

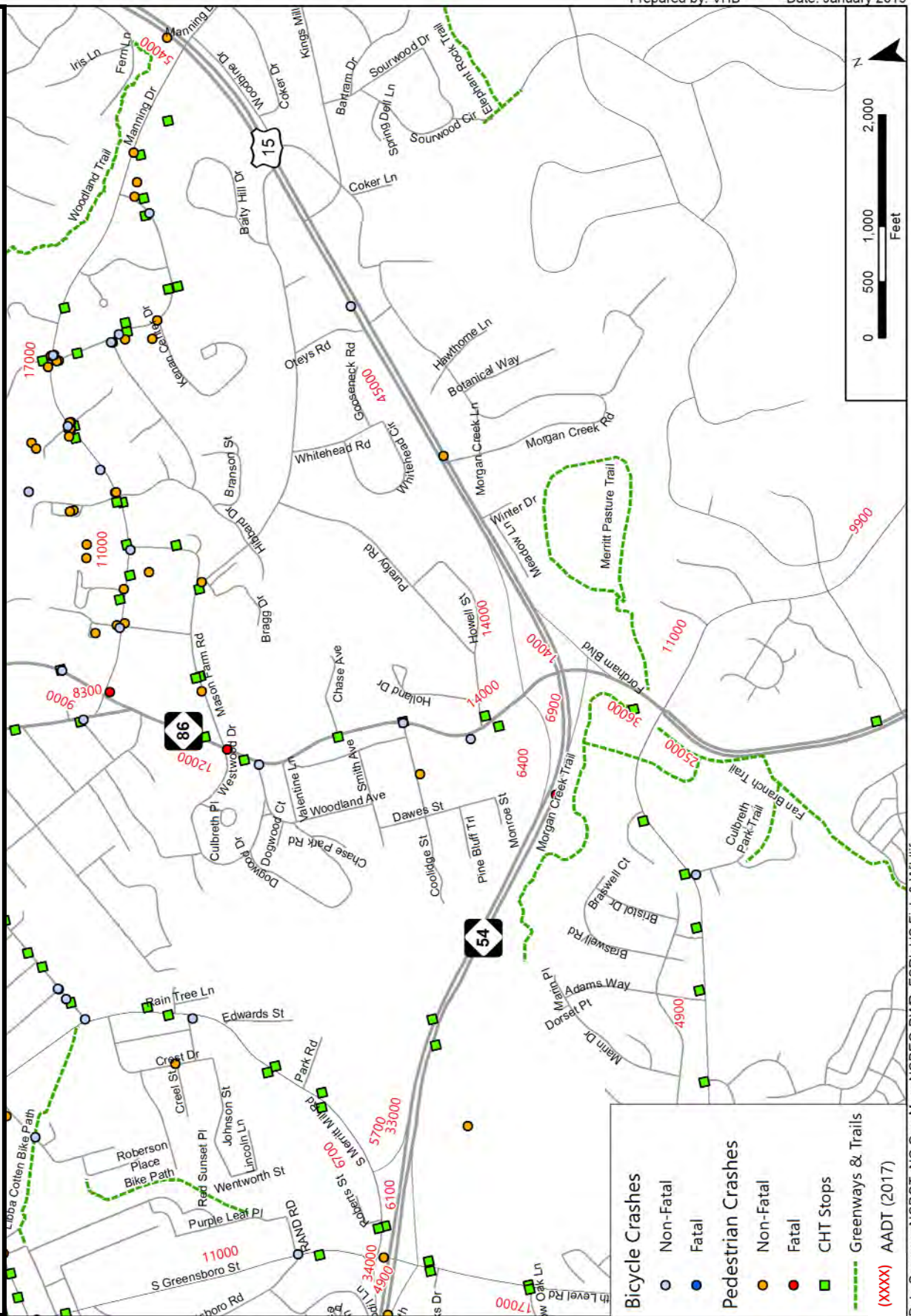
# Field Visit Guidance

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**Observe and record what you see for physical elements and behaviors that may affect pedestrian and bicycle safety along NC 54.**

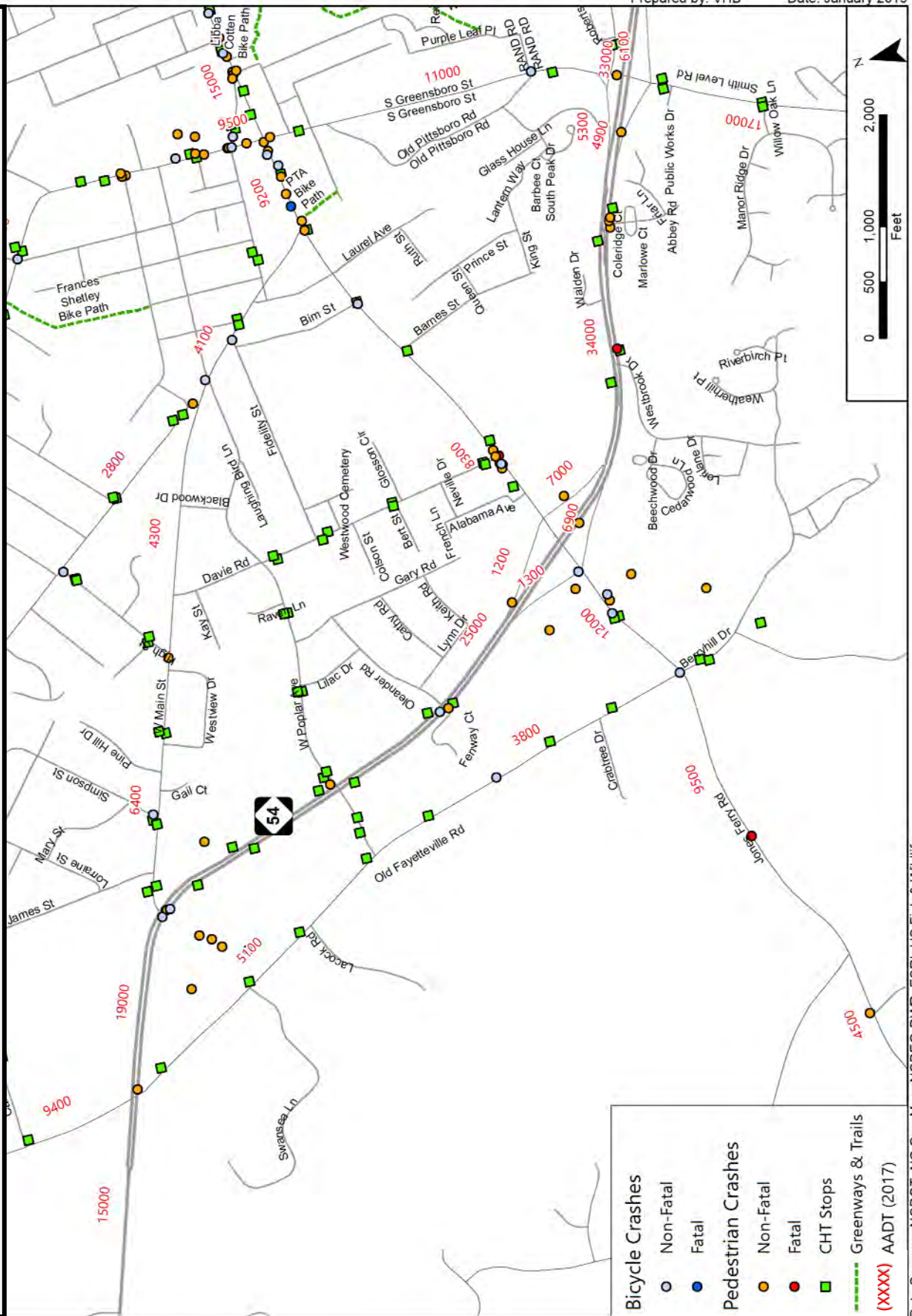
- Presence and continuity of facilities (bike, ped, and transit)
  - Sidewalks
  - Curb ramps
  - Bus stop
  - Bus stop shelter
  - Paved trail
- Quality of facilities (bike, ped, and transit)
- Overhead lighting
- Visibility of expected pedestrians and cyclists
- Driveways and other conflicts
- Signs
- Pavement markings
- Signals: pedestrian signals and phase timing
- Destinations (e.g. businesses, schools, recreation, homes)
- Observed traffic behaviors, including speeding, turning movements, and gaps in traffic
- Observed pedestrian/bicycle behaviors (travel and crossings)

# Segment 1 –Manning Dr to Smith Level Rd



Data Sources: NCDOT; NC One Map; NCDEQ-DWR; ESRI; US Fish & Wildlife

# Segment 2 –Smith Level Rd to Old Fayetteville Rd



Bicycle Crashes	
○	Non-Fatal
●	Fatal
Pedestrian Crashes	
●	Non-Fatal
●	Fatal
■	CHT Stops
---	Greenways & Trails
(XXXX)	AAADT (2017)

Data Sources: NCDOT; NC One Map; NCDEQ-DWR; ESRI; US Fish & Wildlife

# Manning Dr @ NC 54



- No sidewalk present (south side). Steep slope along Manning Dr. Drainage below guardrail. Very unsafe crossing in any direction.
- Overhead tree canopy on north west corner. Free flow RT lane? If so, move pedestrian crossing nearer to beginning of radius to improve pedestrian conspicuity.
- Could add yield line at pedestrian crossing on right turn slip lane for emphasis. Bike loop signage is faded. Consider moving pedestrian crossing to north to improve visibility for south bound traffic.
- No pedestrian signal head-on south east corner. Long green phase on NC 54. No Sidewalk to the south on Manning Dr. No advance yield line on Manning Drive headed west to NC 54.
- Mysterious curb cuts on Manning Drive north of intersection. Bike markings are faded at Manning Drive north. Overhanging trees may limit visibility of pedestrians on north west side of intersection

# Oteys Rd @ NC 54



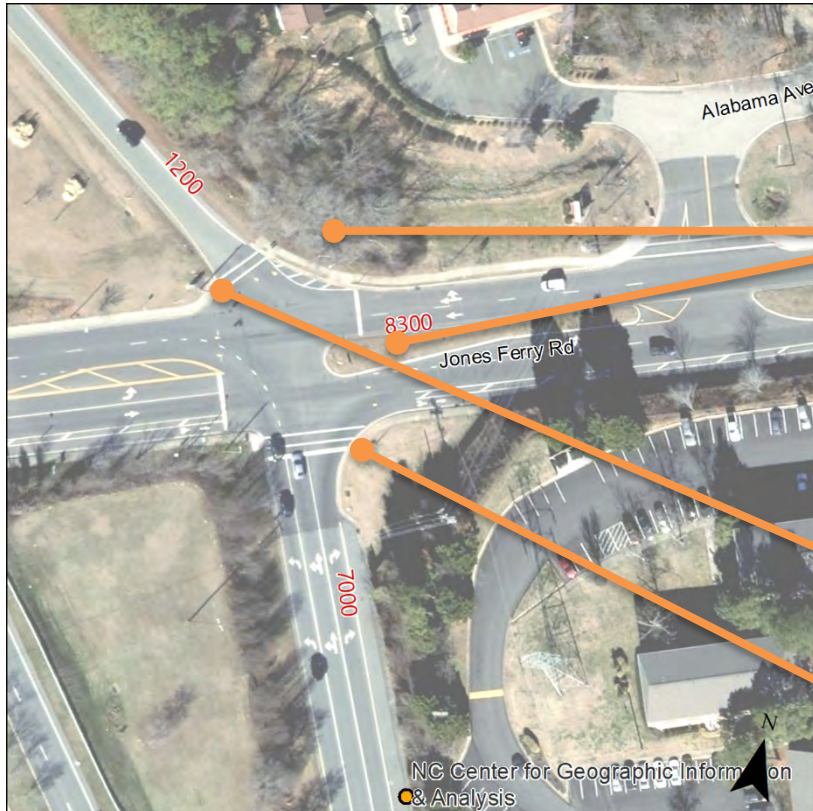
- Very steep slope. No visual cues to NC 54 traffic to expect bike ped crossings. No bike ped facilities and network on either side of road.
- Recommend Zig Zag crossing in median to reduce conflict with high speed right turns.
- Crest limits sight distance for east bound traffic (west of intersection). Street lighting in place.
- HAWK signal at intersection? Future Morgan Creek greenway area. Signal impacts gaps (from east)
- Broad median. High curb. Higher travel speed. Street lighting at four comers. Low density walkable neighborhoods. Paved shoulder on NC 54 east ends well before Ottey's Rd.
- Long crossing time. Speed. No pedestrian facilities
- Rise heading east make visibility to cross. No pedestrian lighting.

# Kingswood Apts @ NC 54



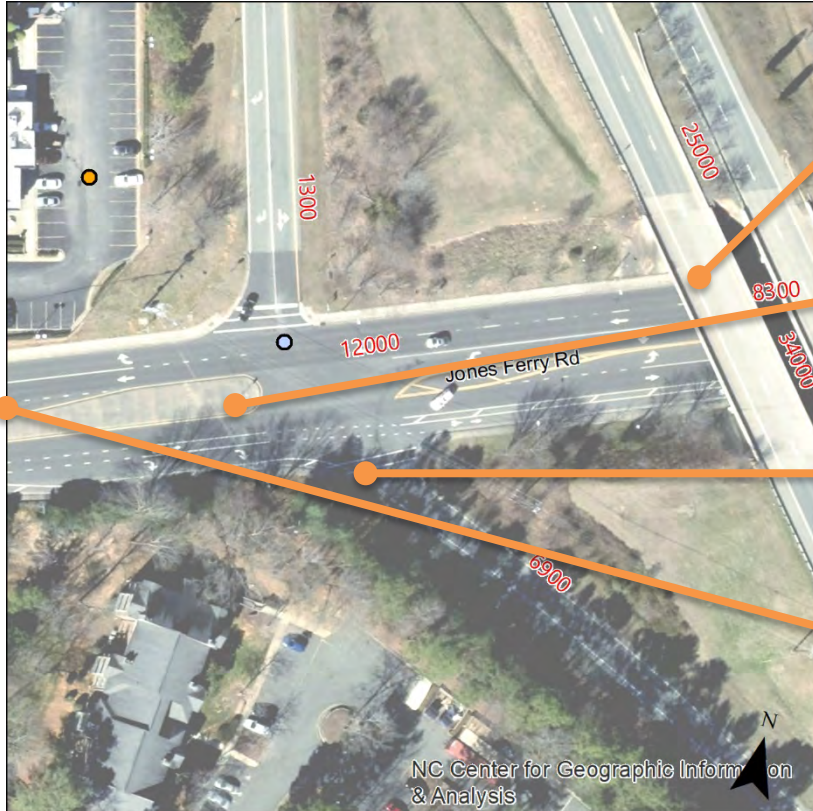
- Consider near side bus stops, (see notes), consider left over for pedestrian refuge. Restripe existing bus lane as right turn acceleration lane
- Consider zig zag concept, moving bus stops [signalized?].
- Talked to people who said dangerous at dark.
- No bus shelter on north side of NC 54. Three pedestrians crossed during visit. Pedestrians using median to stage crossing.
- Need sidewalk with ramps connectivity for bus stops. Rocky goat path in the median, south side connecting to bus stop.
- Consider left over.
- How necessary are bus pullouts?
- 1/4 mile to Morgan Creek Trail parking lot; Poor sight distance

# Jones Ferry (North) @ NC 54



- Good sight distance to east and west. Right turns and poor sight distance. Place crossing to the north? Some people crossing at BP gas station.
- Consider adding crosswalk on east left of Jones Ferry road, use island as refuge. Consider remarking crosswalks across ramp to promote pedestrian visibility to right turn motorists. Obtain ROW for sight triangle and vegetation management in North east quad. Over head tree canopy produces shade at pedestrian ramp. Add pedestrian signals. Replace pedestrian sign removed for fiber optical install.
- Revisit crossing configuration on north side of Jones Ferry. Consider no right turn on red.
- No pedestrian heads. Vegetation on south west corner block visibility. Existing street light on south west corner.

# Jones Ferry (South) @ NC 54



State bike route? Lighting under bridge? Mismatch of bus stop. North bound bike lane plus separation.

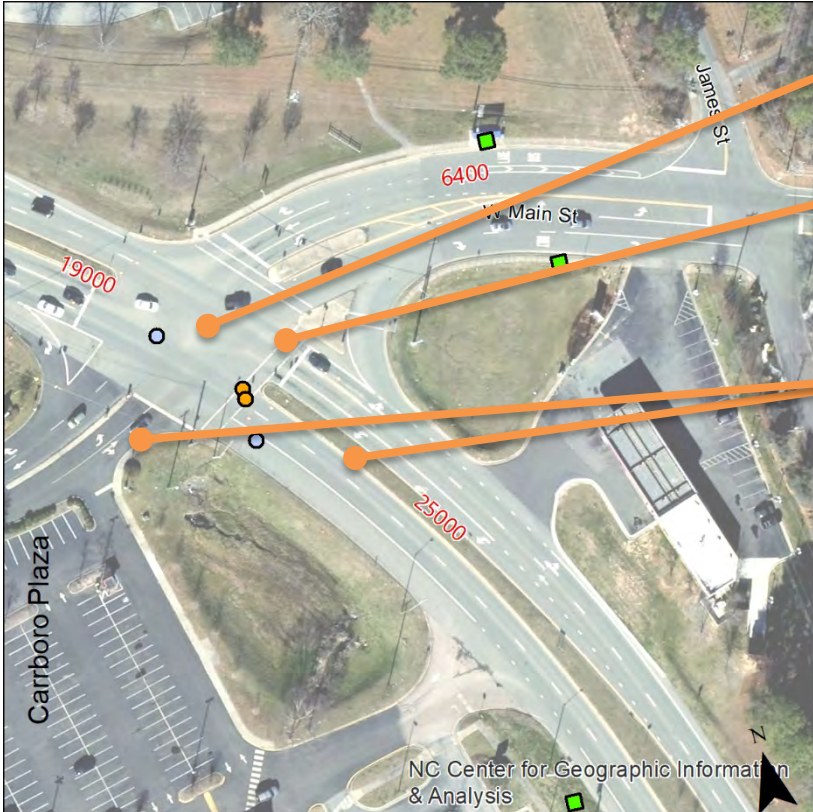
No marked crossing [across Jones Ferry Rd]

Conflict with on ramp and crosswalk.

Lighting on westside. No crosswalks across Jones Ferry. Sidewalks with curb ramps. Bus stop south of intersection. Crosswalks across Jones Ferry at shopping center south of ramps.

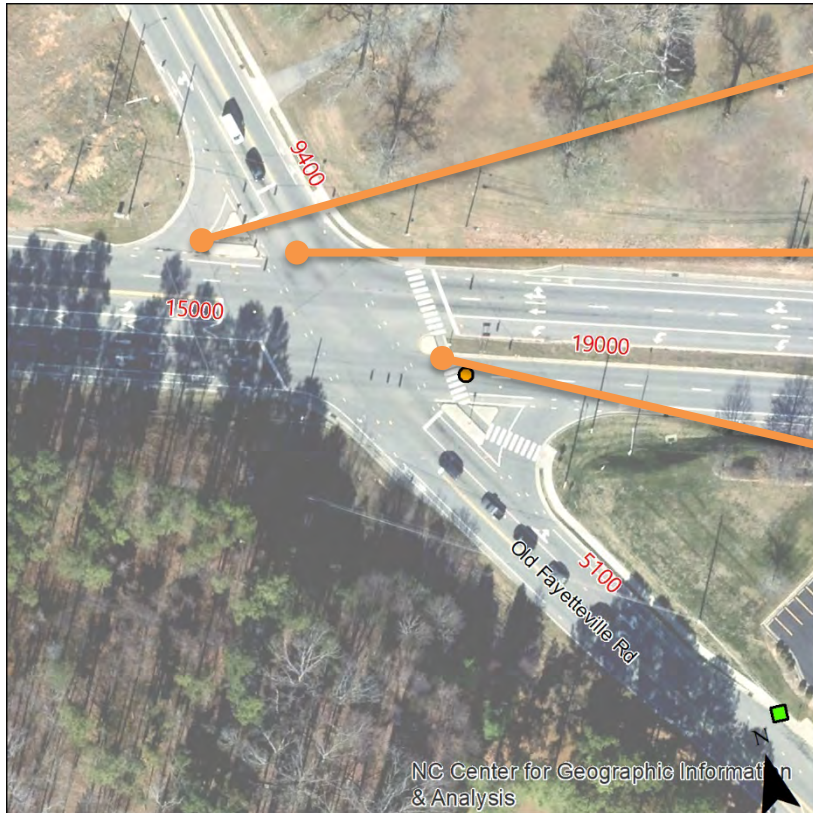


# Carrboro Plaza @ NC 54



- Crosswalk could be better with 2 padded white lines. Degraded low viz crosswalks
- Short crossing time for Main St. No protected left for the cross streets so they cross in front of pedestrians . Bus stop away from intersection but close to ABC store.
- Curb cuts across plaza driveway but crosswalks on sidewalk. No sidewalks along NC 54.
- Foot traffic in median. Remove detectable domes to nowhere on southwest corner of intersection. Detectable plates in poor condition in similar location. Bus stop in front of ABC store.
- High crest and sun in drivers' eyes at intersection. Needs protected left from Main St.

# Old Fayetteville Rd @ NC 54



- No crosswalks at porkchop on north side of intersection. Look into peak hour No Turn on Red signage. Re-evaluate signal timing for protected turns and when WALK phase is on.
- No lighting. Pedestrian crossing on NC 54 on permissive  $\emptyset$ , may not be readily visible to SB Old Fayetteville left turn traffic.
- Blank out sign? Left turn on permissive phase during pedestrian phase. This is a long left turn, can turning vehicles see pedestrians? Two stage crossing on NC 54 east of intersection.