

## Traffic Calming on Tallyho Trail

### Major Concerns

- Speeding, sight lines, blind curves, and concern for pedestrians and cyclists on the road were the major concerns for Tallyho Trail.
- Most frequently cited problem area was the Lair Court and Tallyho crossing.
- Safety concerns are elevated during morning rush hour period (kids walking to school bus and people driving to work) due to relatively higher volume of traffic.

### Proposed Solutions

- Speed humps are controversial solution, some are for while others are very much against the installation of speed humps.
- Debate over speed tables, traffic circles, chicanes or chokers as appropriate solutions.
- Popular suggestions also include cutting back on vegetation, road widening to allow for pedestrian and cyclists (either gravel shoulder or sidewalk), and increased signage.

CONCERNS	SUGGESTIONS
COMMENT CARD RESPONSES	
<ul style="list-style-type: none"> <li>- reflectors on side of road in the curves</li> <li>- flashing sign (like ped x-ings) in curves</li> <li>- permanent radar sign</li> </ul>	<ul style="list-style-type: none"> <li>- way outside box- but some sort of caution lights a pedestrian could trigger as they entered danger zones</li> <li>- would also love signs to help people know what side way the right for walkers</li> </ul>
<ul style="list-style-type: none"> <li>- vehicles speeding around the blind curves on Tallyho – especially between Lair + Bugle</li> <li>- also Tallyho @ Rogers sight is impaired or vehicles going North on Rogers turning left onto Tallyho- I've experienced several close calls here approaching Rogers on Tallyho</li> </ul>	<ul style="list-style-type: none"> <li>- mini roundabout on key intersections, especially Tallyho + Lair, Tallyho + Bugle, Tallyho + Huntsman</li> <li>- speed tables on the straightaways between the sharp curves between Lair+ Bugle</li> </ul>
<ul style="list-style-type: none"> <li>- sight lines on curves</li> <li>- not enough road to share between vehicles, pedestrians and cyclists</li> <li>- need more space to share the road</li> </ul>	<ul style="list-style-type: none"> <li>- wider road, cut vegetation on curves</li> <li>- opposed to numerous speed humps/tables, any solutions that reduce the width of an already slim road, any solution the prevents snow plow</li> </ul>
<ul style="list-style-type: none"> <li>- sight lines, cut vegetation , define shoulder, gravel shoulders</li> <li>- signs to say walk facing traffic</li> </ul>	<ul style="list-style-type: none"> <li>- cut vegetation severely in S curves</li> <li>- gravel shoulders</li> <li>- educate all users of the road</li> <li>- mini circles or tables might be best</li> <li>- not humps</li> </ul>
<ul style="list-style-type: none"> <li>- being able to walk safely, especially in mornings when kids need to get to the school bus and people are driving out to get to work</li> <li>- school bus stops at Lair Ct- children need to either cross at blind curve or cross earlier and walk unsafely with traffic for several hundred feet</li> </ul>	<ul style="list-style-type: none"> <li>- I like the combination of speed measurement signs between Rogers and Tallyho to slow people down before the hill</li> <li>- mini traffic circles</li> <li>- speed tables/humps</li> <li>- flashing lights for pedestrians at blind curves including Lair Ct</li> <li>- cutting back vegetation</li> </ul>

	<ul style="list-style-type: none"> <li>- more mowing of vegetation so walkers can step off</li> <li>- Be aware of hills/ cars gaining speed as they go downhill</li> </ul>
- speeding and blind curves	<ul style="list-style-type: none"> <li>- mirrors on blind curves</li> <li>- signage? Dangerous curves, poultry crossing</li> <li>- pavement markings, reflectors</li> </ul>
<ul style="list-style-type: none"> <li>-no real problem compare to other roads I bike on</li> <li>-but as a recumbent bike I cannot go over speed humps</li> <li>-please no speed humps</li> </ul>	- widening Tallyho
-pedestrians walking in road and possibly being struck	<ul style="list-style-type: none"> <li>- gravel paths or areas where pedestrians can walk or step off of road</li> <li>-cut back vegetation severely</li> <li>- sidewalks or shoulders on road</li> </ul>
-biggest concern is speeding	<ul style="list-style-type: none"> <li>-speed humps/tables and/or chicanes where speeds are higher</li> <li>-traffic circle might work well at Hunstman</li> </ul>
<ul style="list-style-type: none"> <li>-speeding</li> <li>- cars moving into the opposite lane, and not slowing down, when approaching pedestrian or cyclist</li> </ul>	-maybe combination of traffic circle and speed humps
<ul style="list-style-type: none"> <li>-between Lair Ct and Bugle Ct the S curve</li> <li>-Lair Ct. curve</li> <li>-do we need signage for each speed hump</li> </ul>	<ul style="list-style-type: none"> <li>-Do NOT want 10-12 speed humps going in/out of neighborhood</li> <li>-blinking signage for walkers</li> <li>-cut back</li> <li>-do NOT want lighting</li> </ul>
<ul style="list-style-type: none"> <li>-the curve at the 1200 &amp; 1110 feels like a particularly difficult place to go walking</li> <li>- I like the idea of chicanes &amp; chokers</li> </ul>	- I would prefer not to use measures that would require street lights or that would prevent snow plows
<b>ONLINE RESPONSES</b>	
there are no problems	nothing should be done until they have sidewalks and lights in-that is the true problem
Recently I retired and have spent a lot of time in the front yard gardening and haven't noticed speeding cars or a huge increase of traffic. While there is an increase in the morning and evening, people are just going to and from work, nothing excessive.	We don't need any traffic calming devices, there isn't a problem
There are some people who are still going too fast. School buses and Fedex drivers are worst offenders. There are some who are on phones some actually are shaving on their way to out to work.	The 1400 area people tend to get rolling pretty fast but where you propose to put a calmer is on the incline, move that 50 yards west. We only need two calmers not five.

The road is too narrow and there is no place for pedestrians. Speed really is not the core issue here.	A sidewalk would be a fundamental solution to this problem.
The blind curves combined with the tall grass and overgrown trees make the road dangerous even at the speed limit. Tallyho will never be walkable and I think the neighbors who are complaining are trying to make us Parkside. It just isn't that kind of road although I do support measures to reduce excessive speeding. By the way, I've lived here for nearly 16 years and never heard complaints until ONE neighbor started complaining. I do feel for her and those who live on Tallyho but I wonder if this has been overblown.	I truly do not want speed bumps. They are ugly and they are permanent. However I appreciate that those who live on Tallyho are affected by speeders more than I am, so I would support low wide speed tables if they were nicely done. I only support adding the ones that are for 28-30 mph. Anything that is rated 20-25 is just going to cause drivers to constantly use their brakes to the detriment of their cars and the environment. I also only support putting in two, not four.
Fast driving	For those of us in the back of the neighborhood, we don't want to have too many speed bumps between our houses and Rogers Rd. But it is important to slow down traffic, so bumps that require slowing down are fine, as long as we don't have to slow down to ridiculously slow speeds.
Most of the school buses drive too fast. Delivery trucks speed as well. As do some of my neighbors. That said, my family of 2 adults does not experience the street traffic as dangerous. I find that paying attention while walking, driving or biking, and stepping off the side of the road, when I am a pedestrian, sufficient for safety. That said, if I were a parent, I would be concerned for the safety of my children.	I am opposed to chicanes, traffic circles, and chokers. The road is too narrow to accommodate any of these without becoming one-way. The street is too long to be made one-way in places, and still expect traffic to move well. I think these devices would also make the road more hazardous for bikes and pedestrian traffic. Given that we are considering stage 2 implementation, I would prefer speed tables. Installation at the base of hills and near blind curves would be most appropriate, as these are the places of greatest opportunity for speed-induced mishap. (Though, as a cyclist, I think I would find a speed-slowing device at the base of a hill rather dangerous!)
No concerns.	We do not feel that the traffic calming mechanisms proposed in the slideshow are needed. I have been here for 3 years and have never seen an issue with pedestrians being at risk due to traffic. Cars seem to always slow down and move to side of pedestrians. We feel that neighbors are respectful of individuals who are walking, running, with dogs, etc.
Biggest concern is pedestrian safety. Rush hour plus right after school is out worst times.	I'm in favor of whatever the town's traffic engineer thinks is best.

not a big deal	radar speed displays are effective speed tables OK, but do not place in front of homes
I have no concerns and I worry if you put in traffic calming measures then fire and police can't get here fast enough.	I am opposed to all of them-it is dangerous to put them in on long windy roads. Why not put in sidewalks and street lights?
When people are coming home from work seems like the worst time for traffic. At night I think people who are visiting the neighborhood do not realize that it is a residential area and they need to slow down.	sidewalks, widening the road, adding children live here signs, possibly speed bumps
Biggest concern is that there are no good places to get off the road when you're walking. There are a number of sharp curves that prevent drivers being able to readily see pedestrians. The most problematic times are in the morning and evening as residents go and come back to work.	The only way to really affect a consistent change of driver behavior is going to be with traffic calming humps. The ones that I have seen that are really annoying are in Wexford. They are too radical and numerous. The best I have seen are on Oak St in Carrboro. You have to slow to 25 but the ride over is smooth and not that noticeable at the proper speed.
Concerns: speeding; blind curves; narrow road relative to width of school buses/delivery vehicles/emergency vehicles; short sight lines; pedestrians walking in road. Problem locations: blind curves at bottom of hills (intersection with Lair Court, curve at 1300 block, curve at cut-through to Meadow Run); entrance to neighborhood at power lines; straight stretches between these curves.	I would prefer chicanes or mini traffic circles but do not think either would work given the narrowness of the road and the lack of 4-way intersections (possible exception for traffic circle: intersection of Tallyho and Bugle Ct.). As a result I am not opposed to speed tables/humps. Location: Absent any limitations I would place them at intervals roughly corresponding to where the traffic sensors were placed (1500 block, 1400 block, 1200 block, 1000 block).
The number of people that speed. In particular, large service vehicles like UPS, USPS, FedEx, dump trucks, etc. tend to honk their horns in warning as they speed (40+ mph) down the hill at Lair Ct. and past my house. I worry that I or my daughter will be hit when backing out of my driveway. Also, my son has to walk up that hill to his bus stop. I live at 1319 Tallyho Trail.	Either the speed bumps or the speed tables. I think the road is already too narrow for the other measures. I'm not sure what the best places would be. Either at the top or the bottom of that hill near Lair Ct.
My biggest concerns are the blind curves and the elevated speeds along the long, narrow, winding length of Tallyho. My family (including my two kids) frequently bicycles to & from work and school, and we often walk the neighborhood, also. I don't trust the traffic and have had problems with drivers not being responsible around pedestrians and cyclists.	I think, based on what my neighbors have told me, that the chokers would be appropriate for our neighborhood. The chicanes require lighting, which we don't have? The number of speed bumps/humps/tables that would be needed along Tallyho seems excessive enough to anger neighbors, bus drivers, delivery people, although I wouldn't personally have issues with that solution.
People driving too fast through the curvy parts where there are often pedestrians or other	Minimal interruption preferred-- not a fan of speed bumps. If necessary, then a speed table or

traffic; limited sight lines around curves; too fast around the turn to Reynard where there are more kids playing near the street or walking.	something more gradual, less bad for cars when you have to drive over it all the time. Chokers/chicanes preferred.
Biggest concern is safety of pedestrians and of children walking to the school bus and crossing the road. I used to try to walk down Tallyho Trail in the morning, but there are too many cars zooming out as people try to get to work or school. I'm especially worried about the school bus stop at Tallyho and Lair Ct because my daughter has either to cross the street at a blind curve or to cross farther up hill where she can see traffic coming and then walk with rather than against traffic.	I like the idea of a combination of speed humps or tables and mini traffic circles at a couple of intersections. These seem like they would slow down traffic without inconveniencing people who live at the far end too much. I also like the ideas suggested by my neighbors at the recent meeting: 1) work with property owners to trim branches or even cut some trees to increase visibility at blind curves, 2) keep grass along sides of road mowed so it's easier for pedestrians to step off road when a car comes, and 3) lights set up so that a pedestrian coming up to a blind curve could push a button and set off a flashing light around the curve so an approaching motorist would know to slow down and be careful.
Mornings and late afternoons are probably worse when you combine walkers with buses and cars coming and going from the neighborhood. I'm not denying there is a problem, but some of the regular walkers seem overly sensitive. Even when I'm driving speed limit or slower, they give me looks of disdain. I think, understandably since there are no sidewalks, there may be an unrealistic fear of a pedestrian being hit. Thank goodness this has never happened, and of course, it would be terrible if it did, but for some, the fear of it happening seems exaggerated. I hope the speed calming measures will help with this.	1. Sidewalks... no kidding. But these weren't an option on the power point. 2. Speed table (s). 3. Opposed to all other options. Seems the road is way too narrow for a series of chicanes, circles, chokers and humps seem like overkill. 4. I would defer to your traffic designers to decide best place to put these.
Speed. Delivery trucks, school buses. All poorly banked curves :)	Tallyho Trail is already quite narrow, so I would be opposed to any of the options that involve further narrowing. Overall, I think the speed table is the best choice. There are several curves in the road with relatively limited lines of sight, so positioning these in the curves would be good, possibly also at the bottoms of hills.
We have lived here since 1987 with two children growing up in the neighborhood. I personally haven't observed any difference in driving patterns in the nearly 30 years living in this neighborhood.	I would prefer not to see any traffic calming mechanisms put on Tallyho Trail. In the 30 years living here, I am unaware of any accidents that have occurred with pedestrians or bicycle riders in the neighborhood, and I am both of these. The least objectionable device would be the speed table. I strongly oppose all of the other options.

Speed and safe walking areas are big issues. Problem areas are anywhere there is a curve -- limited visibility.	Any of the calming measures in the slides would be fine. I think the circles are not viable because the road is so narrow. Speed tables at spots where there are curves seem most economical.
Too many homeowners do NOT maintain their property, Tallyho trail is overgrown.	Cut back trees esp on the hills/curves of Tallyho Tr. Don't want speed tables. Didn't mind the real-time speed indicator.
school bus drivers sometimes are very fast. after work (from 4-7) can be worse than other times. UPS or other service vehicles are sometimes very fast. The sharper curves (see any overhead map, for example, near 1203, 1310, or 1522 Tallyho) tend to be blind, and so a car in each direction plus a bike or pedestrian do not mix well (traffic calming will not help that, really).	there is not room for any of the first three devices listed in the slideshow (chicane, mini traffic circle, choker). There could be room for either speed hump or speed table devices.
Near our house, under the Duke Power lines, there is quite a sharp curve on a hill, and people often drive too fast when they cannot see what is coming. Getting out of our driveway can be difficult.	I don't like speed bumps, but I think a chicane nearby might help!
Because we live well away from Tallyho, I only occasionally see cars traveling dangerously fast.	Because the road is already so narrow, the chicane, traffic circle or choker would be very dangerous. When I bike on Tallyho, I can build up enough speed going downhill that a speed hump could cause loss of control. Of the options presented, a speed table is probably safest for bikers and least damaging to vehicles.
Speeding is the biggest concern and unsafe driving (tail-gating, speeding up to register high speed on the speed indicator sign). Lack of sidewalks and street lights contributes to the issue at dawn and dusk. All the down hill curve spots are particular problems. We live at 1315 Tallyho and are at the end of a hill AND in a curve. We witness lots of speeding and conflicts between walkers and cyclists - though most have learned to get off the road quickly. Mornings and evenings are worst. School buses and visiting trucks often go too fast. People whose kids attend summer camp in back of neighborhood often fly to get to camp at 9:00 am in the summer. High schoolers at lunch can also be a problem. Often they may be friends of people who live in the neighborhood. People try to swing wide to avoid walkers, but then end up coming head to head with cars coming the other direction due to the limited sight lines. A plan	Speed tables are my choice. Like they have in Lake Hogan. I know that is hard for people in the back of the neighborhood who have to cross all of them, but speeding has been the burden of people in the front of the neighborhood for many years. Those of us on Tallyho Trail can't even let our children ride bikes w/o close supervision of going to a cul-de-sac because it is just too unsafe. I think the chicane and choker will not work due to the limited sight lines AND the folks that will just be clueless and not yield so you will end up playing chicken. The mini traffic circle is not appropriate for a neighborhood with no street lights - I would be will to bet cars would go right over it even with reflective markers. I deal with 2 traffic circles daily in my commute and that some folks are still totally clueless about how to use them. I prefer a speed table to a speed hump so that it is a bit easier on the cars that will traverse it a lot. As far as location, I suspect you have

that just involves educating people in the neighborhood does not work as there are many cars from outside of our neighborhood that contribute to the problem. Traffic calming measures are a must.	studies that would address this, but need to find the straight sections. One near power lines, one prior to curve in 1300 section, one near entrance to Fox Meadow run, one at top of that hill or within it, one on straight stretch prior to reaching Reynard. Would be easier to show on a map.
I prefer chicanes, chokers, and mini traffic circles to the speed humps and tables	The number of speed humps/tables required and the 'noisy' drawback were big deterrents
I have lived here since 1990 and have never heard of or seen an accident. Tallyho is by far the safest road around here. Neighbors should mow their lawns to make it easier to walk off the road	1)Widen Tallyho Trail, 2) keep the digital speed sign up all the time, 3) paint speed bump lines on the street and put up signs so people think it's a speed hump
Don't do it! It'll make the road more dangerous than it already is	Build a walking path through everyone's backyard. Or put in sidewalk, street lighting.
I would not have bought a home here in 2005 if I thought the town was going to do this	