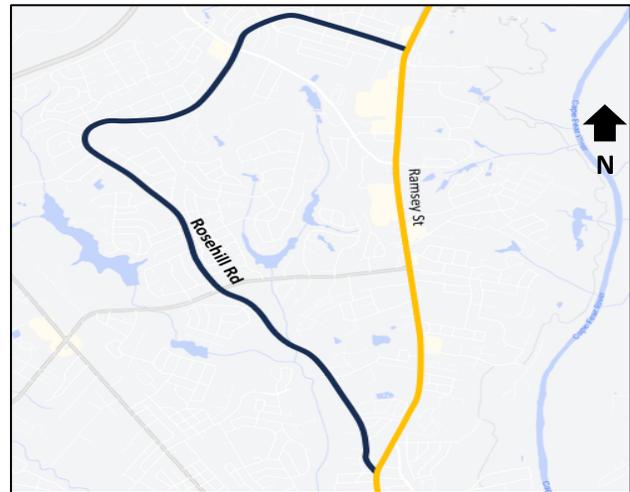


1. Rosehill Rd/ Stacy Weaver Dr



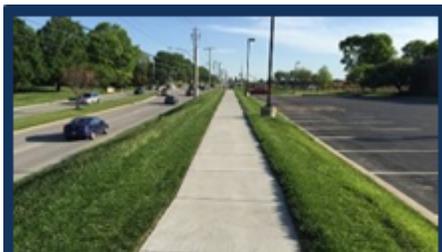
CORRIDOR DESCRIPTION

Length	4.1 miles
Employment Density –	Medium Low
Population Density –	Medium
Household Income –	Very Low
Zero Car Household Density –	Medium High
Nearby Schools & Parks –	2
Functional Class –	Major Collector
AADT –	10,600-15,000
Intersections with LOS D or better–	4
Intersections with LOS E –	0
Intersections with LOS F –	0
High-Crash Intersections –	3

MOBILITY AND SAFETY ASSESSMENT

Pedestrian Crashes (Last 15 years) –	21
Bicyclist Crashes (Last 15 years) –	6
Bicycle level of Traffic Stress –	4- High
Transit Propensity –	Medium High

RECOMMENDATIONS



**Filling
Sidewalk Gaps**



**Shared Use
Paths**



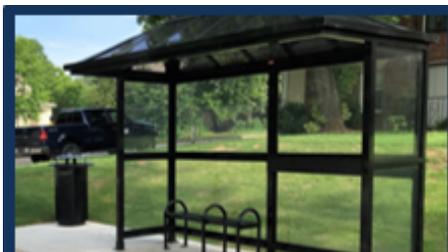
**Complete
Streets**



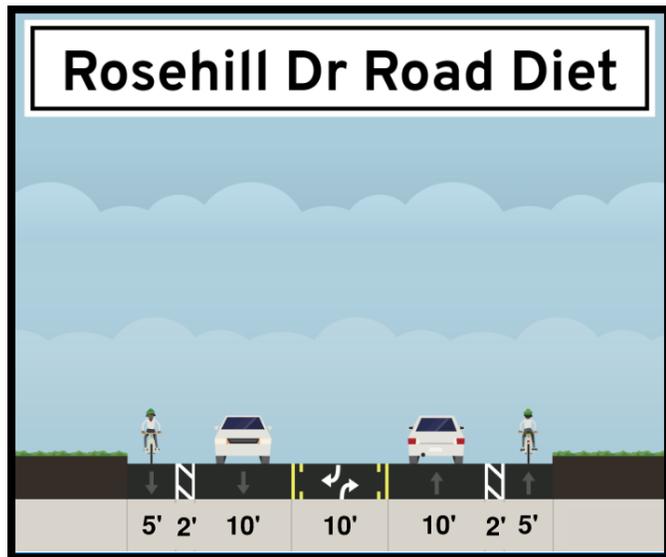
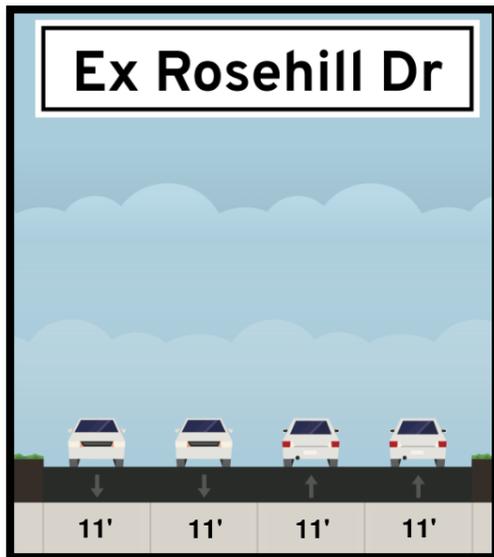
**Crosswalk
Signing/Marking**



**Improve Crossing
by Stops**



**Improve Transit
Amenities**

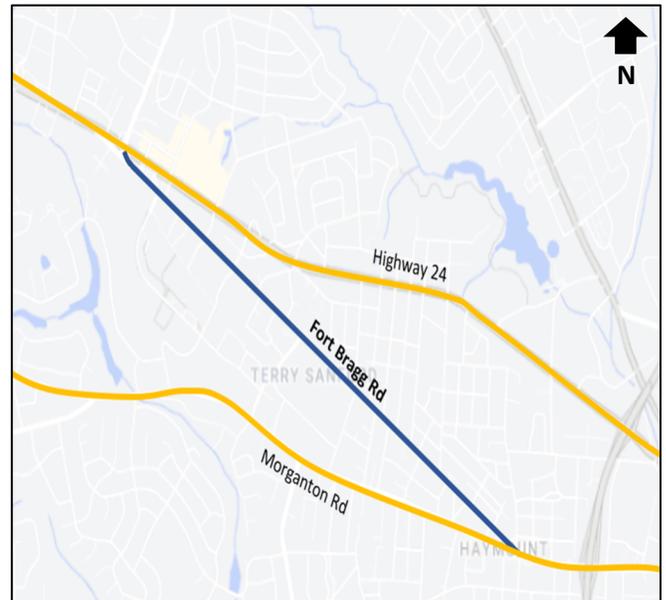


Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: North of Country Club to West of Ramsey St (S)</i> <ul style="list-style-type: none"> Road Diet (4 lanes to 3, with 2WCLTL, bike lanes) 		\$ 1,600,000
Pedestrian		
<i>Project Location: West of Ramsey St (N) to North of Country Club</i> <ul style="list-style-type: none"> Fill Sidewalk Gaps (Ramsey to McArthur, Golden to Country Club) 	Sidewalks: Rosehill Road (Mulranny Drive to Existing Sidewalk on Rosehill Road by Circle K Driveway)	\$ 3,300,000
<i>Project Location: West of Ramsey St (N) to North of Country Club</i> <ul style="list-style-type: none"> Add Crosswalks (Trinity Christian School, Fayetteville Christian Church, Warrenwood Elementary School, College Lakes Park, College Lakes Elementary School, North Regional Public Library) 		\$ 140,000
<i>Project Location: North of Country Club to West of Ramsey St (S)</i> <ul style="list-style-type: none"> Fill Sidewalk Gaps (Hickory Hill to Stuart) 		\$ 2,600,000
<i>Project Location: North of Country Club to West of Ramsey St (S)</i> <ul style="list-style-type: none"> Add Crosswalks (Lafayette Park) 		\$ 30,000
Bicycle		
<i>Project Location: West of Ramsey St (N) to North of Country Club</i> <ul style="list-style-type: none"> Add shared use path along length of corridor 	<ul style="list-style-type: none"> Side path from Shaw mill road to Shaw Road Ext. Side path from US 401 to Shaw Road Side path from Golden to McArthur 	Not available
<i>Project Location: North of Country Club to West of Ramsey St (S)</i> <ul style="list-style-type: none"> Add bike lanes with painted buffer 		Included in Road Diet (see above)
Transit		
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> Improve Existing Bus Stop Amenities 		\$ 650,000
<i>Project Location: North of Country Club to West of Ramsey St (S)</i> <ul style="list-style-type: none"> Add or Improve Crosswalks at Strategic Bus Stops 		\$ 120,000

2. Fort Bragg Rd

CORRIDOR DESCRIPTION

Length –	2.18 miles
Employment Density –	Medium Low
Population Density –	Medium High
Household Income –	Medium High
Zero Car Household Density –	Medium
Nearby Schools & Parks –	3
Functional Class –	Major Collector
AADT –	9,100-11,500



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	6	Pedestrian Crashes (Last 15 years) –	7
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	4
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4- High
High-Crash Intersections –	0	Transit Propensity –	Medium High

RECOMMENDATIONS

From Plan Review:

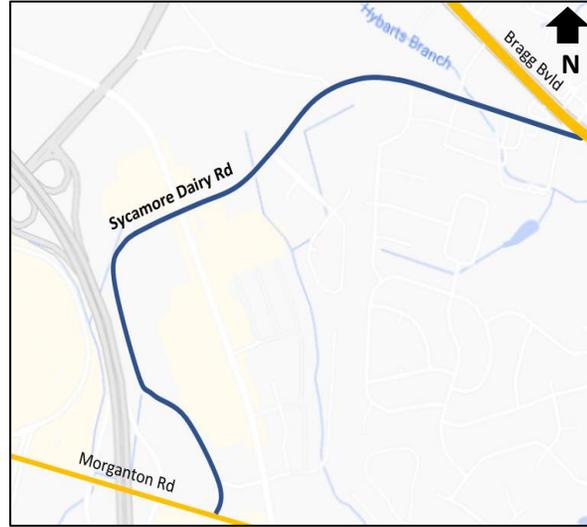
Proposed Recommendations	Noted in Other Plans	Cost
Pedestrian		
	Hobson St to Bragg Blvd Sidewalk	Not available
Bicycle		
	Separated bike lane at Bragg Blvd off ramp to Broadfoot Avenue	Not available

New Recommendations: None

3. Sycamore Dairy Rd

CORRIDOR EVALUATION

Length	1.8 miles
Employment Density –	Medium High
Population Density –	Medium Low
Household Income –	Medium Low
Zero Car Household Density –	Medium Low
Nearby Schools & Parks –	0
Functional Class –	Major Collector
AADT –	8,100-17,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	5	Pedestrian Crashes (Last 15 years) –	6
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4- High
High-Crash Intersections –	3	Transit Propensity –	Medium High

RECOMMENDATIONS



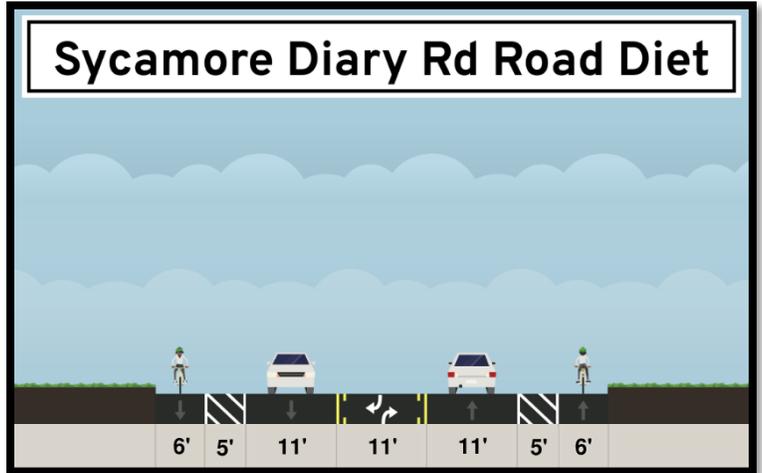
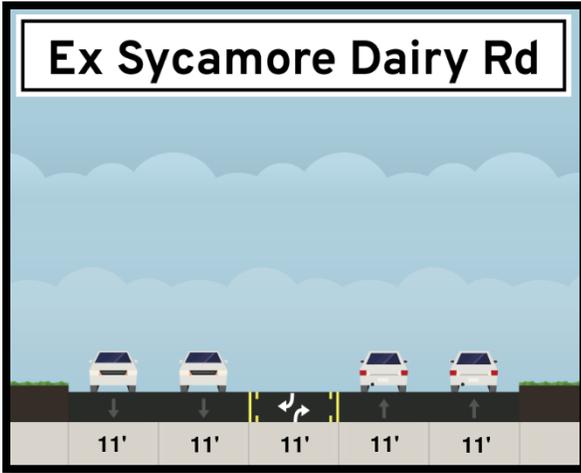
**Filling
Sidewalk Gaps**



**Shared Use
Paths**



**Complete
Streets**

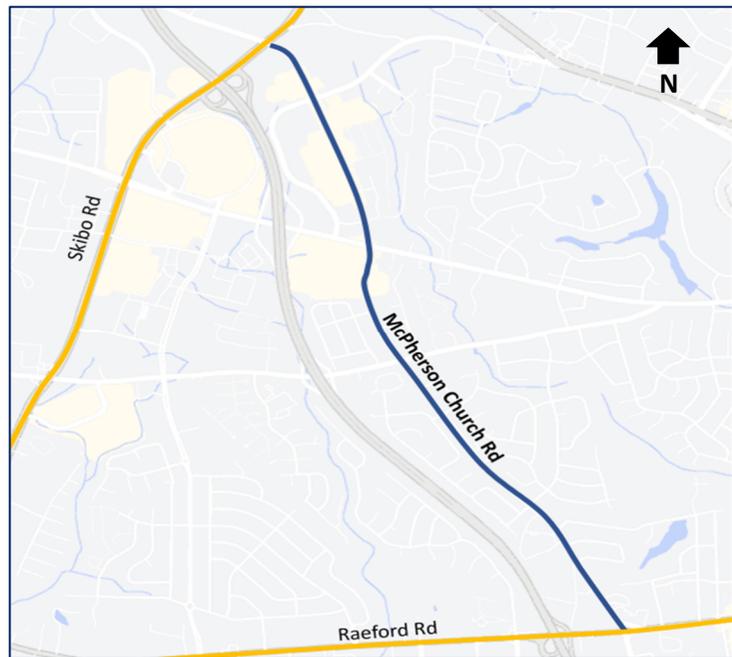


Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Morganton to McPherson Church</i> <ul style="list-style-type: none"> Road Diet (5 lanes to 3, with 2WCLTL, buffered bike lanes) 		\$ 1,800,000
Pedestrian		
<i>Project Location: Morganton to McPherson Church</i> <ul style="list-style-type: none"> Fill Sidewalk Gaps (Multiple Small Gaps along Corridor) 		\$ 140,000
<i>Project Location: Morganton to McPherson Church</i> <ul style="list-style-type: none"> Add Crosswalk between Wyndham / Courtyard 		\$ 30,000
Bicycle		
<i>Project Location: Morganton to McPherson Church</i> <ul style="list-style-type: none"> Road Diet (5 lanes to 3, with 2WCLTL, buffered bike lanes) 		Included in Road Diet (see above)

4. McPherson Church Rd

CORRIDOR DESCRIPTION

Length	2.78 miles
Employment Density –	Medium High
Population Density –	Medium
Household Income –	Low
Zero Car Household Density –	High
Nearby Schools & Parks –	0
Functional Class –	Minor Arterial
AADT –	11,000-21,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	7	Pedestrian Crashes (Last 15 years) –	12
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	9
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4-High
High-Crash Intersections –	4	Transit Propensity –	Medium High

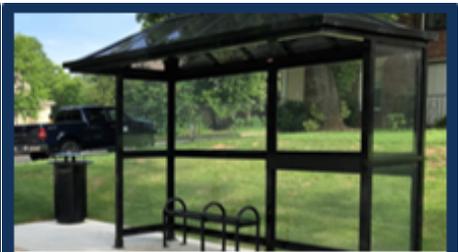
RECOMMENDATIONS



Access Management



Improve Crossing by Stops



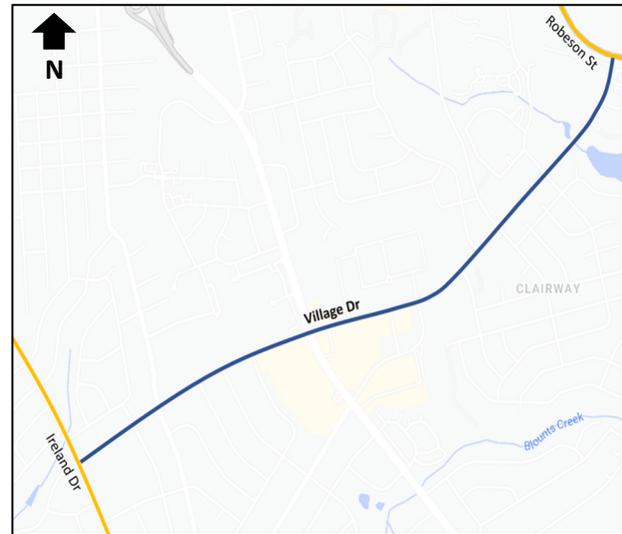
Improve Transit Amenities

Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Skibo to Morganton</i> <ul style="list-style-type: none"> Add median, access control (consolidate or right-in/right-out) 		\$ 2,800,000
Pedestrian		
	<ul style="list-style-type: none"> Sidewalk Murray Hill Road; Raeford Road to School Sidewalk Morganton to Cliffdale 	Not available
Bicycle		
	<ul style="list-style-type: none"> Separated bike lane from Skibo to Colinwood 	Not available
Transit		
<i>Project Location: Skibo to Morganton</i> <ul style="list-style-type: none"> Add Crosswalks at Strategic Bus Stops 		\$ 50,000
<i>Project Location: Skibo to Morganton</i> <ul style="list-style-type: none"> Improve Existing Bus Stop Amenities 		\$ 210,000

5. Village Dr

CORRIDOR DESCRIPTION

Length	2.1 miles
Employment Density –	Medium High
Population Density –	Medium High
Household Income –	Medium Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	3
Functional Class –	Major Collector
AADT –	15,500-18,500

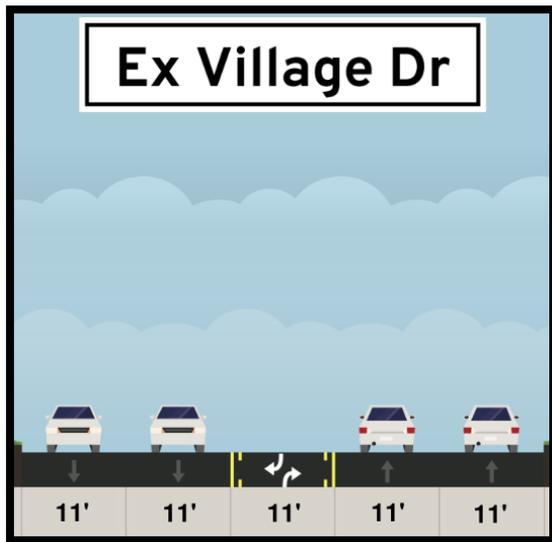


MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	9	Pedestrian Crashes (Last 15 years) –	8
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	4
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4- High
High-Crash Intersections –	2	Transit Propensity –	Medium High

RECOMMENDATIONS



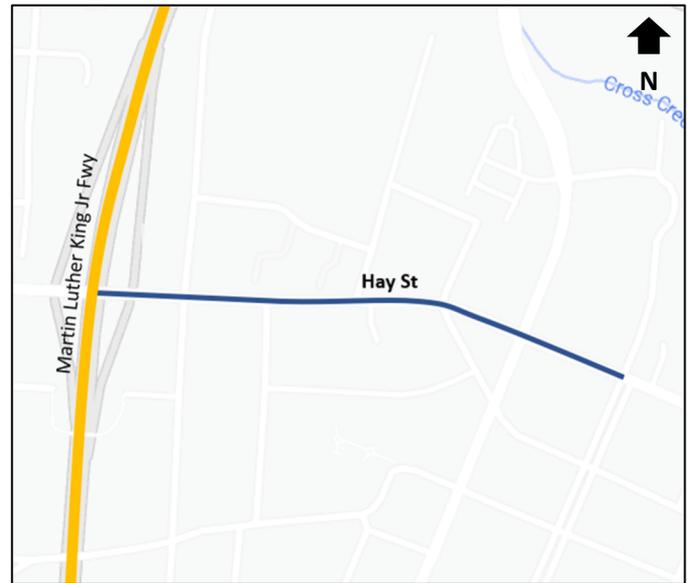


Proposed Recommendations	Noted in other plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Ireland to Owen</i> <ul style="list-style-type: none"> Road Diet (5 lanes to 3, with 2WCLTL, buffered bike lanes) 		\$2,200,000
Pedestrian		
<i>Project Location: Robeson Rd intersection</i> <ul style="list-style-type: none"> Add or Improve Crosswalks at Signal 	Add crosswalks, pedestrian signals at Purdue	\$ 30,000
<i>Project Location: Ireland to Owen</i> <ul style="list-style-type: none"> Add Crosswalks (Mary McArthur Elementary, Bordeaux Public Library) 		\$ 50,000
<i>Project Location: Fargo to Medical Center</i> <ul style="list-style-type: none"> Signalized Pedestrian Crossing at Cape Fear Valley 		\$ 140,000
Bicycle		
<i>Project Location: Ireland to Owen</i> <ul style="list-style-type: none"> Road Diet (5 lanes to 3, with 2WCLTL, buffered bike lanes) 		Included in Road Diet (see above)
Transit		
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> Add Crosswalks at Strategic Bus Stops 		\$ 90,000
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> Improve Existing Bus Stop Amenities 		\$ 140,000
<i>Project Location: Ireland to Owen</i> <ul style="list-style-type: none"> Add Crosswalks at Strategic Bus Stops 		\$ 50,000
<i>Project Location: Ireland to Owen</i> <ul style="list-style-type: none"> Improve Existing Bus Stop Amenities 		\$ 650,000
<i>Project Location: Fargo to Medical Center</i> <ul style="list-style-type: none"> Add Crosswalks at Strategic Bus Stops 		\$ 90,000
<i>Project Location: Fargo to Medical Center</i> <ul style="list-style-type: none"> Improve Existing Bus Stop Amenities 		\$ 240,000

6. Hay St

CORRIDOR DESCRIPTION

Length	0.6 miles
Employment Density –	Medium High
Population Density –	Medium High
Household Income –	Medium High
Zero Car Household Density –	Medium
Nearby Schools & Parks –	3
Functional Class –	Minor Arterial
AADT –	9,400-15,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	4	Pedestrian Crashes (Last 15 years) –	6
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	2
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4- High
High-Crash Intersections –	0	Transit Propensity –	Medium

RECOMMENDATIONS

From Plan Review:

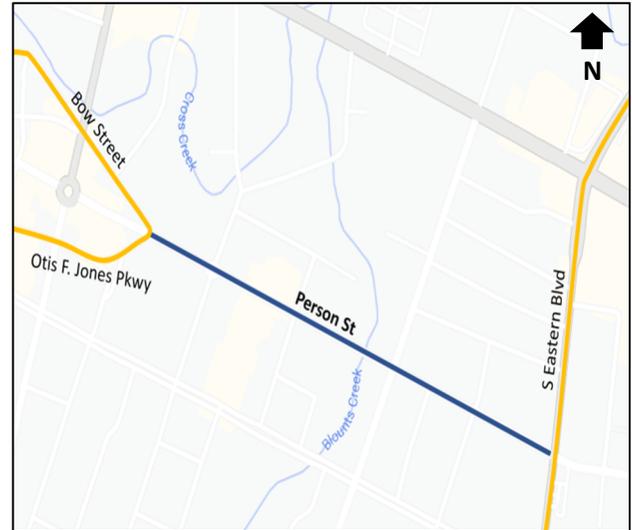
Proposed Recommendations	Noted in Other Plans	Cost
Pedestrian		
	<ul style="list-style-type: none"> Hay Street at Highland Avenue Hay Street at Woodside Avenue/Bradford Avenue 	Not available
Bicycle		
	<ul style="list-style-type: none"> Separated Bike Lane: Winslow to Ray Redesign of Hay Street/Morganton/Ft Bragg gateway from Fort Bragg to Morganton-Ft Bragg Gateway Shared Lane from Ray to green Shared lane on Winslow from Rankin to Hay 	Not available

New Recommendations: None

7. Person St

CORRIDOR DESCRIPTION

Length	0.8 mile
Employment Density –	Medium High
Population Density –	Medium High
Household Income –	Medium High
Zero Car Household Density –	Medium
Nearby Schools & Parks –	3
Functional Class –	Minor Arterial
AADT –	9,400-15,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	4	Pedestrian Crashes (Last 15 years) –	6
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	2
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	High

RECOMMENDATIONS

From Plan Review:

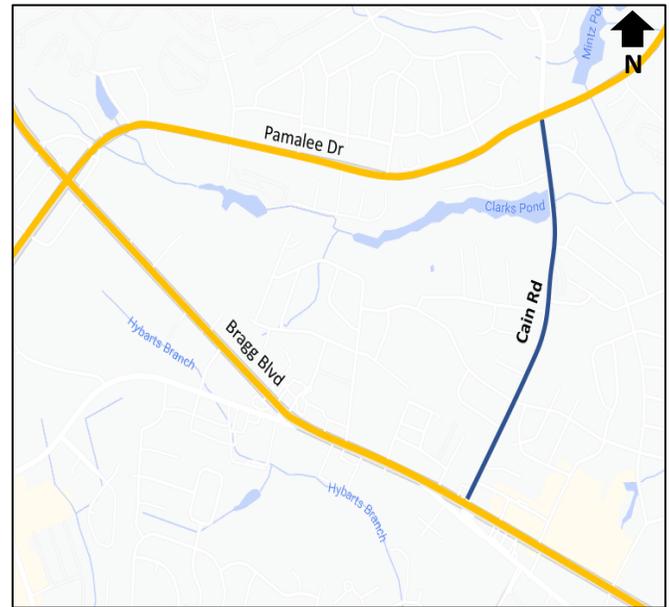
Proposed Recommendations	Noted in Other Plans	Cost
	Bicycle	
	Shared use path from Broad to Cape Fear River Trail	Not available

New Recommendations: None

8. Cain Rd

CORRIDOR DESCRIPTION

Length –	0.98 mile
Employment Density –	Medium High
Population Density –	Medium High
Household Income –	Medium Low
Zero Car Household Density –	Medium High
Nearby Schools & Parks –	1
Functional Class –	Minor Arterial
AADT –	8,200



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	2	Pedestrian Crashes (Last 15 years) –	6
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	3
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4-High
High-Crash Intersections –	1	Transit Propensity –	Medium High

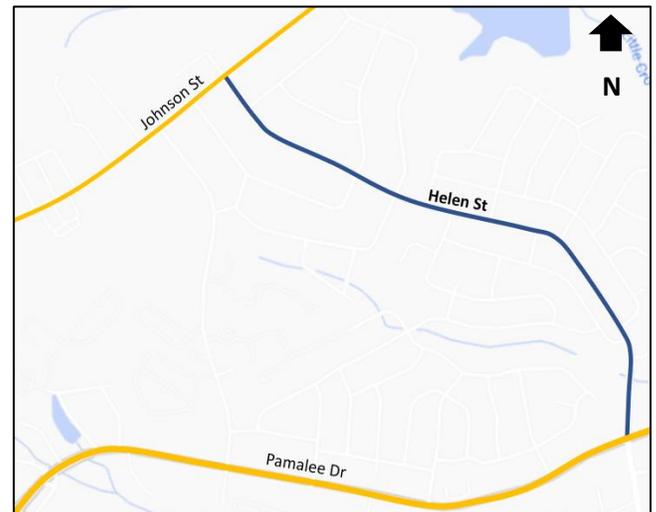
RECOMMENDATIONS

None

9. Helen St

CORRIDOR DESCRIPTION

Length	1.4 miles
Employment Density –	Low
Population Density –	Medium
Household Income –	Medium Low
Zero Car Household Density –	Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	8,200



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	1	Pedestrian Crashes (Last 15 years) –	3
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	4
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	1	Transit Propensity –	Medium Low

RECOMMENDATIONS

None

10. Purdue Dr

CORRIDOR DESCRIPTION

Length	0.9 mile
Employment Density –	Medium Low
Population Density –	Medium High
Household Income –	Medium Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Major Collector
AADT –	3,100



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	3	Pedestrian Crashes (Last 15 years) –	4
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	2
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	1	Transit Propensity –	Medium High

RECOMMENDATIONS

From Plan Review:

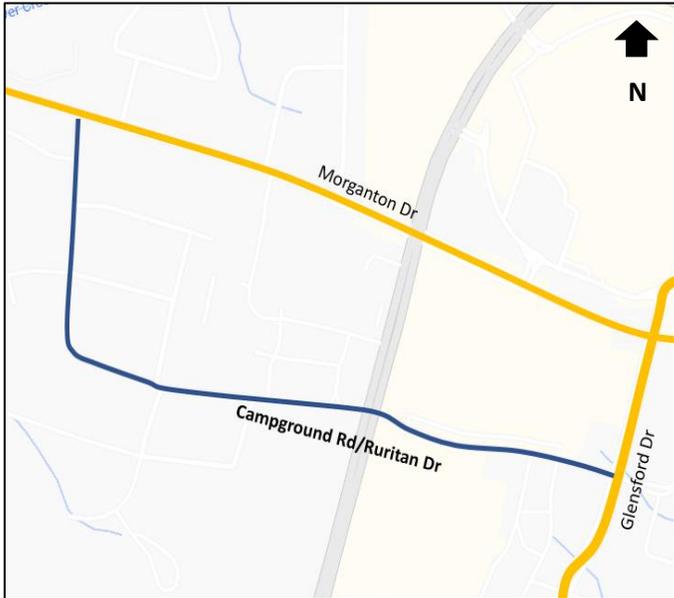
Proposed Recommendations	Noted in Other Plans	Cost
Bicycle		
	Two-way Separated Bikeway from Village Dr to Raeford Rd	Not available

New Recommendations: None

11. Campground Rd/Ruritan Dr

CORRIDOR DESCRIPTION

Length –	1.04 miles
Employment Density –	High
Population Density –	Medium Low
Household Income –	Medium Low
Zero Car Household Density –	Medium Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	5,000-8,400



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	2	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium
High-Crash Intersections –	0	Transit Propensity –	Medium High

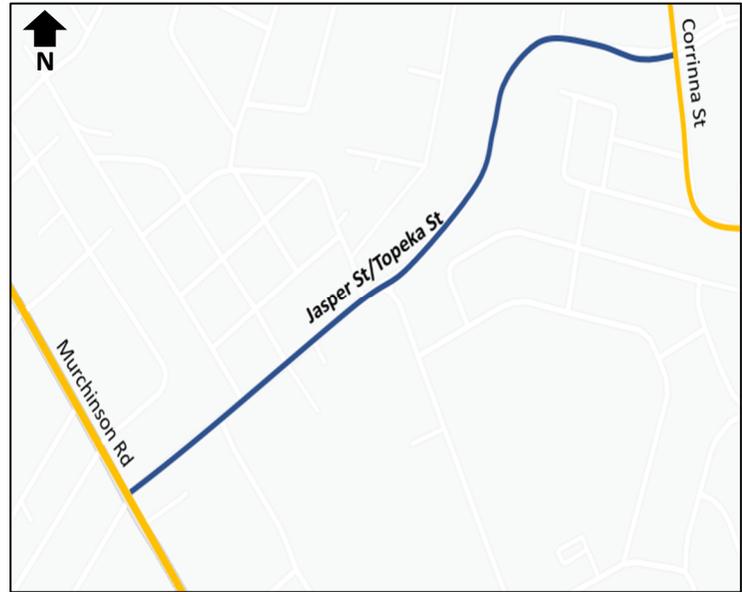
RECOMMENDATIONS

None

12. Jasper St / Topeka St

CORRIDOR DESCRIPTION

Length	1.1 miles
Employment Density –	Low
Population Density –	Medium
Household Income –	Very Low
Zero Car Household Density –	Medium High
Nearby Schools & Parks –	1
Functional Class –	Local
AADT –	4,900

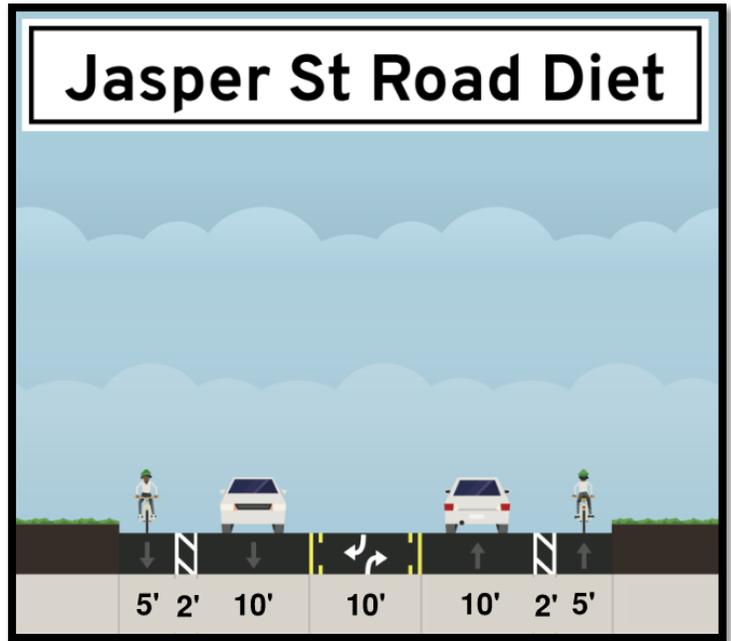


MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	2
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium

RECOMMENDATIONS



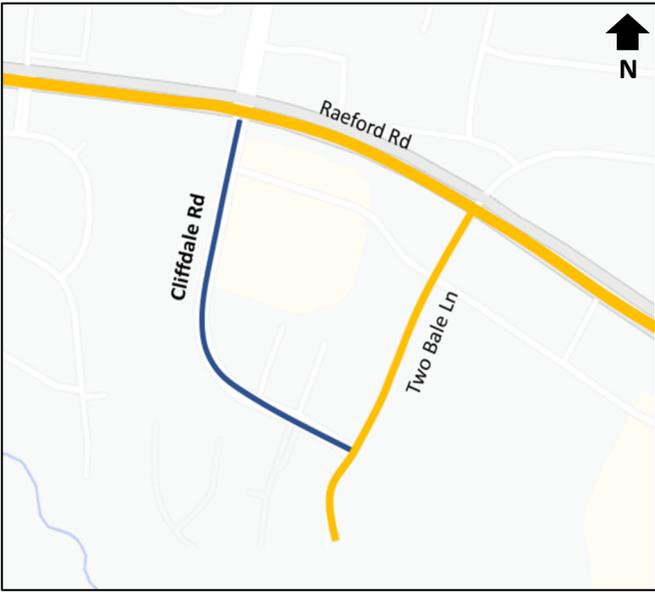


Proposed Recommendations	Noted in other plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Murchison to Seabrook</i> <ul style="list-style-type: none"> Road Diet (4 lanes to 3, with 2WCLTL, buffered bike lanes) 		\$ 700,000
<i>Project Location: Seabrook Rd Intersection</i> <ul style="list-style-type: none"> Reconfigure intersection to remove channelized right turns 		\$ 190,000
Pedestrian		
<i>Project Location: Seabrook Rd Intersection</i> <ul style="list-style-type: none"> Add Crosswalks at intersection 		\$ 50,000
Bicycle		
<i>Project Location: E of Seabrook</i> <ul style="list-style-type: none"> Restripe for buffered bike lanes 		Included in Road Diet (see above)

13. Cliffdale Rd

CORRIDOR DESCRIPTION

Length –	0.42 mile
Employment Density –	Medium High
Population Density –	High
Household Income –	Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	2,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	1
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4-High
High-Crash Intersections –	0	Transit Propensity –	Medium

RECOMMENDATIONS

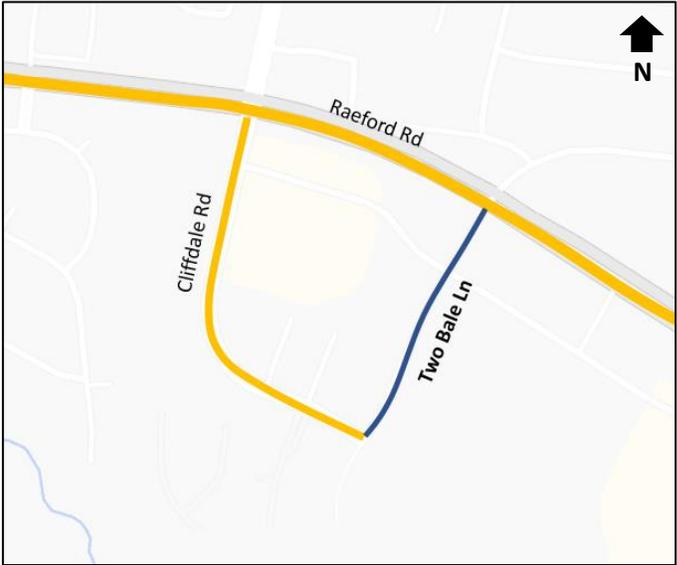


Proposed Recommendations	Noted in Other Plans	Cost
Pedestrian		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Add Crosswalks (LDS Church, Food Lion shopping center). Fill gaps in sidewalk. 		\$ 50,000

14. Two Bale Ln

CORRIDOR DESCRIPTION

Length	0.4 mile
Employment Density –	Low
Population Density –	Low
Household Income –	Medium High
Zero Car Household Density –	Low
Nearby Schools & Parks –	1
Functional Class –	Local
AADT –	7,600



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	1	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium

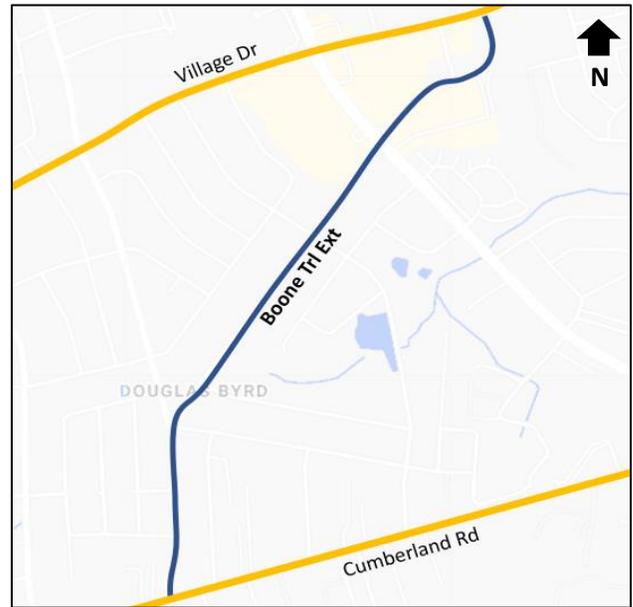
RECOMMENDATIONS

None

15. Boone Trl Ext

CORRIDOR DESCRIPTION

Length –	1.46 miles
Employment Density –	High
Population Density –	Medium Low
Household Income –	Medium Low
Zero Car Household Density –	Medium High
Nearby Schools & Parks –	1
Functional Class –	Major Collector & Local
AADT –	9,000-9,800



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	3	Pedestrian Crashes (Last 15 years) –	8
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	1	Transit Propensity –	Medium

RECOMMENDATIONS

None

16. Stamper Rd

CORRIDOR DESCRIPTION

Length	1.2 miles
Employment Density –	Medium Low
Population Density –	Medium High
Household Income –	Medium High
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	2,200



MOBILITY AND SAFETY

ASSESSMENT

Intersections with LOS D or better –	2	Pedestrian Crashes (Last 15 years) –	4
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

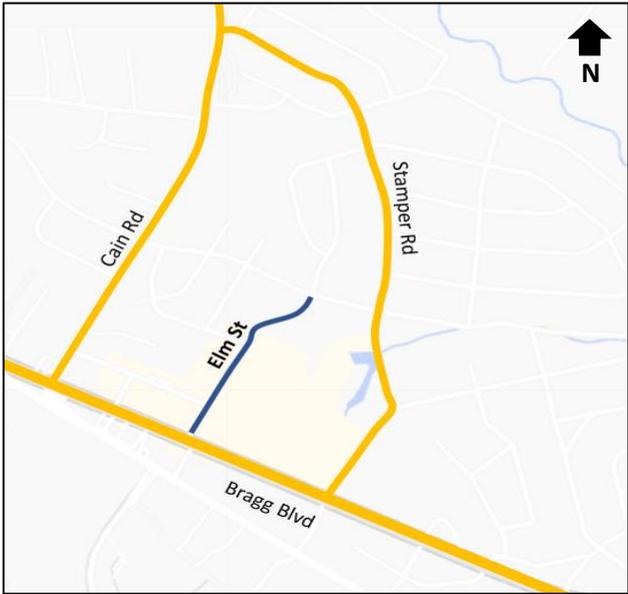
RECOMMENDATIONS

None

17. Elm St

CORRIDOR DESCRIPTION

Length –	0.57 mile
Employment Density –	Medium Low
Population Density –	Medium High
Household Income –	Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	400



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	0	Pedestrian Crashes (Last 15 years) –	1
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

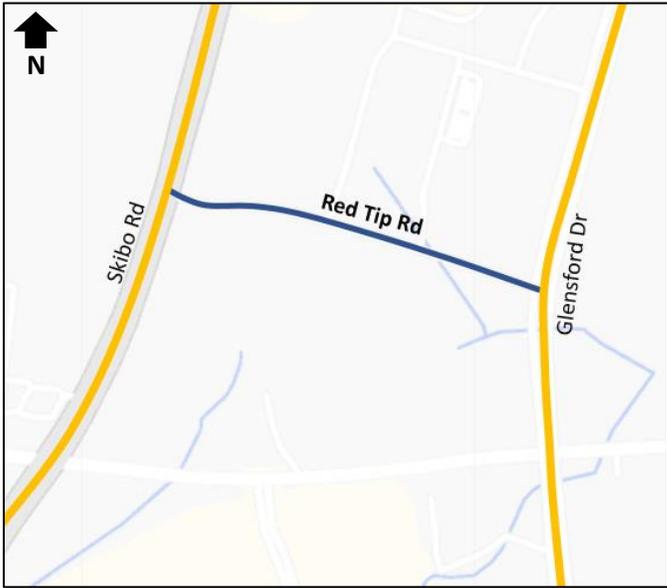
RECOMMENDATIONS

None

18. Red Tip Rd

CORRIDOR DESCRIPTION

Length	0.4 mile
Employment Density –	High
Population Density –	Medium Low
Household Income –	Medium Low
Zero Car Household Density –	Medium Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	3,500



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	2	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	1	Transit Propensity –	Medium High

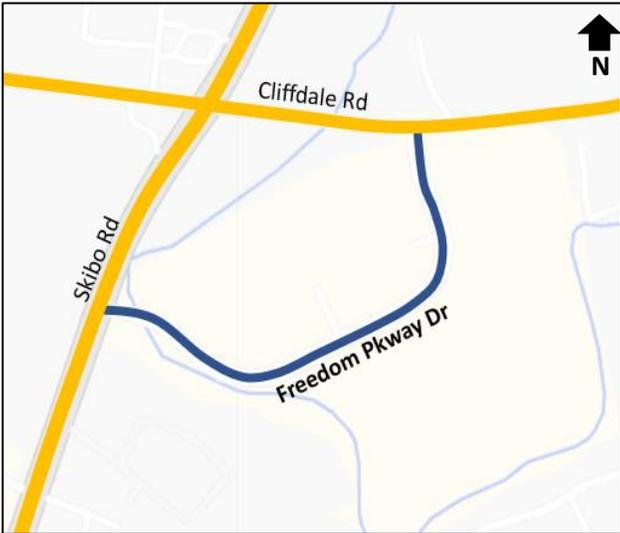
RECOMMENDATIONS

None

19. Freedom Pkwy Dr

CORRIDOR DESCRIPTION

Length	0.8 mile
Employment Density –	Medium Low
Population Density –	Medium Low
Household Income –	Low
Zero Car Household Density –	Medium High
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	2,300



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	3	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

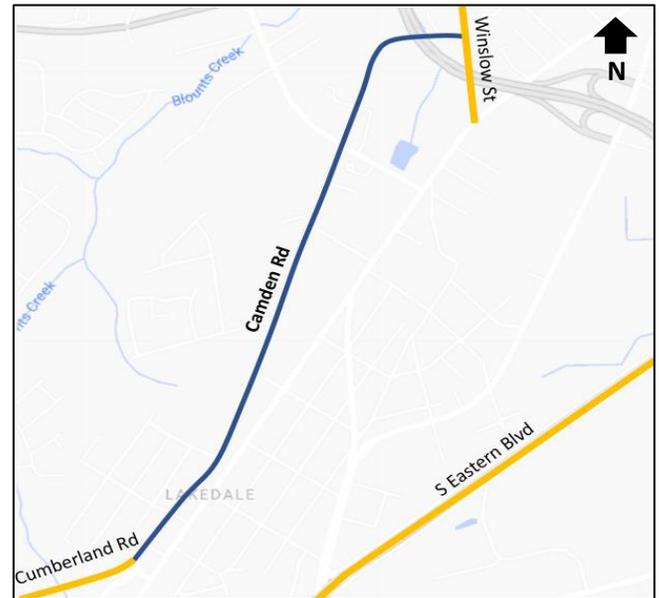
RECOMMENDATIONS

None

20. Camden Rd

CORRIDOR DESCRIPTION

Length –	1.08 miles
Employment Density –	Medium Low
Population Density –	Medium Low
Household Income –	Very Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	1
Functional Class –	Local
AADT –	3,500



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	3
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

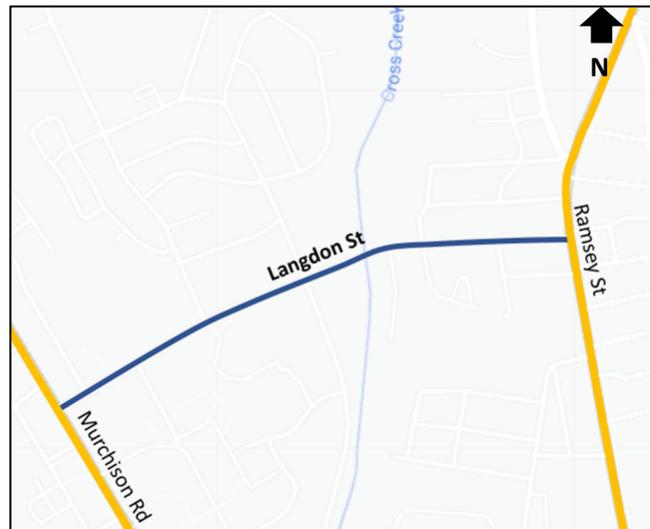
RECOMMENDATIONS

None

21. Langdon St

CORRIDOR DESCRIPTION

Length	1.1 miles
Employment Density –	Medium Low
Population Density –	Medium High
Household Income –	Low
Zero Car Household Density –	Medium High
Nearby Schools & Parks –	4
Functional Class –	Major Collector
AADT –	5,400



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	3	Pedestrian Crashes (Last 15 years) –	6
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	3
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

RECOMMENDATIONS



Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Install traffic calming devices 		\$ 320,000
Pedestrian		
<i>Project Location: Edgecombe to Ramsey</i> <ul style="list-style-type: none"> • Add Crosswalk (Trinity Dr / Ramsey St School) 		\$ 30,000
<i>Project Location: MLK Rail Crossing</i> <ul style="list-style-type: none"> • Add Crosswalk at MLK Dr to Park 		\$ 30,000
Bicycle		
	Shared lane from Powatan to Ramsey	Not available
Transit		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Consider adding bus service 		Not available

22. Walter Reed Rd

CORRIDOR DESCRIPTION

Length	0.8 mile
Employment Density –	High
Population Density –	Medium Low
Household Income –	Medium Low
Zero Car Household Density –	Medium Low
Nearby Schools & Parks –	2
Functional Class –	Local
AADT –	11,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	1	Pedestrian Crashes (Last 15 years) –	2
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

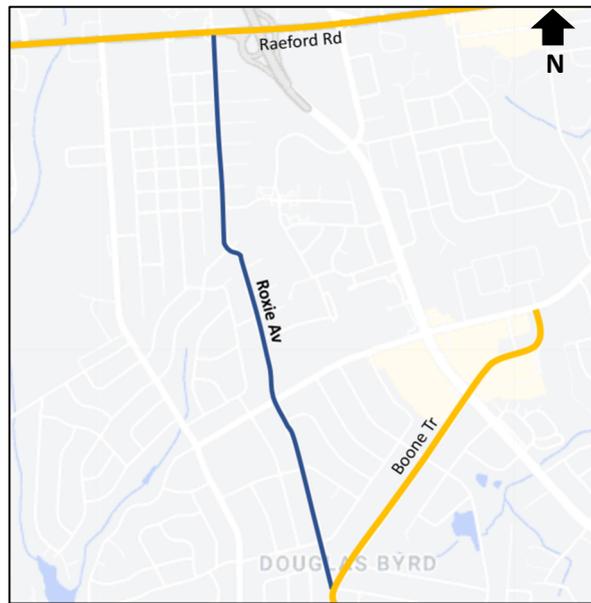
RECOMMENDATIONS

None

23. Roxie Ave

CORRIDOR DESCRIPTION

Length	1.8 miles
Employment Density –	High
Population Density –	Medium High
Household Income –	Medium Low
Zero Car Household Density –	Medium Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	2,600-5,700



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	4	Pedestrian Crashes (Last 15 years) –	3
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

RECOMMENDATIONS



Filling Sidewalk Gaps



Crosswalk Signing/Marking



Improve Crossing by Stops



Improve Transit Amenities



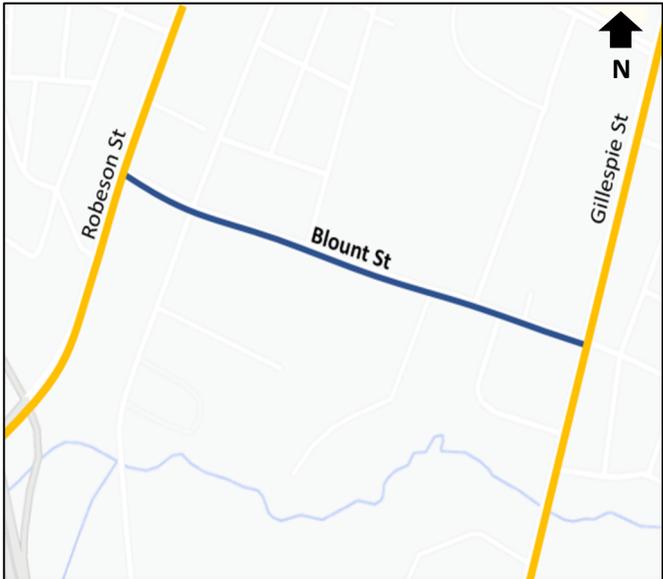
Traffic Calming

Proposed Recommendations	Noted in Other Plans	Cost
Pedestrian		
<i>Project location: Village Dr to Boone Trl</i> <ul style="list-style-type: none"> Add curb extensions and crosswalks at Boone Trail intersection 		\$ 290,000
<i>Project location: Raeford to Village</i> <ul style="list-style-type: none"> Add sidewalk along length of corridor on east side. Add marked crosswalk on that side and perpendicular at Madison Ave 		\$2,800,000
Bicycle		
<i>Project location: Village Dr to Boone Trl</i> <ul style="list-style-type: none"> Install traffic calming devices 		\$ 370,000
Transit		
<i>Project location: Village Dr to Boone Trl</i> <ul style="list-style-type: none"> Add Crosswalks at Strategic Bus Stops 		\$ 50,000
<i>Project location: Village Dr to Boone Trl</i> <ul style="list-style-type: none"> Improve Existing Bus Stop Amenities 		\$ 250,000

24. Blount St

CORRIDOR DESCRIPTION

Length –	0.57 mile
Employment Density –	Medium High
Population Density –	Medium Low
Household Income –	Medium High
Zero Car Household Density –	High
Nearby Schools & Parks –	0
Functional Class –	Major Collector
AADT –	3,400-3,500



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	4	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

RECOMMENDATIONS



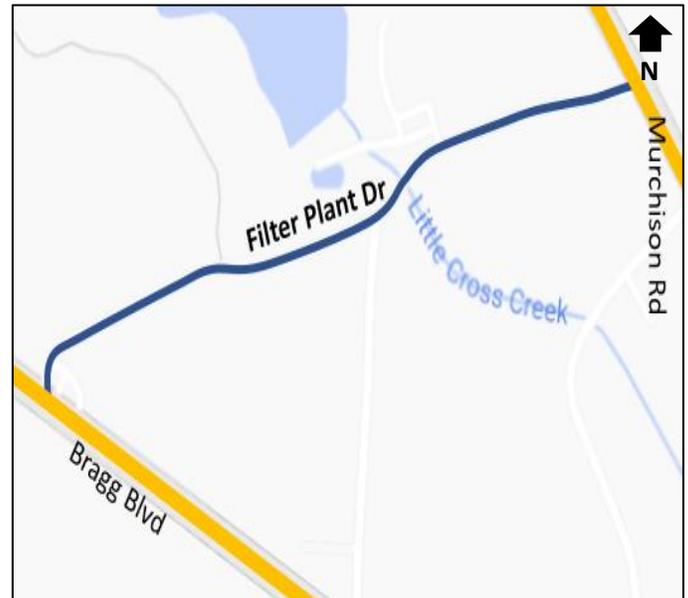
Shared Use Paths

Proposed Recommendations	Noted in Other Plans	Cost
Pedestrian		
<i>Project Length: Entire Corridor</i> <ul style="list-style-type: none"> • Add Shared-Use Path on south side 		\$1,000,000
Bicycle		
<i>Project Length: Entire Corridor</i> <ul style="list-style-type: none"> • Add Shared-Use Path on south side 		Included in Ped Project (see above)

25. Filter Plant Dr

CORRIDOR DESCRIPTION

Length –	0.51 mile
Employment Density –	Medium Low
Population Density –	Medium Low
Household Income –	Medium Low
Zero Car Household Density –	Low
Nearby Schools & Parks –	1
Functional Class –	Local
AADT –	2,800



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	0	Pedestrian Crashes (Last 15 years) –	2
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

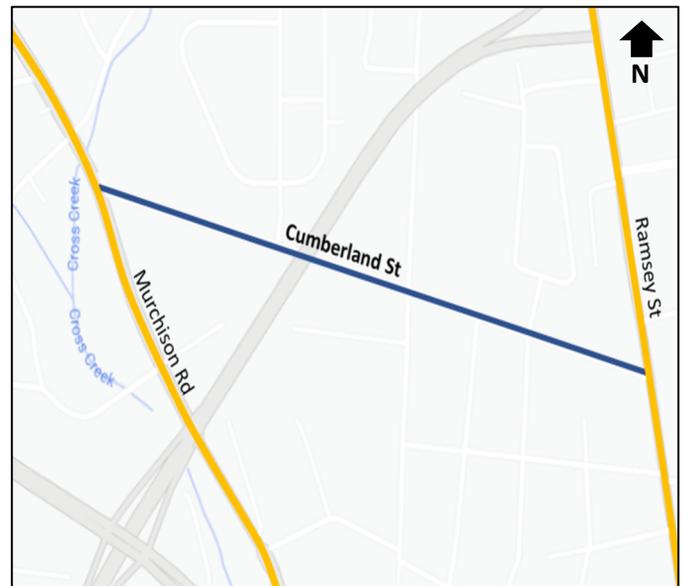
RECOMMENDATIONS

None

26. Cumberland St

CORRIDOR DESCRIPTION

Length –	0.75 mile
Employment Density –	Medium Low
Population Density –	Medium Low
Household Income –	Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	3
Functional Class –	Minor Arterial
AADT –	3,600



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	0	Pedestrian Crashes (Last 15 years) –	1
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	0	Transit Propensity –	High

RECOMMENDATIONS



**Filling
Sidewalk Gaps**



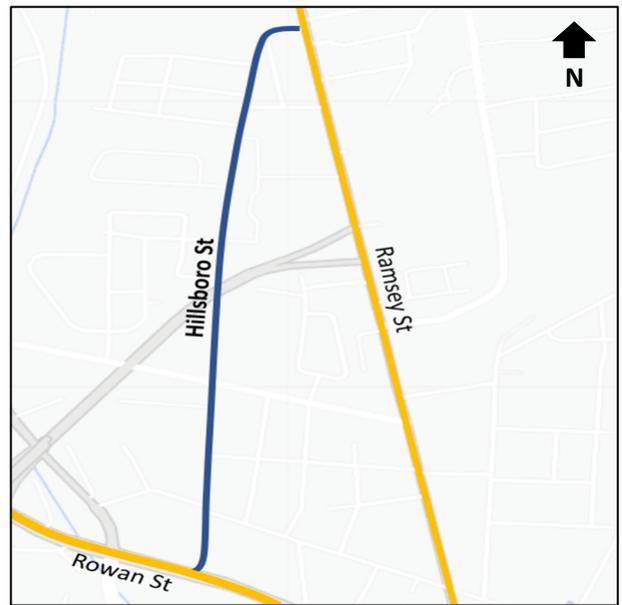
**Crosswalk
Signing/Marking**

Proposed Recommendations	Noted in Other Plans	Cost
Pedestrian		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Fill sidewalk gaps along north side (entire corridor except around Hillsboro St intersection) 	<ul style="list-style-type: none"> • Cumberland Street at Hillsboro Street • Cumberland Street (Ramsey Street to Murchison Road) 	\$ 1,100,000
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Add crosswalks (John Wesley Church) 		\$ 30,000
<i>Project Location: Hillsboro St Intersection</i> <ul style="list-style-type: none"> • Add pedestrian crossing infrastructure (Crosswalks, accessible ramps, push buttons, etc.) 		\$ 140,000

27. Hillsboro St

CORRIDOR DESCRIPTION

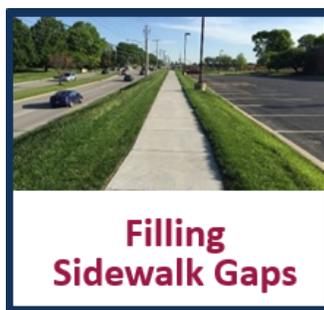
Length	0.7 mile
Employment Density –	Medium High
Population Density –	Low
Household Income –	Very Low
Zero Car Household Density –	High
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	2,400



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	3	Pedestrian Crashes (Last 15 years) –	4
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	2
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	High

RECOMMENDATIONS



Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> Install traffic calming devices 		\$ 610,000
Pedestrian		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> Add Crosswalks (Windsor Park, St Luke AME Church) 	<ul style="list-style-type: none"> Boundary Lane at Hillsboro 	\$ 50,000
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> Extend ped/bike connection under Rowan St 		\$ 200,000
<i>Project Location: Cumberland, Chance, and Moore intersections</i> <ul style="list-style-type: none"> Add pedestrian crossing infrastructure (Crosswalks, accessible ramps, push buttons, etc.) 		\$ 140,000
Bicycle		
	<ul style="list-style-type: none"> Shared use path from Hay to Rowan 	Not Available
Transit		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> Add Crosswalks at Strategic Bus Stops 		Included in Crosswalks (see above)
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> Improve Existing Bus Stop Amenities 		\$ 330,000

28. Oakridge Ave

CORRIDOR DESCRIPTION

Length	0.6 mile
Employment Density –	Medium High
Population Density –	Medium High
Household Income –	Medium
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	1	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

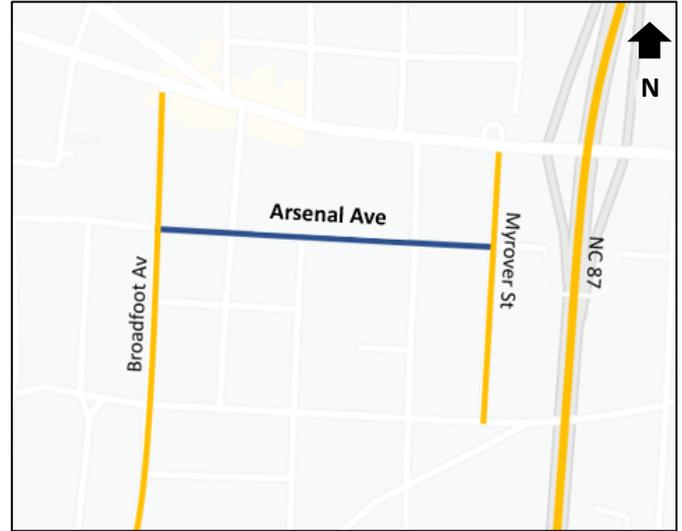
RECOMMENDATIONS

None

29. Arsenal Ave

CORRIDOR DESCRIPTION

Length –	0.30 mile
Employment Density –	Medium High
Population Density –	Medium High
Household Income –	Medium High
Zero Car Household Density –	Medium
Nearby Schools & Parks –	2
Functional Class –	Local
AADT –	7,300-9,100



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

RECOMMENDATIONS

From Plan Review:

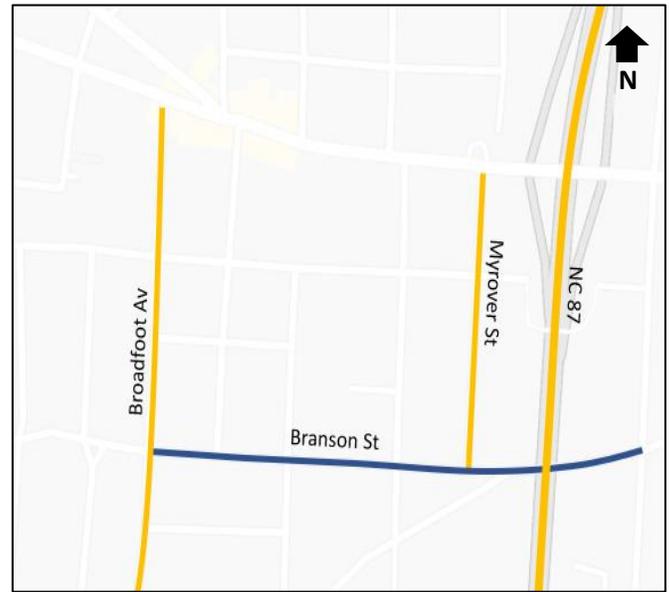
Proposed Recommendations	Noted in Other Plans	Cost
Bicycle		
	Shared lane from Highland to Termination at US 401 bike plan #41 Existing shared us path moved #162	No Cost Available

New Recommendations: None

30. Branson St

CORRIDOR DESCRIPTION

Length –	0.47 mile
Employment Density –	Medium High
Population Density –	Medium High
Household Income –	Medium High
Zero Car Household Density –	Medium
Nearby Schools & Parks –	2
Functional Class –	Local
AADT –	600-1,100



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	2-Medium Low
High-Crash Intersections –	0	Transit Propensity –	Medium High

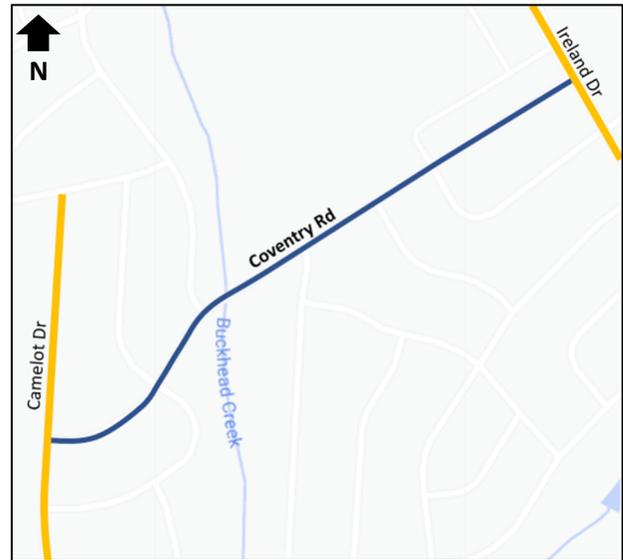
RECOMMENDATIONS

None

31. Coventry Rd

CORRIDOR DESCRIPTION

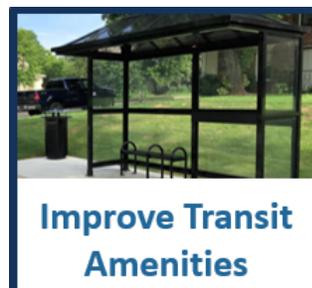
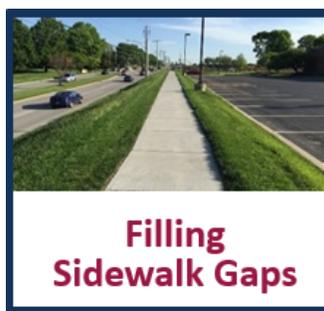
Length	0.7 mile
Employment Density –	Medium High
Population Density –	Medium
Household Income –	Medium Low
Zero Car Household Density –	Medium Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	6,800



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	3
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	High

RECOMMENDATIONS

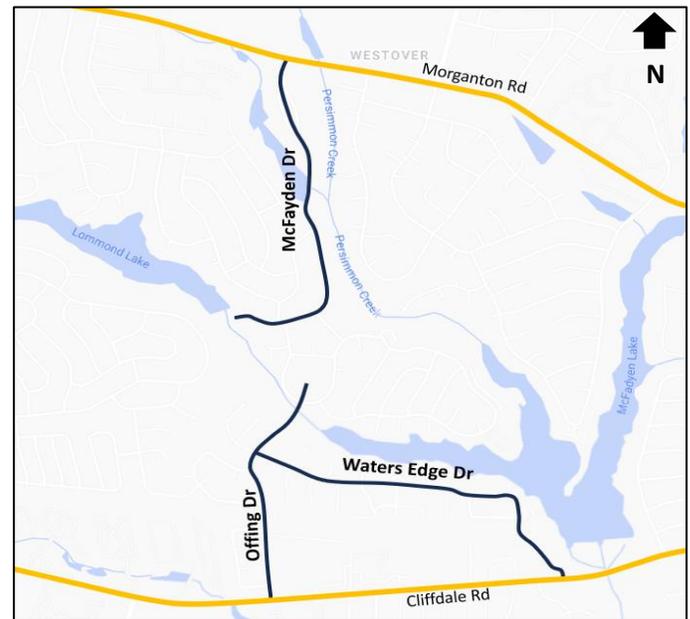


Proposed Recommendations	Noted in Other Plans	Cost
Pedestrian		
<i>Project Location: Ireland to Odom</i> <ul style="list-style-type: none"> • Add Sidewalk along north side 		\$ 1,200,000
<i>Project Location: Ireland to Odom</i> <ul style="list-style-type: none"> • Add Crosswalks (DBHS, Odom Dr) 		\$ 50,000
Bicycle		
<i>Project Location: Ireland to Odom</i> <ul style="list-style-type: none"> • Provide curb extensions at skewed intersections and traffic calming devices along the corridor. 		\$ 300,000
Transit		
<i>Project Location: Ireland to Odom</i> <ul style="list-style-type: none"> • Add Crosswalks at Strategic Bus Stops 		Included in Crosswalks (see above)
<i>Project Location: Ireland to Odom</i> <ul style="list-style-type: none"> • Improve Existing Bus Stop Amenities 		\$ 210,000

32. Waters Edge Dr/ McFayden Dr/ Offing Dr

CORRIDOR DESCRIPTION

Length	2.3 miles
Employment Density –	Low
Population Density –	High
Household Income –	Medium
Zero Car Household Density –	Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	2000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Low

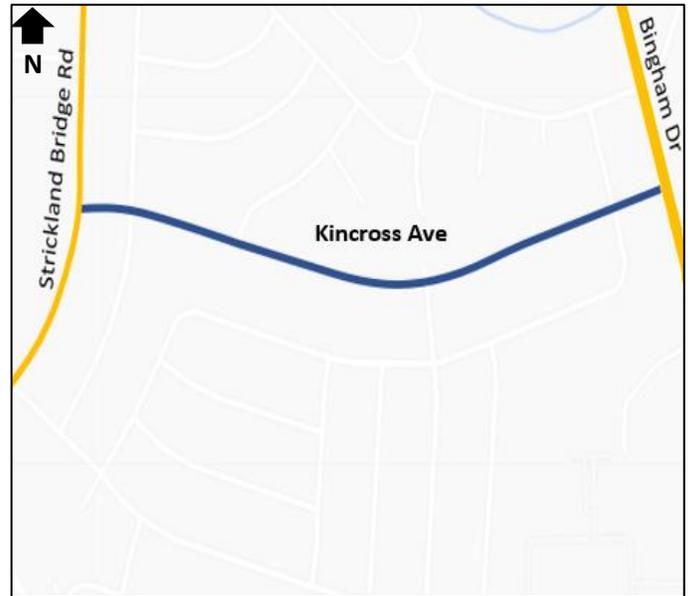
RECOMMENDATIONS

None

33. Kincross Ave

CORRIDOR DESCRIPTION

Length	0.7 mile
Employment Density –	Low
Population Density –	Medium High
Household Income –	Medium
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	460



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	2	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	1
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	LTS-1 (Low)
High-Crash Intersections –	0	Transit Propensity –	Medium Low

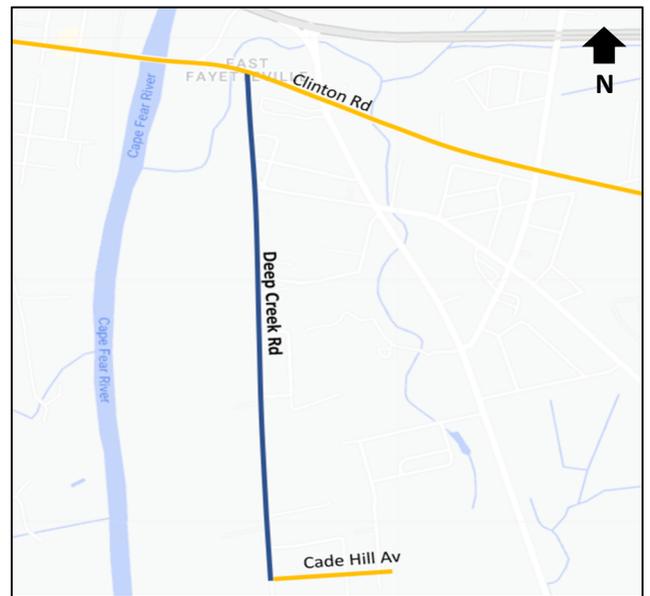
RECOMMENDATIONS

None

34. Deep Creek Rd

CORRIDOR DESCRIPTION

Length –	1.31 miles
Employment Density –	Low
Population Density –	Medium Low
Household Income –	Medium Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	1,900



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	3
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium

RECOMMENDATIONS

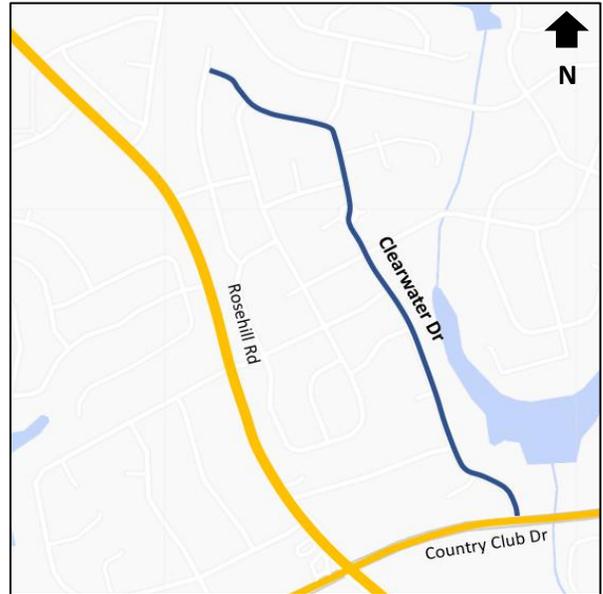


Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> • Remove Sapona Channelized Right 		\$ 90,000
Pedestrian		
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> • Add Shared Use Path along east side 		\$ 3,100,000
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> • Add Crosswalks (River Commons School) 		\$ 30,000
Bicycle		
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> • Install traffic calming devices 		\$ 80,000
Transit		
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> • Add Crosswalks at Strategic Bus Stops 		Included in Crosswalks (see above)
<i>Project Location: Entire Length</i> <ul style="list-style-type: none"> • Improve Existing Bus Stop Amenities 		\$ 210,000

35. Clearwater Dr

CORRIDOR DESCRIPTION

Length –	0.92 mile
Employment Density –	Low
Population Density –	Medium
Household Income –	Medium High
Zero Car Household Density –	Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	2,600



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	0	Pedestrian Crashes (Last 15 years) –	1
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

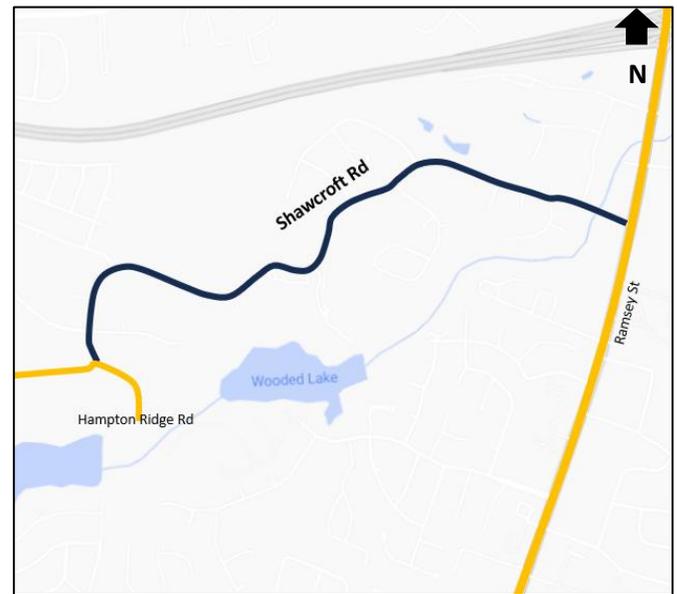
RECOMMENDATIONS

None

36. Shawcroft Rd

CORRIDOR DESCRIPTION

Length	1.6 miles
Employment Density –	Medium Low
Population Density –	Medium
Household Income –	Very Low
Zero Car Household Density –	Medium High
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	4,100



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	1	Pedestrian Crashes (Last 15 years) –	0
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium

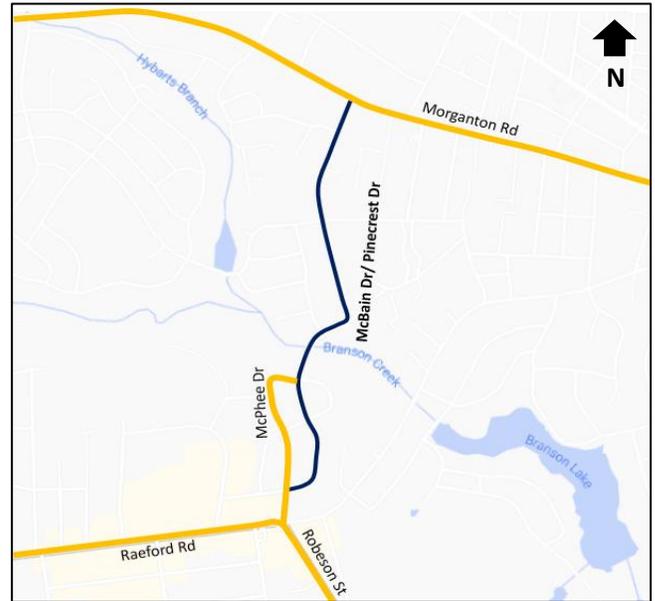
RECOMMENDATIONS

None

37. McBain Dr/ Pinecrest Dr

CORRIDOR DESCRIPTION

Length	0.4 mile
Employment Density –	Medium High
Population Density –	Medium
Household Income –	Medium
Zero Car Household Density –	Medium
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	3,900



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	2	Pedestrian Crashes (Last 15 years) –	2
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium High

RECOMMENDATIONS

None

38. W Rowan St

CORRIDOR DESCRIPTION

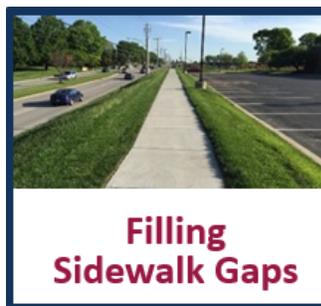
Length	0.7 mile
Employment Density –	Medium High
Population Density –	Medium
Household Income –	Medium High
Zero Car Household Density –	Low
Nearby Schools & Parks –	1
Functional Class –	Local
AADT –	1,800



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	2	Pedestrian Crashes (Last 15 years) –	1
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium

RECOMMENDATIONS



Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Install traffic calming devices 		\$ 300,000
Pedestrian		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Fill sidewalk gaps along north side 		\$ 300,000

39. Johnson St

CORRIDOR DESCRIPTION

Length	0.9 mile
Employment Density –	Low
Population Density –	Medium High
Household Income –	Very Low
Zero Car Household Density –	High
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	4,100



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	1	Pedestrian Crashes (Last 15 years) –	7
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3- Medium High
High-Crash Intersections –	0	Transit Propensity –	Medium Low

RECOMMENDATIONS

From Plan Review:

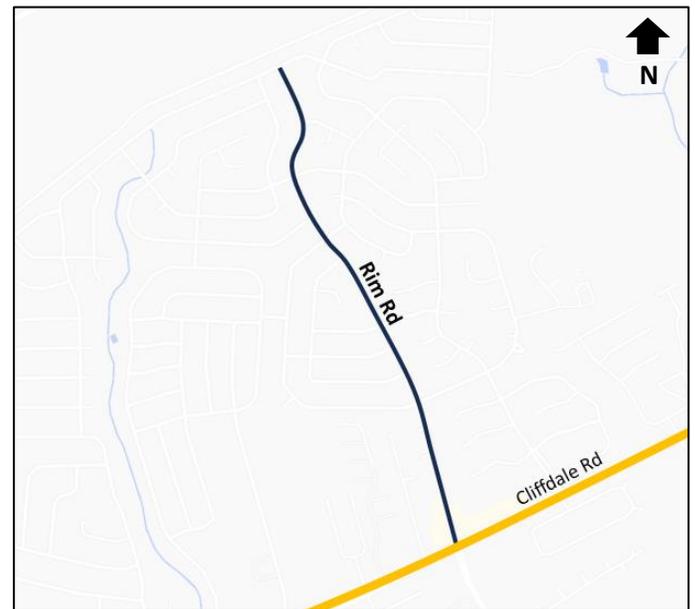
Proposed Recommendations	Noted in Other Plans	Cost
Bicycle		
	Bike lane from Bragg to planned shared-use path	Not available

New Recommendations: None

40. Rim Rd

CORRIDOR DESCRIPTION

Length	1.3 miles
Employment Density –	Low
Population Density –	Medium High
Household Income –	Medium
Zero Car Household Density –	Low
Nearby Schools & Parks –	1
Functional Class –	Local
AADT –	10,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	2	Pedestrian Crashes (Last 15 years) –	2
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	2- Medium Low
High-Crash Intersections –	1	Transit Propensity –	Medium High

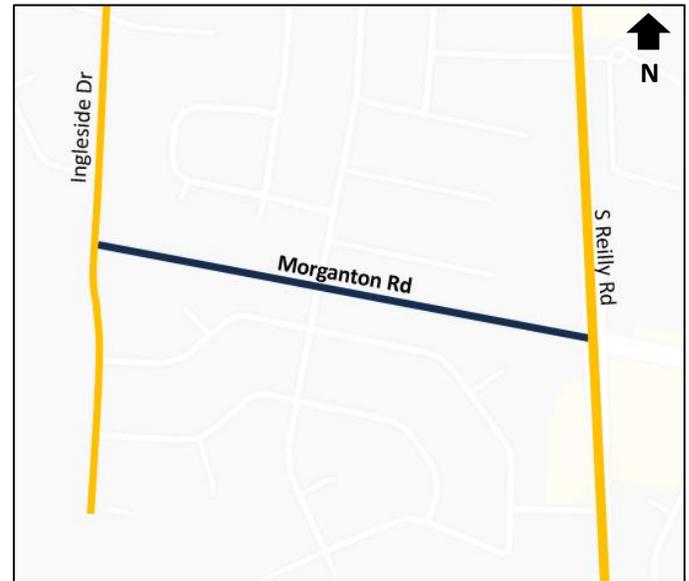
RECOMMENDATIONS

None

41. Morganton Rd

CORRIDOR DESCRIPTION

Length	0.5 mile
Employment Density –	Low
Population Density –	High
Household Income –	Medium
Zero Car Household Density –	Medium Low
Nearby Schools & Parks –	0
Functional Class –	Local
AADT –	3,000



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better–	2	Pedestrian Crashes (Last 15 years) –	3
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	0
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	4- High
High-Crash Intersections –	1	Transit Propensity –	Medium High

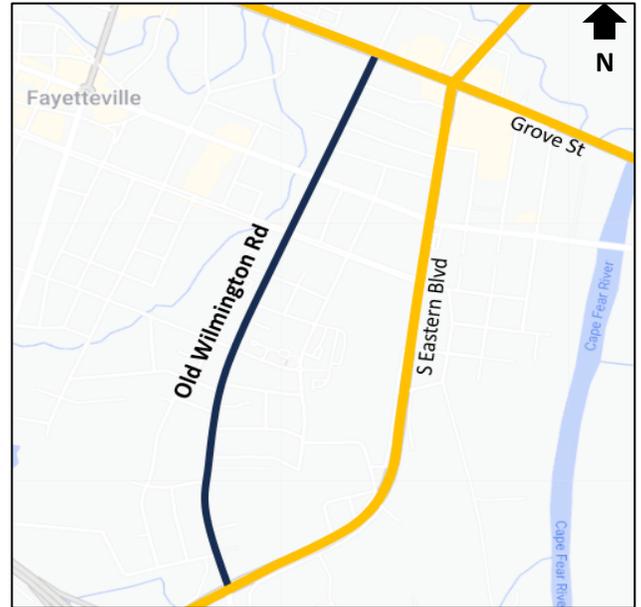
RECOMMENDATIONS

None

42. Old Wilmington Rd/ B St

CORRIDOR DESCRIPTION

Length –	1.5 miles
Employment Density –	Medium Low
Population Density –	Medium
Household Income –	Very Low
Zero Car Household Density –	Medium
Nearby Schools & Parks –	3
Functional Class –	Major Collector
AADT –	3,600-5,900



MOBILITY AND SAFETY ASSESSMENT

Intersections with LOS D or better –	4	Pedestrian Crashes (Last 15 years) –	13
Intersections with LOS E –	0	Bicyclist Crashes (Last 15 years) –	3
Intersections with LOS F –	0	Bicycle level of Traffic Stress –	3-Medium High
High-Crash Intersections –	1	Transit Propensity –	Medium High

RECOMMENDATIONS



Proposed Recommendations	Noted in Other Plans	Cost
Traffic Safety & Congestion		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Install traffic calming devices 		\$ 610,000
<i>Project Location: E Russell to Grove</i> Install roundabout at Person St/Grove St	Planned City Project	\$ 750,000
Pedestrian		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Add/improve crosswalks (Walker-Spivey) 		\$ 30,000
Transit		
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Add Crosswalks at Strategic Bus Stops 		Included in Crosswalks (see above)
<i>Project Location: Entire Corridor</i> <ul style="list-style-type: none"> • Improve Existing Bus Stop Amenities 		\$ 210,000

ID	Corridor Name	Corridor Extents	Length (miles)	AADT	Project Location	Corridor Deficiencies	In FAMPO CMP?	Traffic Safety & Congestion	Cost	Pedestrian Safety & Access	Cost	Bicycle Safety & Access	Cost	Transit Service	Cost	Total Cost			
1	Rosehill Road / Stacy Weaver Drive	West of Ramsey Street (N) to North of Country Club Road	3.80	8,600 to 15,000	Entire Length	High Bike/Ped Crash Frequency, Gaps in Sidewalk, Lack of Crossing Opportunities, High BLTS	No			Fill Sidewalk Gaps (Ramsey Street to McArthur Road and Golden Road to Country Club Road)	\$3,300,000	Add shared use path along length of corridor	\$6,100,000	Add or Improve crosswalks at strategic bus stops	\$650,000	\$10,190,000			
		North of Country Club Road to West of Ramsey Street (S)	1.90		Entire Length	High Bike/Ped Crash Frequency, Gaps in Sidewalk, Lack of Crossing Opportunities, High BLTS	No	Road Diet (reduce from 4 lanes to 3 lanes, with 2WCLTL and buffered bike lanes)	\$1,600,000	Add Crosswalks (Trinity Christian School, Fayetteville Christian Church, Warrenwood Elementary School, College Lakes Park, College Lakes Elementary School, North Regional Public Library)	\$140,000			Improve existing bus stop amenities					
										Fill Sidewalk Gaps (Hickory Hill Road to Stuart Avenue)	\$2,600,000	Buffered bike lanes	See Traffic	Add or improve crosswalks at strategic bus stops	See Pedestrian	\$4,350,000			
										Add Crosswalks (Lafayette Park)	\$30,000			Improve existing bus stop amenities	\$120,000				
3	Sycamore Dairy Road	Morganton Road to Bragg Boulevard	1.67	8,100 to 17,000	Morganton Road Intersection	High Auto Crash Frequency, Current Hotspot, Gaps in Sidewalk, Lack of Crossing Opportunities, High BLTS	Yes									\$1,970,000			
					Bragg Blvd Intersection	High Auto Crash Frequency, Gaps in Sidewalk, Lack of Crossing Opportunities, High BLTS	Yes												
					Morganton Road to McPherson Church Road	Bike / Ped Crashes, Sidewalk Gaps, High BLTS	No	Road Diet (reduce from 5 lanes to 3 lanes, with 2WCLTL and buffered bike lanes)	\$1,800,000	Fill Sidewalk Gaps (multiple small gaps along corridor)	\$140,000	Buffered bike lanes	See Traffic						
					Add Crosswalk between Wyndham / Courtyard Hotels	\$30,000													
4	McPherson Church Road	Raeford Road to Skibo Road	2.78	11,000 to 21,000	Morganton Road Intersection	High Auto Crash Frequency, Gaps in Sidewalk, Lack of Crossing Opportunities, High BLTS	Yes									\$3,060,000			
					Raeford Road Intersection	High Auto Crash Frequency, Gaps in Sidewalk, Lack of Crossing Opportunities, At-Grade Rail Crossing, High BLTS	Yes												
					Skibo Road Intersection	High Auto Crash Frequency, Lack of Crossing Opportunities, High BLTS	Yes												
					Skibo Road to Morganton Road	High Transit Propensity, High BLTS, High Bike / Ped Crashes	No	Add medians, access control (consolidate or right-in/right-out)	\$2,800,000					Add crosswalks at strategic bus stops	\$50,000				
																	Improve existing bus stop amenities	\$210,000	
5	Village Drive	Ireland Drive to Robeson Street	2.00	15,500 to 18,500	Entire Corridor	High Transit Propensity, High PLTS, High Auto Crash Frequency	No								Add crosswalks at strategic bus stops	\$90,000	\$3,680,000		
					Robeson Road Intersection	High Auto Crash Frequency, Lack of Crossing Opportunities, At-Grade Rail Crossing, High BLTS	No			Add / improve crosswalks at signal	\$30,000								
					Owen Drive Intersection	High Auto Crash Frequency, Current Hotspot, High BLTS	Yes												
					Ireland Drive to Owen Drive	High Transit Propensity, High BLTS	No	Road Diet (reduce from 5 lanes to 3 lanes, with 2WCLTL and buffered bike lanes)	\$2,200,000	Add crosswalks (Mary McArthur Elementary, Bordeaux Public Library)	\$50,000	Buffered bike lanes	See Traffic	Add crosswalks at strategic bus stops	\$50,000				
					Fargo Drive to Metro Medical	High Ped Crashes, High BLTS	No			Signalized pedestrian crossing at Cape Fear Valley	\$140,000			Add crosswalks at strategic bus stops	\$90,000				
														Improve existing bus stop amenities	\$240,000				
12	Jasper Street / Topeka Street	Murchison Road to Carrianna Street	0.72	5,000	Murchison Road to Seabrook Road	Lack of Crossing Opportunities, At-Grade Rail Crossing, High BLTS	No	Road Diet (reduce from 4 lanes to 3 lanes with 2WCLTL and buffered bike lanes)	\$700,000								\$940,000		
					East of Seabrook Road	Lack of Crossing Opportunities, High BLTS	No					Buffered bike lanes	See Traffic						
					Greensboro Street Intersection	Lack of Crossing Opportunities, At-Grade Rail Crossing, High BLTS	No												
					Murchison Road Intersection	High Auto Crash Frequency, High BLTS	Yes												
					Seabrook Road Intersection	Gaps in Sidewalk, Lack of Crossing Opportunities, High BLTS	No	Reconfigure intersection to remove channelized right turns	\$190,000	Add crosswalks at Intersection	\$50,000								

