4	0.0	0.0	9.8	2.4	2.4	12.2	29.3	41.5
Street landscaping and aesthetics	40	7.08	2.5	5.0	0.0	5.0	2.5	15.0	20.0	17.5	32.5
Sidewalks	41	6.80	7.3	0.0	4.9	0.0	9.8	14.6	12.2	24.4	26.8
Greenways	41	6.54	7.3	2.4	0.0	7.3	14.6	7.3	12.2	29.3	19.5
On-road bike facilities (bike lanes, wide shoulders, signage)	40	6.38	10.0	7.5	5.0	2.5	7.5	5.0	10.0	22.5	30.0
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	41	5.93	12.2	4.9	9.8	0.0	19.5	2.4	4.9	22.0	24.4

Table B263. Importance of Key Transportation Improvements by Age 66-75.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Sidewalks	17	8.18	0.0	0.0	0.0	0.0	5.9	5.9	17.6	5.9	64.7
Neighborhood traffic safety	17	8.12	0.0	0.0	0.0	0.0	5.9	0.0	17.6	29.4	47.1
Street maintenance (fix potholes, resurface, better signage)	17	7.71	0.0	0.0	5.9	0.0	11.8	0.0	11.8	23.5	47.1
Streets	17	7.71	0.0	0.0	0.0	0.0	17.6	5.9	17.6	5.9	52.9
Street landscaping and aesthetics	17	7.35	0.0	0.0	0.0	0.0	17.6	11.8	17.6	23.5	29.4
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	17	7.24	5.9	0.0	0.0	0.0	11.8	11.8	11.8	23.5	35.3
Greenways	17	7.18	5.9	0.0	0.0	0.0	17.6	5.9	17.6	11.8	41.2
On-road bike facilities (bike lanes, wide shoulders, signage)	17	5.82	23.5	0.0	0.0	0.0	17.6	11.8	5.9	11.8	29.4

Table B264. Importance of Key Transportation Improvements by Age Over 75.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Neighborhood traffic safety	14	7.43	7.1	0.0	0.0	0.0	7.1	7.1	14.3	21.4	42.9
Street maintenance (fix potholes, resurface, better signage)	14	7.29	0.0	0.0	0.0	0.0	21.4	14.3	7.1	28.6	28.6
Street landscaping and aesthetics	14	7.14	0.0	0.0	0.0	0.0	21.4	21.4	14.3	7.1	35.7
Streets	14	7.14	0.0	0.0	0.0	0.0	21.4	7.1	28.6	21.4	21.4
Sidewalks	14	6.93	0.0	0.0	0.0	0.0	28.6	0.0	35.7	21.4	14.3
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	13	6.23	15.4	0.0	0.0	0.0	23.1	7.7	7.7	23.1	23.1
Greenways	14	5.64	14.3	0.0	0.0	7.1	28.6	7.1	21.4	7.1	14.3
On-road bike facilities (bike lanes, wide shoulders, signage)	14	3.79	50.0	7.1	0.0	0.0	7.1	7.1	7.1	7.1	14.3

Table B265. Importance of Key Transportation Improvements by Work in Cary.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	127	7.89	0.0	0.0	0.8	0.8	6.3	5.5	18.1	25.2	43.3
Neighborhood traffic safety	127	7.63	0.0	0.0	2.4	3.1	7.9	6.3	17.3	22.0	40.9
Streets	128	7.52	0.0	0.0	2.3	0.0	10.2	9.4	21.1	23.4	33.6
Sidewalks	128	7.04	0.8	1.6	3.1	3.9	10.2	12.5	22.7	17.2	28.1
Greenways	128	6.85	3.1	2.3	2.3	1.6	14.8	11.7	18.0	21.1	25.0
Street landscaping and aesthetics	128	6.47	2.3	3.9	2.3	4.7	17.2	16.4	20.3	10.9	21.9
On-road bike facilities (bike lanes, wide shoulders, signage)	127	6.33	9.4	2.4	0.8	3.9	16.5	12.6	15.7	15.0	23.6
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	124	6.10	5.6	7.3	4.8	4.0	16.9	11.3	13.7	15.3	21.0

Table B266. Importance of Key Transportation Improvements by Not Work in Cary.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	270	7.81	0.7	0.0	1.1	1.1	6.3	4.8	15.6	29.6	40.7
Neighborhood traffic safety	269	7.58	2.2	0.4	1.1	1.9	7.8	4.5	16.0	28.6	37.5
Streets	270	7.58	2.2	0.0	1.1	0.4	6.7	6.7	21.1	27.0	34.8
Sidewalks	270	7.00	4.1	1.1	2.2	1.1	13.3	8.1	20.7	21.5	27.8
Greenways	268	6.75	4.5	1.5	1.1	5.2	12.7	9.7	21.6	22.4	21.3
Street landscaping and aesthetics	269	6.60	1.9	2.6	1.9	4.8	16.4	16.4	19.0	19.3	17.8
On-road bike facilities (bike lanes, wide shoulders, signage)	270	6.06	12.2	3.3	3.0	5.6	12.6	7.8	16.7	20.4	18.5
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	269	5.91	8.6	7.1	5.2	1.5	20.8	8.9	12.3	17.8	17.8

Table B267. Importance of Key Transportation Improvements by Own a Bike.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	201	7.91	0.0	0.0	0.5	0.5	6.5	4.5	19.4	25.4	43.3
Neighborhood traffic safety	201	7.55	1.0	0.0	2.5	1.0	8.0	6.0	21.9	23.4	36.3
Streets	201	7.47	2.0	0.0	2.0	0.0	8.5	6.5	22.4	27.4	31.3
Greenways	200	7.25	2.0	1.0	0.5	3.0	11.0	8.5	21.5	22.0	30.5
Sidewalks	201	7.23	2.0	0.5	2.5	2.0	10.4	9.0	22.4	19.4	31.8
On-road bike facilities (bike lanes, wide shoulders, signage)	201	6.78	6.5	1.0	0.5	2.5	13.4	10.9	19.9	21.4	23.9
Street landscaping and aesthetics	200	6.47	2.0	3.5	2.5	5.0	19.0	12.0	22.0	16.5	17.5
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	198	5.90	7.1	6.6	6.6	2.0	19.2	11.6	15.2	16.2	15.7

Table B268. Importance of Key Transportation Improvements by Not Own a Bike.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	198	7.77	1.0	0.0	1.5	1.5	6.1	5.6	13.1	30.8	40.4
Neighborhood traffic safety	197	7.66	2.0	0.5	0.5	3.6	7.6	4.1	10.7	29.4	41.6
Streets	199	7.66	1.0	0.0	1.0	0.5	7.0	8.5	19.6	24.1	38.2
Sidewalks	199	6.80	4.0	2.0	2.5	2.0	14.1	10.1	20.6	20.6	24.1
Street landscaping and aesthetics	199	6.66	2.0	2.5	1.5	4.5	14.1	20.6	17.1	16.6	21.1
Greenways	198	6.34	6.1	2.5	2.5	5.1	15.7	12.1	19.2	21.7	15.2
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	197	6.08	8.1	7.6	3.6	2.5	19.8	7.6	10.2	17.8	22.8
On-road bike facilities (bike lanes, wide shoulders, signage)	198	5.53	16.2	5.1	4.0	7.6	14.1	7.6	12.6	15.7	17.2

Table B269. Importance of Key Transportation Improvements by C-Tran Rider.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	24	7.67	0.0	0.0	0.0	0.0	20.8	4.2	12.5	12.5	50.0
Neighborhood traffic safety	24	7.42	4.2	0.0	0.0	0.0	8.3	4.2	33.3	12.5	37.5
Sidewalks	24	7.42	0.0	0.0	0.0	0.0	16.7	12.5	16.7	20.8	33.3
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	24	7.21	4.2	4.2	4.2	0.0	8.3	8.3	4.2	25.0	41.7
Streets	24	7.21	0.0	0.0	4.2	4.2	12.5	8.3	20.8	16.7	33.3
Greenways	24	6.75	4.2	0.0	0.0	8.3	25.0	0.0	12.5	25.0	25.0
Street landscaping and aesthetics	24	6.29	0.0	0.0	4.2	4.2	25.0	29.2	12.5	12.5	12.5
On-road bike facilities (bike lanes, wide shoulders, signage)	24	5.54	16.7	4.2	4.2	4.2	16.7	12.5	12.5	8.3	20.8

Table B270. Importance of Key Transportation Improvements by C-Tran Nonrider.

Transportation Improvements	n	Mean	No Importance 1	2	3	4	Neutral 5	6	7	8	Utmost Importance 9
Street maintenance (fix potholes, resurface, better signage)	374	7.85	0.5	0.0	1.1	1.1	5.3	5.1	16.6	29.1	41.2
Neighborhood traffic safety	373	7.62	1.3	0.3	1.6	2.4	7.8	5.1	15.3	27.1	39.1
Streets	375	7.58	1.6	0.0	1.3	0.0	7.5	7.5	21.1	26.4	34.7
Sidewalks	375	7.00	3.2	1.3	2.7	1.9	12.0	9.3	21.9	20.0	27.7
Greenways	373	6.81	4.0	1.9	1.6	3.5	12.6	11.0	20.9	21.7	22.8
Street landscaping and aesthetics	374	6.58	2.1	3.2	1.9	4.8	16.0	15.5	19.8	16.8	19.8
On-road bike facilities (bike lanes, wide shoulders, signage)	374	6.21	11.0	2.9	2.1	4.8	13.6	9.1	16.6	19.3	20.6
Transit services (more routes, less headway, dial-a-ride for seniors/disabled)	370	5.91	7.8	7.3	5.1	2.2	20.3	9.7	13.2	16.5	17.8

Demographics: Age Group Crosstabulations

Table B271. Age by Gender.

Gender	n	18-25	26-35	36-45	46-55	56-65	66-75	Over 75
Male	192	48.1	46.0	49.6	40.2	53.7	55.6	57.1
Female	211	51.9	54.0	50.4	59.8	46.3	44.4	42.9

Table B272. Age by Work in Cary.

Work in Cary	n	18-25	26-35	36-45	46-55	56-65	66-75	Over 75
Yes	129	33.3	32.6	32.8	41.9	24.4	22.2	0.0
No	271	66.7	67.4	67.2	58.1	75.6	77.8	100.0

Table B273. Age by Own a Bicycle.

Bike Ownership	n	18-25	26-35	36-45	46-55	56-65	66-75	Over 75
Yes	203	55.6	47.1	61.7	60.9	26.8	22.2	0.0
No	199	44.4	52.9	38.3	39.1	73.2	77.8	100.0

Table B274. Age by C-Tran Ridership.

C-Tran Ridership	n	18-25	26-35	36-45	46-55	56-65	66-75	Over 75
Yes	24	3.7	3.5	3.9	5.7	7.3	16.7	28.6
No	376	96.3	96.5	96.1	94.3	92.7	83.3	71.4

Demographics: Years in Cary Crosstabulations

Table B275. Years in Cary by Gender.

Gender	n	Less Than 2 Years	2-5 Years	6-10 Years	11-20 Years	Over 20 Years
Male	192	44.4	45.2	53.2	51.1	38.1
Female	212	55.6	54.8	46.8	48.9	61.9

Table B276. Years in Cary by Work in Cary.

Work in Cary	n	Less Than 2 Years	2-5 Years	6-10 Years	11-20 Years	Over 20 Years
Yes	129	22.7	33.3	38.0	33.0	25.8
No	272	77.3	66.7	62.0	67.0	74.2

Table B277. Years in Cary by Own a Bicycle.

Bike Ownership	n	Less Than 2 Years	2-5 Years	6-10 Years	11-20 Years	Over 20 Years
Yes	203	46.7	50.5	59.3	51.1	36.5
No	200	53.3	49.5	40.7	48.9	63.5

Table B278. Years in Cary by C-Tran Ridership.

C-Tran Ridership	n	Less Than 2 Years	2-5 Years	6-10 Years	11-20 Years	Over 20 Years
Yes	24	2.2	6.5	2.8	7.6	11.1
No	377	97.8	93.5	97.2	92.4	88.9

Appendix C

Other Responses to Transportation Issues

Other responses to transportation issues in Cary.

- Complete existing streets maintenance in town
- More bus services to Durham
- Bike paths
- Bike lanes
- Drivers are rude
- Making bikers obey the road laws
- Complete more bike lanes and greenways
- Sidewalks
- Speeding drivers
- Speeding in the school zones; need to lower the speed limit in school zones
- Better bike lanes everywhere
- Bus system
- Using cell phones while driving
- Bad unsafe cyclists
- Connectivity for destinations; have to make u-turns to get there
- Limited information about C-Tran
- Oak Grove Elementary – very dangerous for pedestrians; need crossing guard
- Enforcement of laws
- Problem finding things because of the trees and the street signs are too small
- Better enforcement
- Sidewalks dead-end
- Sidewalks
- Signs
- Infrastructure – planning of neighborhoods and not roads
- People on cell phones
- Enforcement
- Littering
- Highways
- Walkable communities
- Stop signs in neighborhoods
- Bike lanes
- Signal/signs

Appendix D

Other Responses to Improve the Transportation System

Other responses to improving the transportation system in Cary.

- Potholes
- Less growth
- Potholes
- Less growth
- My area is fine
- Stop building
- Sidewalks and bike lanes
- Enforce speed limit better
- Train system
- Don't drop fast lane on the highway
- Extend turning lanes
- Don't put in medians
- Publish more about providing more bus service before they are added
- Trains and buses
- More signs for intersections
- Slow growth and no more building
- Stop signs
- Traffic lights
- Railroad issues
- Add parks

Appendix E

Other Responses to Expanding Funding for Cary Street Maintenance and Improvements

Other comments to expanding funding for Cary street maintenance and improvements.

- Developers need to kick in for the streets
- More state funding
- Don't have enough information to make a good decision
- The Mayor needs to rethink building the Town into a city; he's causing the streets to be over packed and over used
- Reconsider the projects that are being done before they use the money; be wise with the money they have
- Consolidate before building; demand keeps changing and patterns not the same
- No toll roads
- Control growth – stop annexing
- Improve parks, improve traffic and congestion with what they have
- Funds – depends on the projects they are taken from
- Use the funds set aside only
- Make the developers pay for it since the growth is causing the traffic back up and damaged roads

Appendix F

Favorite Streets in Cary Comments

What is your favorite street in Cary? Why?

Cary Parkway

- Very pretty; but people pass horribly causing accidents
- Flowing traffic; connects everywhere
- Convenient
- Nice; wide; not heavily congested
- Moves along pretty nicely
- Accessible; lights timed; traffic flows well; nicely landscaped
- Pretty street
- Flows nicely
- Flows smoothly
- Flows easily and takes you anywhere
- Hardly ever congested
- Trees; flowers; wide
- Maintenance is good; more scenic
- Flow nicely
- Flows nice since construction
- Maintenance of it
- Not too congested and good speed limit
- Traffic flow
- Maintained landscaping
- It's long and I'm familiar with it
- Beautiful
- Use it often; well maintained; wide; good traffic flow
- Good flowing traffic
- Beautiful; few traffic lights; traffic flow
- Beautiful; great sidewalks; clean
- Good condition; low traffic congestion
- Beautiful; few traffic lights; low congestion
- Total of four lanes that don't get backed up as much
- Divided highway; nice middle area
- Connects everywhere; four lanes keep traffic flowing
- Traffic moves well
- Easiness of four lanes; kept up well; pretty
- Beautiful
- Nice drive
- Scenery
- Pretty street design
- Road condition
- Number of lanes; pretty

- Pretty and nice; two lanes
- Pretty; heart of town
- Beautiful
- Runs well
- No congestion; attractive; two lanes
- Adequate number of lanes; aesthetics
- Less traffic lights; good speed limit; get anywhere; two lanes
- Enough traffic lights; flows well; nicely landscaped
- Good speed; two lanes; not much congestion
- Traffic flows well
- Median; landscaping; lots of trees
- Good flow of traffic
- Landscaping; connects well to other areas
- Four lanes; well maintained
- Beautiful landscaping
- I live in that area
- Easy access to other areas
- Beautiful place with lots of greenery
- Kept up well; no trucks; quick flowing
- Very well maintained with greenery
- Very beautiful
- Beautiful view
- Easy to get around and beautiful
- It may be congested but it gets cleared quickly due to so many exit areas
- Well ran road; easy to access other parts of Cary; good condition; lights and everything just works
- Traffic is almost always going except at certain times
- Greenery
- Wide; enjoyable to ride on; goes to several areas
- Good all around
- Beautiful landscaping; traffic lights are shorter
- Wide and clean
- Very pretty
- Four lanes makes faster traffic flow
- Landscaping; light timings are great
- Very nice looking
- Easy access to almost everything
- Two lanes; turn lanes where needed; less accidents
- Good traffic flow
- Good speed through town; good traffic flow
- It flows well; handles flow well; I use this route on commute to work
- Wide street; good traffic signals
- Aesthetics and pretty
- You can get around very easily
- The go-flow until Evans

- Pretty
- Not many stop lights
- You can get to everywhere from there
- Less congested; less traffic; more attractive
- No stop lights
- Street is nice and wide; traffic is going well
- Easy access
- Gets me around easily
- Well maintained; easy access to Town
- Convenient
- Can connect to other places
- Gets me where I want to go
- Take away some lights; good flow
- Smooth
- Landscaping
- Well setup

Kildaire Farm Road

- Closest to home
- Use it to get everywhere
- Easy to take
- Pretty because of the trees and paths past Lochmere
- It's where everything is that I need
- Signal light operation
- Pleasant drive; good grading
- There's so much to do
- Good condition
- Easy access to everything; not always too congested
- Fast flowing; connects to a lot of back roads
- Where they have widened it
- I travel it a lot
- Because I use it a lot
- Mix of things
- Nice road but too many potholes; most everything is off of this road
- Turn lanes are at intersections
- Like the name
- Traffic flow and it is pretty
- It's close to where I live and easy to get to; trees

Weston Parkway

- Lots of trees; not so many houses
- Never see congestion
- Quick route
- Divided median; landscaping; low traffic
- Pretty road

- Low traffic backup
- Nice flowing
- I live on Weston
- Very nice overall
- Smooth drive
- Love landscaping
- Pretty; traffic control great
- To get around traffic
- Median; landscaping; lots of trees
- Wide; clean; low traffic
- Wide; low traffic; good shape
- Pretty
- Very nice and beautiful
- Kept up well
- It is wide enough; median strip; no congestion
- Clean, well landscaped, low traffic
- Pretty

Maynard Road

- Goes around the town
- Width
- I use it very often and like that it goes around
- Love the loop because you never get lost
- I live off Maynard; low traffic flow
- Less congested; easy to get to other areas
- Access to everything
- Circles around town
- It gets me home
- Goes around town
- Clean; looks safe; low traffic
- Good road and signs at Maynard loop
- Get me everywhere
- Access is great to all locations
- Easy way to get to shopping areas
- No congestion
- It connects to everything
- It takes you everywhere
- Traffic moves pretty well
- I use it the most
- You can go all over Cary

Academy Street

- Coming from Chatham – sentimental value
- Like the downtown area
- Close to downtown

- Landscaping and it's the best image of the Town; cozy feeling
- Heart of the Town
- Old part of Town
- Historical
- The look of it
- Trees and very pretty; more small-town feel to it
- Pretty street with lots of gardens
- More historical look and nice feeling
- Old Cary – never congested
- Sidewalks; pretty; no one speeds; not congested
- Pretty street
- Church is there; nice part of downtown
- You have the library, post office, arts
- Attractive street; everything is located there

High House Road

- Outstanding traffic light operation
- Convenient
- Traffic seems to move pretty smoothly
- Always use it
- Low traffic flow
- Landscaping
- Traffic flows well
- Sidewalks from one end to the next on both sides of the road; great traffic flow; wide lanes; good amount of traffic lights
- Street system
- Looks nice
- Because I use it all the time
- Very well maintained with greenery
- Easy travel
- It has little traffic
- Connectivity
- Prettiest
- Width and low traffic

Chatham Street

- Middle of Town
- Pretty street
- West is beautiful; I live on this street
- Old – cute downtown feel
- East to Old Apex – beautiful
- Old part of Town
- The old village look and feel that it has
- The look of it
- Pretty

- Just amazing with all the old buildings and things
- Clean
- Close to neighborhood (West); nice greenery
- It goes through downtown

Lochmere Drive

- Scenic
- Convenient
- Flows nicely
- Pretty
- Quiet; no traffic; convenient
- Pretty
- To get around traffic
- View of the lake and trees; 30 mph speed limit
- Aesthetically pleasing
- It takes me where I need to go if it were finished
- Aesthetics and pretty
- Pretty and no speeders
- Trees

Harrison Avenue

- Not so congested in the mornings
- Wide and good signals
- No traffic; well kept
- Four lanes
- Traffic flows more smoothly than most roads
- Connects well to places I need to go
- Flows well from commercial to residential
- Downtown has everything available
- It is not congested; you don't have to worry about being run over

Highway 55

- Convenient
- Useful
- Route I always take; not always so congested as others
- Everywhere I go, I use 55; four lanes makes it easy driving
- It's opened up more now
- Much better now that it has been widened

Walnut Street

- Low traffic
- Facilities in the area
- Great selection of things available
- Light timing pretty good
- It is pretty but still congested

Davis Drive

- Good alternative route to get around traffic
- Outstanding traffic light operation
- Keep it up well; wide; traffic light sequence
- Easy to move about

Evans Road

- Close to home; nice and green
- Get around traffic
- Widens out
- Pleasing; continue flowing turn lane

US 1

- Lighting and divider are very nice
- Nice and wide (to Sanford)
- Pretty

Carytown Boulevard

- Very well designed to get on and off the interstate; good traffic flow out of the mall
- Nice landscaping

Highway 64

- Swifter travel
- No construction; wide

Morrisville Parkway

- Pretty street; good speed limit; low congestion
- Two lanes both ways and landscaping

Regency Parkway

- Wide; setup nicely; flows; pretty all around

Turquoise Creek Drive

- It's my road and I enjoy everything about it
- Quiet area

Tryon Road

- Good flow of traffic up to US 1

Apex Road (Old)

- Goes around traffic; scenic

Brookgreen Drive

- Because I live there

Chapel Hill Road

- Takes me where I need to go

Cornwall Road

- Pretty street with lots of gardens

Deodora Court

- I live there

Dickson Drive

- Old; narrow; tree-lined and shaded

Downtown Cary Streets

- No crowds and people abide the speed limit

Downtown Cary Area

- The view of the area

East Cedar Street

- I live on this street

Ederle Drive

- No reason given

Edinburg Drive

- Because I live on it

Erskine Court

- Quiet and woodsy

Fairfax Lane

- It's the street I live on

Glasgow Road

- Main road runs across a lake; very beautiful less traffic flow; all around great and peaceful

Green Level Church Road

- No reason given

Green Level Road

- Leads to the country

Griffith Road

- It weaves in and out of neighborhoods

Hudson Court

- It's where I live and I like the area

Hampton Valley Road

- I just like it; slow and safe

High Meadow Drive

- Beautiful view

High Slope Drive

- Small; pretty; well maintained

Highcroft Drive

- Kids can walk to school

I-40 Link

- It is 5 times bigger and no traffic

Lake Leaf Court

- I live on it

Lake Pine Drive

- Trees; nice wide street

Lawrence Road

- It's the only way around Kingston and Walnut

Loch Haven Lane

- Pretty road

Mainsail Drive

- Really nice neighborhood

Manchester Drive

- Has more trees; quieter wide road

Nottingham Road

- Cut through to avoid Walnut Street

Penny Road

- Not a lot of stop lights; landscaping

Preston Area

- Pedestrian friendly

Redford Drive

- I live on it

Regency Park Area

- Very nice overall

Sir Walker Lane

- Scenic and calm traffic

South Cary

- Good traffic flow

Southwest Main

- It's close

Sudbury Road

- Well landscaped; nice dog park; well maintained

Tanglewood Drive

- Landscaping

Tarbert Drive

- Has a park and sidewalks and good neighbors

Tenbury Wells Drive

- Because it's my street

Toysby Court

- No reason given

Two Creeks Road

- Pretty; lots of trees; little two-lane street

White Lake Court

- It has a lake on it and it's my neighborhood

Whitehall Way

- No reason given

Miscellaneous

- The residential areas in general; they are just beautiful
- None – Cary rates a “0”
- None – would like to see roads with nice sidewalks
- None – too much growth
- None – all landscaping is great on all streets
- Most streets are very nice; likes those with trees and other plants

Appendix G

Streets for Improvement in Cary Comments

What three streets would you like to see recommended for improvements as part of the Comprehensive Transportation Plan update? Why?

Cary Parkway

- Traffic is bad (North end); the traffic is so bad I schedule my life around the traffic
- Road maintenance needed
- Needs to be wider at Harrison Avenue and Evans
- Congestion
- Construction
- Different entrances, convert traffic somehow
- Don't know what they need, but traffic is horrible
- Due to construction it is causing congestion
- Extension for traffic flow
- Gets me from point A to point B
- Left-hand lanes are developing dips
- Not sure what they are doing now, but it could improve the problems
- Patchwork
- People drive way too fast
- Potholes
- Potholes
- Potholes and unevenness
- Potholes due to design; it's done every two years but the underlying problem is not fixed
- Potholes need filled
- Potholes; signal sensors
- Potholes; control bike traffic and keep buses in their own lanes
- Repaving
- Resurface
- Sidewalks on both sides of the road
- Speeding dangerously
- Synchronize the lights
- They are being worked on already
- Sidewalks on both sides
- Too many lane number changes; one to two then to one then to two
- Too many lights and not on a schedule
- Too many potholes
- Town has out grown the road
- Traffic lights are not synched
- Widen
- Widen
- Widen all the way and complete the loop
- Widen towards Harrison Avenue

- Need to fix traffic lanes at Pine Lake, need a turn lane for right turn only lane turning right onto Cary Parkway; traffic gets backed up waiting for people to turn right
- Potholes need to be fixed near High House
- No signal lights causes accidents at Chatham
- Needs more lanes
- Very bad potholes to Penny Road
- Resurface to US 1
- Congested
- Potholes that don't get recovered
- Enforce more rules with Police
- Extra lanes needed
- Bumpy
- Finish it quicker
- Congested
- North end needs to be wider
- Potholes
- Potholes
- Potholes
- Finish construction and put in turning lanes at more intersections
- Potholes
- Congestion; do not widen
- Potholes
- The way this road is routed, you have to go around your elbow to get to your chin
- Critical to fix; Cary had made poor decisions
- Potholes
- Widen
- Widen; potholes
- Traffic and repair of roads
- Signal light problems
- Widen
- Better conditions; lower speed limits
- Complete the construction
- Double lane
- Finish construction

Maynard Road

- Four lanes
- Access is terrible; lights are off; traffic miserable; big mess
- Because of low speed limits
- Congestion
- Congestion
- Control bike traffic and keep buses in their own lanes
- Different entrances, convert traffic somehow
- Increase speed limit
- Needs more lanes

- Needs swifter travel, more stop lights
- Street lighting
- Not smooth – too bumpy
- Potholes
- Potholes and congestion; needs widening
- Potholes and unevenness
- Potholes and widen
- Redo completely
- Resurfaced
- School safety
- Stoplights
- Street lights near park
- Too much construction
- Up the speed in the four-lane area
- Widen
- Widen from one lane to two
- Widen from two lanes to four lanes
- Widening
- Timing stoplight at Chapel Hill; changes too fast
- Signal light timing (East and West ends)
- Rough road from Chapel Hill to High House needs to be smoothed out
- Maintenance needed near Griffiths
- Patchwork – Southwest
- Potholes toward Harrison
- Need stoplights after Chatham; a lot of accidents at this intersection
- Potholes on Maynard loop
- Narrow and bumpy
- Dangerous intersection at 54
- Potholes
- Widen and pave
- Widen all the way
- Add stoplight because it's a blind hill (and Castalia)
- Heavily used; just worn
- Needs to be wider all the way down
- Bad exit lanes cause confusion and a lot more accidents
- Resurfaced
- Widen all the lanes due to traffic
- All around improvements due to high traffic
- Traffic flow
- Widening completion
- Traffic
- Need crossing timers to help pedestrians know how much time left to get across the road
- It's two lanes and clogged
- Congested and narrow
- Rough spots need maintenance

- Sidewalks
- Widen the road
- Critical to fix
- Expand to four lanes all the way
- Needs to be widened
- Widen portion between High House and Kildaire Farm
- Widen; potholes
- Traffic and repair of roads
- Pickup for transit
- Widen the street
- Widen
- Two lanes only
- Too many accidents on the road; speed limit problem
- Potholes and widening
- Four-lane completion
- Complete construction

Kildaire Farm Road

- Resurface
- Anyway possible to make it less congested
- Bad spots like potholes
- Congested
- Congestion
- Has a lot of potholes
- Potholes
- Potholes
- Potholes
- Widen
- Potholes
- Potholes near Walmart
- Potholes; lines on the road need to be better and brighter
- Potholes; very bumpy
- Timing of traffic lights
- Very congested
- Widen
- Widen
- Widen the rest
- Widen; better light synchronization
- Widen; potholes
- Potholes toward Post Office area
- Don't know what they need, but traffic is horrible
- Median makes you go past the location and makes you u-turn
- People drive way too fast
- Potholes
- Potholes; widen close to Apex

- School safety
- Street design makes it so congested
- Widen
- Widen and fix potholes
- Congested
- Congestion
- Needs swifter travel; more stoplights
- Traffic lights are not synched
- Trim branches to see traffic
- Potholes
- Too many lights; stop and go traffic issues
- Enforce more rules with Police
- Extra lanes needed
- A lot of potholes
- A lot of road damage
- Heavily traveled from Holly Springs coming into Cary
- Bumpy
- Needs to be wider; can be scary and confusing; very sharp circle
- Congested
- Congested
- Potholes
- Potholes
- All around improvements due to high traffic
- Traffic flow
- Potholes; traffic backs up
- Congested
- Intersection
- Widen all the way down
- So busy
- Too many accidents on the road; speed limit problem
- Better conditions; lower speed limits
- Potholes
- Congestion

Walnut Street

- Too much cluster in intersection at shopping center
- Town has outgrown the road
- Intersection in front of shopping center needs to be changed but not sure how
- Access is poor, traffic lights are off, traffic miserable, big mess
- Can't turn right and then left
- Congested
- Congestion
- Congestion
- Congestion
- Congestion

- Congestion
- Congestion at Crossroads
- Congestion due to complications of the road system
- Construction and holidays causes traffic issues
- Congestion
- Congestion
- Currently being worked on
- Currently under construction
- Different entrances; convert traffic somehow
- Traffic is horrible
- Keep it straighter
- Lights need to be better timed
- Median makes you go past the location and makes you u-turn
- Potholes
- Potholes
- Potholes
- Potholes and unevenness
- Street design makes it so congested
- They are working on right now but it seems to be a worse mess
- Too crammed; needs to be routed anyway possible so it's not so congested
- Under construction currently
- Widen
- Widen and fix potholes
- Widen or something to make it less congested
- Widen
- Extra lanes needed
- Potholes
- Add sidewalks and widen and pave
- Potholes (East)
- Traffic flow
- Traffic at Crossroads area
- Congested and narrow
- Construction 80% left unfinished
- Construction all the time
- Finish construction and put in turning lanes at more intersections
- Congested; should be blown up and start over with the design
- Poor routing
- Widen it
- Congestion
- Going to Raleigh the right-hand lane needs work
- Congestion
- Traffic and repair of road
- Crossroads lights are set up wrong
- Stupid median, can't turn left
- They are already working on it

- Widen
- Too many accidents on the road; speed limit problem
- Congestion

Chapel Hill Road/Highway 54

- Widen
- Town has outgrown it
- Congested areas; needs widening
- Congested; needs to widen
- Congestion
- Currently being worked on
- Needs to be widened
- Needs to only have two lanes not four
- Potholes
- Potholes are bad
- Sidewalks on both sides; widen
- Too narrow; needs to be widened
- Widen
- Widen all the way down
- Widen and pave
- Needs to be four lanes all the way up the entire road
- Too many hills
- Intersection of Maynard – finish construction faster
- Widen all the way through
- Potholes
- Widen
- Construction
- Widen it
- Street lights not functioning; lights are out (and Aviation)
- Better maintenance between Cary Parkway and Maynard
- Clean up so you can get from one end of town to another
- Finish construction
- Needs to be widened all the way through up to five lanes with turn lanes going both ways especially near the airport
- Potholes
- Potholes
- Two lanes each way
- Widen
- Potholes
- Widen
- Widen and improve
- Widen lanes; add turn lane from Highway 54 to Cary
- Widen more
- Widen through the middle of Town
- Widen to Chapel Hill

- Construction should be completed faster
- Resurfaced
- Two lanes; potholes
- Congestion
- Sidewalks
- Congested and narrow
- Four lanes
- Widen it
- Congestion
- Widen road
- Traffic light timing wrong
- Congestion

Tryon Road

- Sensor signals aren't set up very well
- There is way too much going on causing traffic buildup
- Already working on it
- Congested
- Congested
- Currently getting worked on
- Due to construction it is causing
- Expand lanes
- Needs swifter travel; more stoplights
- Congestion
- Congestion
- Potholes
- Potholes and dips
- The street goes from four lanes to two lanes then back to four; where is it two lanes, the traffic is awful; must be looked into
- They are being worked on already
- They are working on right now but it seems to be a worse mess
- Things are fine but everything could use a little tweaking
- Traffic is so bad you can't even get on the streets
- Widen
- Widen
- Widen, potholes
- Widening
- Widen
- Reckless drivers; more Police
- Bumpy
- Construction is causing too many traffic issues; need to speed up construction; need to do one project at a time
- Potholes
- Widen the entire road
- Does not handle traffic well

- Congestion
- Congested and messy
- Congested and narrow
- Too narrow and two lanes
- Construction
- Finish construction and put in turning lanes at more intersections
- Widen
- Widen it
- Two lanes only
- Finish construction

Davis Drive

- Two lanes
- Add bike path and take away bike lane
- Add more lanes
- All around work; potholes; widen; resurface
- Bike paths
- Congestion
- Congestion
- Extend it
- Horrible traffic; widen
- I don't know what they need, but they need something major
- Sensor signals aren't set up very well
- Stop doing so much construction
- Turns into a single lane, causes backups
- Widen all the way
- Widen to four lanes
- At High House it changes back into one lane because of Morrisville
- Potholes
- Widen to Highway 54
- Congestion due to building
- High flow area
- Potholes
- Construction is causing too many traffic issues; need to speed up construction; need to do one project at a time
- Dangerous intersection (and Highway 55)
- Needs to be paved and one lane to the two lanes needs to be changed to continuous two lanes
- Fix stop lights
- Widen all the way
- No turn lane for left onto Davis Drive from Christian Drive
- All around improvements due to high traffic
- Needs two lanes all the way through
- Potholes and other road maintenance
- Potholes; continue widening
- Congestion

- Add more lanes
- Traffic is bad
- Critical to fix
- Widen
- Paving; potholes
- Signal system

High House Road

- Signal light timing and bumpy pavement (and Highway 55)
- Already being worked on
- Better traffic flow
- Completion of roads
- Congested due to work hours – not sure if its anything the Town can help with
- Congestion
- Congestion
- Construction
- Currently being worked on
- Currently under construction
- Construction
- Expanding and turn lanes
- More greenery on sides of roads
- Potholes
- Redo completely
- Resurface
- Sensor signals aren't set up very well
- They are working on right now but it seems to be a worse mess
- Widen lanes
- Widening
- Completion of turn lanes (and Highway 55)
- Stoplight at Church Carpenter Road
- Intersection from both ways needs right turn lanes at Davis Drive and 55
- Congestion due to building
- Needs to be wider and add turn lanes
- Lower speed limit
- Potholes to Cary Parkway
- Fix stoplight
- Congested
- Traffic is bad; the traffic is so bad I schedule my life around the traffic
- The end of High House just ends
- Needs faster improvements
- Left and right signals

Chatham Street

- Too narrow (West end); needs to be widened
- Rough and bumpy

- Congested
- Congested; needs to hurry and finish construction on other roads which will help lower the congestion on Chatham
- Improve road conditions and widened
- Too narrow (West end); bottleneck area; changes from two lanes to one; needs to stay two lanes
- Main road for shopping
- Make it look newer again
- Needs street lighting
- Needs to be smoothed out
- Needs to be twice as wide all the way from one end to the next
- Resurface and widen
- Potholes
- Construction
- Make smoother
- Cross intersection
- Cut back the tree branches so you can see the signs; don't park on the road
- Too narrow and congested
- Flow is horrible; it just ends
- Potholes
- Pavement is bad (East end); potholes
- Widen
- Pickup for transit (West end)
- Widen or an alternative
- Potholes
- Potholes
- Get an alternative route

Harrison Avenue

- Too small and narrow
- Free flowing lane back
- Traffic light takes three times as long at certain times; needs to be better timed
- Potholes
- Potholes close to town
- Widen and fix potholes
- Traffic light is off at Maynard
- Narrows into one lane going into downtown, very dangerous
- Potholes
- Congested
- Timing stoplight at Maynard; changes too fast
- Congested
- Widen
- Need crossing light timers; timers to help pedestrians know how much time is left to get across the road
- Left turn signal at North Harrison to Chatham

- Traffic lights timed (North Harrison downtown)
- Less traffic lights; slows traffic
- Congestion
- Potholes
- Congestion

Carpenter Fire Station Road

- Main access to lots of homes; needs more lanes
- Congestion
- Street lights and traffic lights
- Potholes
- Congestion and condition of the road
- Narrow
- Potholes; narrow lanes; long traffic light cycles
- Only one lane for everyone; add turning lane (and Highway 55)
- Very bad shape due to construction; need to make a right turn lane to a left turn lane at intersection of Highway 55 and Carpenter Fire Station Road
- Widen
- Potholes

Morrisville Carpenter Road

- Needs to be widened into Morrisville
- Light takes too long to change next to Fire Station on the corner
- One-lane road
- One-lane traffic
- Widening from Davis Drive into Morrisville Carpenter Road
- Widen it at Highway 54
- Widening
- Widening
- Congestion
- Potholes

Morrisville Parkway

- Road maintenance
- Road maintenance needed
- Finish it
- Open it all the way through Davis Drive; more greenery on sides of roads
- Potholes; resurface road
- Potholes that don't get recovered
- Needs to be paved and one lane to the two lanes needs to be changed to continuous two lanes
- Street design unsafe
- Potholes

Highway 55

- Congested due to work hours
- Continue improvements
- Widen
- High flow area
- Main access to lots of homes; needs more lanes
- Construction is causing too many traffic issues; need to speed up construction; need to do one project at a time
- Potholes
- Traffic is bad
- Widen

Apex Road

- Widen all of it (Old Apex)
- Needs a sidewalk (Old Apex, High House to downtown)
- Potholes
- Cut back the tree branches so you can see the signs; don't park on the road
- Wider (North end)
- Needs to be completely redone

Crossroads Boulevard

- Congested; street design is bad
- Not enough ways to get out; congestion is bad
- Congested areas; needs widening
- Every road that connects at intersection – there is way too much going on causing traffic buildup
- Traffic flow a problem
- Need more lanes; better traffic flow
- Congestion

Downtown Cary

- Old Downtown Cary – third way to get to Southside of Chatham to Highway 54
- Too small and narrow
- A lot of potholes need to be fixed past Academy
- Widen; better light synchronization
- Congestion
- Needs more lanes

Weston Parkway

- Need a lot of traffic lights coming onto Weston; make it more controlled
- Needs to be resurfaced
- Repave road over in construction area
- Resurface pavement
- Needs more lanes; too much traffic
- Potholes

Evans Road

- Widen
- Widen
- Resurfaced and street lighting (right of Cary Parkway)
- Potholes; it gets congested; two lanes
- Potholes

Green Level Road

- Massive potholes to Durham
- To Durham – landscaping and mowing; widen lanes; potholes; heavy truck traffic
- Road condition is bad with potholes
- Potholes; repave entire road; widen; please decide where the road is heading
- Potholes

Penny Road

- More development
- Road is badly damaged
- Add signal
- Needs a specific turning lane (and Kildaire); waited for 15 minutes just to turn
- Narrow and too much building

Ten Ten Road

- Traffic is so bad you can't even get on the streets
- Re-route at Penny Road, very confusing; should put a light in
- Road repair needed badly
- Narrow and too much building
- Potholes and widening

Academy Street

- Too small and narrow
- Needs to be twice as wide all the way from one end to the other
- Needs to be widened
- Get an alternative route

Buck Jones Road

- Congestion
- New on and off ramp, terrible area, any way to fix that area?
- Potholes

Greenlevel Church Road

- Potholes
- Maintenance
- Condition of the roads

Holly Springs Road

- Needs widening
- Traffic lights
- Widen

Interstate 40

- Traffic flow
- Potholes; lines on the road needs to be better and brighter
- Always bottlenecks

Kingston Ridge Road

- Can't turn left safely
- Needs street lights and curbs
- Bad exit lanes cause confusion and a lot more accidents

Reedy Creek Road

- It's too narrow; needs to be redone
- Narrow sharp curve
- Potholes

US 1

- Traffic is so bad you can't even get on the streets
- Congested
- Better conditions; lower speed limits

Aviation Parkway

- Widen by Lake Crab Tree
- A lot of potholes, two lanes go to four lanes and the entire road needs four lanes

Highway 64

- Congested
- Street design, so congested

Laura Duncan Road

- Potholes; lines on the road needs to be better and brighter
- Traffic

Preston Country Club Drive

- Traffic light there is a speed trap; used to just get money for the town
- Widen the road

School Streets

- They need flashing traffic lights; children are getting hit a lot
- The street near School Drive area – bad potholes

Autumngate Drive

- Widen and sidewalks to Lochmere

Avent Ferry Road

- Narrows too much (and Campbell)

Brookgreen Drive

- Speeding issues

Carpenter Upchurch Road

- Widening

Cary Elementary School and Cary downtown

- Really bumpy

Cary Glen Boulevard

- Need speed humps to slow traffic in residential area

Castalia Street

- Congested onto High House

Church

- Too narrow in front of church next to Fire Department

Cricketgrass Drive

- Too narrow – EMS can't get through

Dunhagen Place

- Repatching; street lights

Durham

- Potholes

Farmington Woods Drive

- Potholes

Forest Green Drive

- Drainage systems and repave

Glasgow Road

- Pretty

Glen Ridge

- Traffic lights to main road

Green Hope High School Road

- People speed; need a light; too dangerous

Helmsdale Drive

- Widen; potholes

Hillsboro Street

- Widened

Hogan's Valley Way

- Too many speed humps

Imperial Road

- Large pothole (sink hole); called two times and nothing has been done

I-540

- Needs completion

Jenks Road

- Potholes

Jones Franklin Road

- Widened

Kettlebridge Drive

- Add speed humps

Louis Stephens Road

- Widen entire road

Lochmere Drive

- It is 90% paved – left unfinished

Main Street

- Needs repair

Manchester Drive

- Sidewalks would be nice

MacGregor

- Engineered improperly (West end), unsafe

Murphy Drive

- Need light in neighborhood

Nantucket Drive

- Need speed humps

Old Jenks Road

- Potholes

Nottingham Road

- Needs sidewalks

Oak Island Drive

- Needs speed humps

Piney Plains Road

- Speed limit increase

Queensferry Road

- Enforce the speed limit

Regency Park Area

- Needs street sweepers and snow clearing

Regency Parkway

- Potholes

Seabrook Avenue

- Repatching

Silverberry Court

- Needs stoplights

Stamford Drive

- Potholes on Weston

Stoneleigh Drive

- Add speed humps and narrowing

Trimble Avenue

- Several potholes

Trinity Road

- Congested areas; needs widening

Two Creeks Road

- Needs speed humps in curve because people drive too fast through curve

Waldo Road

- I don't know what they need but they need something major

Warren Avenue

- Potholes

Yates Mill Pond Road

- Traffic lights; hard to turn on Main Road

Miscellaneous

- All big intersections – congestion
- All are getting narrowed; they are making the street too narrow
- All roads – widen, potholes, resurface if needed
- All roads currently being worked on
- All roads that are driven on more so than others because it's wearing them down causing potholes; needs to be resurfaced where everyday heavy-driven roads are
- All streets need improvement and repair
- Any road currently being work on
- Any street currently being worked on
- None; have people walk more; I walk to all places except to work
- I am happy with Cary and don't know of any street that needs improvement
- All of the roads currently under construction
- All the roads being worked on
- Behind Trader Joe's – congested during rush hour
- Neighborhood streets – add speed cameras
- None – all seem good
- None – the ones I drive on are in good condition
- Road in front of Green Hope High School – widen
- Would like to see pedestrian walking paths next to the roads
- Add bike paths from RTP to Cary

Appendix H

Roads to Improve for Bicycling Comments

What three roads would you most like improved for bicycling and how would you like to see them improved?

Cary Parkway

- Improved safety
- Complete construction
- Marked bike lanes
- Widen the road
- Striped bike lanes
- Striped bike lanes
- Bike lanes
- Bike lanes
- Add marked lanes without widening
- Improve anyway possible
- Improve any method possible
- Anything to improve
- Widen, sidewalks on both sides the full length of the road
- Bike lanes; widen the road
- Add sidewalks and greenways
- Wider lanes so bikes aren't in traffic lanes
- Something to keep cyclists out of the street; maybe enforcements
- Bike lanes
- Bike lanes on road not sidewalk
- Bike lanes or bike paths
- Add lanes and signs
- Widen lanes
- Separate marked lane
- Bike lanes
- Striped bike lanes
- Bike lanes
- Bike lanes
- Striped bike lanes
- Marked bike lanes
- Marked bike lanes and signs

Maynard Road

- Bike lanes
- Striped bike lanes
- Striped bike lanes
- Separate lane for bicycling
- Bike lanes
- Dedicated bike lane

- Anything possible
- Improve
- Widen the sidewalks on both sides the full length of the road
- Striped bike lanes
- Sidewalks and greenways
- Striped bike lanes
- Bike lanes to roads
- Striped bike lanes
- Bike lanes
- Bike lanes
- Striped bike lanes
- Path off side of the road
- Bike lanes

High House Road

- Marked bike lanes
- Bike lanes
- Bike lanes
- Marked lanes without widening
- Improve
- Safety measures need to be taken
- Not sure
- Striped bike lanes
- Sidewalks and greenways
- Wider lanes so bikes aren't in traffic lanes
- Paths to go to park or bowling
- Striped bike lanes
- Striped bike lanes
- Striped bike lanes
- Bike lanes
- Slow traffic; add lanes
- Striped bike lanes
- Marked bike lanes

Kildaire Farm Road

- Improved safety
- Bike lanes
- Marked bike lanes
- Widen the road
- Sidewalks on only one side
- Dedicated bike lane
- If possible to get to downtown
- Mostly sidewalks
- Bike lanes
- Wider shoulder for riding

- Wide striped lanes
- Anyway possible
- Bike lanes
- Bike lanes
- Add turning lanes for bikes
- Widen for bike lanes
- Path off the side of the road

Davis Drive

- Bike lanes
- Marked lanes without widening
- Marked bike lanes
- Anything to improve
- Not sure
- Path ten feet off the road
- Bike lanes
- Marked bike lanes and signs

Walnut Street

- Complete construction
- Striped bike lanes
- Needs sidewalks or bike lanes
- Sidewalks or greenways (bike paths)
- Bike lanes
- Striped bike lanes
- Path off the side of the road

Lake Pine Drive

- Striped bike lanes
- Add sidewalks
- Add sidewalks to both sides of the road
- Extend the sidewalks that just end
- Add road space for bikes

Harrison Avenue

- Any possible improvement
- Improve
- Bike lanes
- Striped bike lanes
- Bike lanes

Chapel Hill Road

- Bike lanes (I would sell my car if roads were bike friendly)
- Any improvements possible
- Any kind of bike lane
- Bike lanes

Tryon Road

- Complete construction
- Bike lanes
- Dedicated bike lane
- Needs road space for bikes

Penny Road

- Bike lanes
- Widen for bike lanes
- Add turning lanes for bikes

Chatham Street

- Bike lanes
- Add sidewalks (East end)
- Striped bike lanes

Highway 55

- Bike lanes
- Separate marked lanes
- Bike lanes

Highway 64

- Needs road space for bikes
- Needs bike lanes
- Add bike lanes

Jenks Carpenter Road

- Add lanes
- Striped bike lanes

Ten Ten Road

- Wide striped lanes
- Add turning lanes for bikes

Carpenter Road

- Widen and add sidewalks

Carpenter Fire Station Road

- Separate marked lane

Carpenter Upchurch Road

- Needs lanes, signs, and paths

Dunhagen Place

- Sidewalks for biking

Greenlevel Road

- Needs lanes, signs, and paths

Hogan Court

- Sidewalks for biking

Holly Springs Road

- Wide striped lanes

Holt Road

- Add lanes

I-40)

- Bike lanes

Louis Stevens Drive

- Sidewalks, striped bike lanes

Morrisville Parkway

- Needs lanes, signs, and paths

Seabrook Avenue

- Sidewalks for biking

US 1

- Needs bike space

Weston Parkway

- Any improvement possible

Other Areas

- Crossroads to Academy – bike lanes
- Bond Park to trail system – bike lanes
- Reedy Creek to Harrison Avenue – street lighting
- Research Triangle Park – not sure how, but many people would probably choose to ride to work
- Cary Greenway Park at Evans to Aviations to 54 into RTP extended through the area – add bike lanes
- Apex High School

Miscellaneous

- None; will never ride on or next to road; too many careless drivers
- Would rather use greenways or sidewalks for biking, not roads
- Put paths on all roads
- All roads with path and more street lighting
- All roads are not safe for children or adults also in neighborhoods as well; unsafe fast drivers
- I just ride around my neighborhood
- I would rather see sidewalks for cyclists rather than lanes on roads
- All roads should have bike lanes
- Paths on any roads leading to shopping areas
- Would not cycle on a road
- Bike lanes everywhere

Appendix I

Other Improvements to Encourage Cycling

Other improvements to encourage you to cycle more than you currently do.

- More access to maps for riding trails
- Should get tax credits for not driving
- Downtown bike racks
- Don't feel safe with drivers
- I road a bike a few years ago but gave it up because the Town is turning into an unhealthy, unpleasant city; I have no desire to ride my bike ever again in Cary; I am planning on moving from Cary due to these issues
- Off road paths so we don't have to ride in traffic lanes
- Cars make riding a bike uncomfortable
- Run safety of bike information with aggressive cars on BUD TV
- No interest; need to have no bike lanes on roads; too dangerous for those who do like riding
- Cannot control drivers; would not take a chance on my life
- Bike education for motorists
- More sidewalks
- More sidewalks
- Would love to ride my bike with wagon attached but am scared a careless driver will hit me or my kids; can't ride with my wagon because the bike lanes on the greenways are too narrow for metal pulls
- Enforcement of bike laws; incorporate adding benches, fountains and such with Scouts and they will do it at no cost
- Signs for car traffic about bike traffic
- Separate road for bikes
- Advertise/awareness
- Separate roads where sidewalks are two to three feet off the road
- Recreational bike trail
- More sidewalks to ride on
- Kids should not be allowed to ride their bikes to school, too dangerous
- More wooded trails
- Have bikers not ride on actual driving lanes
- Biking is dangerous outside of the neighborhood
- Biking is too dangerous
- Children should not be allowed to bike unless they are on their own street
- Roads are not wide enough to ride a bike; too dangerous
- Bike trails
- Bikers make people in cars late; bikers should stay in neighborhoods
- Paths to work
- Add sidewalks for walking and cycling
- Don't want to have to cross Cary Parkway; would ride bike if there was a crossing area for me
- Separate trails away from roads like more paths through greenways

Appendix J

Other Responses to Items to Encourage C-Tran Usage

Other responses to items to encourage you to increase your usage of C-Tran.

- More buses between 7 am and 9 pm and would like not to be put on a maybe list; do not know if the bus will show or not; sometimes I don't take C-Tran because I'm not sure if I will make it on the bus (only if they have space for you)
- Would ride if it took me out of Cary for work
- More senior usage
- Would use for Raleigh events
- I would not ride a bus; I will always drive
- To not to have to go to a senior center to buy tickets
- Allow people with temporary health issues to ride
- Need it on the weekends
- To go to fairs or ballgames
- Used C-Tran; no success with it; don't really care where it goes
- More frequent stops
- Promote more; information out to residents and online
- Educate people more with mailings and/or other ways
- A route that comes to my door on time when I need it
- Same routes of TTA and more
- Better advertising
- Run more like a city would run it; very important to have a bus system
- Better advertising
- Need more logical routes
- More advertising; thought it was only for the elderly or disabled
- More lanes for buses
- Advertise in BUD and the newspaper
- Door-to-door service information
- Not have to change buses in the middle of the route; straight shot on one bus
- It should not be an on-call service; need to direct it more toward working people
- Don't know much about the service, but would like to find out more
- Bigger and permanent signs
- Better hours of operation
- Advertise – know nothing about it
- Advertise a free day
- Make it a more comfortable ride
- Make it child friendly, car seats, etc.
- Call in and get picked up
- Need mass transit
- More locations
- Round trips
- Timely pickup and drop off
- Timing

- Need a schedule pickup; need to pickup when they say they are going to
- High speed rail systems
- More on-demand service
- I would not use unless they pick me up at my house
- Make it more widely available
- More awareness
- Lower wait time; add a metro train system
- More awareness
- Bus system is not convenient when you have a family
- More locations
- Needs to take people under the age of 18 so kids can get to places also
- Mail more information
- Should not have to register in order to ride
- Timely pickups

Appendix K

Potential Areas to Expand C-Tran Service

Name your top three areas (neighborhoods, developments, or intersections) currently not served by regular fixed route service where you think it is needed.

- I would like to see it go to Durham; I work in Durham
- Cary to Tryon Road and Tryon Road to Kildaire Farm Road
- I do not know about the routes, but if I get rid of my care, I would use it
- It goes to all the places I need; I go from Maynard loop to East Maynard to the Senior Citizen Hall, perfect; I love the C-Tran routes; they are perfect
- Cary to Glenwood Avenue – would like to have a transit system to get the people from the bars home
- C-Tran works perfect for me
- I absolutely know nothing about C-Tran and have never thought about it; would like to ride to Raleigh to work or to Raleigh events
- Would definitely like to see it going into Raleigh
- It is too easy to jump in a car and go; can run on my own schedule and not someone else's
- I do not know about C-Tran
- I am not aware of C-Tran routes and bus systems
- Would not use; car too convenient
- Would not use a bus service ever
- Would use when older
- I will start using
- I live off of Kildaire Farm and Cary, so if I ever used it, I would like for it to come to the house
- Do not know anything about C-Tran
- Maynard is the heart of Cary so that would cover everything
- Go to Raleigh
- For all the people in Cary, Cary needs a transit system
- MacGregor Village – I work there
- Tryon Road area
- Warren Avenue
- Lead Mine Road
- Don't know a thing about C-Tran
- We have not looked into C-Tran at all
- As long as we can drive, we are not concerned about C-Tran
- North Harrison to Lowes
- Buck Jones Road
- Raleigh
- Can't think of any areas; not sure where they run
- Don't know about schedule or where they go; need more information
- Tryon Road
- Raleigh

- Raleigh
- Durham
- To the grocery stores
- Don't know anything about C-Tran or schedules or routes
- We drive everywhere and have no real interest in C-Tran; we may need it when we're older
- MacGregor area and Cary parks
- Do not need C-Tran; know nothing about it
- Go to RDU
- Go to Bond Park
- I drive everywhere, know zilch about C-Tran
- Not familiar with C-Tran
- Kildaire Farm
- Reedy Creek Road
- Don't need anymore route service
- Eliminate fixed routes and do taxi service
- Know nothing about C-Tran
- Don't know anything about C-Tran; would not use
- Scheduling would be a problem for me with my job, so I do not use
- I use door-to-door; don't know fixed routes
- Don't know anything about C-Tran; will probably never use
- Highway 55
- Service Cary parks
- Make it to a commuter rail to Durham to a game
- It is important that it continues going to the hospital
- Would never use C-Tran; am not aware of the routes or where they don't go
- Airport
- Western Lake Hospital
- Grocery stores
- Cary Park
- Cary Town Center
- Opposed to all public transportation in Cary
- Downtown Raleigh
- From Crossroads to other shopping centers
- Airport
- Academy to Cary Train Station
- Downtown Raleigh
- Highway 55 to Research Triangle Park
- Davis Drive to Research Triangle Park
- Definitely need other areas because I never really see C-Tran out and going
- Was not aware of current routes; would like a route to Crossroads
- When people call, C-Tran comes to that location to pick them up
- Lake Pine Plaza area where TTA stops
- More routes to shopping areas like the mall and Crossroads
- Davis Drive – up to the park
- To airport from anywhere

- I would not be able to use C-Tran for work because it would take one hour just to get to work; no interest in C-Tran personally but thinks it's a great thing
- Wake Tech
- Not familiar with C-Tran; will never use
- High House Road
- Davis Drive
- Raleigh
- Chapel Hill Road
- Durham
- To larger work areas like Morrisville
- Not familiar with C-Tran
- On Cary Parkway anywhere
- Maynard to Weston
- Morrisville
- Apex
- Raleigh
- Chapel Hill
- Runs from the Senior Center up Cary Parkway to Kildaire Farm Road
- Kildaire Farm to another area if they don't want to loop
- Runs the full length as a minimum – Cary Parkway and Kildaire Farm with stops every 30 minutes and more often stops
- Cary does not have enough roads for more routes
- Know nothing about C-Tran
- Unfamiliar with C-Tran
- A route that comes by Davis Drive or close to Davis Drive and High House so I can ride my bike to the bus stop and take the bus
- Should connect into the Triangle Research, Durham, Chapel Hill, Raleigh and other locations in the area
- Have no need to ride the bus at this time, but when the time comes, I love what I've heard and am happy they make C-Tran available
- The routes are convenient for me if I need them
- Know nothing about C-Tran
- From my street to Cary Mall
- Don't know a thing about C-Tran
- Not familiar with C-Tran
- Have not heard of C-Tran but thinks it's a great idea and needs to be advertised more
- No interest in C-Tran
- Run toward NC State
- Know nothing about C-Tran; need to learn more about it when I get older
- No interest in C-Tran
- Until I get to the age where I can't drive, have no use for C-Tran
- Am not familiar with C-Tran at all
- I have small children and would never use C-Tran
- Do not know anything about C-Tran
- Provide more information about C-Tran

- From my house to work
- Apex Park
- Grocery stores
- Thought it was only for the elderly or disabled
- Whoever handles C-Tran is completely stupid and does not know what they are doing; need to get someone who knows a lot about public transportation to try to save C-Tran and the idea
- Car is more convenient
- Routes going to Rex Hospital and the mall
- Would like to be able to use it for work if it doesn't take long; only takes eight minutes right now
- There isn't enough information about the service; it needs to be better published and explained
- Don't know enough about it
- Cary Town Center
- Cary library
- Go down main routes for shopping
- Don't believe enough people are interested in using the bus to add more routes; that would probably just increase the cost for those who do use it
- Don't know enough about the program, but would love to hear about it
- Cary Parkway
- Not familiar with the service
- Park and ride to airport
- Holly Springs
- Davis Drive
- Not familiar with C-Tran
- Lake Pine and Cary Parkway area
- Raleigh
- Highway 55 to Highway 54 area
- Highway 55 to Walnut or Maynard
- Prefer a park and ride
- Clinics near Sanford
- Carpenter Village west of Davis Drive
- Not familiar with C-Tran
- All over Town
- Eastern side of Cary
- Commuter Lake Pine and Waverly to TTA
- Holt Road area
- Jenks Carpenter Village to Old Apex
- Door-to-door pickup
- To and from RTP
- Maynard loop needs to go both directions
- To main shopping areas
- More advertisements are needed; never heard of C-Tran
- Needs to come more toward the western part of Cary
- Routes to RTP

- It's a great thing but will never use because scheduling on my part is never for sure
- Should connect everywhere
- Have two young kids; would be very difficult to ride
- Davis Drive area
- Express route to Raleigh would be the best
- Don't know anything about C-Tran
- Route going into Raleigh
- Not familiar with C-Tran
- Duke University route
- I ride the bus in Chapel Hill because it's closer to my school
- Services to RTP and back
- Will never use; have the convenience of my car and work in Raleigh
- Will never use, but it's great to have
- It's easier to jump in a car
- RTP direction
- To Durham
- More express route that doesn't take so long to get from one place to the next
- Up and down Davis Drive
- To parks at any locations
- Not sure; I use door-to-door service
- Don't think we need a bus system
- Would maybe use it for the airport and people could use it to come from downtown
- Run to the outskirts of Cary
- Court House route
- RTP to Cary
- Downtown centers
- Go to the outskirts of Cary
- Cary Parkway to Holly Spring Road to Kildaire Farm
- Shopping areas
- Stop at neighborhood entrances
- To shopping centers
- Not familiar with C-Tran
- To the airport
- Kildaire Farm and Ten Ten intersection
- Mall shopping areas
- Airport
- Cary Parkway
- High House
- Crossroads shopping mall
- To businesses
- Do not think people are going to become flexible enough to use C-Tran; they like convenience
- Not familiar with C-Tran
- Great concept but have no need for it
- It's a great idea but will not be using it

- Just more frequent routes to the most popular areas such as shopping and dining locations
- Shopping locations like a route to the mall; use to ride when it was door-to-door; would like for it to go back to picking me up at the door
- Never heard of C-Tran
- Davis Drive area
- Never heard of C-Tran; would like to learn more first; would maybe use if I new more and it was convenient
- Night routes
- Pretty good routes already; will use it one day

Appendix L

Other Responses for Choosing Not to Walk in Cary

Other responses for choosing not to walk somewhere in Cary.

- Dangerous drivers not paying attention
- Bad drivers; don't trust others on the road
- Too dangerous with bad drivers
- Crosswalk signals
- Need sidewalks all around both sides of every street
- I walk for leisure on the greenways, not sidewalks
- There isn't anything in close distance to walk
- There are not sidewalks on Queensferry
- People not paying attention while driving
- Lack of sidewalks
- Safety issues is the main reason I don't walk very often

Appendix M

Additional Comments

Please provide us with any additional comments and/or ideas you may have for the CTP update process:

- People use neighborhood streets as short cuts and drive extremely fast; speed humps are too low to stop speeding
- Keep the speed limits down and add speed humps
- Stop building and developing if the streets can't hold the number of people
- More patrolling of officers through the streets; speed humps don't work
- People just slow down for speed humps and speed up to the next one; increase enforcement
- Enforce traffic laws
- More Police traffic; double the force
- More Police patrolling
- More Police enforcement in neighborhoods
- I hate speed humps
- Hate the speed humps placed in neighborhoods; they need to patrol and punish the speeders
- Corner of Davis-Morrisville needs to hurry up and be fixed
- Parking lots are designed where you can't drive in and drive out; it's a maze to go in somewhere and then leave
- 200 yards of Walnut and Buck Jones Road have been under construction for 1½ years; they finish 80% then for 4 months leave all the barrels and no one is paving the last bit; finish it already
- Put Cary on maps so people can use them to move around; charge developers a growth fee to cover all this growth
- Have lived in Cary 21 years and there has never been a time when the roads were not under construction
- They do not have to put in bike racks but allow people to attach their bike to around something like a lamp post
- C-Tran is excellent
- I like my neighborhood because it is a dead-end street; no thru traffic
- Sidewalks should always be built on at least one side of every road
- Would like to see more information around about C-Tran; know nothing about it
- Mass transit needs commuter buses; limit growth
- Everything is good; finally put in sidewalks in our neighborhood
- More stoplights around schools (Banes Court Private School); they pay Cary taxes and get nothing; streets are full of potholes; no landscaping; Town will not start maintaining the streets
- Bikers do not obey laws; they run stop lights; sister had back surgery and could not get C-Tran service; they only allow someone 55 or older or permanently disabled to ride; it should be available to whomever needs the service
- Pay a lot more attention to older parts of Cary between Walnut and High House; streets and landscaping are bad; this area needs as much attention as the new parts of Cary

- They are not cleaning Regency Park area; they service is provided to everyone but they skip them
- Enforcement of speed limits; need to make people do the speed limits or post what they are willing to enforce; they are not willing to enforce what is posted; have lived in Cary 22 years and have never seen them enforce the speed limit
- Environment – clearing the cutting is not needed; natural buffers should be left; get rid of Cary signs
- Slow down traffic in neighborhoods
- More buses at night and weekends; schedule of buses and bus shelters
- Need more C-Tran information regarding schedules and where they go on the website
- We are happy in Cary and don't plan on going anywhere else
- Too many greenways and parks
- Fix streets with potholes; there's more and more damage to the roads
- Get rid of stupid traffic cameras only in expensive areas
- Need more right-hand turning lane signals
- Get rid of speed humps; Cary has gotten over developed; too many roads; on Preston – there are golf cart accidents waiting to happen
- New aquatic pool – no business doing this
- Survey questions are biased and self serving; problem area intersections Davis, High House and Cary Parkway
- Signs are tacky and waste of money
- Figure a way to deal with congested areas
- Crossroads area very congested; no more swimming complexes are needed
- More sidewalks and access to main stops to transit; can't get a reservation on C-Tran; C-Tran is understaffed and needs more buses
- Waste of tax money on signs not needed and detrimental to Town; signs are ugly and unattractive and useless
- Access to airport; taxi service; eliminate empty buses
- More street lights in the evening
- Friends have said that the problem with C-Tran is having to change with the locations; too much growth; not enough roads
- Light problems; timing is off; you sit there for four minutes; newer technology
- Fix streets faster
- Love the C-Tran door-to-door; takes us to the doctors and grocery shopping
- Don't add anymore homes to Cary until the roads are fixed
- Biking screws up traffic; too many bikers; enforce codes for bikers
- C-Tran is good for old folks but a large price and it doesn't help the majority; need a space for biking on Chapel Hill Road; no more speed humps; they should enforce the laws
- No bike paths; waste of money – joke; bike paths are not being maintained; people do not use these bike paths; they do not go to pools or schools for the kids; very disappointed in Cary
- Need light at Greenwood Circle and Walnut; fix potholes; need more Police out to deter people to stop road rage
- Town of Cary does a good job of maintaining streets especially after bad weather (snow)
- C-Tran is a bouncy ride
- Already widening the streets before you ever ask the residents

- Slow growth
- Work one project at a time
- Bikes need a separate lane or sidewalk like pavements; too congested
- Sidewalks on both sides of the road
- On Cary Parkway, they put in a tunnel and kids still cross the road; they should have done a bridge on the other side near McDonalds
- Limit growth and keep the natural look
- Quit building
- More sidewalks and bike lanes
- Less bonds, less taxes; more public input and more use of existing funds
- Enforcement of speeders
- Better school zones
- When speed humps are put on the roads, they need to be put in higher so people can't just speed over them; pointless on most neighborhood streets because they are too low
- Mayor needs to realize how he's destroyed the Town; bring back the old Mayor to bring the old Cary back; stop developing; Cary has lost it's charm
- Currently improving on so many things; it's getting so much better
- Cary should be thinking more like Raleigh or Durham (a city) because that is what Cary is turning into slowly; need to work on public transportation because it's a great thing and in years or so it will be the best thing in the city if they advertise and run the systems like major cities do
- More sidewalks
- Fill in potholes; it causes too many issues for people who drive, walk, or ride a bike; fix lights so they are not so long; better the traffic flow; get rid of big ugly signs that have Amber Alerts; whomever is paying for this survey should actually read and use the ideas from their taxpayers
- Park & Ride for the bus
- Nice place to live; whomever came up with the big signs, it was a bad idea; they are a waste of money and ugly
- Better bus routes and times
- Better mass transit in Cary and better advertisement
- I think that the Mayor does a great job; no need for changes
- Welcome kits to new residents so they know about churches, activities and other available things in Cary
- I think they are currently trying and doing well with fixing current issues in Cary
- Need to do a survey on schools next; stop wasting money on sidewalks where people don't walk
- Kids at bus stops should not be allowed to stand in or so close to the road; needs to be safety issues for this brought to school's and parent's attention
- More C-Tran routes would be the best for the Town and people
- Focus on alternate transportation, mainly buses
- Reedy Creek Road toward Harrison Avenue is very dark and needs proper sidewalks and lights
- More sidewalks; traffic cameras are not helping with safety
- Make pools and tennis courts available to the public, not just to those who are members

- Expand Morrisville Carpenter Road; traffic gets jammed and it backs into neighborhoods; needs more lanes; also Highway 54 needs more lanes; increase more trees and make more green; stop building homes causing the backup issues to many people
- More lighting at night; have Police cars in every shopping area; advertise more information about what Cary has to offer
- Do away with cell phones while driving; Cary needs to worry about their boundaries and post speed limits; need to figure out their City limits to fix issues or work with the surrounding cities on speed limits on roads that go through both cities; need to work on City crossings mainly near Morrisville; need about 75 more yards and a turn lane to the right on Cary Parkway so traffic doesn't get backed up while waiting for cars to turn; need to change and keep both lanes going until people can turn right or left without issues of lanes ending or having to turn
- Evans Estate needs to fix walking path to greenways; has some sort of crosswalk with lines and holes causing bumpiness
- Providing C-Tran closer to me so I can ride it or provide some other form of transportation
- Would like to see most roads have sidewalks; could take a little from each person's yard in the neighborhood to make room for walkways
- Slow down on Cary Parkway; people speed way too much; figure out the construction routine and work one project at a time so there are not so many traffic issues at once
- More continuous sidewalks; crosswalk at Walnut and Sturdivant to the new park so pedestrians can cross safely
- Need to put lights at intersection of Maynard Road and Pond Street and the road that takes you to Cary Elementary School; need more sidewalks and better bus routes
- Learn patience if you are going to live in Cary; people should not complain; they should accept it since they live in a busy city; Cary is a great place to live
- Problems with making left turns; you wait and go and the light turns red and you get a ticket; you receive a picture of your car in the mail; do not think this is fair or right
- Need more sidewalks especially on Brookgreen
- Pretty high above other towns in transportation
- Cary needs more airports
- Developers should have to build schools and pay fees; more pay for Police; for new construction – developers should have to pay, not older residents; impact fees a must
- Don't like the permanent signs
- Very happy in Cary; great place to live
- Successfully built freeways, then Police give you a ticket
- Synchronize traffic lights – Maynard, Kildaire, Cary Parkway; cameras on lights have stopped a lot of people from running lights
- More lighting on sidewalks
- Increase the street landscaping; add cameras for speeding
- Biggest issue is getting developers to pay their part for improvements so the homeowners don't have to pay to improve roads for the increase of traffic flow
- Really need more sidewalks; a lot of people are having to walk in the streets
- Bike lanes need to be put on Cary Parkway and High House; biking on weekends is over packed and makes driving difficult because the bikers are all over the roads causing a lot of issues; bike lanes need to be on every major road

- Mayor and Town Council need to ride with the citizens so they can show them the actual problem areas so they might actually take the issue seriously enough to make a difference
- Need to keep up with growth
- More public transportation
- Speed limits are too high and it's not safe for pedestrians
- Make the bus service more usable and inform people about how it works; maybe a flyer in the water bill
- Chapel Hill Road – they are putting a median on this road so the subdivision (Carriage Woods) can't make a left turn; made a petition that the whole subdivision signed
- Add walking trails; encourage people to get out and exercise; train service is a bad idea
- Make the C-Tran service more noticeable and let people know how it works
- The electric signs (expect delays) are a bad idea; a waste of money
- I think the Town goes above and beyond what is necessary; there is too much construction
- If there are going to be more shopping centers, make sure there are enough lanes for traffic to move smoothly
- Too many cell phones and make-up coverage while driving; Police need to be more attentive of people
- Looking forward to the shuttle
- No sidewalk on Penny Road, East of Penny Elementary
- Better communication with citizens so improvements can be made; should know what's being done and why; maybe in the newsletter that comes out with the water bill
- Turning lanes are not marked soon enough with signs or on the pavement
- Litter is pretty bad where the traffic is congested because people throw their trash out; enforcement needs to be increased especially for speeding
- Use the message boards and cameras
- Southern Village and Chapel Hill are walkable, but there aren't any places in Cary
- Stop growth; no driveways on the main roads
- Good job overall
- Wider streets to handle growth
- Cary is great
- Continuous sidewalks
- Old Apex area of Maynard construction – was a poor choice; sidewalks on both sides is not smart
- Advertise in many locations - NP, BUD, postings, library online, maps of greenways; no awareness of anything
- Enforce speed limits in schools zones
- Bus drivers aren't very good; more friendly and better customer service is needed
- Train to Chapel Hill and RTP
- Have no intercity train to travel to Charlotte and Richmond
- Bus to Garner
- Add sidewalks and greenways
- More bus service for all of the Town
- Sidewalks everywhere
- Cost doesn't matter; congestion needs help
- Timing of traffic lights on Kildaire Farm Road and Harrison Avenue

- Use funding properly; too many extra Police cars sitting unused around Cary; money for these unused cars could go to so many other important things like roads
- Continue with update processes on residential area roads; Preston Arbor has bad drainage on the street; drain grade needs to be cleaned because they are flowing into the street
- Bikers should not be able to ride in traffic lanes; should have striped bike lanes available on every road
- Pulling in and out of most convenience stores has only one-way in and one-way out; should be able to go out the same way you came in
- Stop lights need to be better timed on Kildaire Farm Road because you have to sit through a few light changes before you can get through
- Sidewalk at Harrison Avenue and Evans on Cary Parkway is too close to the cars
- Should act sooner on things that are a problem and fix them quickly before it happens again; for instance; people getting hit by cars, mostly kids crossing unsafely
- Increase sidewalks and keep cul-de-sacs and dead-end streets; add more greenways
- Residential areas and schools should have a lower speed limit around 15 mph because kids are out a lot in those areas; re-look at stop signs in most areas
- Police are very good in this Cary area but needs to be perfected just a little
- Need to put signs sooner so people will see them before they get right on top of a stop or curve; need to make signs seeable and keep bushes trimmed back; do one construction project at a time so there's not much congestion
- Get rid of traffic calming pieces in the center of the roads; it makes roads too narrow
- Make a bike route that starts at Evans, the Cary Greenway Park, and connect it to Aviation and then to 54 and into RTP; thinks that an off-road connection would be outstanding for all riders and safer
- More bike lanes and less speed humps
- More traffic cameras; really helps with poor drivers and makes them pay more attention
- Town is doing great; need to make more bus routes available because of population and growth and it will help with traffic congestion; connecting roads for alternate routes
- Turquoise Creek Drive needs to be paved the rest of the way; would like to be contacted personally by the Mayor if he reads this
- I think they are doing great with schooling, parks, greenways and all the new construction is great with keeping up with growth; need to watch high schools and student crossings
- Make drivers more aware of biking because my husband recently got hit by a car; we now feel unsafe about going out riding; need better crossings and signage
- Stop signs and speed humps on the southern portion of Kildaire Farm Road; never heard of C-Tran; needs to make it more known about; it could be a great thing
- Cary needs a mall; people who have driveways should not be able to park their cars in the road
- More sidewalks from Weston Manor to North Cary Park; need sidewalks from parks to neighborhoods
- Light sensors need to work
- Bikers on the main roads in the travel lanes are very dangerous and Cary needs to put more bike lanes in
- Fix potholes on secondary roads
- Better C-Tran advertising
- Need to stop cutting down the trees

- Timing of the lights on Kildaire Farm Road really needs to be fixed; it causes too much congestion
- Better bus systems
- Need a post office or postal service or postal box in the Western end of Cary
- Taxes from citizens need to be better managed and not wasted on things like the new electronic signs
- Cary is a great place to live; people need to clean up their front yards so places don't look trashy
- The schools need more crosswalks for children to cross and have a traffic guard to help kids cross safely
- Need better access to go across town North to South
- No sidewalks in neighborhood
- Greenway areas need improvements; not enough bike connections to move around to Town; more sidewalks; look into neighborhood speeding; people speed all the time
- The improvements in Town have made a big difference; husband is a biker and loves the new bike trails
- Would like to see Cary be more bike friendly; there are a lot of cyclists and it is so dangerous to cycle on the streets
- 540 toll is unnecessary; it is unfair that we pay such high taxes and on top pay road toll
- Traffic system, lights, street design and roads need to be better
- Pay attention when putting in speed humps; they make them too large
- Make streets cycling friendly
- C-Tran service is horrible; never on time
- If you receive a ticket on Country Club Drive, they take the money and give it to the public schools there; I disagree with that; I should have a choice of what school it should go to
- Not enough road name signs; bikers should not be allowed on the roads
- Cameron Pond and Amberly needs widening because of grocery store (Harris Teeter)
- Problems with heavy rains; the creeks overflow on the roads
- Signs need to be bigger; very difficult to read
- Not much confidence in C-Tran; don't think enough people are interested in using it
- Encourage connecting greenways
- Keep lanes wide everywhere
- Stop ripping up so many trees
- Greenway system is great; continue to build and improve on them in anyway possible
- More sidewalks
- Encourage growth downtown; make more pedestrian and bike friendly so people don't have to drive so often
- Don't let people park in the roads; it causes much too narrow of a path between the cars on both sides
- Railroad track at Laura Duncan needs to be smoothed out so it's not so bumpy when crossing
- More night lighting on walking paths
- Barrier routes for kids to ride bikes to school and have a safety patrol
- Developers need to start paying for the road maintenance and improvements because they are the ones making money by building too much; take some profit and fix roads to be able to hold extra traffic

- More children-oriented for younger aged children under five or so that way parents can do things with their younger kids, too
- More information to citizens about what's going on around Town; more restaurants and shopping in downtown and make it a little more city-like
- Lack of signage on certain buildings or locations; not able to know what the business is and causes confusion because you can't find anything
- Better school bus stops and safety
- Cary needs to enforce the putting your trash on the street the night before pickup and not before then; it makes the Town look trashy; greenway systems continue to be improved
- Don't put in toll roads
- The fixes on the streets are more like patches than repairs; they become damaged again and again in the same places

Appendix N

Closest Intersection to the Respondent's Home

Kildaire Farm Road	and	Maynard Road
High House Road	and	Davis Drive
Harrison Avenue	and	Maynard Road
Kildaire Farm Road	and	Maynard Road
Lake Pine Drive	and	Maynard Road
Cary Parkway	and	Holly Springs Road
Lochmere Drive	and	Cary Parkway
Holly Springs Road	and	Cary Parkway
Lochmere Drive	and	Kildaire Farm Road
Tryon Road	and	Cary Parkway
High House Road	and	Cary Parkway
Holly Springs Road	and	Cary Parkway
Cary Parkway	and	Lochmere Drive
Tryon Road	and	Kildaire Farm Road
Maynard Road	and	High House Road
Tryon Road	and	Kildaire Farm Road
Cary Parkway	and	Tryon Road
Lochmere Drive	and	Kildaire Farm Road
Cary Parkway	and	Waldo Road
High House Road	and	Cary Parkway
Maynard Road	and	Walnut Street
Maynard Road	and	Town Center Boulevard
High House Road	and	Davis Drive
High House Road	and	Old Apex Road
Seabrook Avenue	and	Cary Parkway
Kildaire Farm Road	and	Cary Parkway
Harrison Avenue	and	Chatham Street
Morrisville Parkway	and	Carpenter Road
Maynard Road	and	Walnut Street
Cary Parkway	and	Chapel Hill Road
High House Road	and	Cary Parkway
Kildaire Farm Road	and	Cary Parkway
Boltstone Court	and	Sarazen Meadow Way
Kildaire Farm Road	and	Maynard Road
Woodglen Drive	and	Crestview Court
Cary Parkway	and	Kildaire Farm Road
Kildaire Farm Road	and	Cary Parkway
Murphy Drive	and	King Street
Chatham Street	and	Maynard Road
Cary Parkway	and	High House Road
Maynard Road	and	Evans Road
Chapel Hill Road	and	West Maynard Road
Kildaire Farm Road	and	Dabney Road
Maynard Road	and	Walnut Street
MacArthur Drive	and	Cary Parkway
Lake Pine Drive	and	Cary Parkway
Cary Parkway	and	Maynard Road
High House Road	and	Preston Woods Parkway

Maynard Road	and	Old Apex Road
Laurie Lane	and	Northwoods Drive
Creek Park Drive	and	Davis Drive
Kildaire Farm Road	and	Farmington Woods Drive
Davis Drive	and	High House Road
Carpenter Fire Station Road	and	Highway 55
High House Road	and	Cary Parkway
Cary Parkway	and	Kildaire Farm Road
Maynard Road	and	Reedy Creek Road
Chapel Hill Road	and	Cary Parkway
Preston Village Way	and	Doric Court
Chatham Street	and	Maynard Road
Walnut Street	and	Maynard Road
High House Road	and	Maynard Road
Walnut Street	and	Maynard Road
Maynard Road	and	Harrison Avenue
High House Road	and	Carpenter Upchurch Road
Lake Pine Drive	and	Highway 64
Green Hope School Road	and	Highway 55
Carpenter Firehouse Road	and	Highway 55
West Chatham	and	Cary Parkway
Greenwood Circle	and	Walnut Street
Ederle	and	Avenue of the Estates
Kildaire Farm Road	and	Tryon Road
Doe Run	and	Cary Glen Boulevard
Walnut Street	and	Maynard Road
Maynard Road	and	Tanglewood Drive
Walker Street	and	Hunter Street
Maynard Road	and	Walnut Street
Cary Parkway	and	High House Road
Highway 55	and	Carpenter Fire Road
SW Cary Parkway	and	Refused
Cary Parkway	and	Bond Lake Drive
Refused	and	Refused
Laura Duncan Road	and	Cary Parkway
Greenwood Circle	and	Maynard Road
Buck Jones Road	and	Nottingham Road
Preston Corners	and	Poor side of the older section
Davis Drive	and	Morrisville Carpenter Road
Cary Parkway	and	Lake Pine Drive
Cary Parkway	and	Harrison Avenue
Waldo Street	and	Cary Parkway
MacArthur Park	and	Cary Parkway
Cary Parkway	and	Bond Lake
Carpenter Fire Station Road	and	Refused
High House Road	and	Cary Parkway
Davis Drive	and	High House Road
Walnut Street	and	US 1
High House Road	and	Davis Drive
High House Road	and	Highway 55
Lake Pine Drive	and	Cary Parkway
Jenks Road	and	High House Road

High House Road	and	Davis Drive
Cary Parkway	and	Seabrook Avenue
Chapel Hill Road	and	Maynard Road
Tenbury Road	and	Penny Road
Maynard Road	and	Reedy Creek Road
Reedy Creek Road	and	Harrison Avenue
Greenlevel Road	and	Highway 55
Kildaire Farm Road	and	Penny Road
Highway 55	and	Highway 64
Tarbert Drive	and	Cary Parkway
Tryon Road	and	Regency Parkway
Highway 64	and	Lake Pine Drive
Davis Drive	and	Morrisville Carpenter Road
High House Road	and	Davis Drive
Madison Avenue	and	Madison Square Lane
Davis Drive	and	Morrisville Carpenter Road
Highway 55	and	High House Road
Cary Parkway	and	High House Road
High House Road	and	Highway 55
Chapel Hill Road	and	Cary Parkway
Northeast Cary	and	Refused
Chatham Street	and	Cary Parkway
Evans Road	and	Maynard Road
Evans Road	and	Cary Parkway
High House Road	and	Carpenter Upchurch Road
Davis Drive	and	High House Road
Harrison Avenue	and	Cary Parkway
Davis Drive	and	High House Road
Castalia Street	and	Maynard Road
High House Road	and	Cary Parkway
Cary Parkway	and	Cornwall Road
Northwest Maynard Road	and	Harrison Avenue
Maynard Road	and	High House Road
Refused	and	Refused
Old Apex Road	and	High House Road
Two Creeks Road	and	Cary Parkway
Maynard Road	and	Highway 54
Walnut Street	and	Maynard Road
Tryon Road	and	Cary Parkway
Maynard Road	and	Refused
Maynard Road	and	Walnut Street
High House Road	and	Davis Drive
Lake Pine Drive	and	Maynard Road
High House Road	and	Cary Parkway
Carpenter Fire Station Road	and	Highway 55
High House Road	and	Old Apex Road
Maynard Road	and	High House Road
Cary Parkway	and	Bond Street
High Meadow Drive	and	Two Creeks Road
Maynard Road	and	Evans Road
Morrisville Carpenter Road	and	Highway 55
Kildaire Farm Road	and	Laver Drive

Morrisville Carpenter Road	and	Highway 54
Lake Norman	and	Lake Brandt
Kimbleton Drive	and	Walnut Street
Cary Parkway	and	Chapel Hill Road
Tropez Lane	and	Versailles Drive
Evans Road	and	Maynard Road
High House Road	and	Davis Drive
Walnut Street	and	Sturdivant Drive
Walnut Street	and	Tryon Road
Modena Drive	and	Barthel Drive
Walnut Street	and	Maynard Road
High House Road	and	Highway 55
Maynard Road	and	Kildaire Farm Road
Kildaire Farm Road	and	Cary Parkway
Maynard Road	and	Chapel Hill Road
Cary Parkway	and	Old Apex Road
Pamlico Drive	and	Lake Pine Drive
Cary Parkway	and	US 1
Lake area	and	Refused
South Dixon Drive	and	West Chatham Street
Walnut Street	and	Donaldson Drive
Carpenter Church Road	and	High House Road
Old Apex Road	and	Northwest Maynard Road
Cary Parkway	and	US 1
Davis Drive	and	Morrisville Carpenter Road
Kildaire Farm Road	and	Cary Parkway
Kildaire Farm Road	and	Cary Parkway
Davis Drive	and	High House Road
Walnut Street	and	Nottingham Road
Walnut Street	and	US 1
Highway 55	and	Carpenter Fire Station Road
Kildaire Farm Road	and	Farmington Woods Drive
Yates Store Road	and	Greenlevel Church Road
High House Road	and	Highway 55
Davis Drive	and	High House Road
High House Road	and	Maynard Road
Chatham Street	and	Dixie Lane
High House Road	and	Cary Parkway
Cary Parkway	and	Harrison Avenue
High House Road	and	Cary Parkway
Walnut Street	and	Nottingham Road
Nottingham Road	and	Walnut Street
Walnut Street	and	Warren Avenue
Lake Pine Drive	and	US 1
Davis Drive	and	Morrisville Carpenter Road
Jenks	and	Carpenter Street
Chatham Street	and	Maynard Road
Walnut Street	and	Maynard Road
Kildaire Farm Road	and	Loch Highlands Drive
Jenks Carpenter Road	and	Collins Road
Chapel Hill Road	and	Maynard Road
Chapel Hill Road	and	Maynard Road

Walnut Street	and	Maynard Road
Kildaire Farm Road	and	Cary Parkway
Davis Drive	and	High House Road
Penny Road	and	Kildaire Farm Road
Lochmere Drive	and	Kildaire Farm Road
Cary Parkway	and	Tryon Road
Cary Parkway	and	Lochmere Drive
Tryon Road	and	Cary Parkway
Tryon Road	and	Walnut Street
Lake Pine Drive	and	Cary Parkway
Kildaire Farm Road	and	Ten Ten Road
Highway 64	and	Lake Pine Drive
Cary Parkway	and	Tryon Road
Penny Road	and	Ten Ten Road
Cary Parkway	and	Chatham Street
McArthur Drive	and	Cary Parkway
Cary Parkway	and	Kilarney Drive
Kildaire Farm Road	and	Tryon Road
Penny Road	and	Ten Ten Road
Penny Road	and	Ten Ten Road
Interstate 440	and	Kildaire Farm Road
Kingston Ridge	and	Imperial
Queens Ferry	and	Kildaire Farm Road
Penny Road	and	Kildaire Farm Road
Refused	and	Refused
McArthur Drive	and	Southwick Court
Kettlebridge Drive	and	Lake Pine Drive
Lake Pine Drive	and	Cary Parkway
Reedy Creek	and	Chapel Hill Road
Cary Parkway	and	Refused
Cary Glen Boulevard	and	Yates Store Road
Maynard Road	and	High House Road
Maynard Road	and	Kildaire Farm Road
Winwoods Area Drive	and	Refused
Refused	and	Refused
Walnut Street	and	Nottingham Road
Harrison Avenue	and	Refused
High House Road	and	Davis Drive
Maynard Road	and	Gregory Drive
Maynard Road	and	Greenway Overlook Drive
Highway 55	and	High House Road
Cary Parkway	and	West High Street
High House Road	and	West Cary
High House Road	and	Cary Parkway
Center of Cary	and	Refused
Cary Parkway	and	Old Witherstone
Davis Drive	and	Highway 54
Chatham Street	and	Cary Parkway
Crossroads Boulevard	and	Walnut Ridge subdivision
Cary Parkway	and	High House Road
Kildaire Farm Road	and	Cary Parkway
Highway 55	and	Edgemore Avenue

Highway 55	and	Refused
Autumngate Drive	and	Kildaire Farm Road
Jenks Carpenter Road	and	Holt Road
Cary Parkway	and	High House Road
Maynard Road	and	Harrison Avenue
Chapel Hill Road	and	Maynard Road
Harrison Avenue	and	Maynard Road
Harrison Avenue	and	Maynard Road
Maynard Road	and	Lake Pine Drive
Highway 55	and	Carpenter Fire Station Road
Davis Drive	and	Hogan's Valley Way
High House Road	and	Maynard Road
Gregory Drive	and	Maynard Road
Davis Drive	and	Morrisville Carpenter Road
Tanglewood Drive	and	Maynard Road
Village Greenway Drive	and	Maynard Road
Kildaire Farm Road	and	Cary Parkway
Weston Parkway	and	Midden Holloway
Evans Road	and	Cary Parkway
Parkscene Lane	and	Highway 55
Cary Parkway	and	Laura Duncan Road
Chatham Street	and	Academy Street
Walnut Street	and	Strudivant
Kildaire Farm Road	and	Cary Parkway
Maynard Road	and	High House Road
Davis Drive	and	High House Road
Harrison Avenue	and	Chapel Hill Road
Harrison Avenue	and	Maynard Road
Maynard Road	and	Harrison Avenue
Kildaire Farm Road	and	Wrenn Drive
Gregory Drive	and	Maynard Road
Harrison Avenue	and	Weston Parkway
Harrison Avenue	and	Harrison Parkway
Cary Parkway	and	High House Road
Davis Drive	and	Morrisville Carpenter Road
High House Road	and	Highway 55
Morrisville Carpenter Road	and	Davis Drive
Cary Parkway	and	Evans Road
Weston Parkway	and	Norwell Boulevard
Weston Parkway	and	Harrison Avenue
Maynard Road	and	High House Road
Kildaire Farm Road	and	Loch Highlands Drive
High House Road	and	Davis Drive
Evans Road	and	Weston Parkway
Cary Parkway	and	Kildaire Farm Road
Cary Parkway	and	Old Apex Road
Old Apex Road	and	Maynard Road
Harrison Avenue	and	Maynard Road
Creek Park Drive	and	Davis Drive
West Maynard Road	and	Kildaire Farm Road
Highway 55	and	High House Road
High House Road	and	Maynard Road

Davis Drive	and	Morrisville Carpenter Road
Highway 55	and	High House Road
Davis Drive	and	Morrisville Parkway
Dillard Avenue	and	Walnut Street
High House Road	and	Davis Drive
Hogan's Valley Way	and	Davis Drive
Maynard Road	and	High House Road
Maynard Road	and	Harrison Avenue
Cary Parkway	and	High House Road
North Harrison Avenue	and	Maynard Road
Maynard Road	and	High House Road
Cary Glen Boulevard	and	Yates Store Road
West Chatham Street	and	Trackers Road
Kildaire Farm Road	and	Cary Parkway
Davis Drive	and	High House Road
Walnut Street	and	Tryon Road
Davis Drive	and	Aviation Parkway
South Walker Street	and	West Chatham Street
Davis Drive	and	Preston Village Way
Davis Drive	and	High House Road
High House Road	and	Davis Drive
Carpenter Fire Station Road	and	Yates Store Road
Maynard Road	and	Brook Green Road
Maynard Road	and	Chatham Street
Walnut Street	and	Maynard Road
Harrison Avenue	and	Maynard Road
Maynard Road	and	Kildaire Farm Road
Highway 55	and	Carpenter Fire Station Road
Brookgreen Drive	and	Medlin Drive
Old Jenks Road	and	Highway 55
High House Road	and	Highway 55
High House Road	and	Davis Drive
Harrison Avenue	and	Maynard Road
High House Road	and	Highway 55
Highway 55	and	Highway 64
Waldo Road	and	Cary Parkway
Chapel Hill Road	and	Maynard Road
Highway 55	and	Green Hope School Road
Ten Ten Road	and	Penny Road
Arbordale	and	Ten Ten Road
High House Road	and	Highway 55
Buckton Place	and	Cary Parkway
Cary Parkway	and	Holly Springs Road
Holly Springs Road	and	Cary Parkway
Cary Parkway	and	Kildaire Farm Road
McArthur Drive	and	Cary Parkway
Davis Drive	and	High House Road
Cary Parkway	and	Lochmere Drive
Davis Drive	and	Refused
Cary Parkway	and	Lochmere Drive
Cary Parkway	and	High House Road
Park Village Drive	and	Jenks Carpenter Road

Cary Parkway	and	Waldo Road
High House Road	and	Highway 55
Highway 55	and	High House Road
Ten Ten Road	and	Kildaire Farm Road
Carpenter Fire Station Road	and	Green Level
Kildaire Farm Road	and	Penny Road
Ten Ten Road	and	Kildaire Farm Road
Kildaire Farm Road	and	Penny Road
Waldo Road	and	Cary Parkway
High House Road	and	Highway 55
Jenks Carpenter Road	and	Brier Creek Parkway
Davis Drive	and	High House Road
Highway 55	and	Carpenter Fire Station Road
Walnut Street	and	Maynard Road
Maynard Road	and	Walnut Street
High House Road	and	Maynard Road
Evans Road	and	Cary Parkway
Kildaire Farm Road	and	Glasgow Road
Walnut Street	and	US 1
Harrison Avenue	and	Cary Parkway
Walnut Street	and	Kildaire Farm Road
Cary Parkway	and	Seabrook Avenue
Old Apex Road	and	Cary Parkway
Penny Road	and	Kildaire Farm Road
Northwest Maynard Road	and	Harrison Avenue
High House Road	and	Davis Drive
Park Village Drive	and	Davis Drive
Kildaire Farm Road	and	Cary Parkway
Maynard Road	and	Harrison Avenue
Cary Parkway	and	Harrison Avenue
Cary Parkway	and	Old Apex Road
Harrison Avenue	and	Dynasty Drive
Chatham Street	and	Harrison Avenue
Chatham Street	and	North Dixon Drive
Cary Parkway	and	Harrison Avenue
Davis Drive	and	Morrisville Carpenter Road
Cary Parkway	and	Old Apex Road
Edinburg Drive	and	Highway 64
Walnut Street	and	Maynard Road
Cary Parkway	and	Kilarney Drive
Cary Parkway	and	Waldo Road
High House Road	and	Highway 55
Green Level Road	and	Cary Glen Boulevard
High House Road	and	Cary Parkway