

9 – Bicycle and Pedestrian

Purpose

The bicycle and pedestrian maps show the general demand for non-motorized trips and potentially hazardous travel areas for those trips. The local governments in the MPO area have already carried out in-depth planning processes and produced detailed plans for bicycle and pedestrian facilities, and thus this high level CTP deficiency review cannot replace those plans. The CTP deficiency analysis, however, can provide a general check on the coverage of those plans.

Methodology

The first map shows the bicycle and pedestrian trips generated per square mile base on the projected 2040 SE Data (i.e., population and employment) and the Triangle Regional Model (TRM). It is assumed that the great majority of those trips will originate and end in the same TAZ or an adjacent TAZ. Thus, the greatest demand for bicycle and pedestrian facilities will be in the darkest shaded TAZs, i.e. those TAZs with the highest non-motorized trip generation.

The second map and table identify eight intersections in the MPO area that potentially meet the safety warrant for bicycle and pedestrian travel. The warrant requires a minimum of five bicycle or pedestrian crashes reported in the last ten years and a minimum of 50% of all those crashes must have occurred in the last five years.

The crash data is from the NCDOT Highway Safety Improvement Program (HSIP). The HSIP Web page on the following link provides more detailed information and maps, and descriptions of warrants and methodology: <http://bit.ly/1tN0DbM>

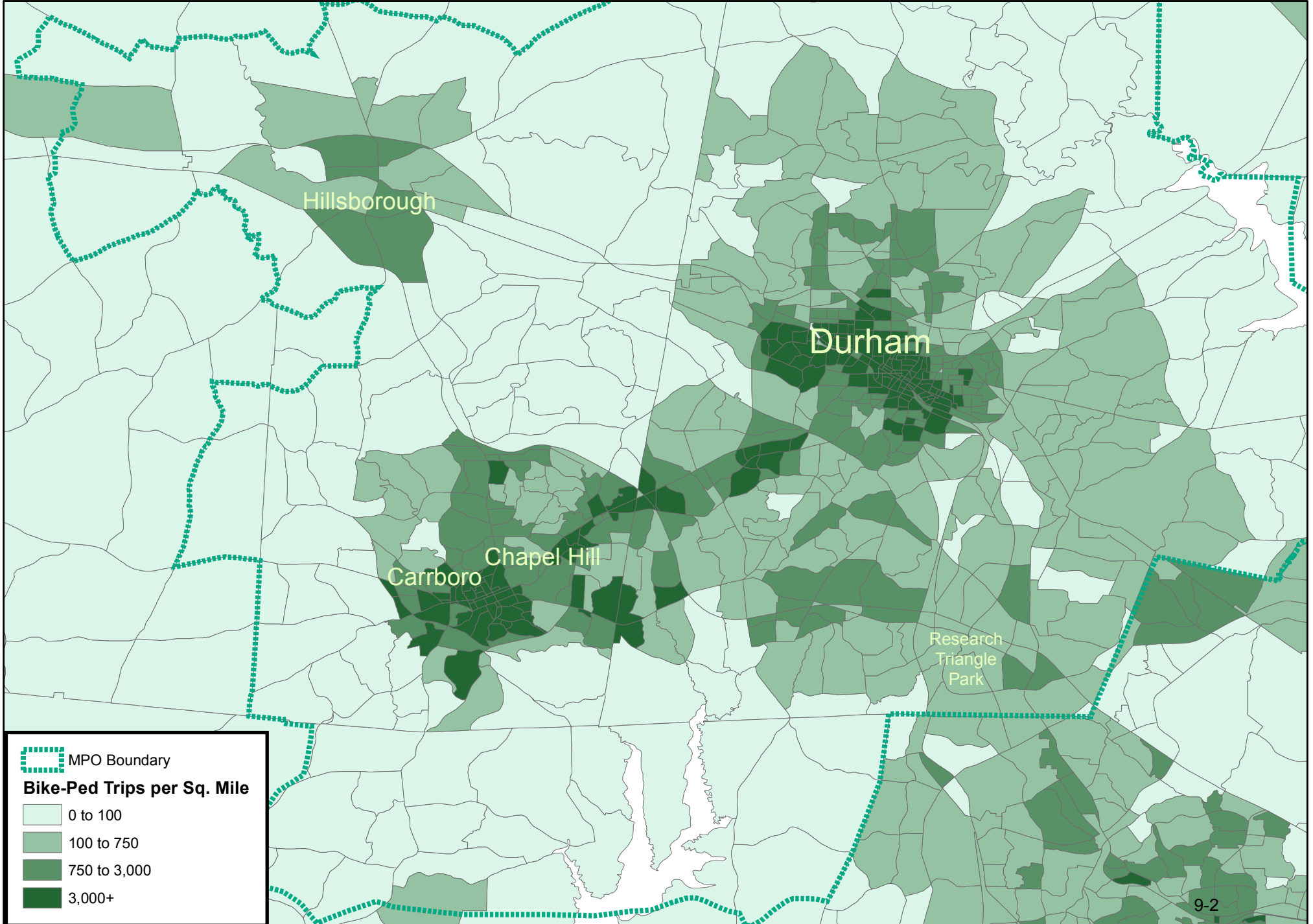
Content

- The bicycle and pedestrian trip generation map is on page 9-2;
- The bicycle and pedestrian crash data map and table are on pages 9-3 and 9-4.

CTP Bicycle and Pedestrian Daily Trip Generation by TAZ

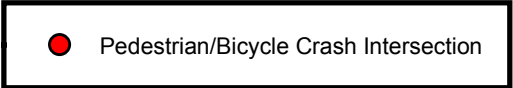
Based on projected 2040
population and employment.

Date: 12/3/2014

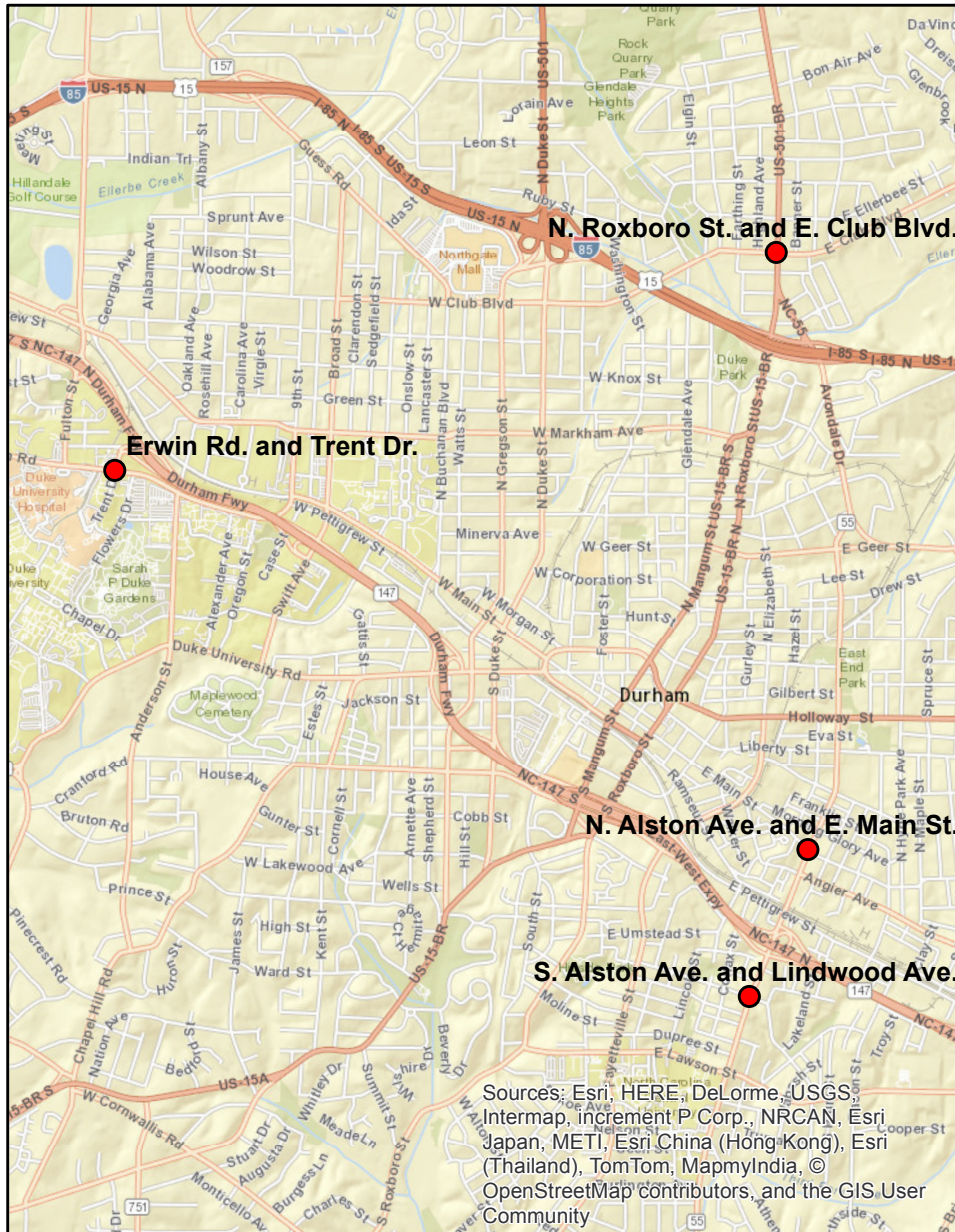


CTP -- Bicycle and Pedestrian Potentially Hazardous Intersections

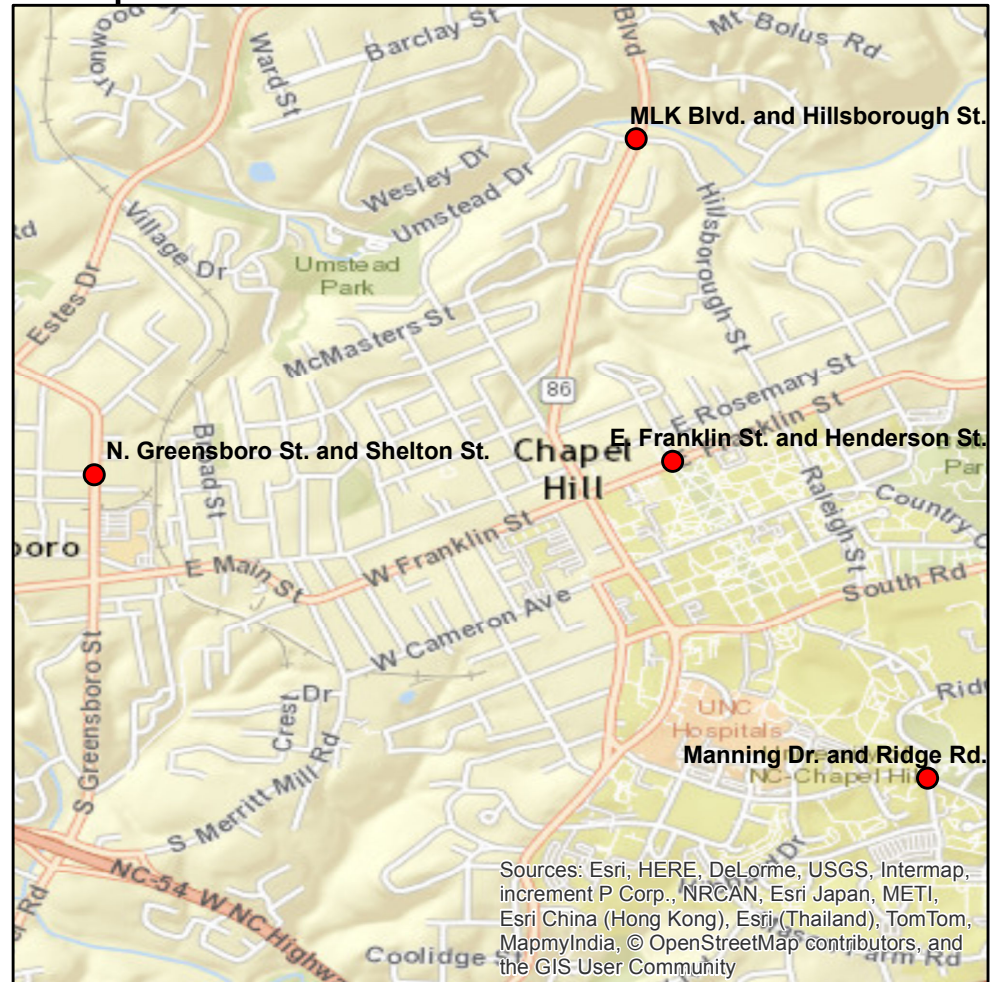
Date: 12/3/2014



Durham



Chapel Hill - Carrboro



These are crash intersections that potentially exceed one safety warrant.

Data is for a five-year period, 7/1/09 - 6/30/14.

Bicycle and Pedestrian Safety Potentially Hazardous Crash Intersections

City Name	On Road	From Road	Toward Road	Severity	Date/Time
1--					
DURHAM	NC 55	LINWOOD	MASSEY	A	9-Sep-12
DURHAM	ALSTON	LINWOOD	MINT	B	10-Jan-12
DURHAM	ALSTON	LINWOOD	MINT	C	8-Nov-10
DURHAM	ALSTON	LINWOOD	NC 147	A	30-Mar-13
DURHAM	ALSTON	LINWOOD	*	B	28-Apr-14
2--					
DURHAM	ERWIN RD	TRENT DR	*	C	12-Aug-11
DURHAM	TRENT	IRWIN	FLOWER	C	30-Jul-10
DURHAM	TRENT	IRWIN	FLOWER	B	18-Nov-11
DURHAM	TRENT	IRWIN	EMERGENCY	C	20-Feb-12
DURHAM	TRENT	IRWIN	FULTON	A	22-Mar-12
3--					
DURHAM	ALSTON AVE	MAIN	*	B	13-Aug-09
DURHAM	ALSTON AVE	MAIN	STOKES	C	11-Aug-10
DURHAM	ALSTON AVE	MAIN	MORNING GLORY	C	13-Apr-11
DURHAM	ALSTON AVE	MAIN	*	B	3-Oct-12
DURHAM	ALSTON AVE	MAIN	LIBERTY	C	1-Mar-13
DURHAM	MAIN	ALSTON	*	B	11-Dec-09
4--					
DURHAM	CLUB	ROXBORO	BANNER	C	23-Sep-11
DURHAM	CLUB	ROXBORO	FARTHING	B	8-Nov-11
DURHAM	ROXBORO	ELLERBE	CLUB	B	11-Apr-11
5--					
CHAPEL HILL	MARTIN LUTHER KING	HILLSBORO	*	C	18-May-12
CHAPEL HILL	MARTIN LUTHER KING	HILLSBORO	*	B	5-Nov-12
CHAPEL HILL	MARTIN LUTHER KING	HILLSBORO	LONGVIEW	C	12-Nov-13
6--					
CHAPEL HILL	FRANKLIN	HENDERSON	PICARD	C	15-Nov-12
CHAPEL HILL	FRANKLIN	HENDERSON	RALEIGH	C	18-Oct-10
CHAPEL HILL	FRANKLIN	PICARD	HENDERSON	B	17-Oct-10
7--					
CARRBORO	GREENSBORO	SHELTON	PLEASANT	C	20-May-11
CARRBORO	SHELTON	GREENSBORO	OAK	B	28-Feb-12
8--					
CHAPEL HILL	MANNING	PAUL HARDIN	*	B	29-Jan-12
CHAPEL HILL	MANNING	PAUL HARDIN	RIDGE	B	7-Sep-11
CHAPEL HILL	MANNING	PAUL HARDIN	RIDGE	B	11-Apr-12

* Data not available.

Note: Any ranking of locations that might occur would be for analysis purposes ONLY.

It would not be a "Top Ten Most Dangerous..." list.

Note: Franklin Street is missing two crash entries; Greensboro Rd is missing one crash entry.