Traffic calming is a device or group of devices that is meant to achieve a desired result by becoming a self-enforcing, perceptible part of the road geometry. **The use of traffic calming measures is guided largely by collective traffic engineering experience**, documentation and best practices, balanced against local, state and federal regulations governing public transportation facilities.

Traffic control is a system of signs, signals and pavement markings that is intended to regulate, warn or guide facilities open to public travel. **The selection and placement of traffic control devices is standardized** by the FHWA in the Manual on Uniform Traffic Control Devices (MUTCD). Use of these devices is subject (and/or restricted) to the conditions noted in the MUTCD.

Device	Appropriate Level of Guidance / Analysis	Calming	Control
Speed Hump	A consensus of the impacted neighborhood and Cary traffic engineering staff. Staff would utilize our experience and knowledge of research into the effectiveness of different speed hump installations to guide that placement such that it will be most likely to produce the intended effect.	✖	
Traffic Signal 	An engineering study is required to be completed by the MUTCD. Staff would evaluate the traffic conditions, pedestrian characteristics and physical characteristics of the location. Factors relating to these would be analyzed according MUTCD recommendations.		✖
Road Diet / Lane Narrowing	Applicability is determined by staff through a review of transportation context, including potential neighborhood connections, predominant vehicle classifications and volumes.	✖	
Color and style of lane striping and marking symbols	Standardized and controlled by MUTCD to indicate direction of travel, allowable movements, lane use, etc.		✖
All-way stop 	The MUTCD states "the decision to install multi-way stop control should be based on an engineering study" and provides guidance on the conditions that apply.		✖