

Elizabethtown, NC Safe Streets and Roads for All (SS4A) Safety Action Plan

Steering Committee Meeting #3

December 12, 2024

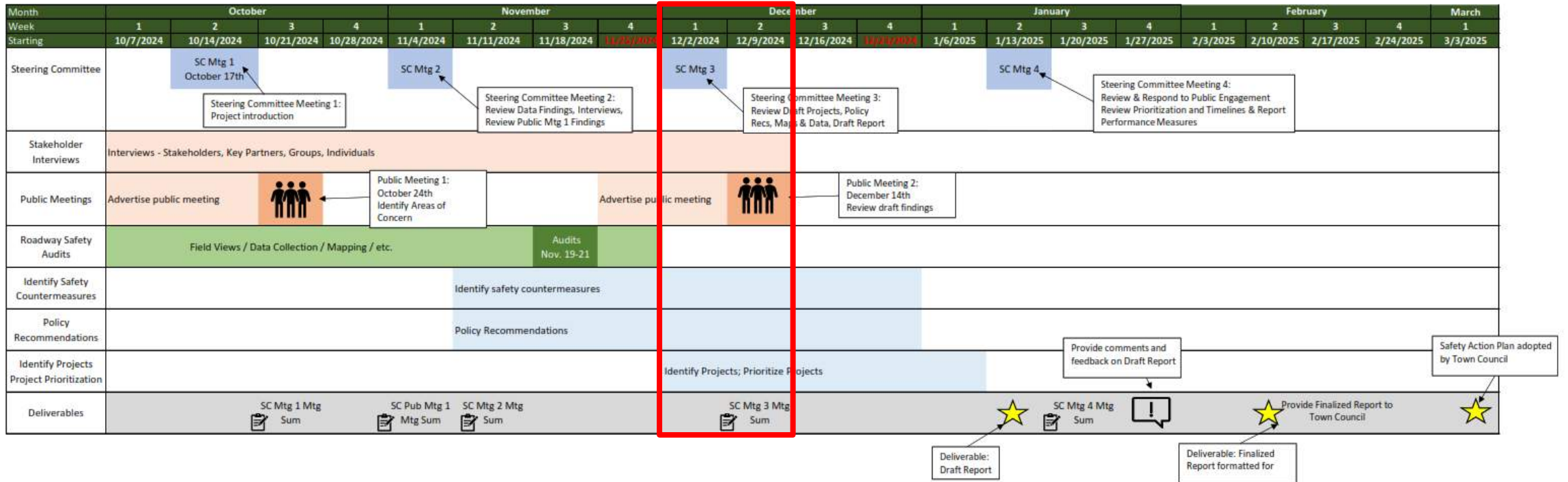


Agenda

- Project Recap
- Safety Countermeasures
- Draft Project Corridors
- Project Prioritization
- Next Steps

Project Schedule

We are Here



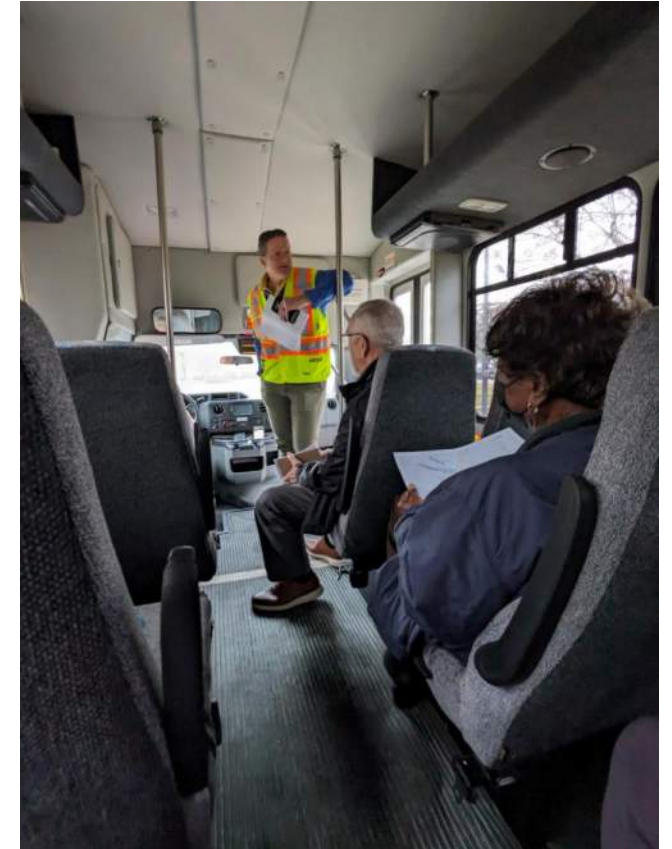
Project Recap

- Draft list of projects developed using information from:
 - Public Meeting #1
 - Stakeholder Interviews
 - Online Data Collection Tool
 - Crash Analysis
 - Road Safety Audit & Field Views

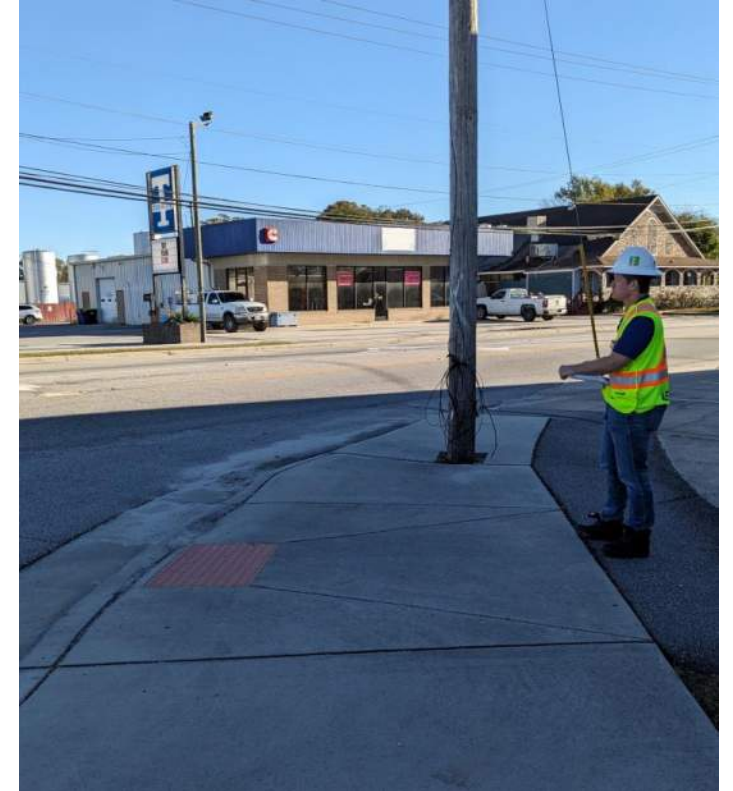
Field Work

- Week of November 20th
- Bus tour of study area
 - Steering committee and community participants
 - 2-hour bus tour of study area key corridors
- Road Safety Audits
 - Intersections, corridors
- Corridor videos
 - Daytime, nighttime

Bus Tour



Corridor Videos & Road Safety Audits



What are Safety Countermeasures?

- Street and roadway treatments that are shown to improve specific safety concerns
- Each countermeasure has an expected safety benefit
- Countermeasures can be combined for added safety
- Some categories with proven countermeasures:
 - Vulnerable Users (Pedestrians and Bicyclists)
 - Intersection Improvements
 - Roadway and Roadside

Pedestrian Bicycle Enhancements



- **Pedestrians Facility Enhancements**

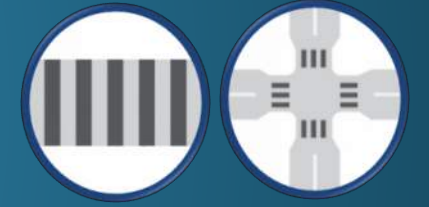
- Sidewalk Installation or Replacement
- High Visibility Crosswalks
- Street Lighting

- **Bicycle Facility Enhancements**

- Bike Lanes



Pedestrian Crossings Intersection Amenities



Pedestrian Crossings



Sidewalk Improvements



Wayfinding



Lighting



Bike Lanes



Road Diet



- **Intersection Improvements**

- Install, Retime, or Remove a Traffic Signal
- Install a Roundabout

- **Roadway Improvements**

- High Visibility Pavement Markings
- Rumble Strips
- Road Diets



Roundabout Intersection



Transit



- **Others**

- Curbside Management
- Bus Shelters
- Bus Signage



Streetscaping



- **Others**

- Access Management
- Speed Management
- Transit Improvements
- Streetscaping

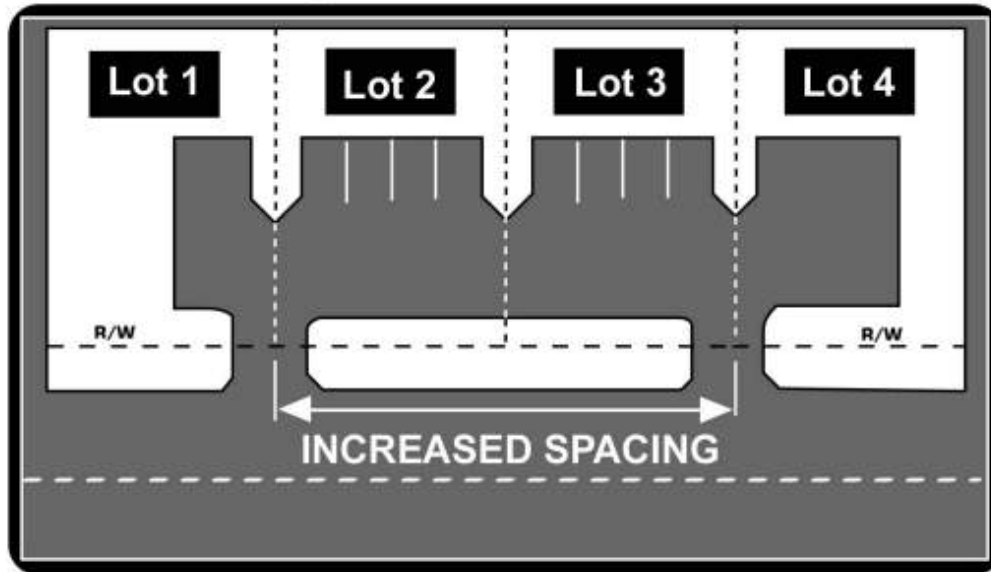


Access Management



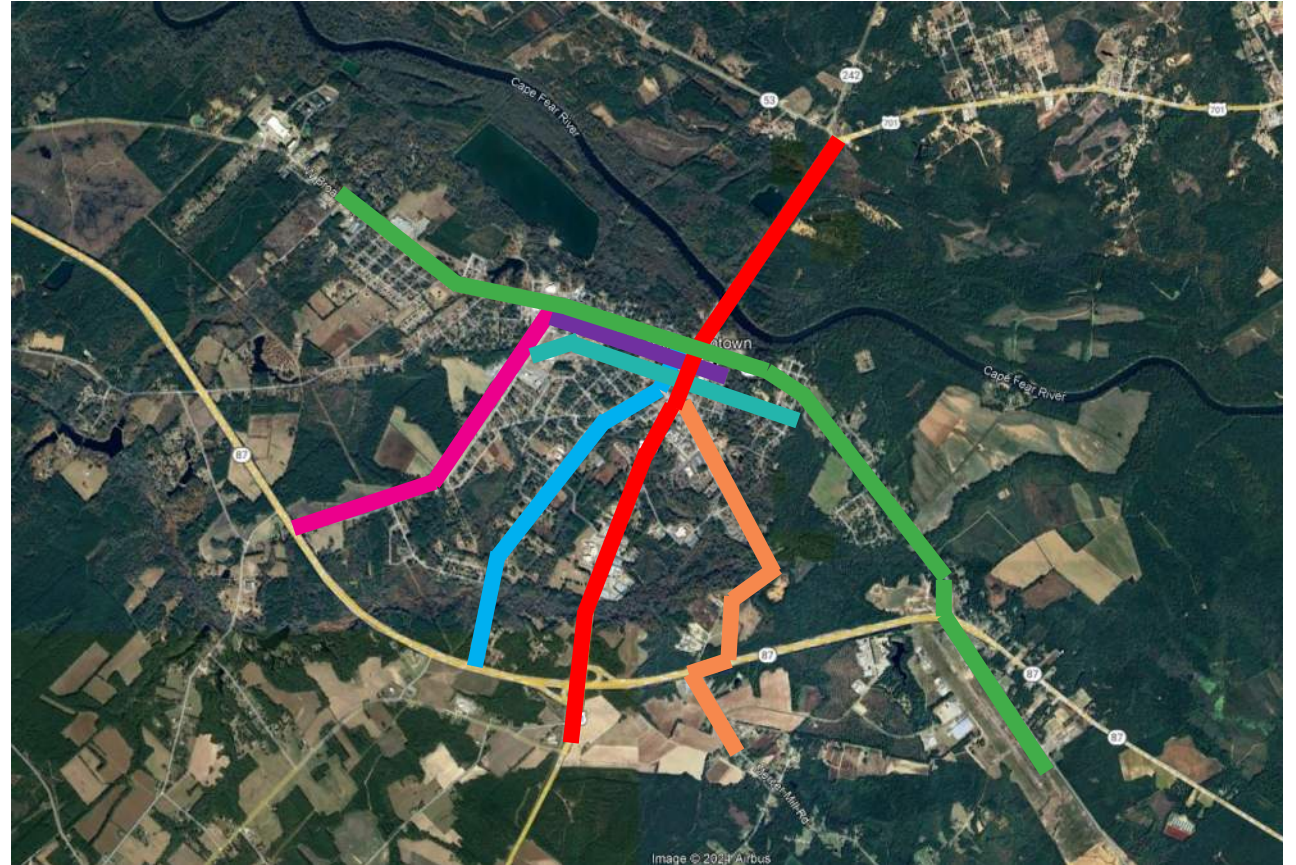
- Access Management

Encourage Joint & Cross Access



Corridor List

- Peanut Plant Road
- Martin Luther King Jr. Drive
- Mercer Mill Road
- King Street
- Swanzy Street
- US 701 / Poplar Street
- Broad Street/Airport Road



Corridor – Peanut Plant Road

- **Location:** Broad Street to Route 87

- **Observed Safety Concerns:**

- Pedestrian activity
- No sidewalks, no shoulders
- Seldom used center turning lane
- Dark nighttime conditions
- Crash history and near misses
- Lacking signage

- **Suggested Countermeasures:**



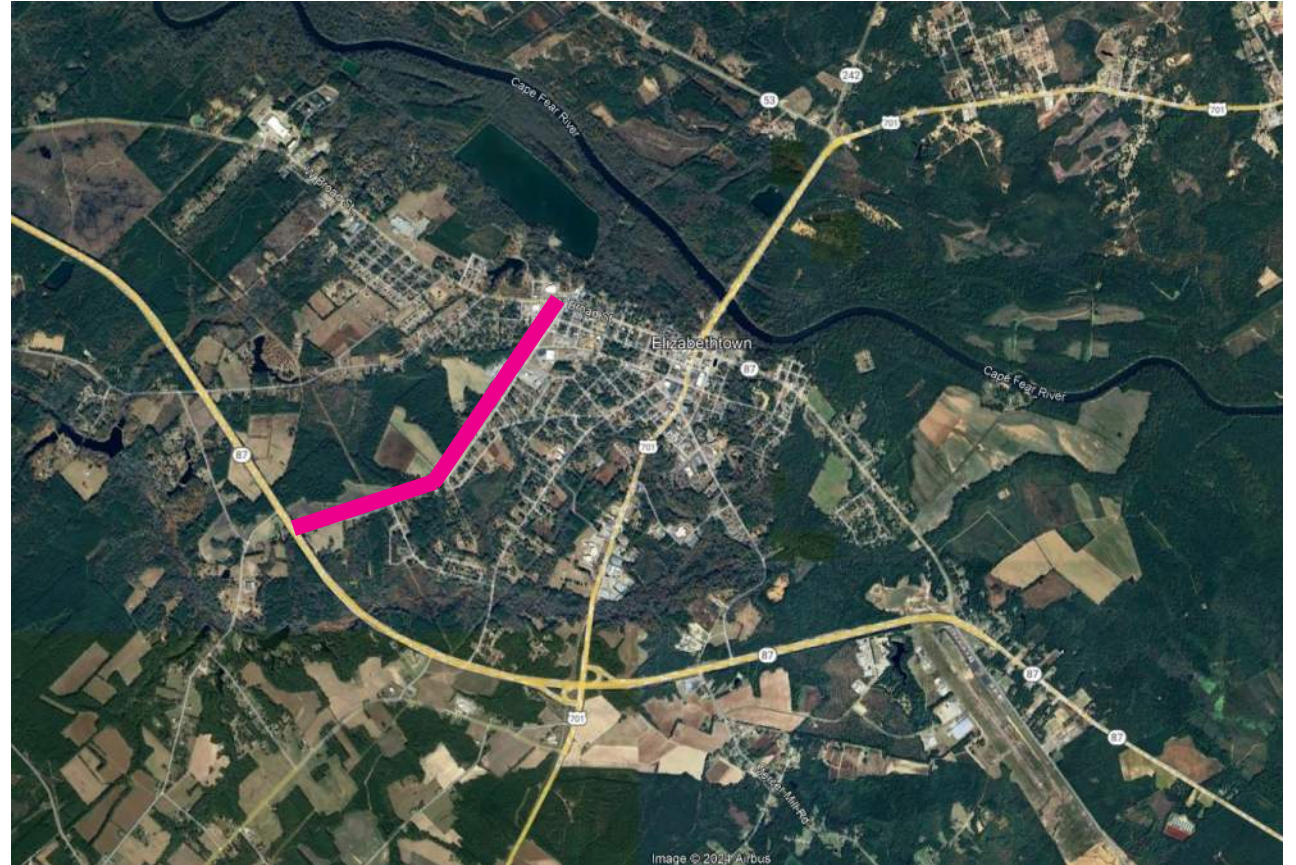
Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Road Diet – remove center turn lane and repurpose width to add sidewalks



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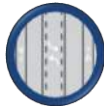
- **Suggested Countermeasures:**



Sidewalk & Pedestrian Crossing Installation



Lighting Installation

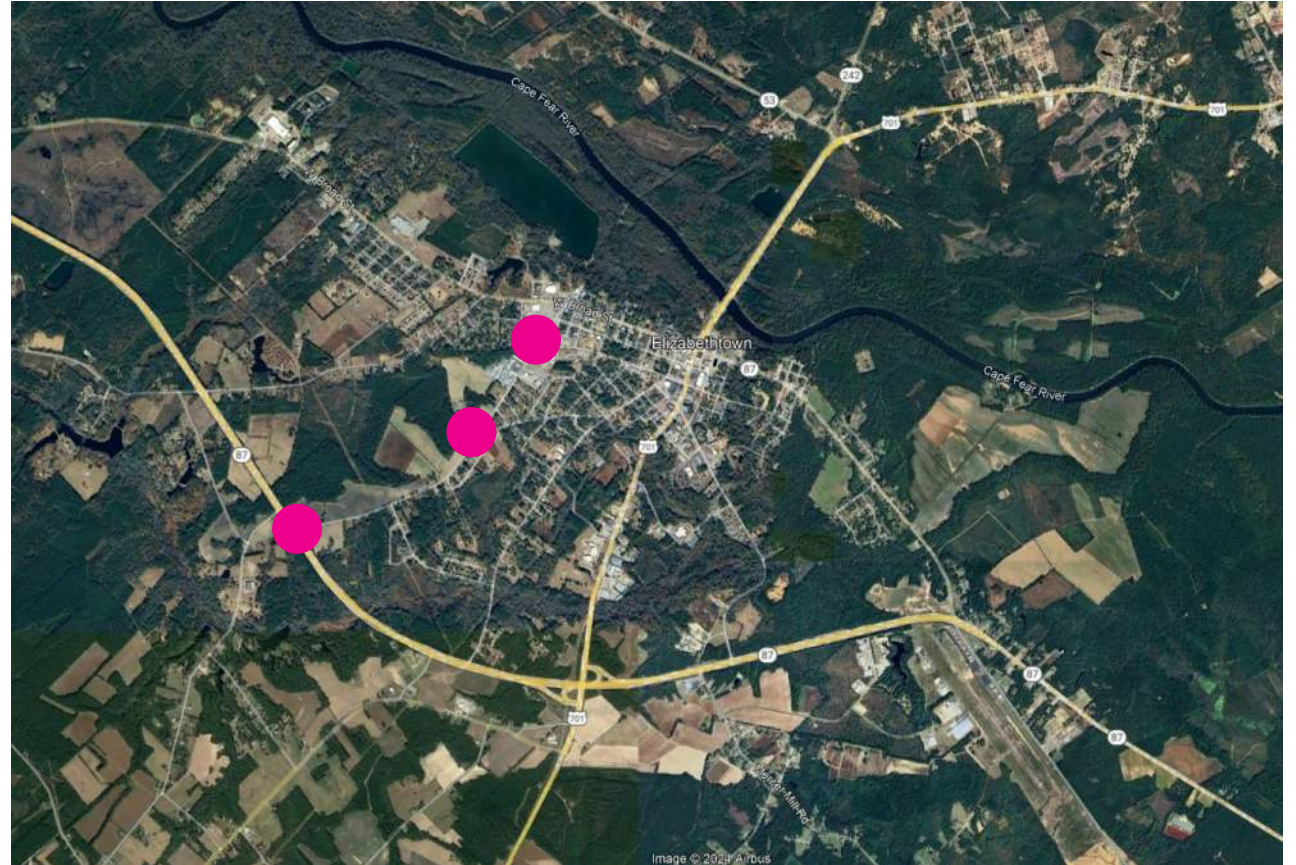


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 - Crash history and near misses
 - Lacking signage
 - Flooding on Richardson
- **Suggested Countermeasures:**
 -  Intersection realignment to reduce skew and form 90-degree T-intersections at Quail and Swanzy Streets
 -  Improved wayfinding signage at Route 87



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 -  Improved wayfinding signage at Route 87



Corridor – Martin Luther King Jr. Drive

- **Location:** Broad Street to Route 87
- **Observed Safety Concerns:**
 - Pedestrian activity
 - Land use commercial, residential, schools, churches
 - Sidewalks stop at Paul R Brown, narrow shoulders
 - Dark nighttime conditions south of Mt Zion
 - Crash history and near misses
 - Lacking signage

- **Suggested Countermeasures:**



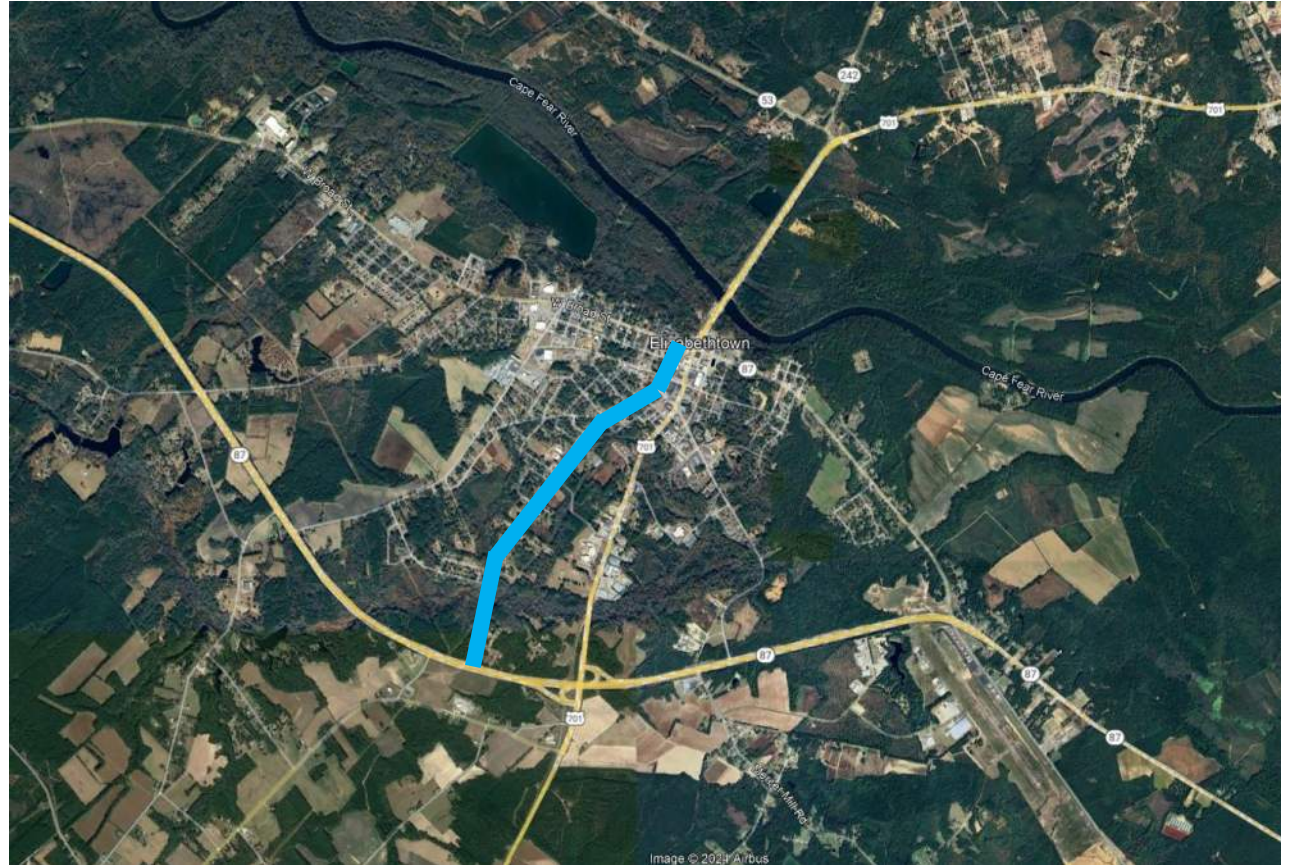
Sidewalk & Pedestrian Crossing Installation



Lighting Installation

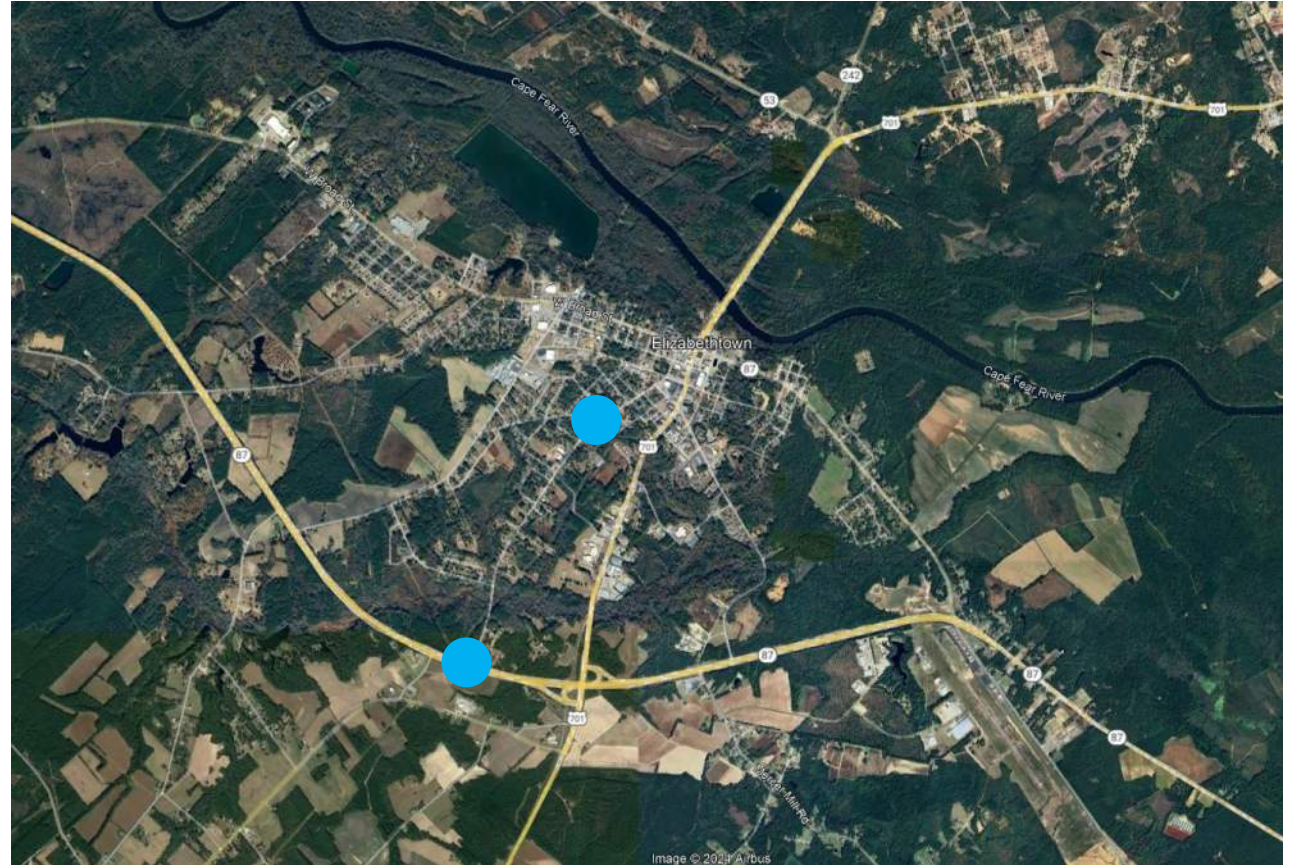


Signage Installation



Corridor – Martin Luther King Jr. Drive

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 - Pedestrian activity
 - Land use commercial, residential, schools, churches
 - Sidewalks stop at Paul R Brown, narrow shoulders
 - Dark nighttime conditions south of Mt Zion
 - Crash history and near misses
 - Lacking signage
- **Suggested Countermeasures:**
 -  Intersection realignment to reduce driver confusion at Quail Street / Della Street
 -  Improved wayfinding signage at Route 87



Corridor – Martin Luther King Jr. Drive

- **Location:** Broad Street to Route 87
- **Observed Safety Concerns:**
 - Pedestrian activity
 - Land use commercial, residential, schools, churches
 - Sidewalks stop at Paul R Brown, narrow shoulders
 - Dark nighttime conditions south of Mt Zion
 - Key Connecting Routes: Richardson and Newkirk Extension
 - Crash history and near misses
 - Lacking signage

- **Suggested Countermeasures:**



Intersection realignment to reduce driver confusion at Quail Street / Della Street



Improved wayfinding signage at Route 87



Corridor – Mercer Mill Road

- **Location:** US 701/Poplar Street to Aviation Parkway
- **Observed Safety Concerns:**
 - Pedestrian activity
 - Hospital, apartments, school, senior living
 - No sidewalks, narrow shoulders
 - Dark nighttime conditions
 - Crash history and near misses
 - Lacking signage
 - Signal study
- **Suggested Countermeasures:**



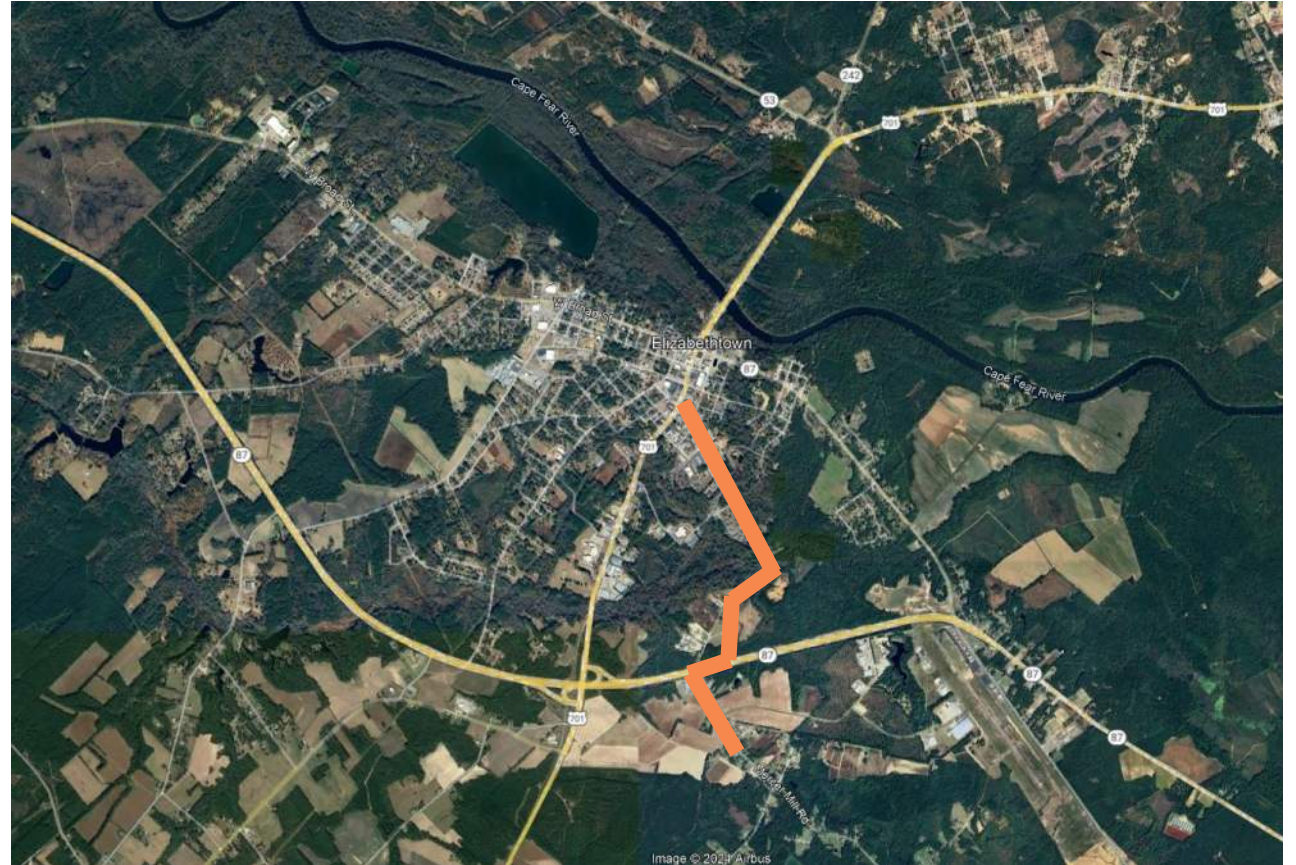
Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Signage Installation, Turn Chevrons along curves



Corridor – King Street

- **Location:** Peanut Plant Road to S Lower St
- **Observed Safety Concerns:**
 - Pedestrian activity
 - Parks and community destinations
 - No sidewalks, wide shoulders west of Poplar
 - No shoulders east of Poplar
 - Dark nighttime conditions
 - Crash history and near misses
 - Lacking signage
- **Suggested Countermeasures:**



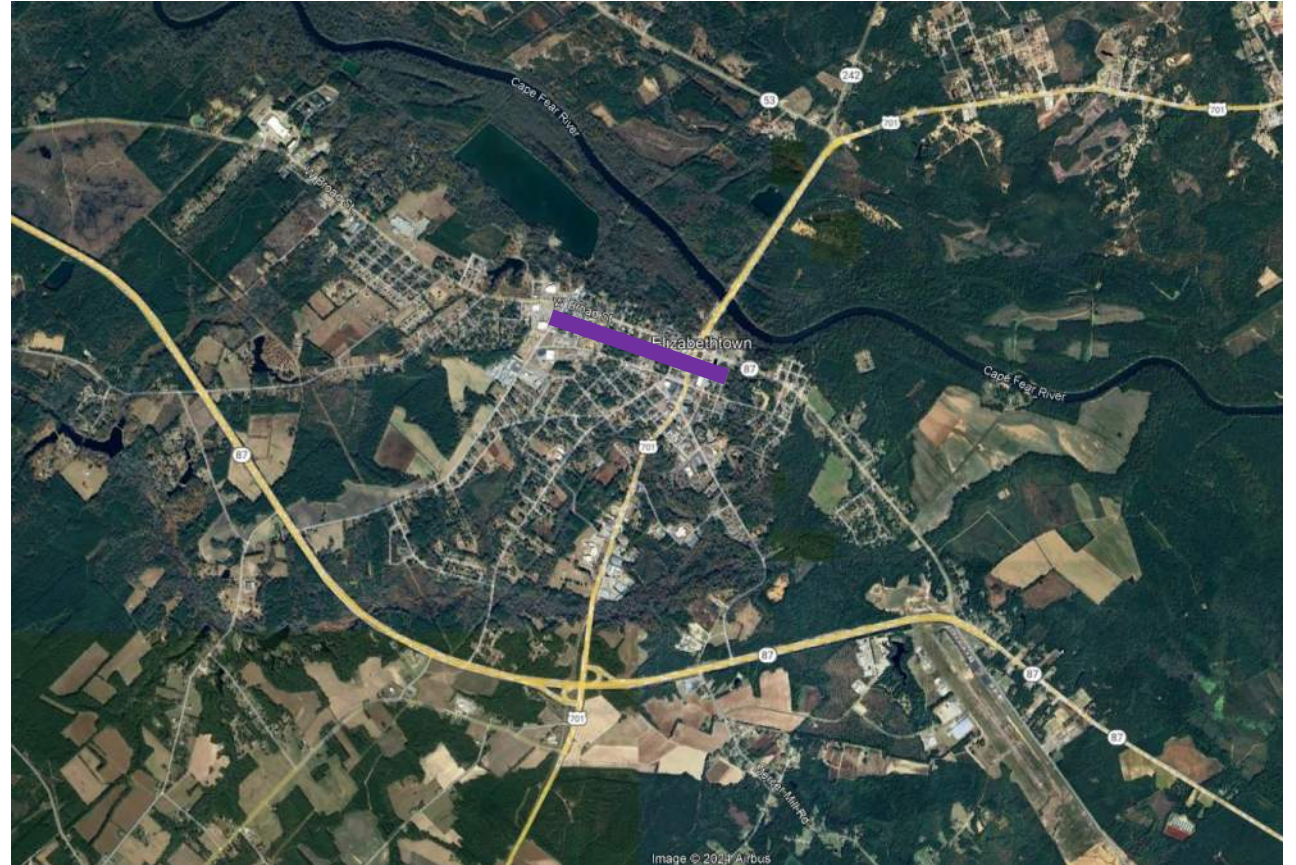
Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Road Diet – repurpose existing wide pavement and shoulders to add sidewalks within ROW



Corridor – King Street

- **Location:** Peanut Plant Road to S Lower St
- **Observed Safety Concerns:**
 - Pedestrian activity
 - Parks and community destinations
 - No sidewalks, wide shoulders west of Poplar
 - No shoulders east of Poplar
 - Dark nighttime conditions
 - Crash history and near misses
 - Lacking signage
- **Suggested Countermeasures:**



Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Road Diet – repurpose existing wide pavement and shoulders to add sidewalks within ROW



Corridor – Swanzy Street

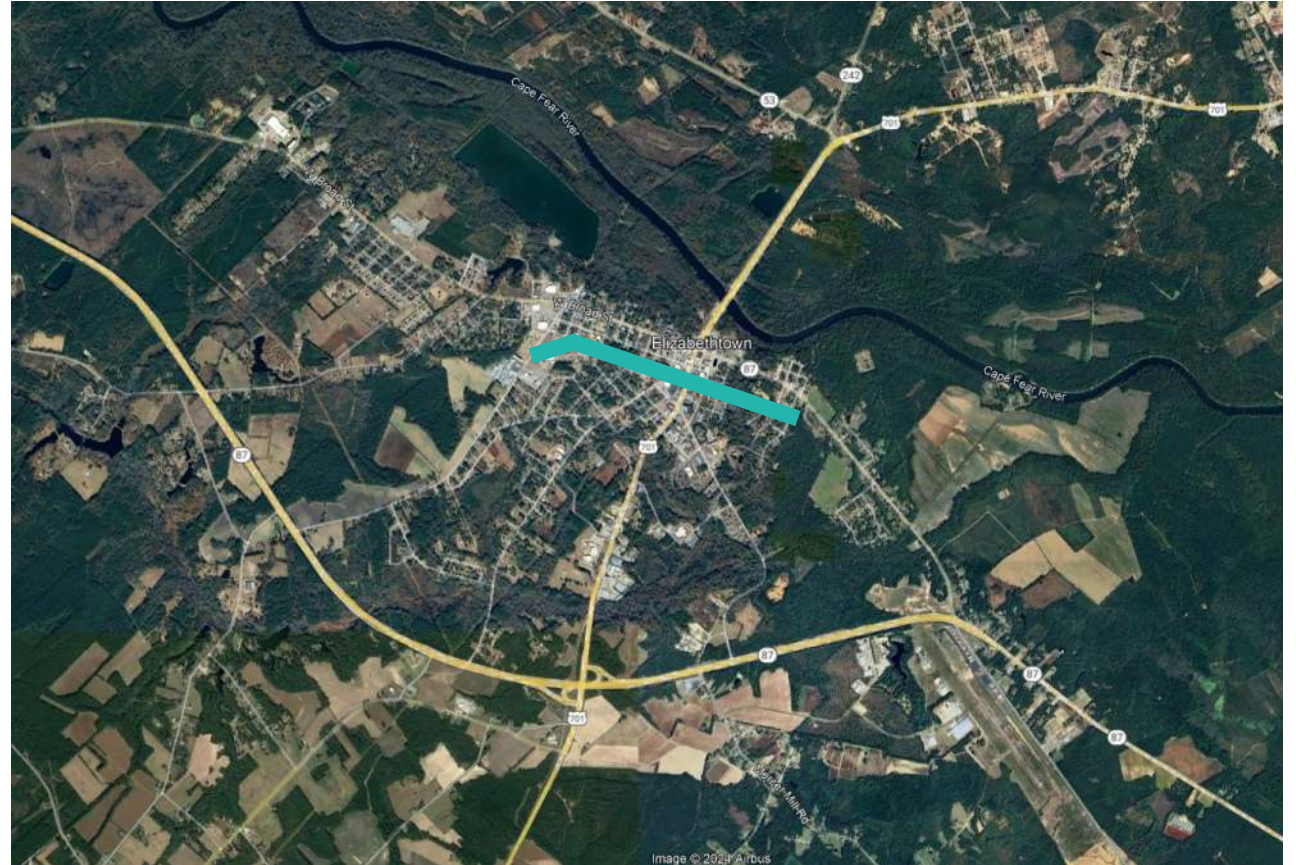
- **Location:** Peanut Plant Road to David Street
- **Observed Safety Concerns:**
 - Pedestrian activity
 - Apartments, senior living, key east-west route
 - No sidewalks, narrow shoulders
 - Dark nighttime conditions
 - Crash history and near misses
 - Lacking signage
 - Signs for flooding
- **Suggested Countermeasures:**



Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Corridor – US 701 / Poplar Street

- **Location:** Route 53 to Route 87
- **Observed Safety Concerns:**
 - Pedestrian activity, mid-block
 - Hospital entrance not well delineated
 - No sidewalk/trail to the north of Broad, no sidewalks south of Dunham to Middle School
 - Faded crosswalks, no push buttons at signals
 - Access management issues
 - Crash history and near misses
 - Lacking wayfinding and overhead lane signage

- **Suggested Countermeasures:**



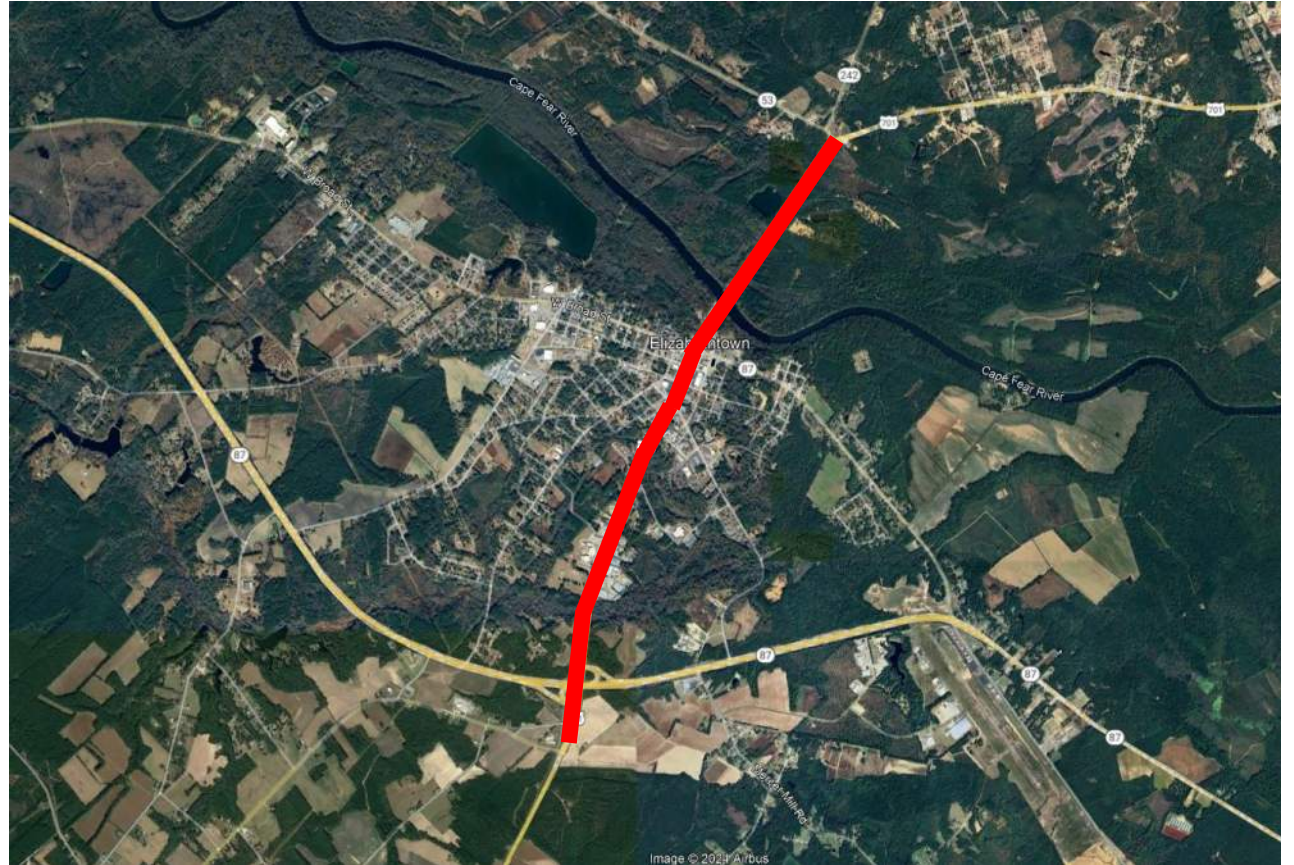
Sidewalk & Pedestrian Crossing Installation



Lighting Installation / Access Management



Hospital Entrance Signal Warrant Study



Corridor – US 701 / Poplar Street

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- **Observed Safety Concerns:**
 - Pedestrian activity, mid-block
 - Hospital entrance not well delineated
 - No sidewalk/trail to the north of Broad, no sidewalks south of Dunham to Middle School
 - Faded crosswalks, no push buttons at signals
 - Access management issues
 - Crash history and near misses
 - Lacking wayfinding and overhead lane signage

- **Suggested Countermeasures:**



Sidewalk & Pedestrian Crossing Installation



Lighting Installation / Access Management



Hospital Entrance Signal Warrant Study



Corridor – Broad Street

- **Location:** Homer Dr to Aviation Parkway
- **Observed Safety Concerns:**
 - Access management issues near Walmart / Food Lion / Burger King
 - Pedestrian activity mid-block
 - Bicyclist crash history, connects to Browns Creek Bike Trail east
 - Crash history and near misses
 - Lacking overhead lane signage & No U-Turn signs in CBD angled parking area
- **Suggested Countermeasures:**



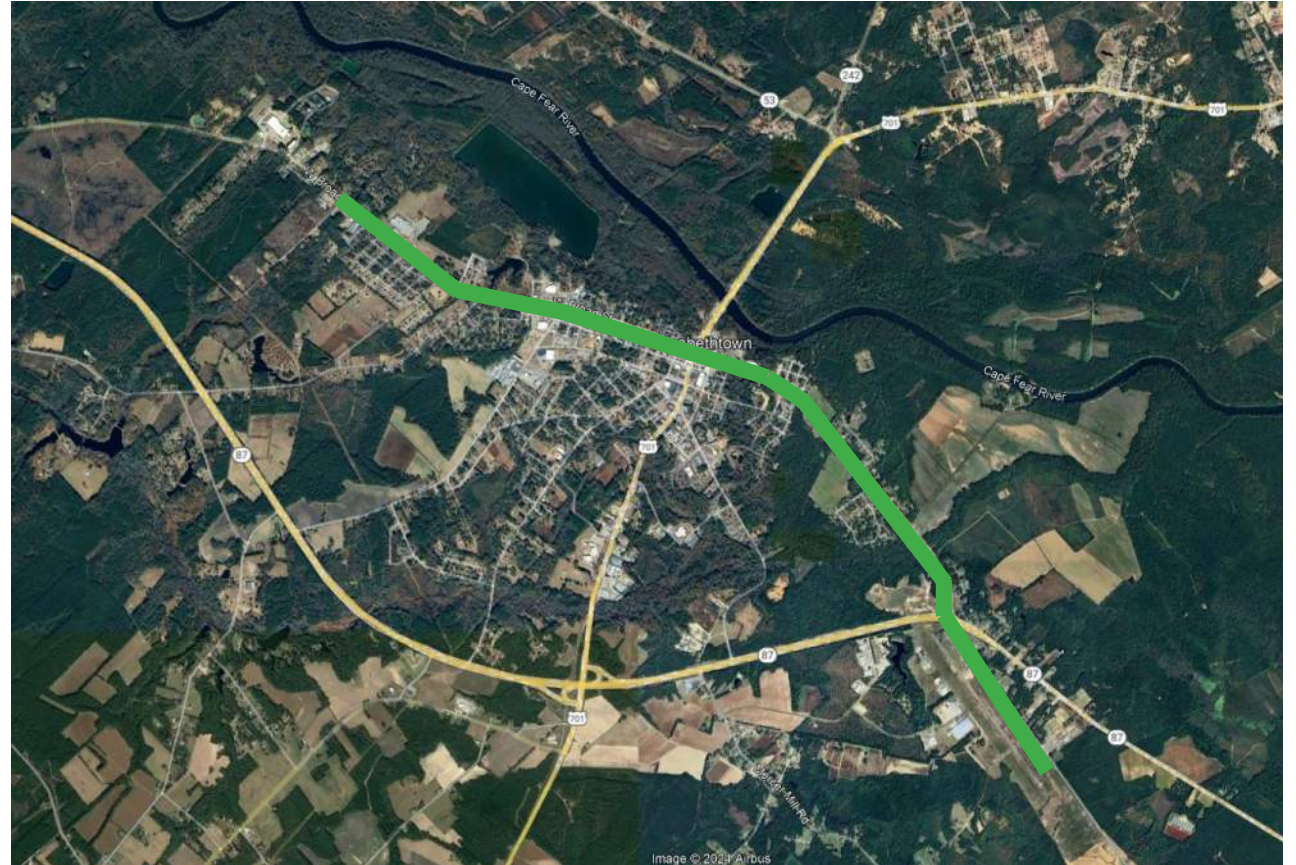
Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Access Management



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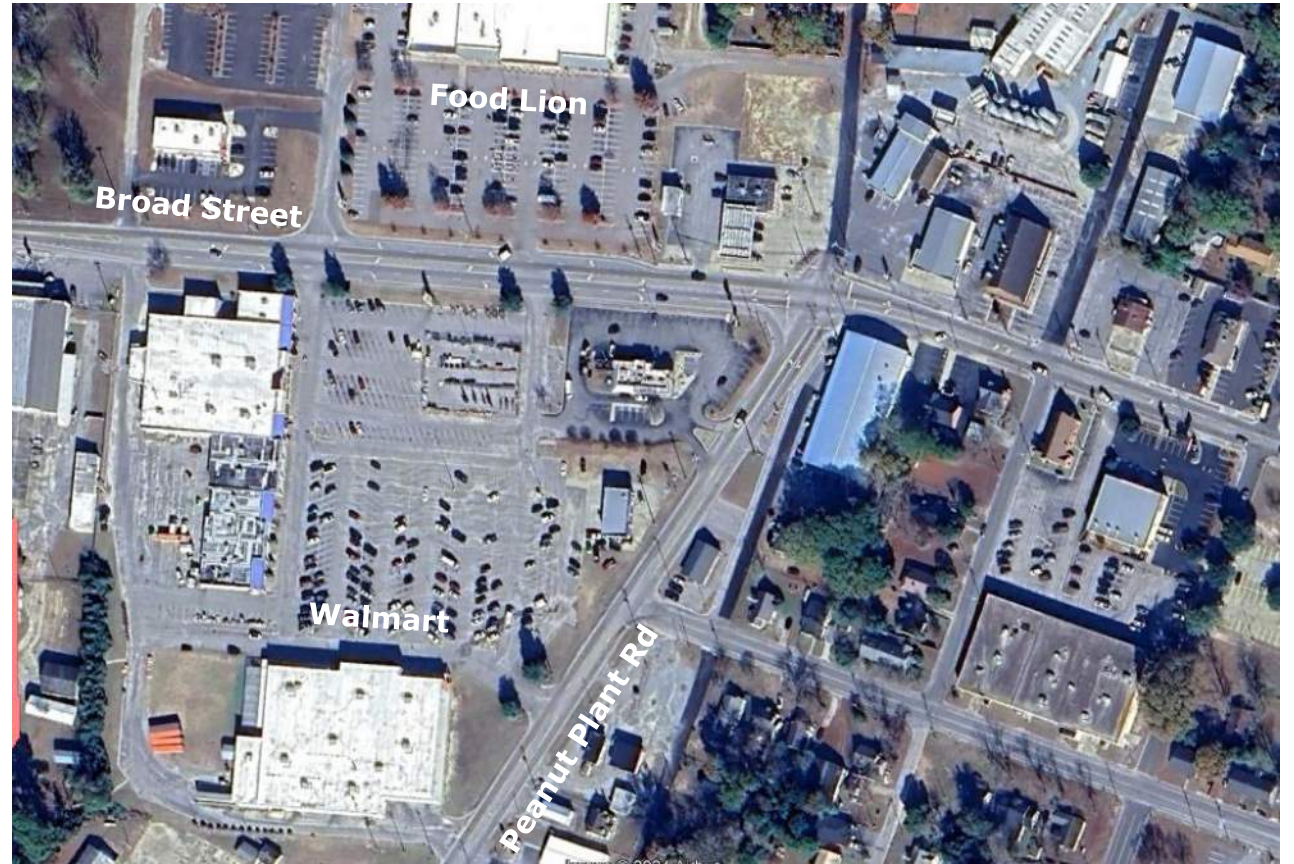
Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Access Management



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Sidewalk & Pedestrian Crossing Installation



Lighting Installation



Access Management



Areawide Improvements & Policies

- **Signing and pavement markings**

- Improve nighttime visibility and retroreflectivity on signs and pavement markings
- Add advance warning signage ahead of upcoming intersections
- Improve wayfinding signage
- Increased street sign sizes and higher mounting heights for visibility

- **Access management**

- Driveways are too close to intersections and cross traffic
- Consider right-in/right-out driveways
- Consolidate driveways to safer locations away from intersection

- **Dead end streets**

- Connectivity and access for large public service vehicles

- **Neighborhood Roads**

- Sidewalks, lighting, non-motorized connectivity (ex. Slingsby)
- Vegetation removal (MLK Jr Dr, Martin, etc.)
- Include key connector roads between spine corridors: Richardson Rd, Quail St, Newkirk Ext, etc.
- Connections to schools, churches, senior center, and community centers

- **Policy for New Developments**

- Consider regulation to install sidewalks, lighting, and adequate turnaround points for emergency vehicles

Public Meeting #2 Input

- Presentation
- Prioritization activity
- Comment sheets

Prioritization Activity

- **How would you prioritize the corridors?**

-  1st Priority = 15 Pts
-  2nd Priority = 10 Pts
-  3rd Priority = 5 Pts
-  No Dot = 0 Pts

Questions



Email Douglas Parker
dparker@ctleng.com
with any additional comments

Next Steps & Thank You!

- **Summarizing Public Input**
- **Developing Prioritization Decision Making Matrix**
- **Steering Committee Meeting #4**
 - **Prioritize Project Corridors**
- **Draft Report Review Protocol**
- **Development of Final Safety Action Plan**