

Appendix 3. Project Development

Cary Pedestrian Plan

Appendix 3: Project Development

3.1. Introduction

This appendix contains all of the projects considered for the Cary Pedestrian Plan. These projects were developed from input received during the public involvement process and staff meetings. This section is organized to present projects based on their source in the public involvement process. Projects and focus areas are listed by one of three categories:

- ◆ Projects that were developed through focus group comments
- ◆ Projects that were developed through study corridor analysis
- ◆ Projects and focus areas that were developed based on survey results

It should be noted that some projects were identified by two or three public input sources and reinforced by staff comment. For each category, projects are itemized as either a corridor or intersection project, and their lengths and appropriate actions to be taken are included. Accompanying maps are for conceptual purposes only – more accurate maps should be requested from Town Staff.

3.2. Focus Group Results

Three focus groups were conducted for this project. They targeted the following populations: Hispanics, Seniors, and Cary transit riders. The discussion in Section 2 more thoroughly details the results of the focus groups. The following tables present the specific projects that were identified as a result of the focus groups.

Table 3-1. Focus group corridor projects.

Location	From	To	Length	Proposed Action
<i>Hispanic Focus Group</i>				
Maynard	Plantation	Kildaire Farm	0.76	Add sidewalk on one side of the road
<i>Seniors Focus Group</i>				
High Meadow*	Two Creeks	Cary	0.91	add sidewalk on one side
Two Creeks*	Cary	Plantation	0.9	construct new sidewalk
Chatham	Dixon	Jason	0.66	construct new sidewalk
Chatham	Jason	Danforth	0.27	add sidewalk on one side
Chatham	Danforth	Old Apex	0.64	construct new sidewalk
<i>Transit Focus Group</i>				
James Jackson	Cary	Maynard	1.05	connectivity
Maynard	Olde Weatherstone	High House	0.52	add sidewalk on one side
Buck Jones	Nottingham	Town Limits	0.17	Add sidewalk on one side

*This project constrained by ROW availability.

Table 3-2. Focus group intersection projects.

Intersections	
<i>Hispanic Focus Group</i>	
◆ Wicklow and Maynard	◆ Kildaire Farm and Kilmayne
◆ Pond and Maynard	◆ Kildaire Farm and Commonwealth
◆ Kilmayne and Maynard	◆ Kildaire Farm and Wren
◆ Kilmayne and Iowla	◆ Kildaire Farm and High Meadow
◆ Cheswick and Pond	◆ Tate/Maple and Maynard
<i>Seniors Focus Group</i>	
◆ Lake Pine and Plantation	◆ Provide benches at shared TTA stop south of Maynard and Harrison
◆ Maynard and High House	◆ Provide benches with shade at Cary Towne Center
◆ High House and Abbeydale	◆ Provide sidewalk at Maynard and High House
<i>Transit Focus Group</i>	

3.3. Study Corridors

Based upon survey results and stakeholder input, town staff selected six corridors for an in-depth analysis of the opportunities and constraints present to create a more pedestrian-friendly environment. These locations were:

- ◆ E. Chatham Street: Chatham Street/E. Durham Road split to I-40, 1.4 miles
- ◆ Kildaire Farm Road: SE Maynard Road to Cary Parkway, 0.9 miles
- ◆ Kildaire Farm Road: Queensferry Road to Glen Echo Lane, 1.8 miles
- ◆ Old Apex Road: Chatham Street/Old Apex Road split to Laura Duncan Road, 3.1 miles
- ◆ Penny Road: Killingsworth to Winding Ridge, 3.2 miles
- ◆ Reedy Creek Road: NE Maynard Road to Harrison Avenue, 1.2 miles

For each corridor, a field review was conducted which included both an in-vehicle and walking assessment. The reviewers considered the following elements for each corridor study:

Facility Quality/Condition

- | | |
|--|---|
| ◆ Missing Sidewalk and Missing Small Segments of Sidewalk | ◆ Buffers between Sidewalk and Traffic |
| ◆ Sidewalk Condition | ◆ Speed Limits |
| ◆ ADA Curb Ramps | ◆ Roadway Cross-sections |
| ◆ Pedestrian Amenities (Furniture, Pedestrian-scale lighting) | ◆ Obstructions in Sidewalk/Pedestrian Pathway (eg, light poles, trash cans, etc.) |
| ◆ Off-Road Trail Connections | ◆ Underpasses and their Condition |
| ◆ Transit Stops and Pedestrian Accessibility (eg, is it necessary to walk through the grass/mud to reach the stop?) | ◆ Neighborhood Condition/Perception of Personal Safety (eg, abandoned cars/houses, people wandering, etc) |
| ◆ Parking lots and Pedestrian Accessibility (eg, does the sidewalk “dump” pedestrians into the path of parking lot traffic?) | |

Intersections

- | | |
|---|---|
| ◆ Presence and Condition of Crosswalks | ◆ Intersection Control Type (stop-controlled or signal-controlled) |
| ◆ Presence and Condition of Pedestrian Signal Heads | ◆ Presence of Free-Flow Right Turns |
| ◆ Adequacy of the Pedestrian Signal Crossing Time | ◆ Presence of Wide-Radii that allow cars to make fast turns across ped’s path |

Potential Latent Demand for Pedestrian Facilities

- ◆ Presence of Worn Paths (“Desire Lines”)
- ◆ Presence of trash and litter
- ◆ Number of Pedestrians/People walking nearby
- ◆ Compatible Land Uses (shopping, office, schools, parks)

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East Chatham Street (E. Durham Road to Interstate 40)

The East Chatham Street corridor provides a connection between Cary and west Raleigh. This corridor was selected because of its dual nature as a major connection route between downtown Cary and West Raleigh and also as an area with the potential for high levels of pedestrians.

Land use along the corridor between the E. Durham Rd/Chatham Street split and Maynard Road intersection is primarily mixed-use commercial and residential development with several adjacent large shopping centers, restaurants, and some office space. This is also a bus route, with well-used bus stops and several pedestrians were noted during field review. Projects for this location should provide adequate pedestrian crossings between land uses and connect missing segments of sidewalk.

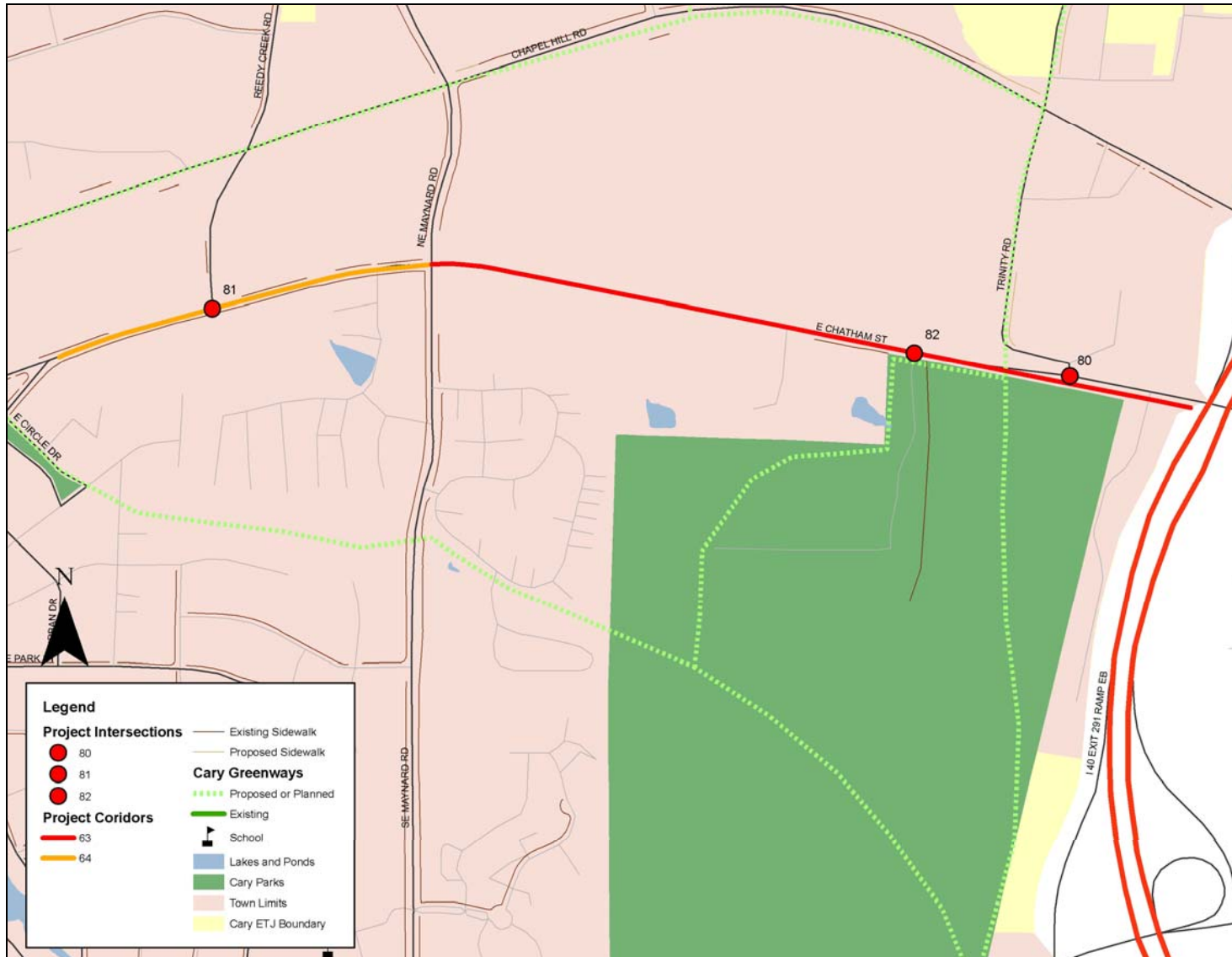
West of the Maynard Road intersection, land use along the corridor is more office and industrial uses, with many vacant lots. The most notable feature here is the SAS Soccer Complex on the south side of the street. Continuous sidewalk should be provided along at least one side of the road for access from the town limits into downtown. Improvements to the Trinity Road/Chatham intersection should include crosswalks and a pedestrian signal for pedestrians to cross to SAS Soccer Complex.

Corridor Projects

Reference Number	Location	From	To	Length	Proposed Action
63	Chatham	Maynard	I-40	0.92	construct new sidewalk
64	Chatham	Maynard	Durham	0.46	connectivity

Intersection Projects

Reference Number	Intersection
80	Chatham and Trinity
81	Chatham and Reedy Creek
82	Chatham and SAS Soccer Park Entrance



3-1. Descriptive image of proposed project locations along E. Chatham St.

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3.3.1. Kildaire Farm Road (Maynard Road to Cary Parkway)

The Kildaire Farm Road corridor between Maynard Road and Cary Parkway has several features which give it potential as a pedestrian generator, including a healthy mix of retail, office, and residential (set off the street) land uses as well as a bus route. Notable features of the corridor include a greenway underpass between High Meadow and Cary Parkway and popular shopping and restaurant locations between Kilmayne and High Meadow.

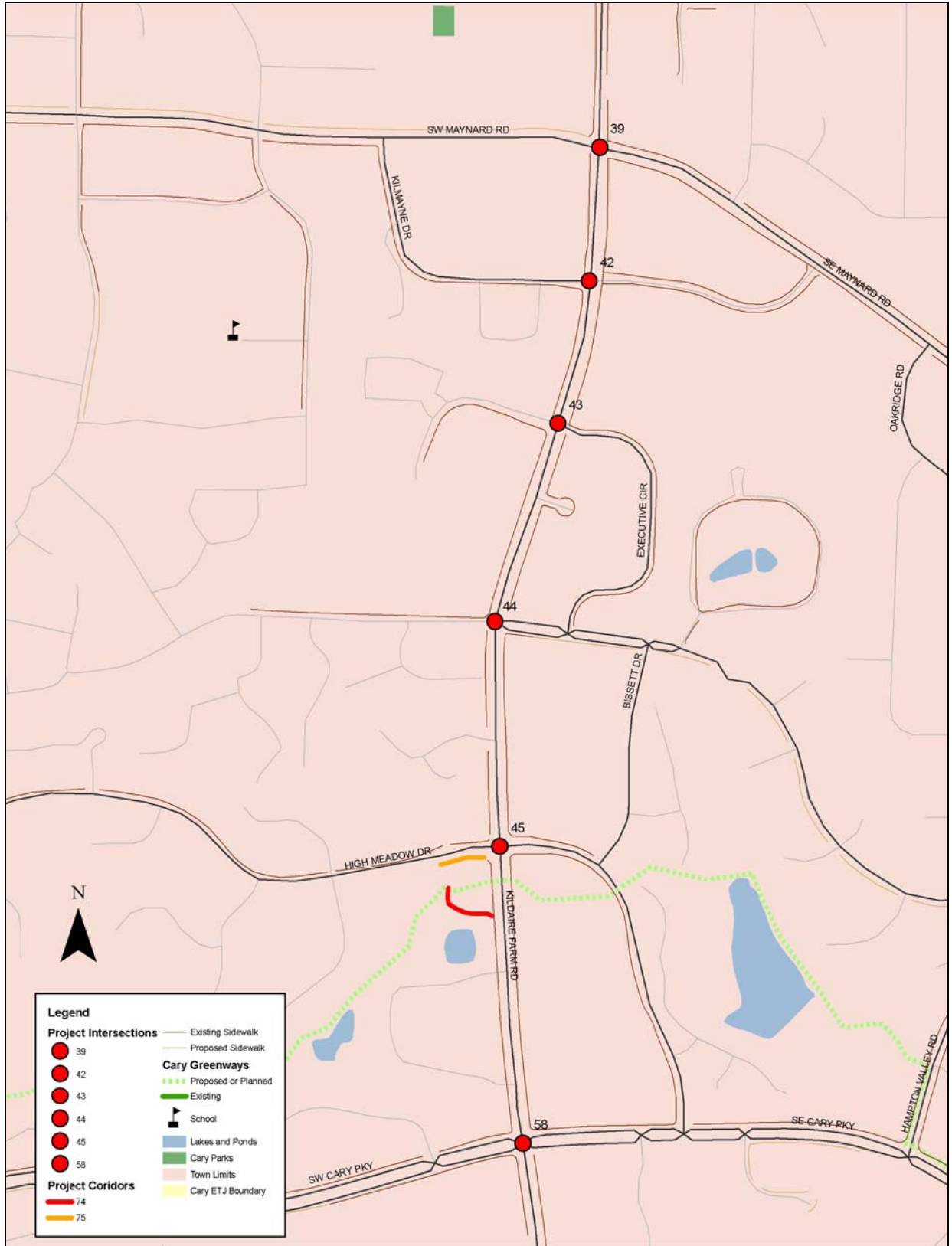
A pedestrian connection should be provided from the greenway at Kilmayne to the intersection with Kildaire Farm, and another connection should be provided from the greenway to Kildaire Farm. Mid-block crossings should be considered to reduce pedestrian travel distances from one destination to another. It is recommended that a number of intersections, including High Meadow Drive, Wrenn Drive, and Kilmayne Drive, be improved with additional pedestrian crossing treatments, such as crosswalks and pedestrian-activated signals (“ped heads”) in order to allow pedestrians to cross from one side of Kildaire Farm Road to another.

Corridor Projects

Reference Number	Location	From	To	Length	Proposed Action
74	Greenway Connection	Underpass	Kildaire Farm	0.06	construct new sidewalk
75	High Meadow	Greenway Connection	Kildaire Farm	0.04	construct new sidewalk

Intersection Projects

Reference Number	Intersection
39	Maynard and Kildaire Farm
42	Kilmayne and Kildaire Farm
43	Commonwealth and Kildaire Farm
44	Wren and Kildaire Farm
45	Kildaire Farm and High Meadow
58	Cary and Kildaire Farm



3-2. Descriptive image of proposed project locations along Kildaire Farm Rd.

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3.3.2. Kildaire Farm Road (Queensferry to Glen Echo)

Located in southern Cary, the Kildaire Farm Road corridor from Queensferry Road to Glen Echo Lane has strong pedestrian generators concentrated at its south end, including the Cary Wake Medical Hospital, several shopping centers, and an assisted living center. Land uses in the north end of the corridor are primarily residential, but lack sidewalk for access to the shopping and other amenities at the south end of the corridor. The intersection of Tryon Road and Kildaire Farm Road is a major intersection with few pedestrian amenities. During the field visit, several pedestrians witnessed crossing the street at this intersection, indicating there is a demand for pedestrian facilities and a need to improve safety at the intersection.

It is recommended that improvements for pedestrians are made at the intersection of Kildaire Farm and Tryon Road that will include pedestrian-activated signals and crosswalks as outlined in the Opportunities and Constraints map. Additional sidewalk should also be provided for better pedestrian access between and within the neighborhoods and commercial areas.

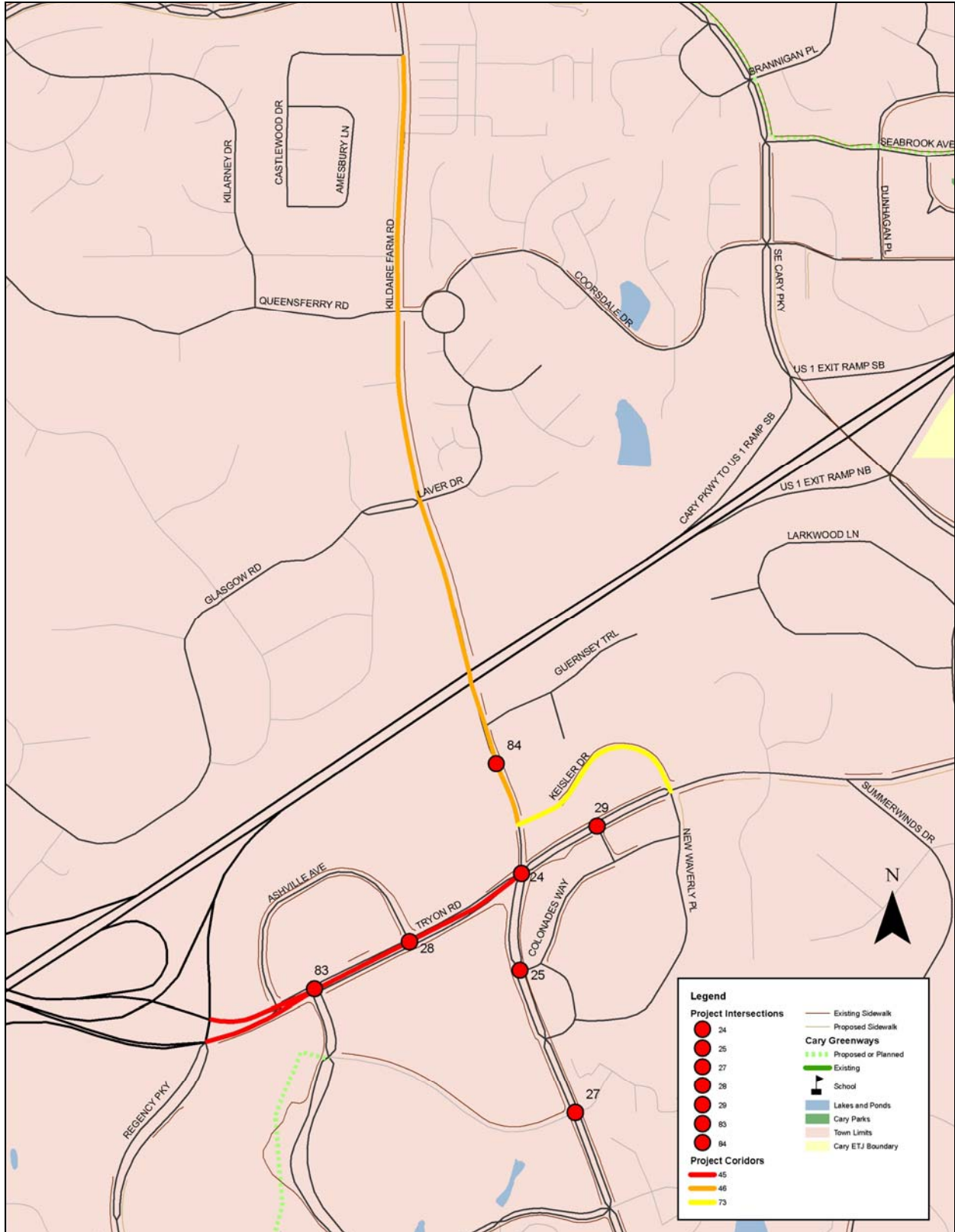
Corridor Projects

Reference Number	Location	From	To	Length	Proposed Action
45	Tryon	Regency	Kildaire Farm	0.65	connectivity
46	Kildaire Farm*	Castlewood	Keisler	1.09	add sidewalk on one side
47	Keisler	Kildaire Farm	Tryon	0.287	connectivity

*Part of funded sidewalk request project: Castlewood to Queensferry

Intersection Projects

Reference Number	Intersection
24	Kildaire Farm and Tryon
27	Kildaire Farm and Crescentcommons
28	Tryon and Ashville
25	Tryon and Colonnades
83	Tryon and Crescent Green
84	Kildaire Farm and Wake Med Hospital Entrance



3-3. Descriptive image of proposed projects along Kildaire Farm Rd.

3.3.3. Old Apex Road (Chatham Street to Laura Duncan)

This corridor has a rural “feel,” but is one of the main connecting routes into the center of Cary, inducing higher travel speeds than the 45mph limit. The area is predominantly residential except in the immediate vicinity of the roadway, and includes some light industrial uses associated with the railroad that parallels the roadway on its south side. The area will continue to develop and re-develop, and as it does so, several key intersections (Chatham Street, Maynard Road, High House Road) should be improved; care needs to be taken that these improvements include accommodations and designs amenable to pedestrian traffic.

Although the majority of the east end of the corridor has sidewalk on one side, traffic volumes and speeds necessitate sidewalk on both sides of the street, and pedestrian connections to this sidewalk. Between Castlefern Drive and W. Chatham Street, sidewalk should be provided for pedestrian access between neighborhoods and to the nearby swimming pool and school. An on-street multi-use path is recommended over the standard 5-

ft. wide sidewalk to provide adequate width for strollers and children on bikes.

At the west end of the corridor, which is as-of-yet less developed than the east end, sidewalk should be required as new developments go in to connect to existing and future developments. This was of particular concern to stakeholders, who recommended the corridor because of new developments that are occurring and the need to provide pedestrian connections between them.

Many survey respondents also discussed Chatham Street in conjunction with Old Apex Road, and for this reason the two are discussed here together, although Chatham Street did not receive as thorough a study as Old Apex. Most frequent responses requested sidewalk on both sides of the street along Chatham for pedestrian connections into downtown from neighborhoods, the fire department, a nursing home, and other commercial and residential areas. Pedestrian improvements to both Old Apex and W. Chatham will need to be done in coordination with each other to maximize the benefit to pedestrians in the area.

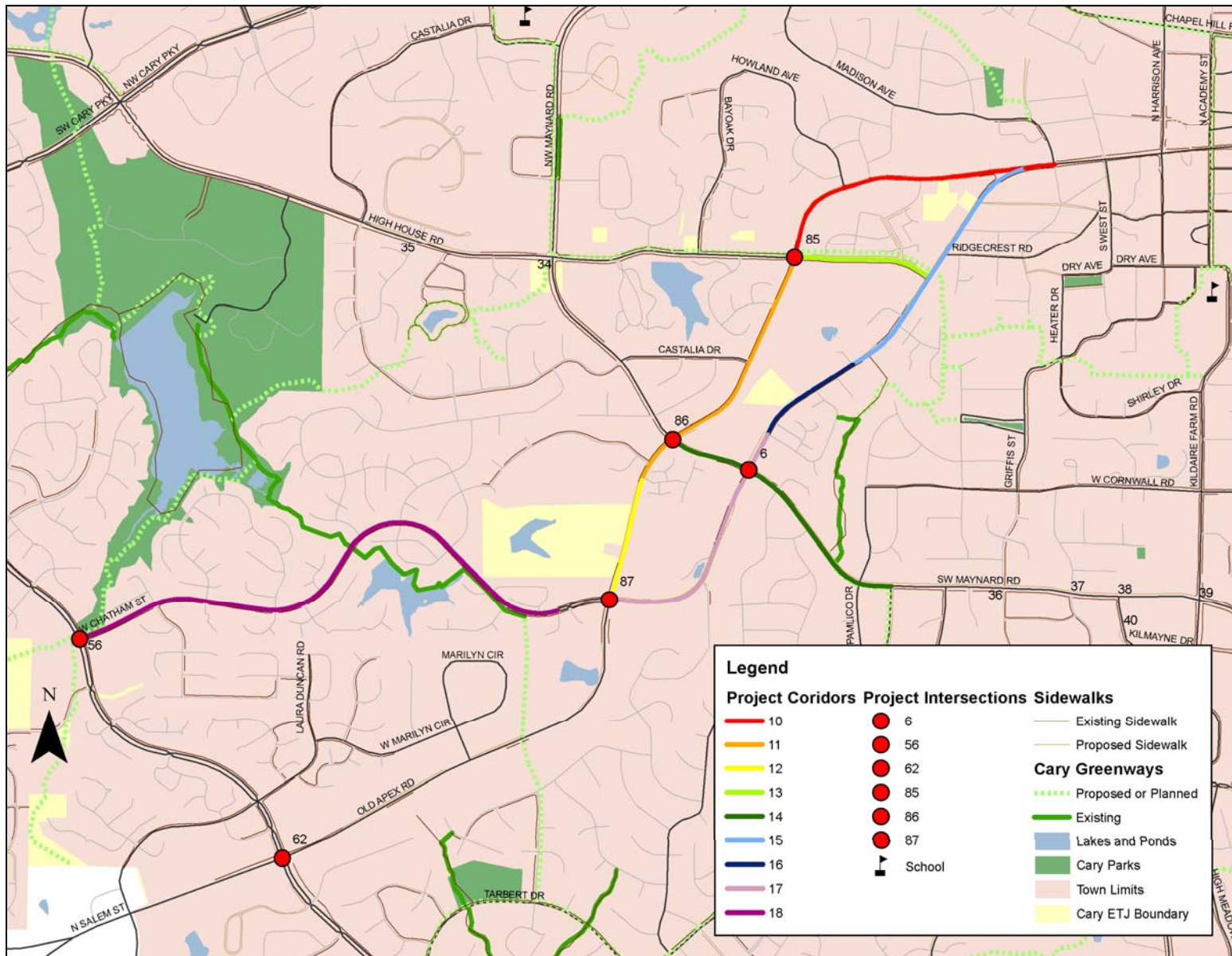
Reference Number	Location	From	To	Length (mi)	Proposed Action
10	Old Apex	Dixon	High House	0.75	construct new sidewalk
11	Old Apex	High House	Berentwood	0.69	add sidewalk on one side
12	Old Apex	Berentwood	Chatham	0.31	construct new sidewalk
13	High House	Old Apex	Chatham	0.34	add sidewalk on one side
14	Maynard*	Old Apex	Plantation	0.67	construct new sidewalk
15	Chatham	Dixon	Jason	0.66	construct new sidewalk
16	Chatham	Jason	Danforth	0.27	add sidewalk on one side
17	Chatham	Danforth	Old Apex	0.64	construct new sidewalk
18	Chatham	Old Apex	Cary	1.35	add sidewalk on one side

Table 3-3. Corridor Projects.

*From Chatham to Plantation: Part of Maynard Road Widening Phase II (Kildaire Farm Rd to W. Chatham St)

Reference Number	Intersection
6	Maynard and W. Chatham
62	Cary and Old Apex
85	High House and Old Apex
86	Maynard and Old Apex
56	Chatham and Old Apex

Table 3-4. Intersection Projects.



3-4. Descriptive image of proposed projects in the Chatham St. and Old Apex Rd. area.

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3.3.4. Penny Road (Ten-Ten Road to Holly Springs Road)

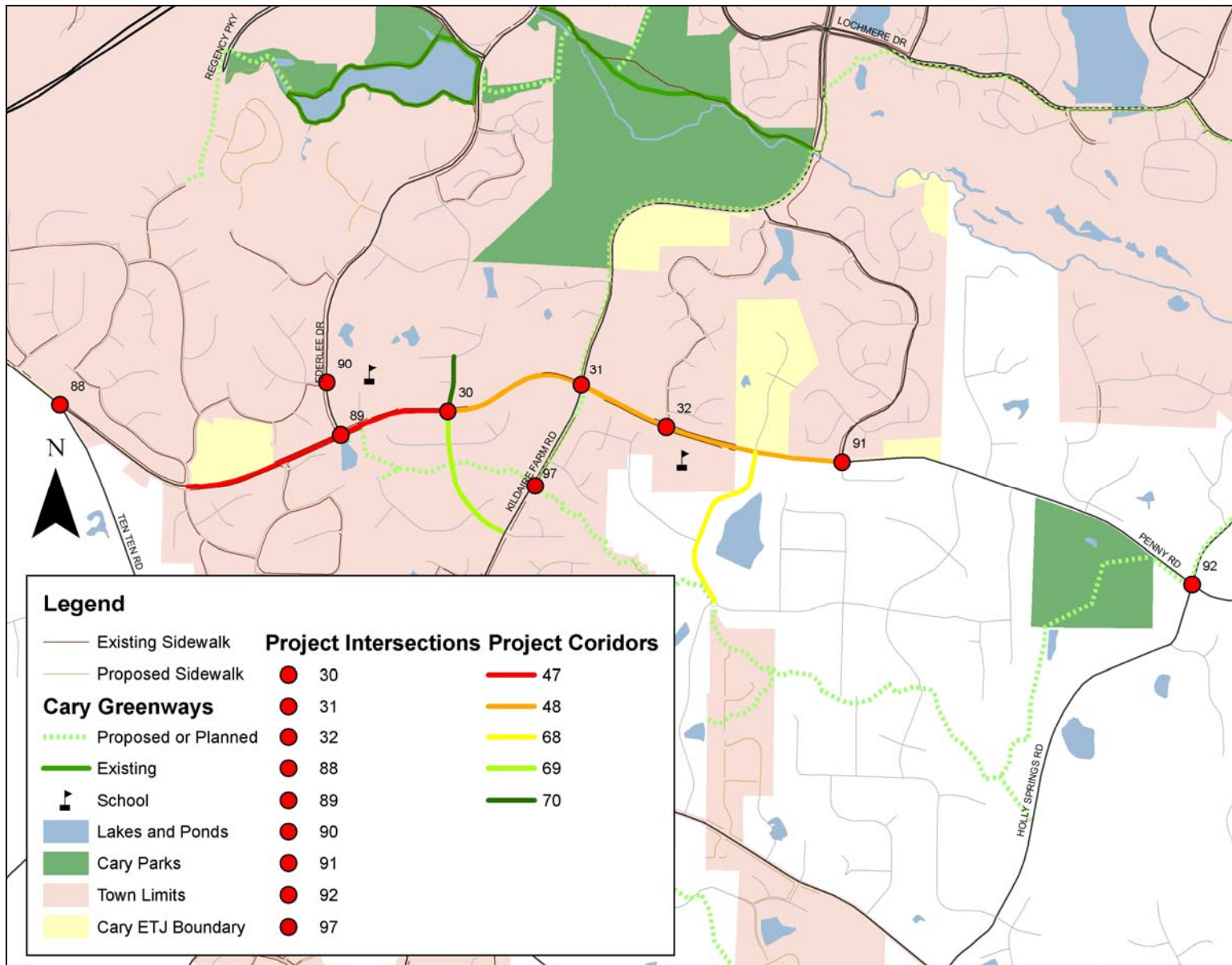
This corridor is characterized by a primarily rural and residential nature, with two elementary schools near the middle of its length. These elementary schools, Penny Road Elementary and Oak Grove Elementary, drive the majority of the recommendations for the corridor as they are currently two of the key destinations for pedestrians in the area. Residential neighborhoods and future greenways are other pedestrian destinations, and as the area further develops there will need to be sidewalk connecting any new commercial development to existing residential development. The predicted rapid development along the corridor will guarantee future increases in traffic volume and therefore it is recommended that both sidewalks and well-designed pedestrian crossings be provided to the two elementary schools from all nearby neighborhoods. It should be noted that the proposed greenway system in the area can serve some of the need for connections between neighborhoods; connections from the schools and existing development to the greenway system should be considered.

Corridor Projects

Reference Numbers	Location	From	To	Length (mi)	Proposed Action
	Penny	Killingsworth	Kingsford	1.25	connectivity
	Penny	Kingsford	Loch Highlands	2.25	connectivity
	Belgium	Penny	Den Heider	0.46	construct new sidewalk
	Kingsford	Penny	Kildaire Farm	0.35	construct new sidewalk
	Magnolia Woods	Penny	Rose Point	0.14	construct new sidewalk

Intersection Projects

Reference Numbers	Intersection
30	Penny and Kingsford
31	Penny and Kildaire Farm
32	Penny and Crickentree
88	Penny and Ten-Ten
89	Penny and Ederlee
90	Ederlee and Whitcomb
91	Penny and Loch Highlands
97	Kildaire Farm and Proposed Greenway
92	Penny and Holly Springs



3-5. Descriptive image of proposed projects in the Penny Road area.

3.3.5. Reedy Creek Road (Maynard Road to Harrison Avenue)

This corridor connects Harrison Ave (a major north-south route between downtown Cary and I-40) with Maynard Road (the major loop road around the town). Prior to the Pedestrian Plan’s start, Cary staff had already received several requests for sidewalk along the road but had been constrained by lack of curb and gutter. Fortunately, the roadway is scheduled to be widened in 2009-10, and this may allow for curb and gutter and sidewalk construction. An additional constraint to this corridor is that portions of it are outside of the Town’s corporate limits, although within the Town’s ETJ. Land use along the corridor is primarily residential, although there are commercial nodes at either end. The Reedy Creek Schools site at the intersection of Wyatt Pond and Reedy Creek is another major pedestrian attractor and generator, as will be the proposed greenway along Melody and through the school property when completed.

Reference Number	Location	From	To	Length (mi)	Proposed Action
	Reedy Creek*	Harrison	Maynard	1.2	construct new sidewalk
	Melody	Harrison	Reedy Creek	0.23	construct new sidewalk
	Maynard**	Reedy Creek	S. Reedy Creek	0.087	construct new sidewalk

3-6. Corridor Projects.

* Part of Reedy Creek Road Widening (Capital Improvement Plan)

** may already be in development/construction

Improvements for pedestrians, including crosswalks, pedestrian heads, and a pedestrian-activated stop signal, should be made at the intersection Wyatt’s Pond and Reedy Creek to accommodate children crossing to the schools. In order to minimize the need for two crossing treatments within close proximity of each other, this intersection could also serve as a crossing for the nearby proposed greenway which could be re-routed to pass from Melody down to the school entrance. The connecting pedestrian facility along Melody and between Melody and Wyatt’s Pond should be a multi-use trail since it serves the dual purpose of a greenway and sidewalk. A school zone should also be established along Reedy Creek leading to the school entrances in either direction.

Pedestrian improvements are also recommended at the intersections at either end of the corridor for access to the nearby commercial land uses. At Reedy Creek and Maynard, the traffic light should have a pedestrian signal with pedestrian activated crossings, crosswalks, and curb ramp. At the intersection of Reedy Creek and Harrison Ave, pedestrian signals and crosswalks should also be installed. In addition, the school warning sign should be moved to prior to the intersection for north bound traffic.

Reference Number	Intersection
	Dynasty and Reedy Creek
	Maynard and Reedy Creek
	Maynard and S. Reedy Creek
	Reedy Creek and Proposed Greenway/Melody
	Reedy Creek Schools/Wyatts Pond and Reedy Creek
	Harrison and Reedy Creek

3-7. Intersection Projects.

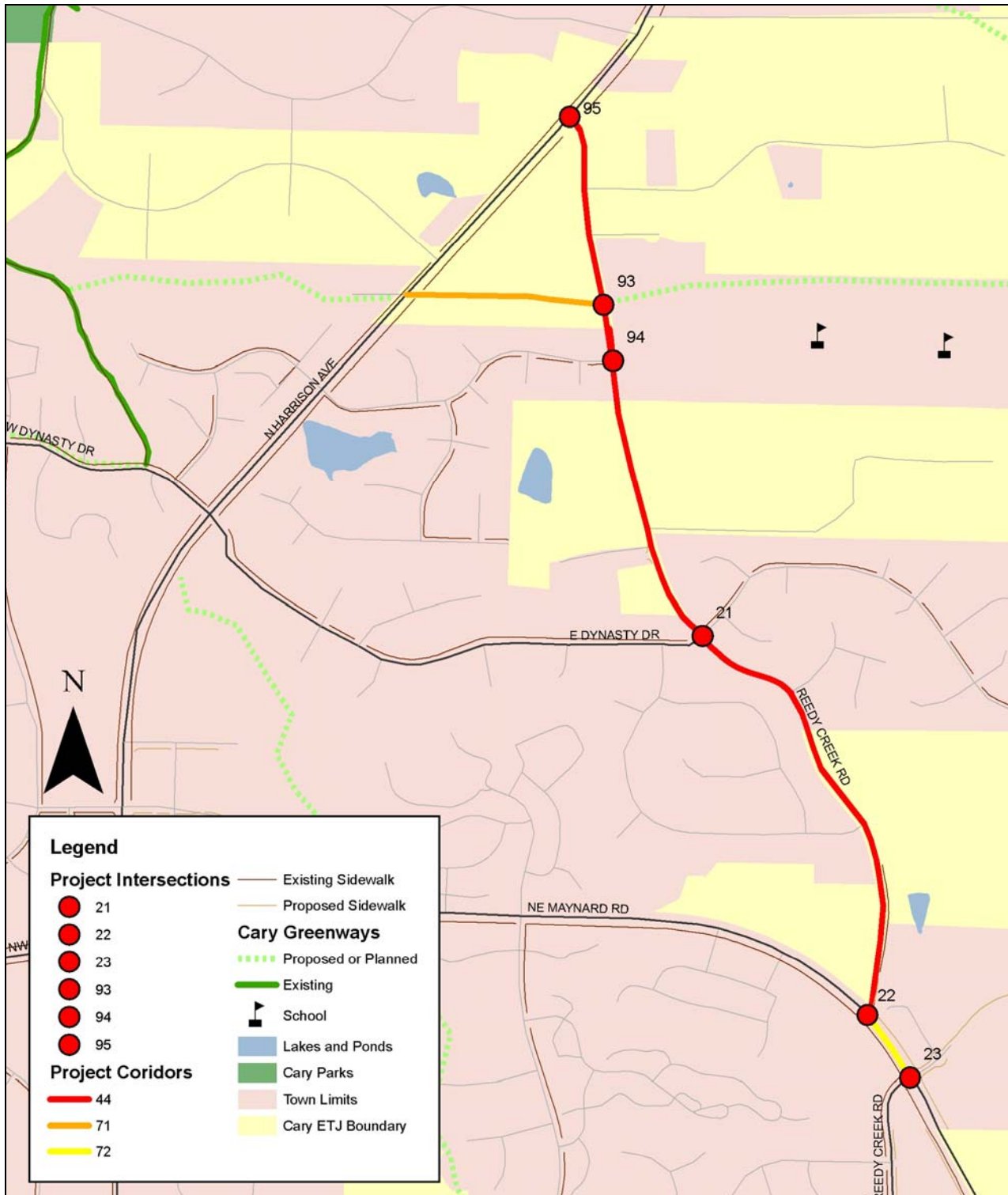


Figure 3-8. Descriptive image of proposed projects in the Reedy Creek area.

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3.4. Survey Results

In addition to the Study Corridors, there were several areas that were frequently discussed by survey respondents. Within each area are contained several locations that were identified by respondents for further attention.

3.4.1. Evans/Maynard Area

Residential areas off of Evans and Chapel Hill Street, such as homes in the Dynasty Drive and Silvergrove neighborhoods, have the potential to generate pedestrians to destinations such as Cary Middle School on Evans, Northwoods Elementary School on Chapel Hill Road, and the Lowe's and other commercial development at the Maynard Road intersections with Evans and Chapel Hill Road. Although the streets in this area have some sidewalks, these sidewalks are not fully connected to each other, and may stop on one side of the street and start on another. The Black Creek Greenway Trail, which runs through the middle of this area, could serve as a major pedestrian route, but needs more connections to adjacent subdivisions. In addition, survey respondents have reported it is difficult to cross Maynard, Evans, and Chapel Hill Street, both at intersections and mid-block crossings from one subdivision to sidewalk or some other destination. A formal greenway crossing is needed at the intersection of Black Creek Greenway and Maynard Road for safe access to Godbold Park.

Corridor Projects

Reference Number	Location	From	To	Length	Proposed Action
1	Evans*	Dynasty	Evans Estates	0.51	construct New Sidewalk
2	Evans*	Evans Estates Dr	Maynard	0.54	connectivity
3	Chapel Hill	Fairbanks	Maynard	0.71	construct New Sidewalk
4	Maynard	Northwoods	Evans	0.52	connectivity
5	Maynard	Evans	Chapel Hill	0.07	add sidewalk on one side
6	Maynard	Chapel Hill	James Jackson	0.36	connectivity
7	Chapel Hill**	Maynard	Middleton	0.07	add sidewalk on one side
8	Chapel Hill**	Middleton	Hickory	0.35	connectivity
9	Chapel Hill	Hickory	Academy	0.43	add sidewalk on one side

*Part of Evans Road Widening Project (current project)

**Part of Chapel Hill Road Widening from NE Maynard to NW Maynard (proposed project, CIP)

Intersection Projects

Reference Number	Intersection
2	Maynard and W. Chapel Hill
3	Evans and Maynard
4	Maynard and Black Creek Trail
5	Chapel Hill and Harrison

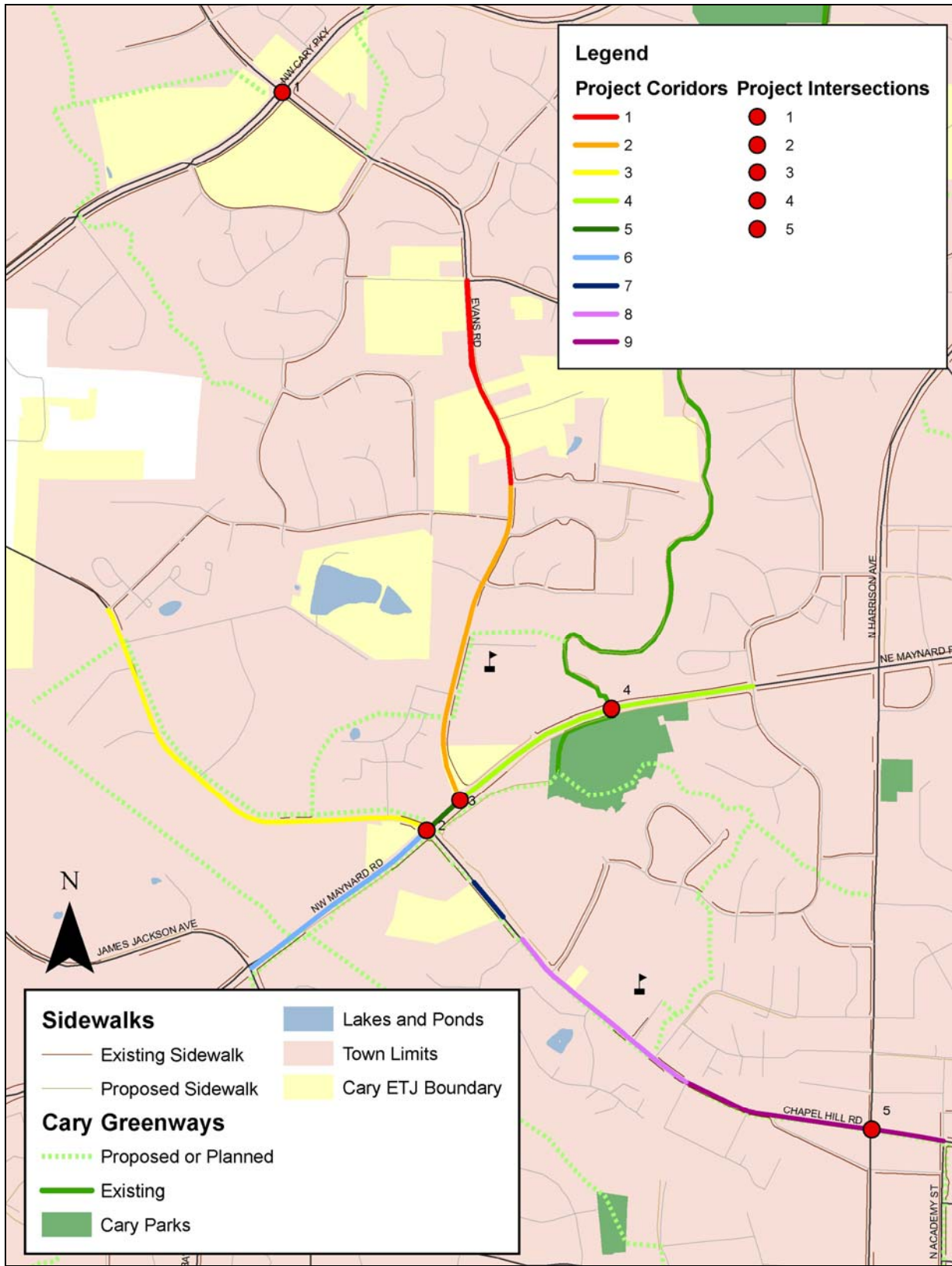


Figure 3-9. Descriptive image of proposed projects in the Evans/Maynard area.

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3.4.2. Symphony Lake/Hemlock Bluffs Area

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

Corridor Projects

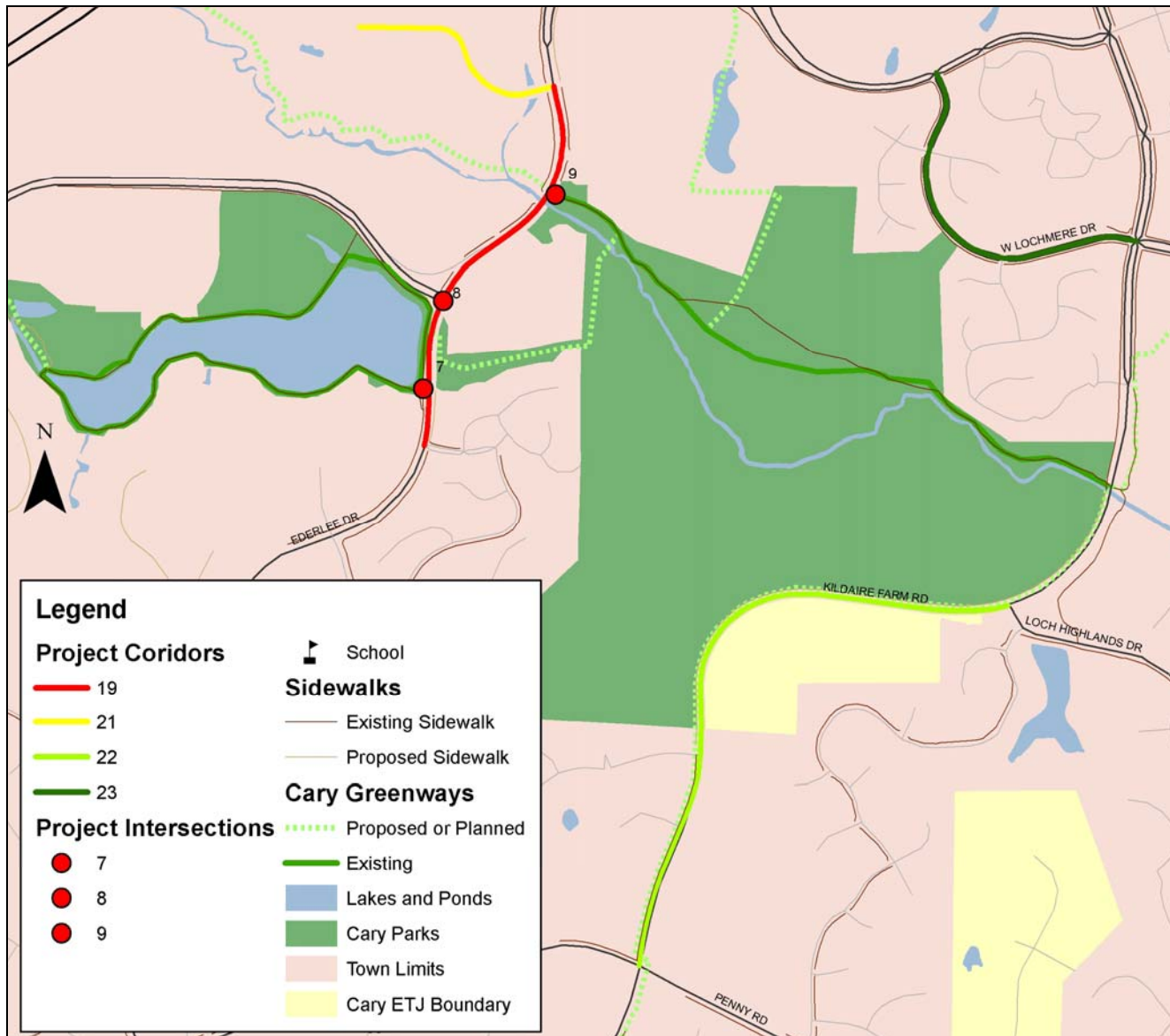
Reference Number	Location	From	To	Length (mi)	Proposed Action
19	Regency*	Regency Forest	Peregrine	0.5	add sidewalk on one side
21	Regency Forest	Regency	end	0.27	construct new sidewalk
22	Kildaire Farm**	Swift Creek Trail Entrance	Penny	0.48	construct new sidewalk
23	Lochmere	Crescent Green	Kildaire Farm	0.44	add sidewalk on one side

*Part of proposed sidewalk projects, 2007

** Part of Kildaire Farm Road Widening

Intersection Projects

Reference Number	Intersection
7	Ederlee and Symphony Lake Trail
8	Regency and Ederlee
9	Ederlee and Swift Creek Trail



3-10. Descriptive image of proposed projects in the Symphony Lake/Hemlock Bluffs area.

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3.4.3. Walnut Street Corridor Area

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

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

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

Corridor Projects

Referenc Number	Location	From	To	Length (mi)	Proposed Action
24	Walnut	Hubbard	Donaldson	0.81	add sidewalk on one side
25	Walnut*	Donaldson	Piney Plains	0.4	connectivity
26	Nottingham	Buck Jones	Nottingham Cir.	0.44	add sidewalk on one side
27	Nottingham	Walnut	Nottingham Cir.	0.33	connectivity
28	Crossroads+	Caitboo	Caitboo	0.6	connectivity
29	Caitboo	Crossroads	Crossroads	0.65	connectivity
30	Maynard	Cary Towne	Walnut	0.25	add sidewalk on one side
31	Sturdivant**	Walnut	Manchester	0.73	construct new sidewalk
32	Kimbolton**	Nottingham	Manchester	0.35	construct new sidewalk
33	Manchester**	Sturdivant	Kimbolton	0.05	construct new sidewalk
80	Greenwood	Vicki	Doylin	0.35	construct new 8ft. Multi-use trail
81	Greenwood	Doylin	Walnut	0.12	construct new sidewalk
82	Whitehall	Nottingham	end	0.4	construct new sidewalk
83	Fairlane	Kingston Ridge	Kingston Ridge	0.48	construct new sidewalk
84	Kingston Ridge	Walnut	Bloomingle	0.97	construct new sidewalk
85	Proposed greenway	Fairlane	Walnut Street Park	0.05	construct greenway connection

*part of current Walnut Street improvements/NCDOT US1-64 Widening project

**potential to be funded through sidewalk request program

+ within Crossroads Shopping Center private property

Intersection Projects

Reference Number	Intersection
10	Walnut and Maynard
11	Walnut and Hubbard
12	Walnut and Nottingham
13	Walnut and Buck Jones
14	Walnut and US 1/64
15	Walnut and Meeting
16	Nottingham and Buck Jones
77	Walnut and Tanglewood

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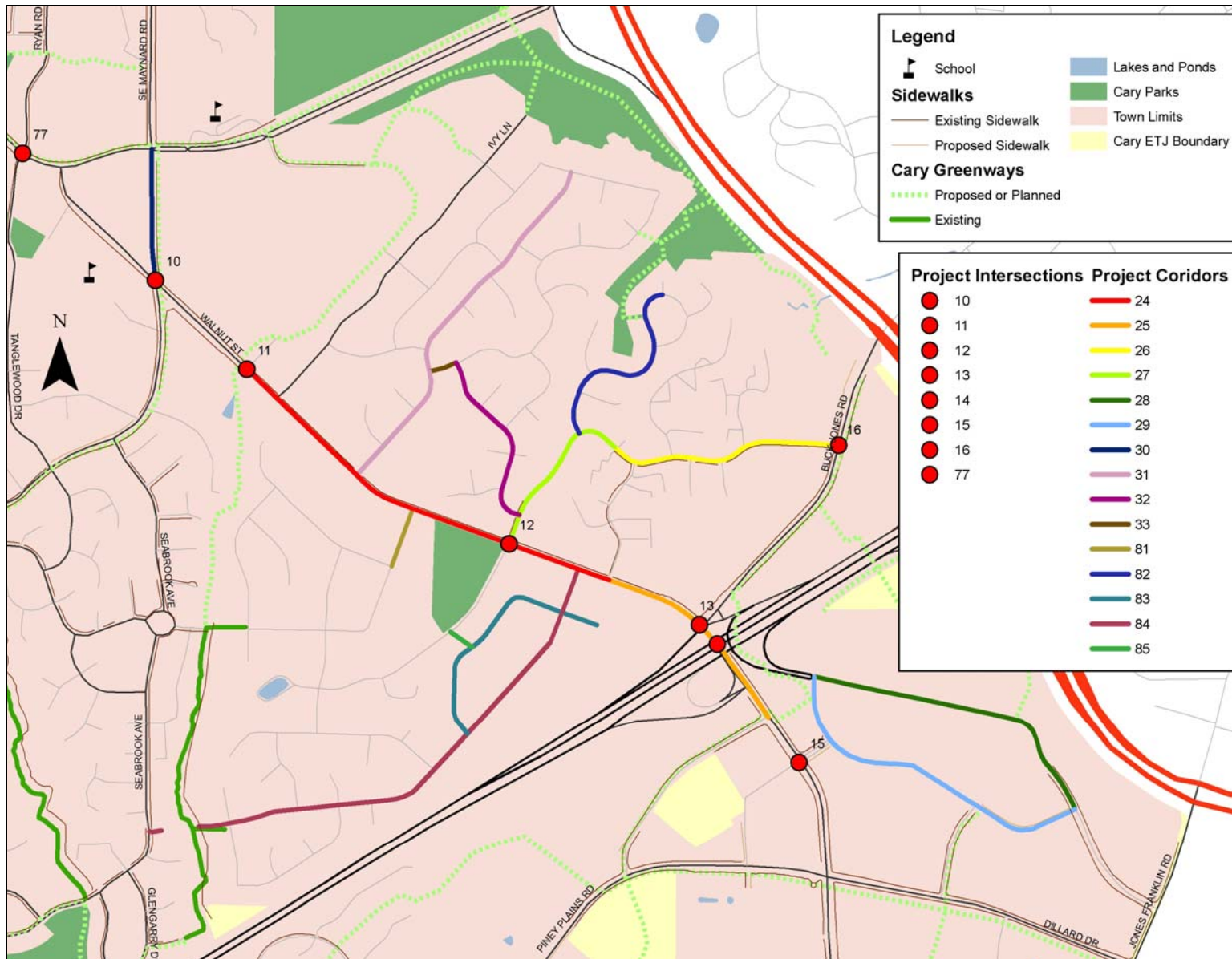


Figure 3-11. Descriptive image of proposed projects in the Walnut St. area.

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3.4.4. North Cary Park

Respondents have requested sidewalk on Norwell, Cary, and Weston for access to the North Cary Park from neighborhoods and to commercial development at Evans and Cary Parkway. More greenway connections should be provided from cul-de-sacs to the Black Creek Greenway.

Corridor Projects

Reference Numbers	Location	From	To	Length (mi)	Proposed Action
34	Cary	Westover Hills	Hampton Lee	0.26	add sidewalk on one side
35	Cary	Hampton Lee	Norwell	0.34	connectivity
36	Cary	Norwell	Evans	0.72	add sidewalk on one side
37	Norwell	Weston	Cary	0.69	construct new sidewalk
38	Weston	Harrison	Evans	2.23	construct new sidewalk
39	Thorpe	Cary	Silvercliff	0.06	connectivity

Intersection Projects

Reference Numbers	Intersection
17	Cary and Thorpe
18	Cary and Norwell
19	Cary and Black Creek Trail

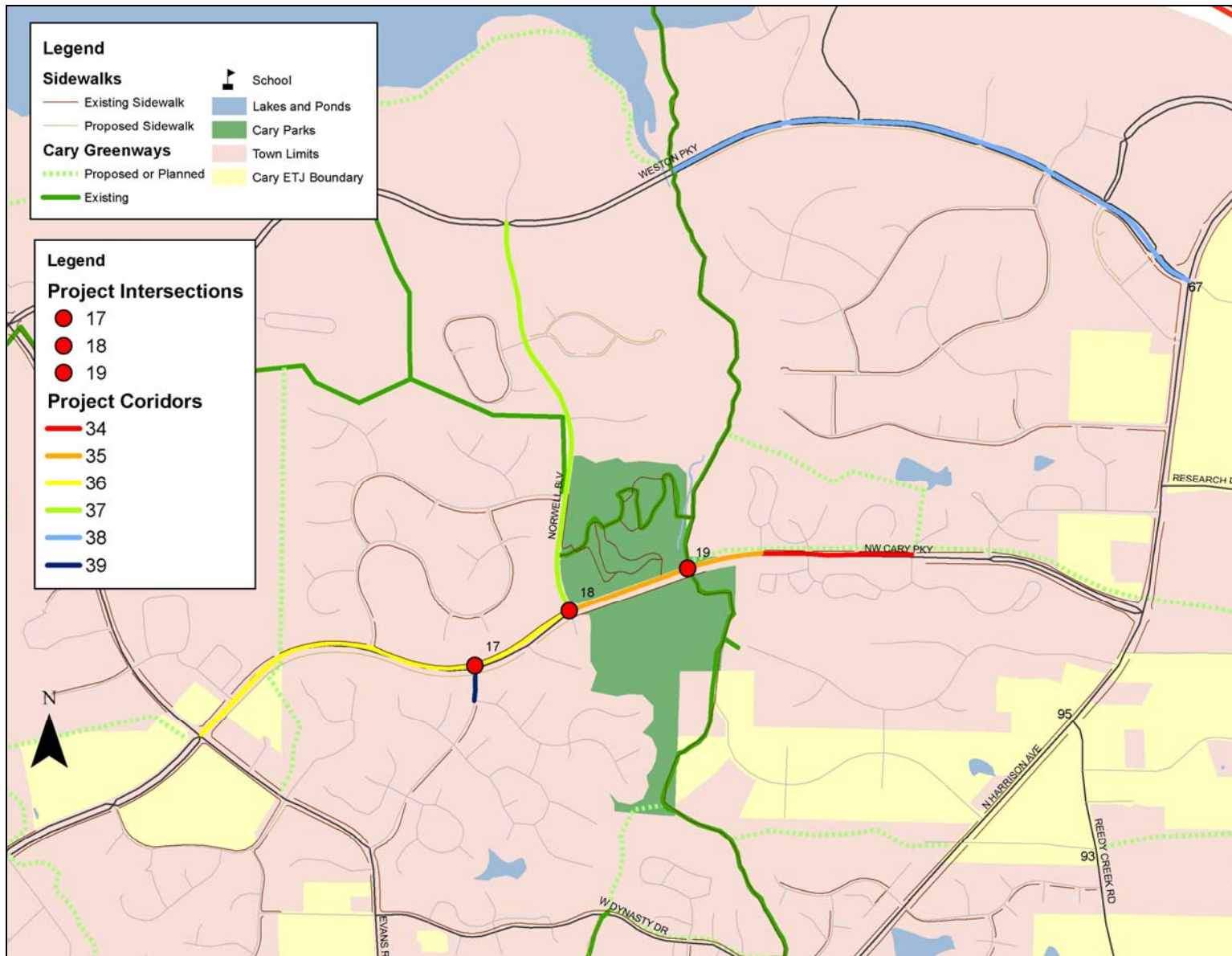


Figure 3-12. Descriptive image of proposed projects for the North Cary Park area.

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3.4.5. East Chapel Hill Area

Respondents' needs in this area included pedestrian access into downtown and to Northwoods Elementary from the residential neighborhood off of Gregory and south of the intersection with Maynard and Chatham. Respondents also reported the need for intersection improvements in order to safely cross Maynard, Chatham, and Chapel Hill. Also in the same area is the SAS Soccer Park, which several respondents indicated needs pedestrian access at its entrance.

Corridor Projects

Reference Number	Location	From	To	Length (mi)	Proposed Action
40	Chapel Hill*	Durham	Maynard	0.87	connectivity
41	Chapel Hill**	Maynard	Trinity	0.75	add sidewalk one side
42	Reedy Creek	Maynard	Chapel Hill	0.45	add sidewalk one side

*Part of Chapel Hill Road Widening from NE Maynard to NW Maynard (proposed project, Capital Improvements Plan)

**Part of Chapel Hill Road Widening: NE Maynard to Trinity (current project)

Intersection Projects

Reference Number	Intersection
20	Maynard and E. Chapel Hill

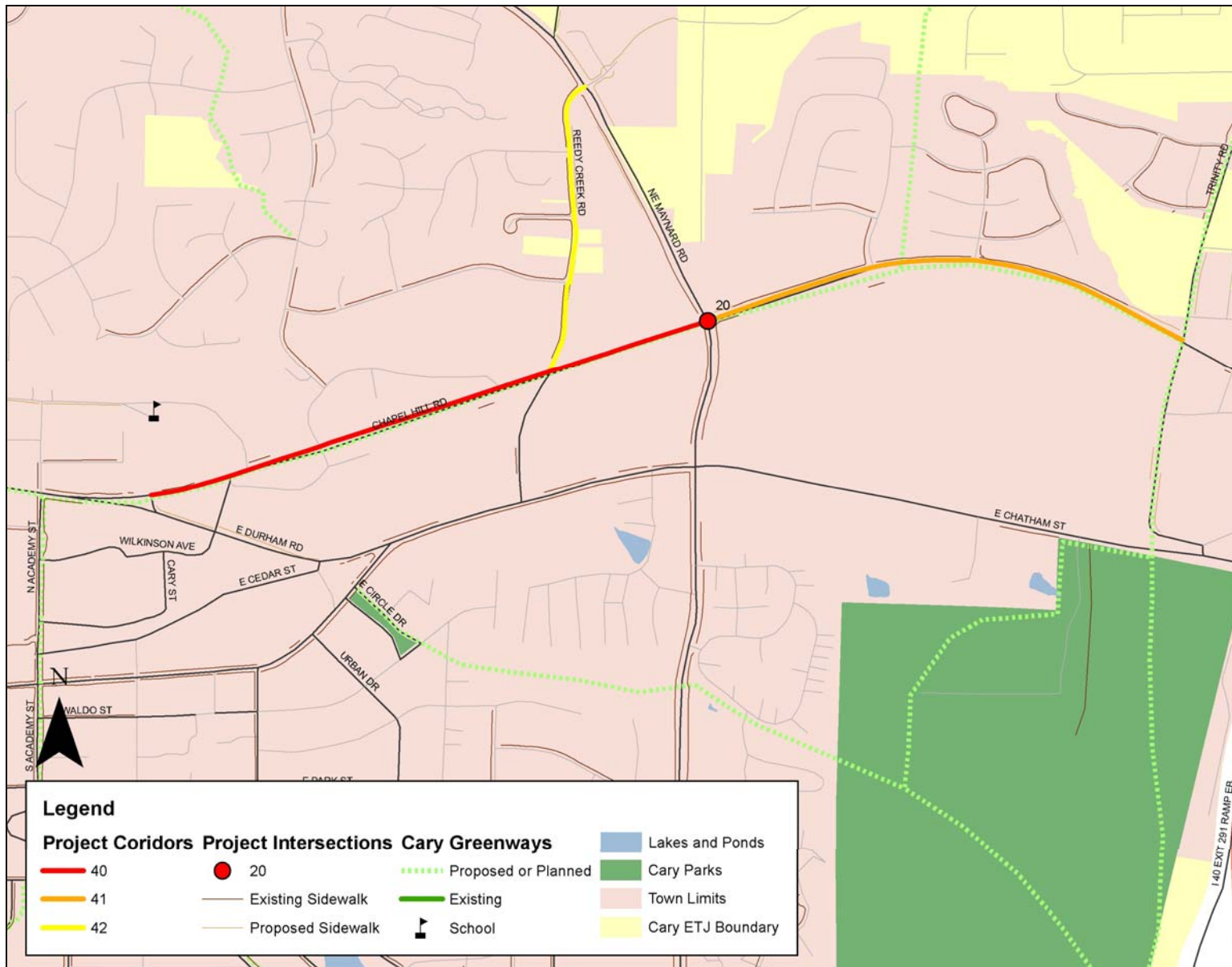


Figure 3-13. Descriptive image of proposed projects along Chapel Hill St.

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3.4.6. Davis Drive and Green Hope Area

Davis Drive and the Green Hope Schools area is currently a rural, but fast-developing part of Cary. Survey respondents have requested sidewalk and pedestrian connections already in this area, but as it develops, the town should expect a need for even more pedestrian amenities and connections. The area is primarily residential, and has two schools – Green Hope Elementary School and Green Hope High School, both of which should have safe pedestrian access to them. Already during the course of this plan’s preparation process there has been one accident involving a student at Green Hope High School walking to school – this simply highlights the need for pedestrian improvements in the area.

It is recommended that corridor improvements focus on providing a safe pedestrian walkway in light of increasing traffic volumes at high speeds along the roads in the area – this is why both Davis Drive and NC 55 are recommended to have sidewalk. Safe pedestrian crossings are also recommended at major intersections and between neighborhoods. A greenway connection is recommended between Green Hope Elementary and Green Hope High School to reduce travel time for those traveling to the schools.

Corridor Projects

Reference Number	Location	From	To	Length (mi)	Proposed Action
52	NC 55*	Indian Wells	Glendon	1.44	construct new sidewalk
53	NC 55*	Glendon	High House	1.24	add sidewalk on one side
54	Louis Stephens	Green Hope Elementary School	Carpenter Upchurch	1.05	construct new sidewalk
55	Davis**	Morrisville Carpenter /Town Limits	Caviston	0.42	construct new sidewalk
56	Davis**	Caviston	Council Gap	0.93	connectivity
57	Davis**	Riggsbee Farm	High House	0.33	construct new sidewalk

*Part of NCDOT/Town of Cary joint project for widening NC 55 from Cornwallis to US 64

*Part of NCDOT/Town of Cary joint project for widening NC 55 from Cornwallis to US 64

**Part of Davis Drive Widening Project

Intersection Projects

Reference Number	Intersection
46	Davis and Caviston
47	Davis and Morrisville
48	Davis and Preston Village
49	High House and Davis
50	Louis Stephens and Heritage Pines
51	Louis Stephens and Upchurch Meadow
52	HWY 55 and Green Hope School
53	Carpenter Upchurch and Green Hope School
54	Carpenter Upchurch and Heritage Pines

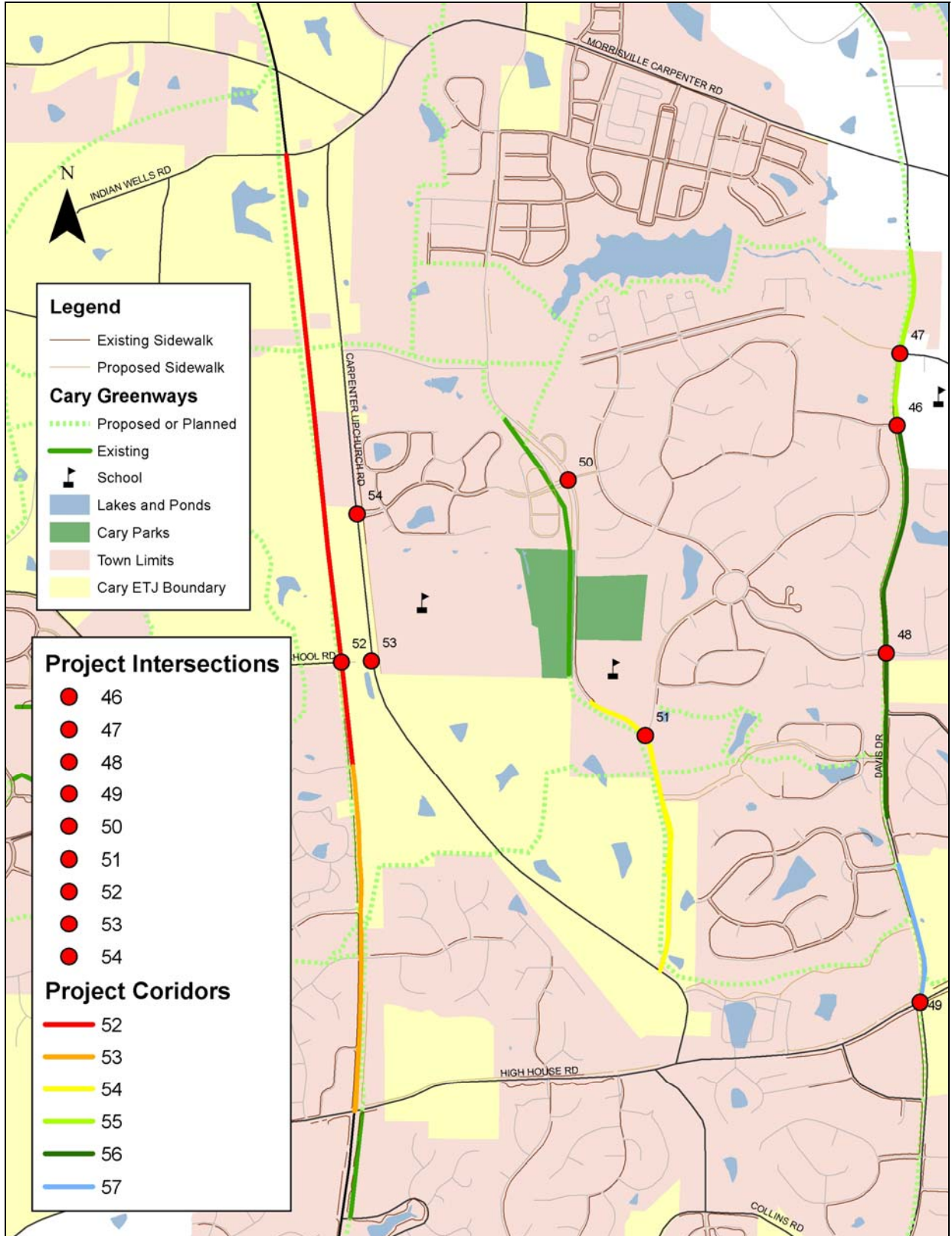


Figure 3-14. Descriptive image of proposed projects in the Davis Dr. and Green Hope area.

Cary Pedestrian Plan

Appendix 3: Project Development

3.4.7. Other Locations

Some locations were mentioned frequently in survey results, but did not apply to an area-wide focus. These projects were:

Corridor Projects

Location	From	To	Length (mi)	Proposed Action
Tryon*	Keisler	Walnut	2.06	Construct new sidewalk
Cary**	Coorsdale	US 1/US 64	0.21	Construct new sidewalk
Cary**	US 1/US 64	Tryon	0.58	Add sidewalk on one side
Cary	Tryon	Lochmere	0.49	Connectivity
Old Apex	Chatham	Laura Duncan	1.89	Construct new sidewalk
Ralph	Walnut	Maynard	0.88	Construct new sidewalk
Harrison***	Grande Heights	Adams	0.97	Add sidewalk on one side
Cary Towne Center	Maynard	I-40	0.81	Construct new sidewalk

* Part of Tryon Road Widening Project

** Part of Cary Parkway sidewalk construction project

*** Part of funded sidewalk project – under construction

Intersection Projects

Intersection
Academy and E. Park
Cary and Chatham
Cary and High House
Cary and Lake Pine
Cary and Lochmere
Cary and MacArthur
Cary and Two Creeks
Cary and Waldo Road
Cary and Westhigh
Chatham and Harrison
Harrison and Weston
High House and HWY 55
HWY 55 and Catlin
HWY 55 and Jenks
HWY 55 and Old Jenks
Kildaire Farm and Queensferry
Maynard and Hampton Valley
Maynard and Harrison
Morrisville Carpenter and Davis
Jenks Carpenter and White Oak Greenway