

Recommendations for High-Accident Locations

Martin Luther King Jr. Boulevard and Estes Drive: All signal faces have been upgraded to LED lenses and timing for the left turns off of Martin Luther King Jr. Boulevard on to Estes Drive, especially southbound, are being monitored and adjusted as necessary.

Fordham Boulevard and NB Off-Ramp onto NC 54 Eastbound: This is the only non-signalized intersection of the group. The off-ramp merges a 3rd lane with the two eastbound lanes of NC 54 and is controlled by a YIELD sign. The reports showed a high number of "rear end" type accidents on the ramp and in an effort to reduce the frequency of accidents; a decision was made to replace the YIELD sign with a STOP sign. After several weeks of monitoring the ramp, the sign was changed back due to traffic on the ramp backing up into Fordham Blvd. Another measure, delineator posts, will be installed along the merging area to help guide motorists off the ramp without merging over too quickly.

Fordham Boulevard and Eastowne Drive/Lakeview Drive: This signal was modified in the spring of 2004 to include "protected" left turn phases for northbound and southbound Fordham Boulevard. We believe that the change in signal phasing would reduce accidents involving left turning vehicles on Fordham Boulevard. In addition to the changes to signal phasing, all signal faces have been upgraded to LED lenses.

Fordham Boulevard and Elliott Road: All signal faces have been upgraded to LED lenses. A recommendation was made for additional overhead signing and advanced street name signing on Fordham Boulevard for Elliott Road. The Town and the State staff are working together in implementing the additional signs.

Columbia Street and Franklin Street: All signal faces have been upgraded to LED lenses. A recommendation is made to relocate the bus stop on southbound Columbia Street further north to just before where the southbound left turn lane starts. We think that would help reduce some "sideswipe" and "rear end" type accidents that occur when a bus is stopped at the bus stop and overhangs into the right travel lane. We are currently discussing this recommendation with the Town Transportation Department.

Fordham Boulevard and Sage Road/Old Durham Road: All signal faces have been upgraded to LED lenses. Also, it is recommended that the service road intersection on the north side of Old Durham Road (near Hardee's) either be closed or made into a "right out only" to prevent vehicles from backing into Fordham Boulevard. This recommendation was stipulated into the Performance BMW expansion SUP permit which was approved by the Town Council.

Franklin Street and Estes Drive: Our review indicates that there are a high number of commercial driveways in close proximity to the intersection that are contributing to the number of "rear end" type accidents at this location. A recommendation was made to add a protected right turn overlap phase for westbound Estes Drive and to check possibility of extending eastbound left turn lane on Estes Drive. The State is currently investigating

these recommendations. All signal faces have been upgraded to LED lenses.

Fordham Boulevard and Estes Drive: All signal faces have been upgraded to LED lenses and some overhead signing has been added for Estes Drive turning left on to northbound Fordham Boulevard and for the U-turns. Also, a new signal timing plan is being designed by the State to include split phasing for Estes Drive. In addition, advance street name signing on Fordham Blvd. for Estes drive is recommended which we are currently working on implementation. Pedestrian heads are upgraded with countdown heads.

Fordham Boulevard and Ephesus Church Road: All signal faces have been upgraded to LED lenses. No other recommendations were made for this intersection at this time.

Fordham Boulevard and Old Mason Farm Road: All signal faces have been upgraded to LED lenses and back plates were installed on Fordham Boulevard approaches. Other recommendations are to make adjustments to overhead signing and extending the northbound left turn lane on Fordham Boulevard at Old Mason Farm Road. The lane extension would help keep left turning traffic going to St. Thomas More School from backing out into northbound Fordham Boulevard especially during AM peak hour, thus possibly reducing "rear end" type collisions.

Columbia Street and Rosemary Street: This signal has been redesigned and is on schedule to be rebuilt by the State in 2006. The new signal design includes protected/permissive phasing for both the southbound and northbound left turns on Columbia Street. This should help to reduce accidents involving left turning vehicle from Columbia Street onto Rosemary Street. Also as part of the rebuild, all signal faces will be upgraded to LED lenses.

Fordham Boulevard and Manning Drive: This signal was rebuilt by the State in spring 2004 including metal strain poles and LED lenses in the signal faces. Recommendations include adjustments to overhead signing and extending the northbound left turn lane on Fordham Boulevard at Old Mason Farm Road. The lane extension would help keep left turning traffic going to St. Thomas More School from backing out into northbound Fordham Blvd. especially during AM peak hour, thus possibly reducing "rear end" type collisions. Traffic in the mornings at Fordham Blvd. and Old Mason Farm Road sometimes backs up to Manning Drive.

Fordham Boulevard and Eastowne Drive/BCBS Entrance: All signal faces have been upgraded to LED lenses. No other recommendations were made for this intersection at this time.