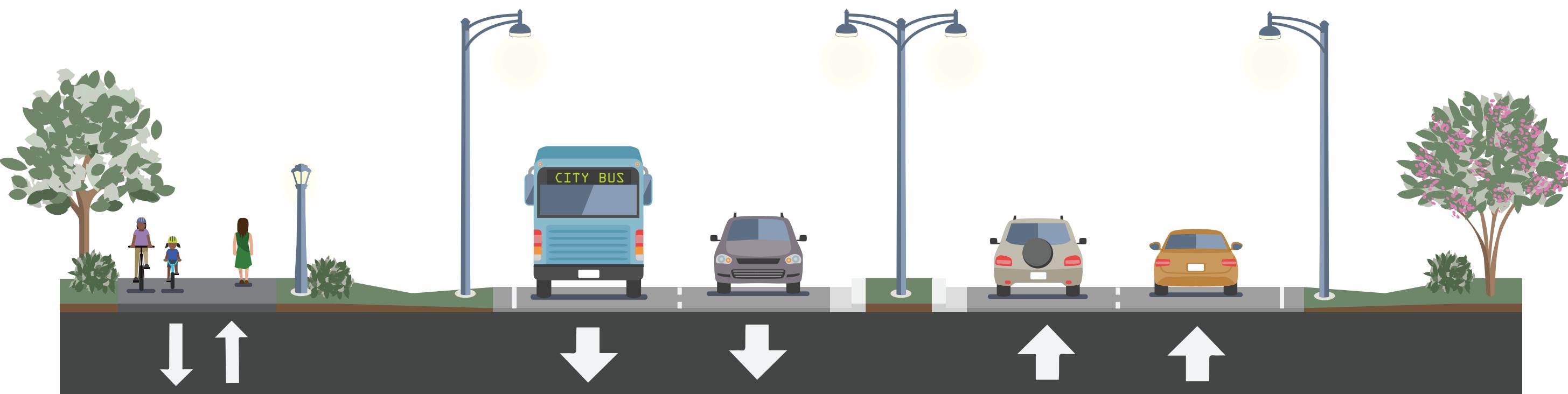
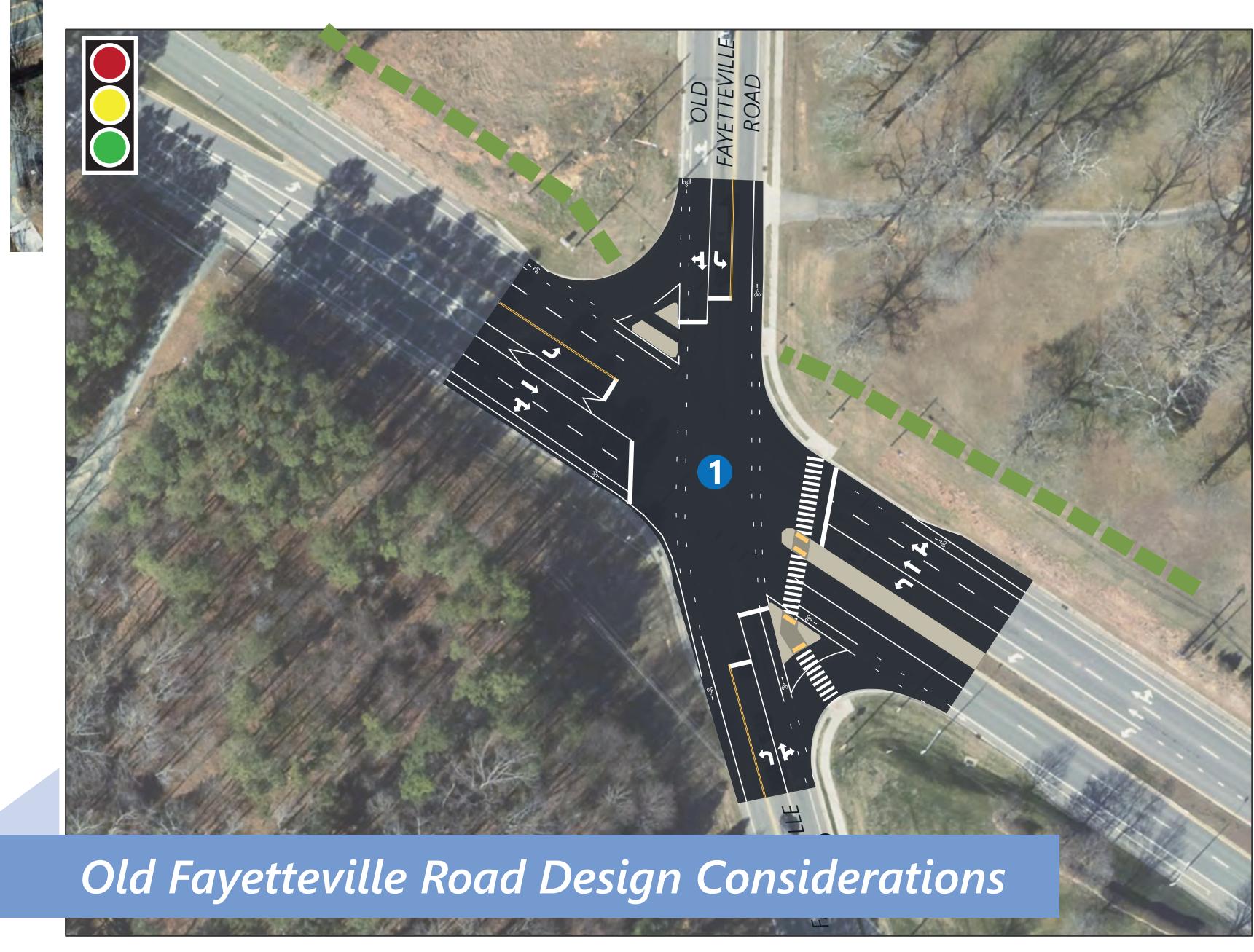
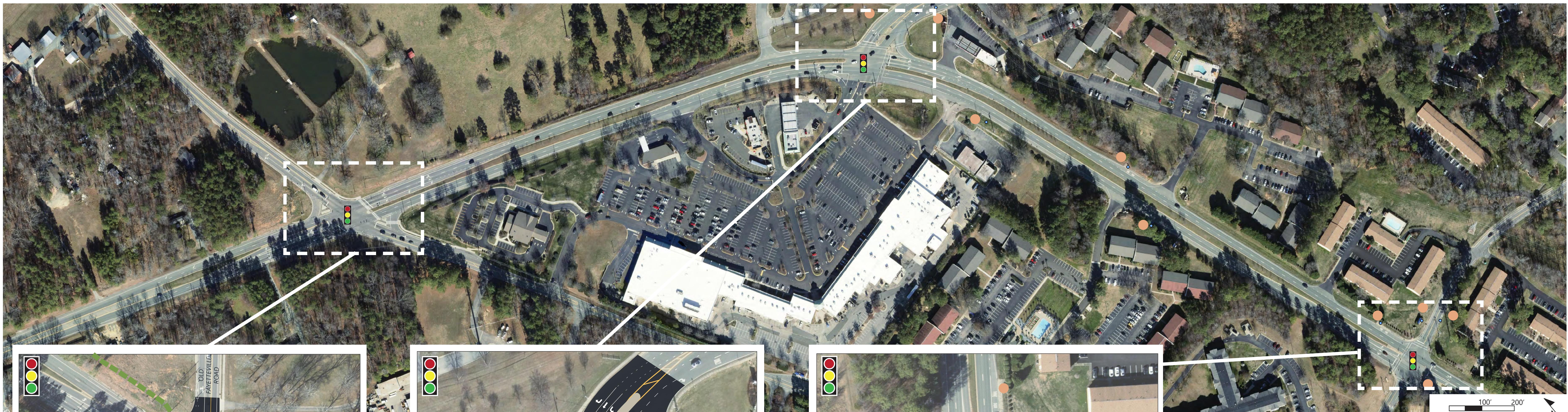


Old Fayetteville Road to West Poplar Avenue

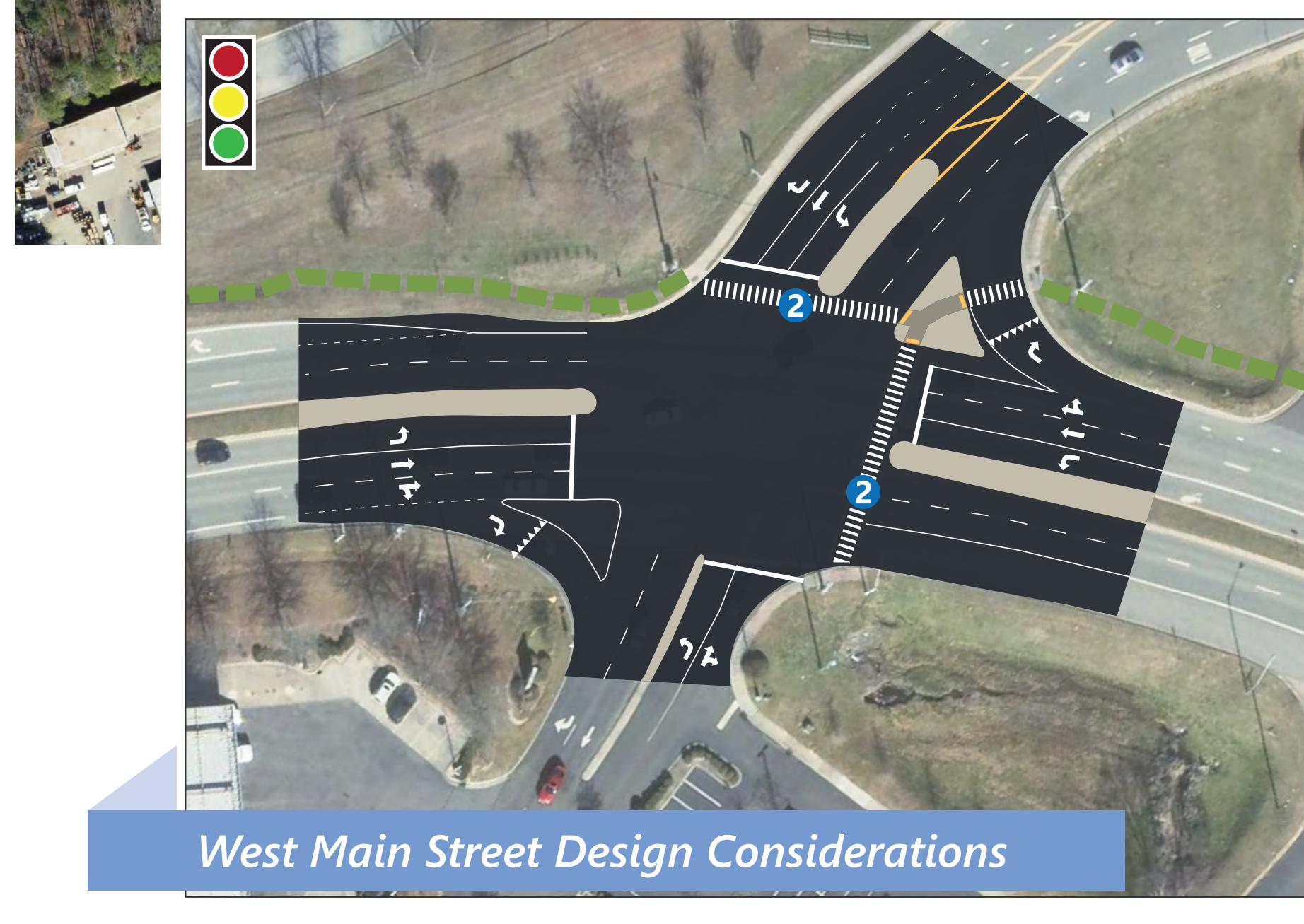
4-lane median divided roadway along a commercial and multifamily corridor with 20,000 daily vehicles



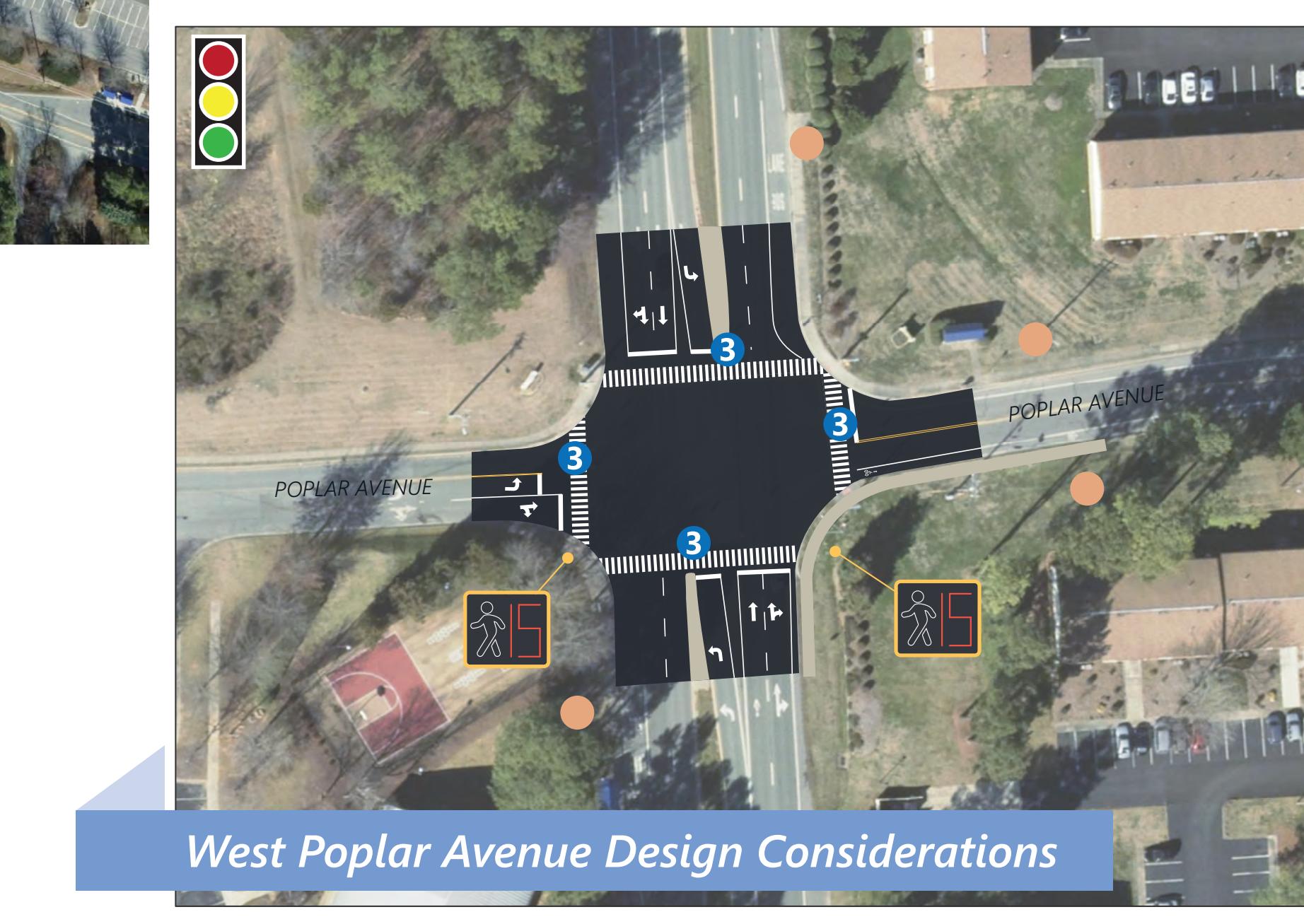
		Expected Level of Service				Transit	
		Old Fayetteville Road		West Main Street		West Poplar Avenue	
		EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
		B	B	D	D	B	B



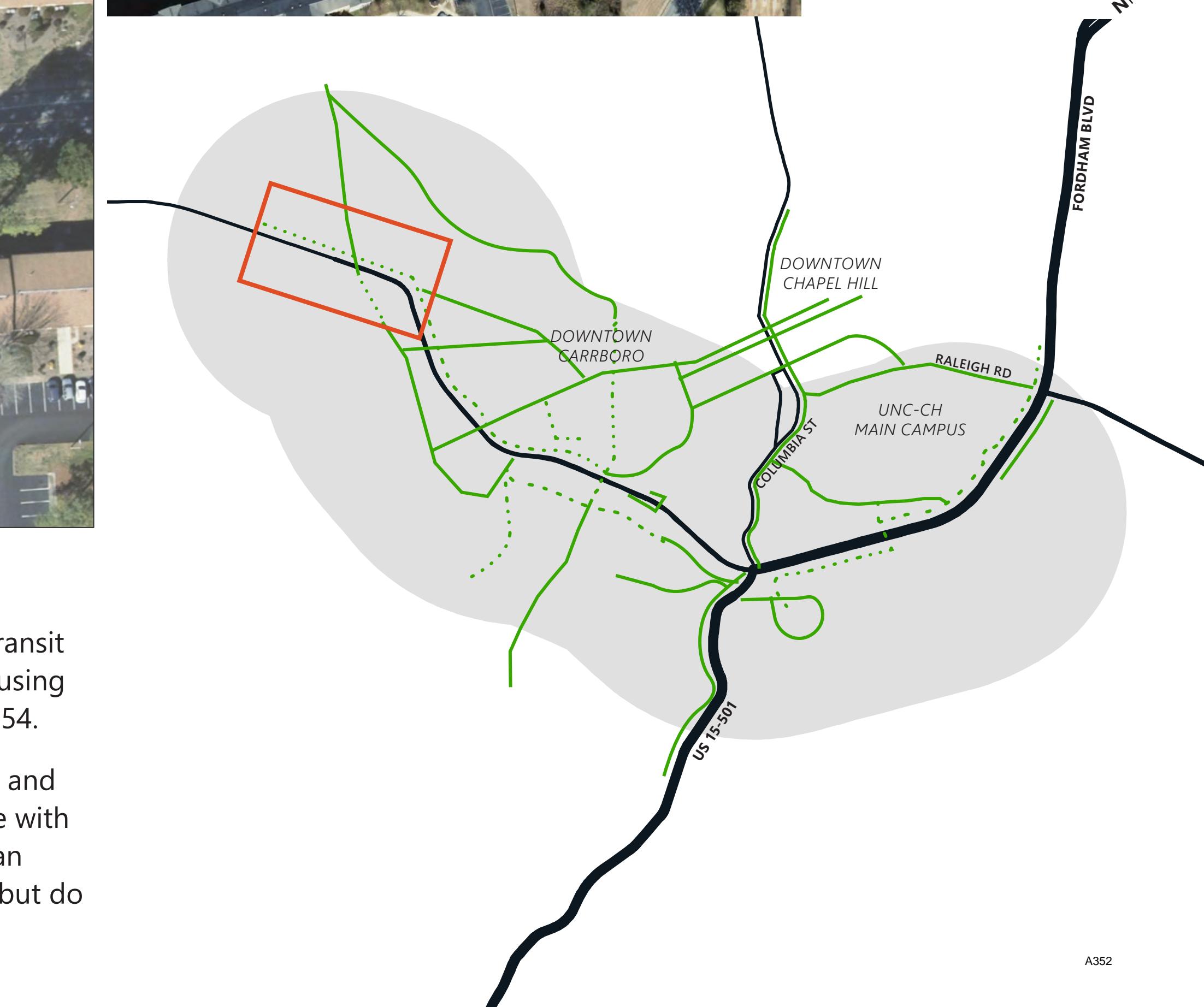
Old Fayetteville Road Design Considerations



West Main Street Design Considerations



West Poplar Avenue Design Considerations



1 Prohibiting Right Turns on Red is recommended at this intersection during peak times only. Peak times would coincide with school arrival and dismissal hours, since the intersection is located near two schools, a park, shopping areas, and housing.

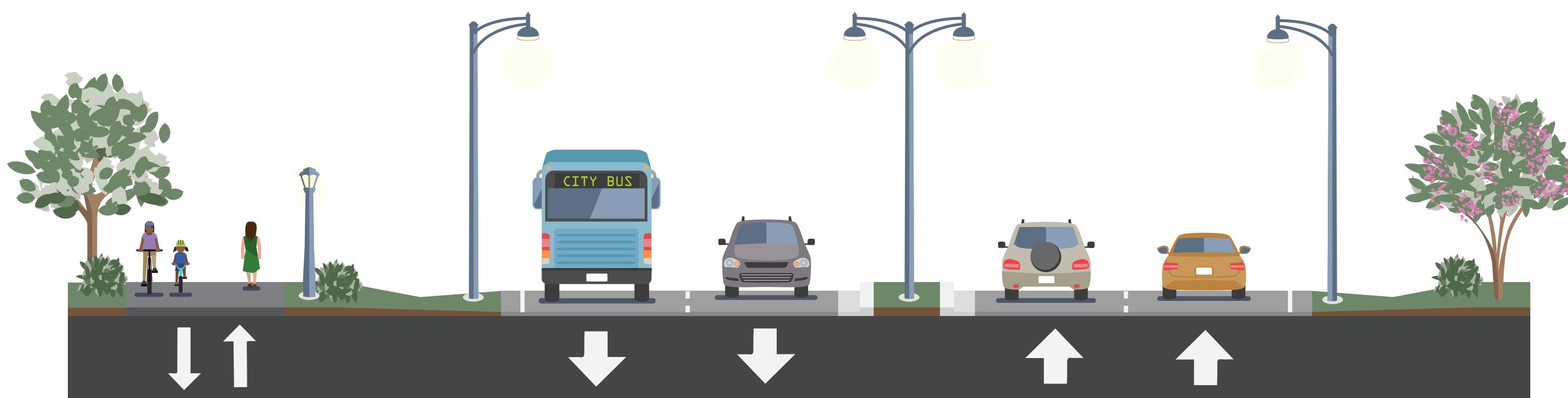
2 High visibility crosswalk markings are recommended at existing marked crosswalks at this intersection. These improvements will increase the visibility of pedestrians crossing between transit stops, the Carrboro Plaza, housing, and places of employment.

3 High visibility crosswalk markings with connecting sidewalks are recommended at all legs of the NC 54 and W Poplar Ave intersection. These improvements would support access to transit and pedestrian crossing at the intersection, especially those using the proposed Shared-Use Path on the east/north side of NC 54.

Pedestrian Signal Heads are recommended on the southeast and southwest corners of the intersection to clearly communicate with pedestrians when and how long they have to cross. Pedestrian signal heads are already present on the intersection corners but do not support a crossing on the south side of the intersection.

West Poplar Avenue to Walden Drive

4-lane median divided roadway along a commercial and multifamily corridor with 20,000 to 31,000 daily vehicles



What is Level of Service?
Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Expected Level of Service

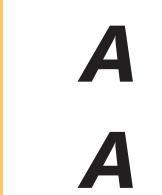
Jones Ferry Road North

NORTHBOUND
SOUTHBOUND



Westbrook Drive

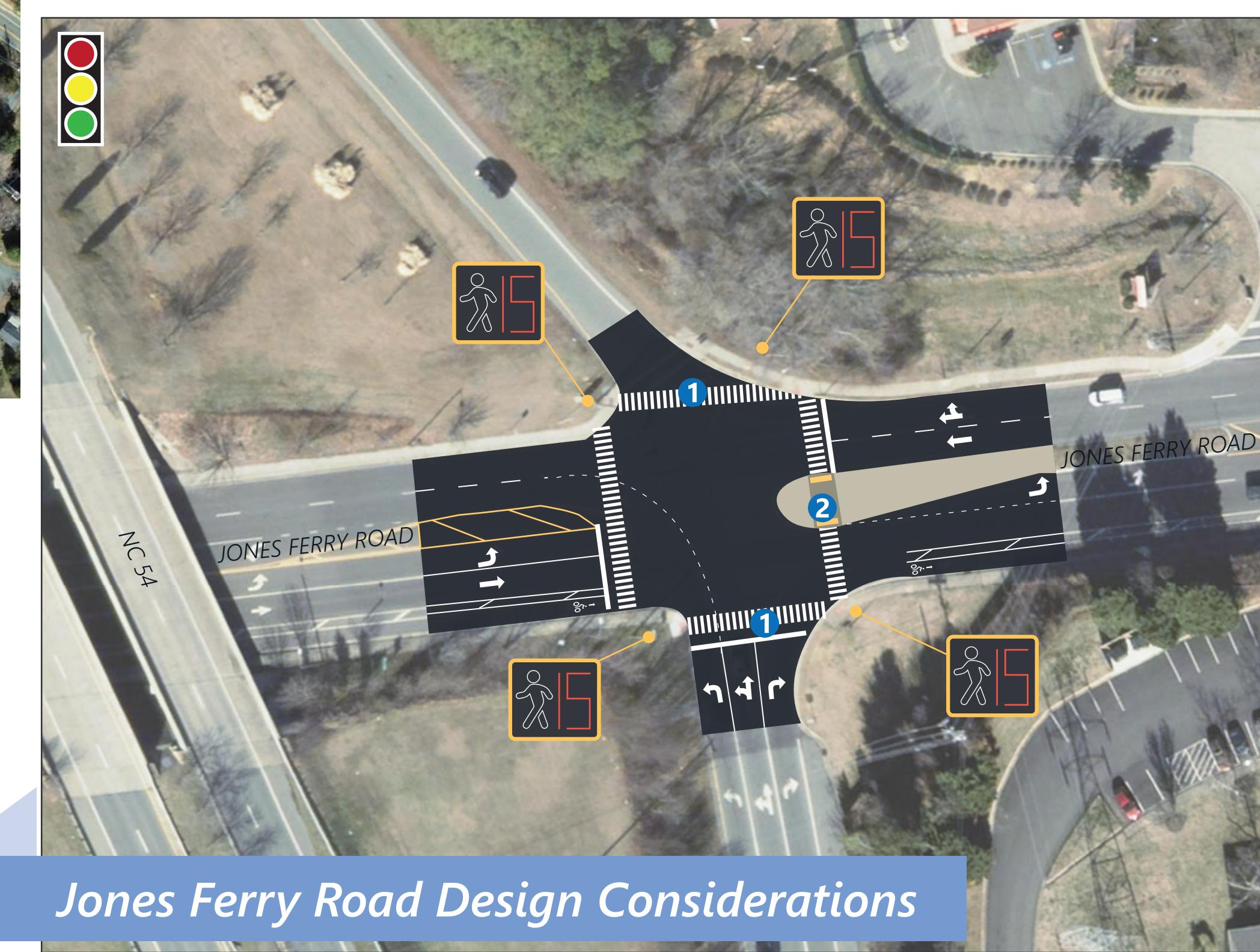
EASTBOUND
WESTBOUND



Transit

Existing Bus Stop

Relocated Bus Stop



Jones Ferry Road Design Considerations



Westbrook Drive Design Considerations

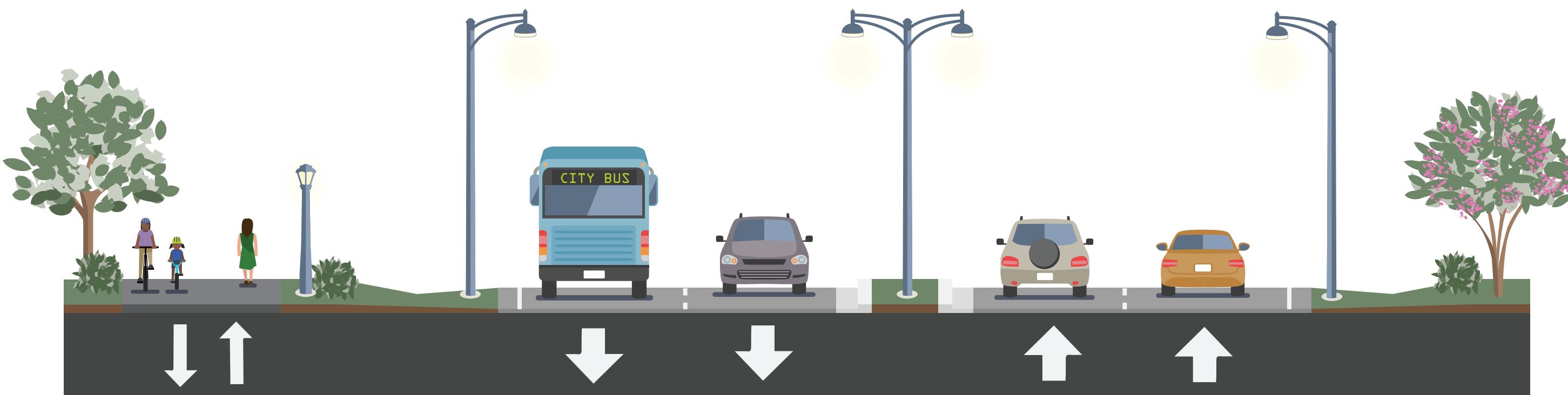
- 1 High visibility crosswalk markings, pedestrian signal phases, and pedestrian signal heads are recommended across all legs of the NC 54 westbound ramps on Jones Ferry Road. These would support pedestrians crossing Jones Ferry Road and people using the proposed Shared-Use Path on the east/north side of NC 54.
- 2 A pedestrian refuge island is recommended across Jones Ferry Road at the NC 54 westbound ramps. The refuge island would provide pedestrians and bicyclists a place to wait if they were unable to cross Jones Ferry Road in one stage. The pedestrian refuge island would also support the proposed Shared-Use Path on the east/north side of NC 54.

- 3 Modifying the intersection from an unsignalized left-in, right-out intersection to one with a signal is recommended at NC 54 and Westbrook Drive. The change to a signalized intersection would include the addition of a traffic signal that—when activated—would allow pedestrians to cross NC 54 at marked crosswalks in one WALK phase.
- 4 The addition of sidewalks and relocation of Chapel Hill Transit bus stops are recommended on the northeast and southwest corners of the intersection. Moving the bus stops from the existing locations to the proposed locations would better integrate with the proposed signalized intersection and encourage crossing at the marked crossing locations.



Walden Drive to Kingswood Apartments

4-lane median divided roadway along multifamily corridor with 31,000 daily vehicles



Expected Level of Service

Abbey Lane
EASTBOUND A
WESTBOUND A

Smith Level/Greensboro
NORTHBOUND D
SOUTHBOUND B

Transit

Existing Bus Stop
Relocated Bus Stop

What is Level of Service?
Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.



Abbey Lane Design Considerations

- Modifying the intersection from an unsignalized left-in, right-out to a signalized left-in, right-out intersection with pedestrian accommodations is recommended at NC 54 and the entrances to Abbey Lane. Changing the intersection would include the addition of a traffic signal that—when activated—would allow pedestrians to cross NC 54 at marked crosswalks in one WALK phase.
- The addition of sidewalks and relocation of Chapel Hill Transit bus stops are recommended on the northeast and southwest corners of the intersection. Moving the bus stops from the existing locations to the proposed locations would better integrate with the proposed signalized intersection and encourage crossing at the marked crossing locations.

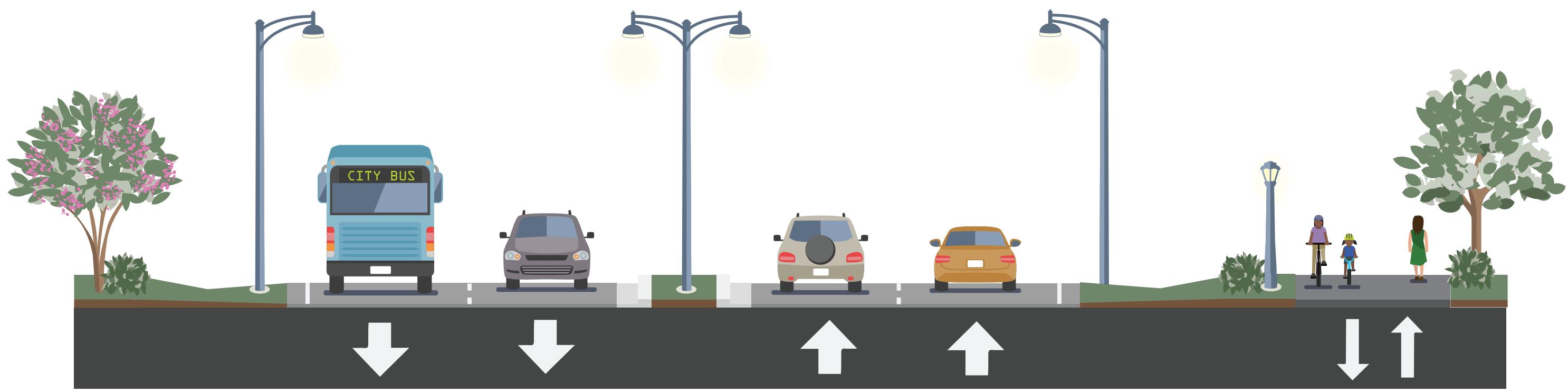
Smith Level Road Design Considerations

- High visibility crosswalk markings and pedestrian signal phases are recommended across all legs of the NC 54 eastbound ramps on Smith Level Road. These improvements would support pedestrian access across Smith Level Road and NC 54.
- Pedestrian Signal Heads are recommended on the four corners of the Smith Level Road and NC 54 eastbound ramps to clearly communicate with pedestrians when and how long they have to cross. Pedestrian signal heads are already present on Smith Level Road at the entrance to Frank Porter Graham Elementary.



Kingswood Apartments to Oteys Road

4-lane median divided roadway along a recreational and single family home corridor with 31,000 daily vehicles



Expected Level of Service

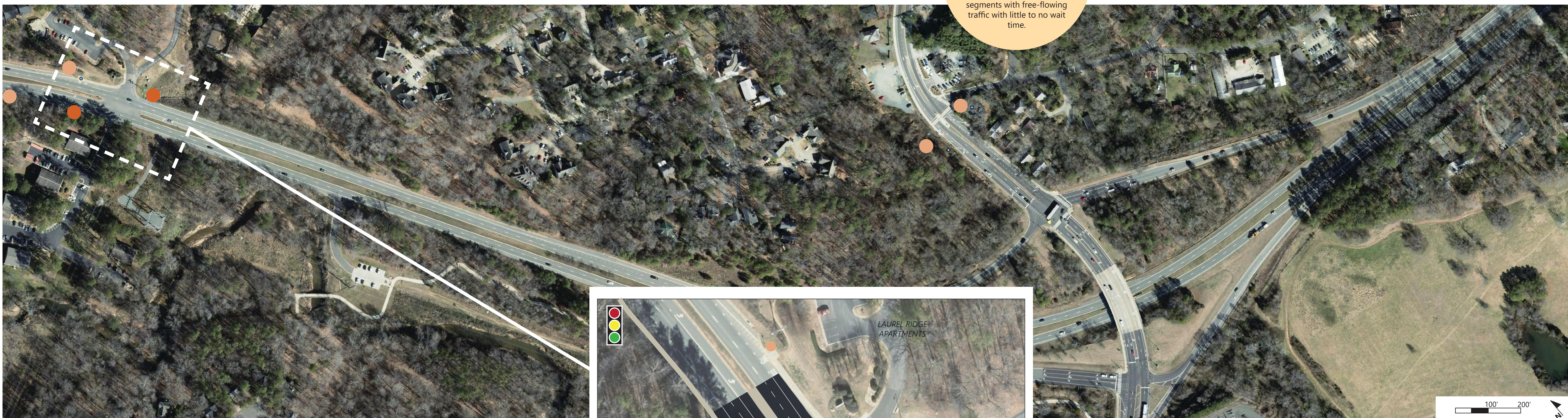
Kingswood / Laurel Ridge

EASTBOUND	B
WESTBOUND	B

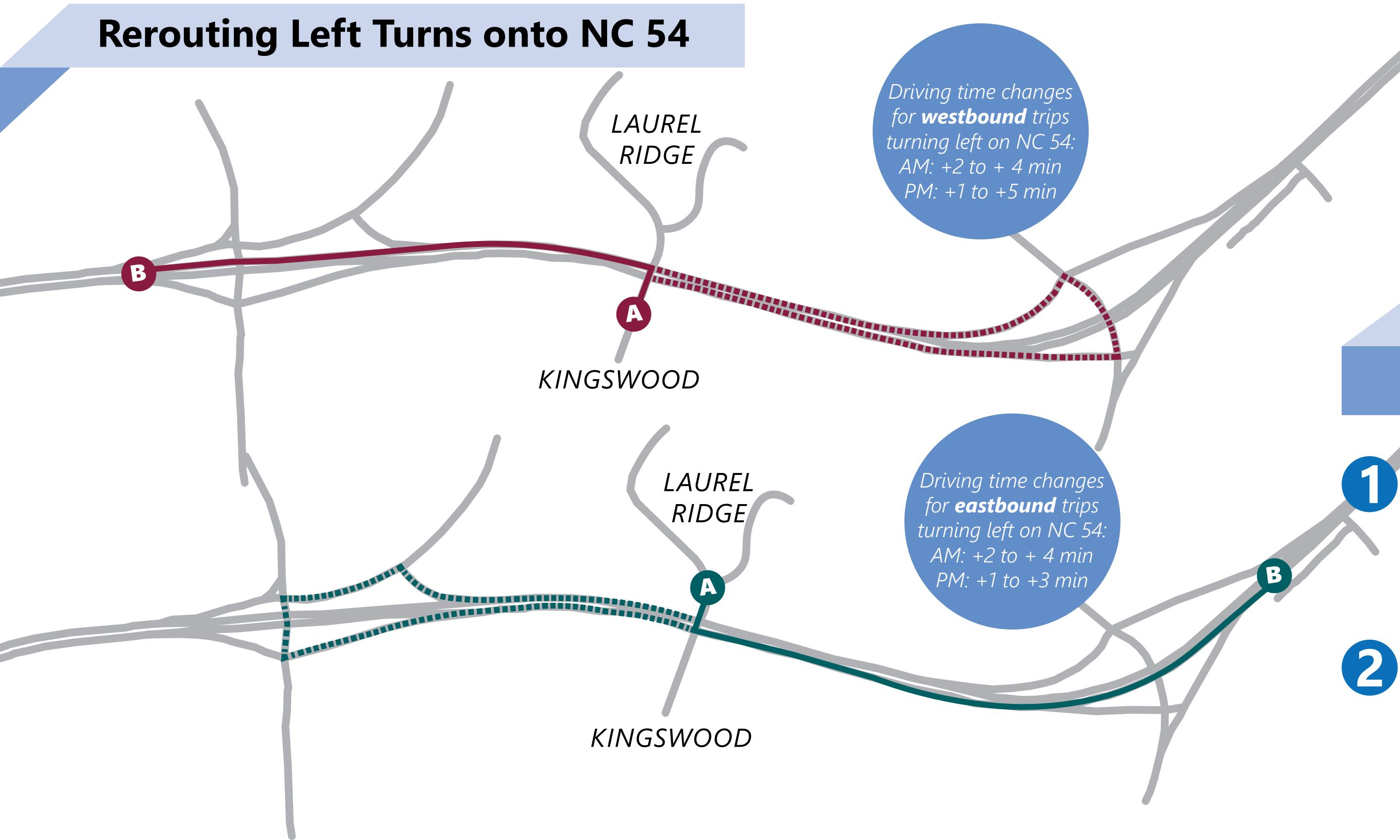
Transit

- Existing Bus Stop
- Relocated Bus Stop

What is Level of Service?
Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.



Rerouting Left Turns onto NC 54



Driving time changes for westbound trips turning left on NC 54:
AM: +2 to +4 min
PM: +1 to +5 min

Driving time changes for eastbound trips turning left on NC 54:
AM: +2 to +4 min
PM: +1 to +3 min



Kingswood & Laurel Ridge Design Considerations

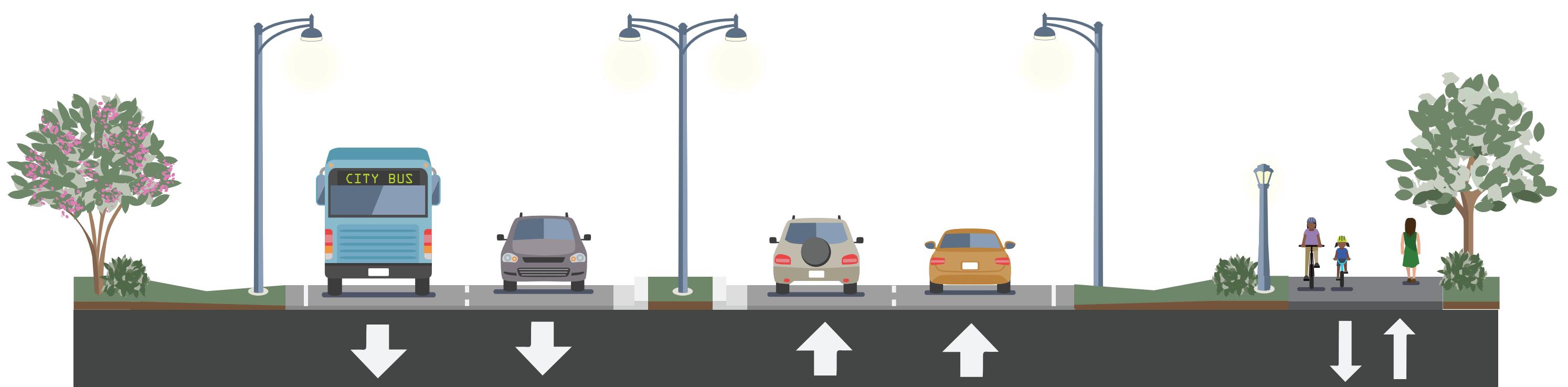
- Modifying the intersection from full access to a left-in, right-out intersection is recommended at NC 54 and the entrances to Laurel Ridge and Kingswood Apartments. Changing the intersection would include the addition of a traffic signal that—when activated—would allow pedestrians to cross NC 54 at marked crosswalks in one WALK phase while also improving safety for vehicles by lowering risk of angle crashes.
- The addition of sidewalks and relocation of Chapel Hill Transit bus stops are recommended on the northeast and southwest corners of the intersection. Moving the bus stops from the existing locations to the proposed locations would better integrate with the proposed signalized intersection and encourage crossing at the marked crossing locations.



Recommended Improvements

Oteys Road to Manning Drive

4-lane median divided roadway along a single family home corridor with 40,000 daily vehicles



Expected Level of Service

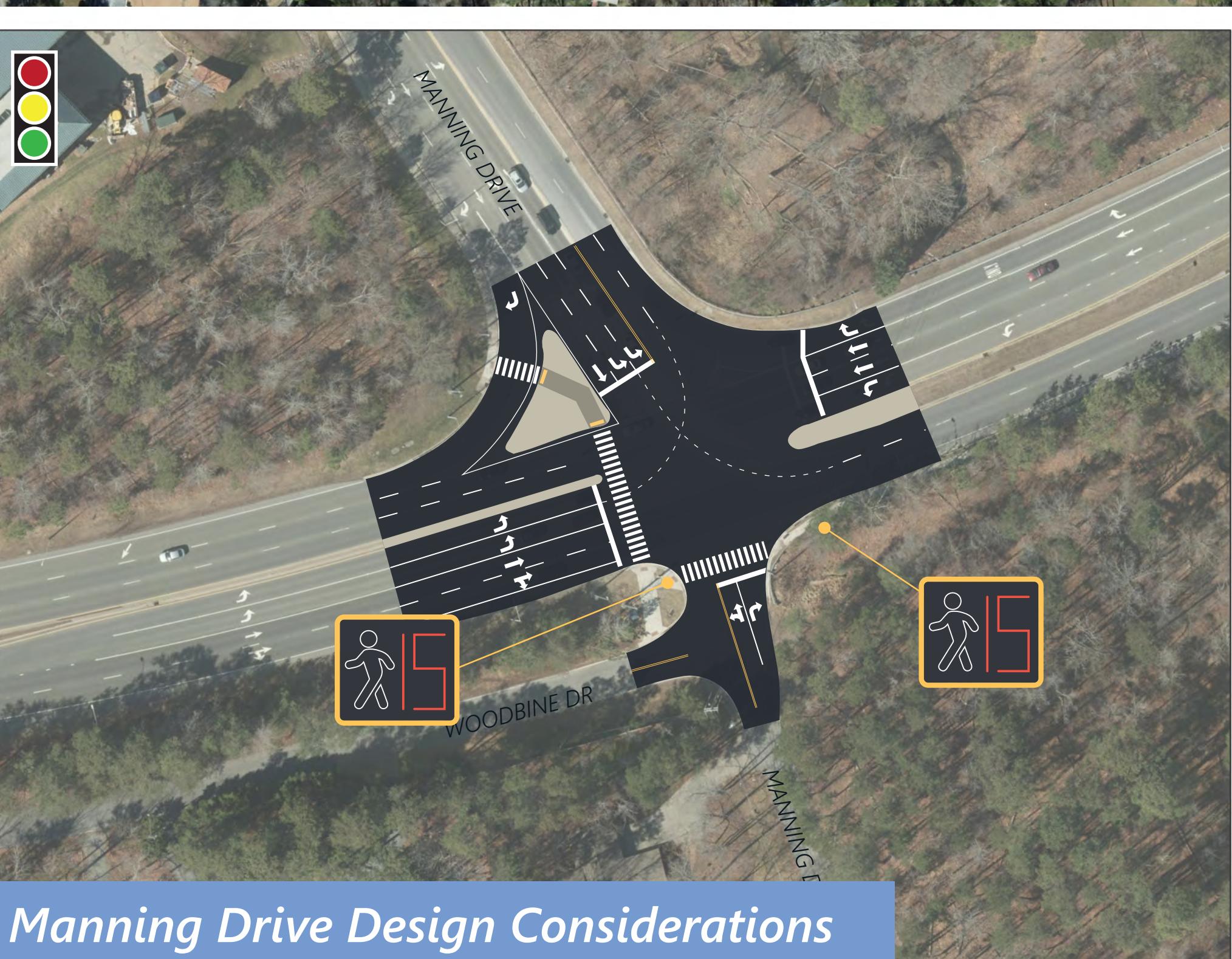
Manning Drive	
EASTBOUND	WESTBOUND
E	F

Transit

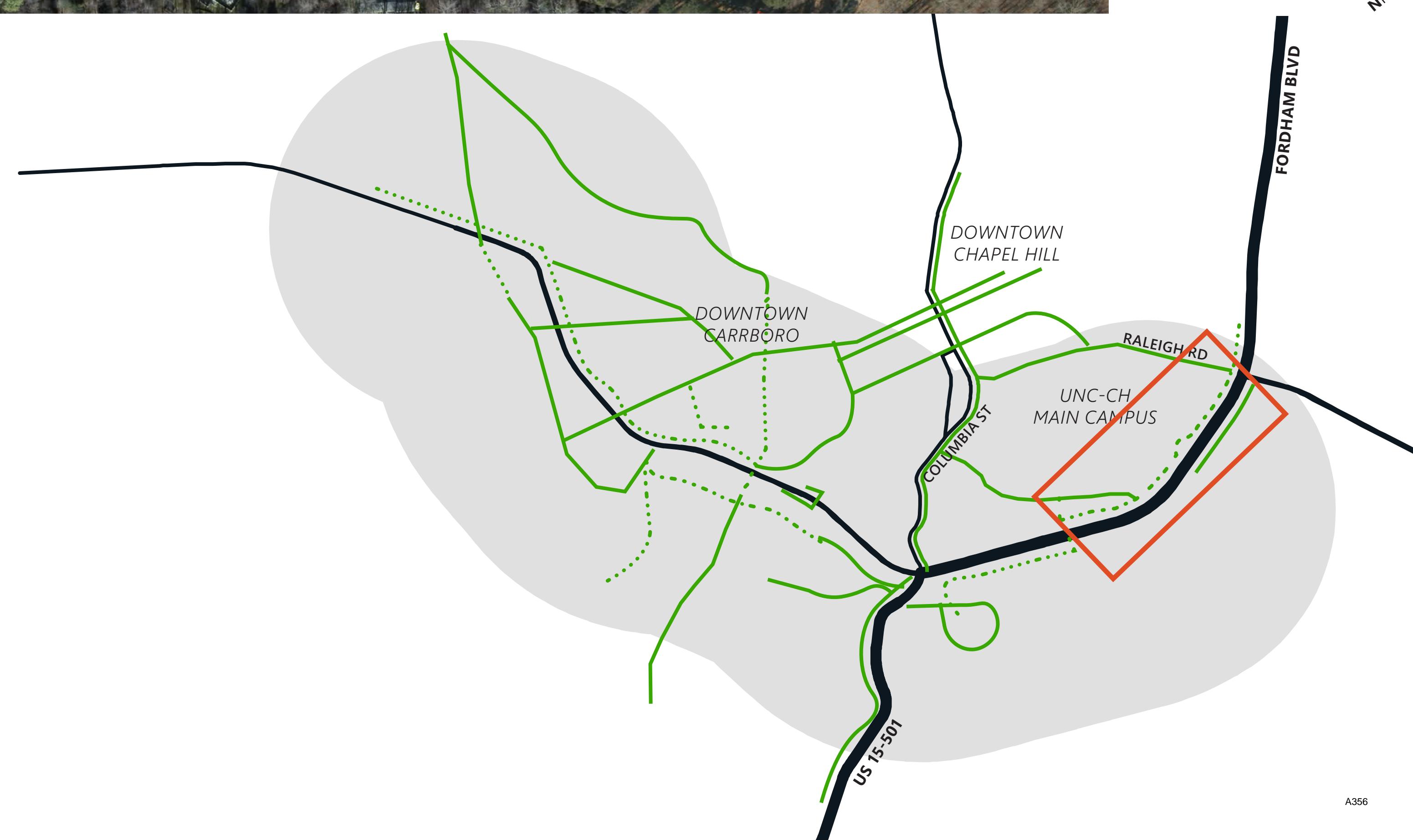
- Existing Bus Stop (light orange circle)
- Relocated Bus Stop (dark orange circle)



What is Level of Service?
Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.



- Pedestrian Signal Heads are recommended for the south leg of the intersection to clearly communicate with pedestrians when and how long they have to cross. Pedestrian signal heads already exist for the west leg of the intersection.



Location	Station	Questions	Community Workshop 2 - Feedback
Old Fayetteville Road	1	How do you think the changes will improve safety?	A. Add a protected bike intersection from 54 B. Not appreciably Signalize slip lane. Slip lane is not at all safe and cars will not look for pedestrians.
		What concerns do you have?	A. The current design consideration, with the bike lane and right turn lanes blending, are a death trap. It would be safer if the bike lane and right turn lane were separately through the intersection. B. The NRTOR currently stays illuminated five seconds. Not long enough to cross even a single side. C. Needs bike loops. How will RTOR be prohibited on a time basis? Bus stops in-between crosswalks. People cross lanes. Reduce island?
		Why do you feel this way?	A. Cars crossing the bike lane at a 90 degree angle improves visibility of cyclists and reduces pedestrian crossing time. B. I ride my bike through this intersection 3-5 times a week. No sensing loop & RTOR is too short. C. Many people on bikes won't get off to push the pedestrian signal.
W Main Street	1	How do you think the changes will improve safety?	A. Slightly Suggest green lane out of Carrboro Plaza to West Main Street.
		What concerns do you have?	A. Make RTOR mandatory when crosswalk is triggered. Bike loops Must signalize the slip lane from West 54 to Main St. That slip lane is not at all safe and cars will not look for pedestrians. Remove right turn slip lanes
		Why do you feel this way?	A. Very similar to existing crosswalk.
W Poplar Ave	1	How do you think the changes will improve safety?	A. Yes, pedestrian signal heads are needed. B. Big improvement.
		What concerns do you have?	A. No bike lanes at this intersection? B. Crossing time, need to have a button in the median. C. No mention of bicycle detection loops for signals. Is there a bicycle tripping signal?
		Why do you feel this way?	A. The fast traffic on 54 is a ped/bike hazard. B. Slower walkers or people with disabilities will need more time. C. Current loops on Poplar won't trip signals. End us running the red light.
Jones Ferry Road	2	How do you think the changes will improve safety?	A. No bike lane needed. B. Remove the bridge, revest to signalized intersection.
		What concerns do you have?	A. Bikes are vehicles! Are you suggesting bikes need refuge in the center? C. There ought to be some designs to accommodate bike/ped from Westbrook along 54 heading West to Jones Ferry along off-ramp, same for ramp eastbound. D. See pedestrians (especially carrying groceries) using onway/off ramps and 15/501 shoulders as sidewalks. Would recommend sidewalks (especially the North side of the road) connecting to next roads Westbrook and W. Poplar.
		Why do you feel this way?	A. Lane diet needed here. B. Highways do not belong in urban areas. C. May folks (bike/ped) travel in the shoulder here.
Westbrook Drive	2	How do you think the changes will improve safety?	A. Yes
		What concerns do you have?	A. Crossing location & refuge require more time and distance for pedestrians. B. Should have "Hawk" or similar warning lights. Bike loops
		Why do you feel this way?	A. People already cut across. B. Need some way to slow down drivers. A. Yes

Location	Station	Questions	Community Workshop 2 - Feedback
Abbey Lane	3	How do you think the changes will improve safety?	<p>B. Stop traffic for much safer pedestrian crossing. C. A signalized intersection is a huge improvement.</p>
		What concerns do you have?	<p>A. Will refuge/median have ability to trigger signal? B. People on bike and foot may cut across and not zig zag. Cars coming out opposite the apartment complex don't have a signal to stop and may encounter bike/ped. C. Long crossing length. D. Should have "hawk" or similar warning lights.</p>
		Why do you feel this way?	<p>A. Any crossing infrastructure is an improvement. B. It's human nature to take the shortest, least resistance, easiest, fastest path. C. May cause conflicts due to length of the traffic stoppage - probably long cycle length. D. Need some way to slow down drivers.</p>
Smith Level Road	3	How do you think the changes will improve safety?	<p>A. Yes B. Some, but not enough. See additional comments. C. Signals should help.</p>
		What concerns do you have?	<p>A. Awareness and alignment of signals with FPG, Merrit Mill bike lanes? B. Cars turning right potentially encounter bike/ped at crosswalk. I'd like to see a delay in the car light change to allow a head start (LPI). In addition, I'd like to see a NRTOR on all turns. There is so much going on with this intersection. Infrastructure needs to be the solution to lessen the distractions. C. Need bicycle lane to extend through intersection. Add "no right turn on red" for ramps to 54</p>
		Why do you feel this way?	<p>I bike down 54 to Southern Village and the on-ramp from Smith Level Rd is not safe. Do connect the bike paths here. Currently the bike path stops before crossing Smith Level Road, please continue it and connect it to Southern Village. Would like more clear markings to Smith Level, under NC-54 to Greensboro St. Make same as Jones Ferry Rd, or at least add bike lane and sidewalks under the bridge.</p> <p>A. With FPG, improvements for ped/bike are needed! B. It's human nature to take the shortest, least resistance, easiest, fastest path. C. What is there now, is not safe.</p>
Kingswood/Laurel Ridge	4	How do you think the changes will improve safety?	<p>A. It's a big improvement to what we have now. B. A signalized intersection is a huge improvement. C. Controlled intersection is vastly safer. D. Vastly! Pedestrians will have clear time and space to cross and turning vehicles will not have to contend with so many obstacles. E. I think they will address many of the needs of pedestrians; more sidewalk space, protected, and clearly identified crossing areas. F. Yes, crosswalks are necessary. G. Will be better for pedestrians. A necessary change. Good job. Agree with the light for these pedestrians. Yes.</p>
		What concerns do you have?	<p>A. No formal bike facilities in the zig-zag. Make it wider to allow bikes and walkers. B. Lane crossing length. C. Concern pedestrians will not follow the zig-zag but cross one side outside the sidewalk (cross road in a straight line). D. That the changes will not take place soon enough. E. This doesn't address the safety of vehicles coming from the apartments, making them still have to do a U-turn down the road. Also, the median needs to be accessible to humans with mobility issues. F. Timing of project. That will take too long. G. There is high potential for injury and death for peds. The project will take too long. Change needs to happen FAST! Add flashing pedestrian lights immediately. H. Should have "hawk" or similar warning lights.</p>

Location	Station	Questions	Community Workshop 2 - Feedback
			<p>I. Bicycle access to and through this area is unsafe. Not many alternatives for biking to Frank Porter Graham.</p> <p>Bike loops</p>
		Why do you feel this way?	<p>A. Suggestion: make buttons respond to bikes and add NRTOR to the stop lights.</p> <p>B. May cause conflicts due to length of the traffic stoppage - probably long cycle time.</p> <p>C. Pedestrians don't want to take the time to zig-zag. I'm afraid they might get caught in the intersection and wait two light cycles.</p> <p>D. Because bureaucracy is slow and city planning privileges motorists.</p> <p>E. I think it will depend on how things look, but I would encourage you to keep in mind children, people aren't able bodied, and others with mobility issues use this intersection too. Keep their needs in mind as you move forward.</p> <p>F. Big changes needed to fix problem - can there be a temporary fix like a flashing signal until road/intersection can be built? I don't know if people will spend the time zig-zag, rather than cross the other side directly. If the signals are separate this wouldn't be a</p> <p>G. I have almost been hit by a car every day trying to get to Kingswood bus stop from Laurel Ridge.</p> <p>H. Need some way to slow down drivers.</p> <p>I. I biked here.</p>
Manning Drive	5	How do you think the changes will improve safety?	<p>A. Not much but I understand the constraints.</p> <p>B. Yes, marginally.</p> <p>It will help.</p> <p>Remove right turn on red slips.</p>
		What concerns do you have?	<p>A. The Manning to 15-501 slip lane is dangerous.</p> <p>B. Right turn on Manning must have NRTOR during pedestrian cycle. Sidewalk along botanical garden is narrow and guardrail is dangerous.</p>
		Why do you feel this way?	<p>A. There's no guarantee cars will stop, even if the pedestrian tries to make eye contact.</p>