Appendix B

Airport Road Pedestrian and Bicyclist Counts

Location Name: Airport Road and Stephens Street
Date of the Count: 10/30/03

	Stephen St				Airport Road				Airport Road								
	East - West		West - East		North - South				South - North								
					Bikes		Pedestrians		Bikes		Pedestrians		Hourly Peds and Bikes	Hourly Bikes	Hourly Peds	Bikes Crossing	Peds Crossing
Time	Bikes	Peds	Bikes	Peds	East Side	West Side	East Side	West Side	East Side	West Side	East Side	West Side					
7:00 AM	0	0	0	0	7	1	16	6	0	1	2	0	33	9	24	0	0
8:00 AM	0	0	0	12	13	4	11	16	2	4	6	2	70	23	47	0	12
9:00 AM	0	0	1	8	8	2	15	13	0	0	4	1	52	11	41	1	8
10:00 AM	0	0	0	2	6	0	13	23	0	1	3	2	50	7	43	0	2
11:00 AM	0	0	0	1	5	2	12	7	0	2	2	7	38	9	29	0	1
12:00 PM	0	0	0	3	0	0	12	6	2	2	16	5	46	4	42	0	3
1:00 PM	0	0	0	1	3	2	8	14	0	6	5	4	43	11	32	0	1
2:00 PM	0	0	0	0	1	0	6	10	7	0	10	7	41	8	33	0	0
3:00 PM	0	0	0	4	1	3	8	3	13	0	23	7	62	17	45	0	4
4:00 PM	0	0	0	0	1	3	8	6	9	1	29	8	65	14	51	0	0
5:00 PM	0	0	0	0	0	2	6	4	10	0	24	14	60	12	48	0	0
6:00 PM	0	0	0	2	0	1	10	2	3	1	10	4	33	5	28	0	2
	0	0	1	33	45	20	125	110	46	18	134	61	593	130	463	1	33

Location Name: Airport Road at South of Hillsborough Street
Date of the Count: 11/18/03

Time	East - West Bikes	East - West Peds	West - East Bikes	West - East Peds	Airport Road North - South Bikes East Side	Airport Road North - South Bikes West Side	Airport Road North - South Pedestrians East Side	Airport Road North - South Pedestrians West Side	Airport Road South - North Bikes East Side	Airport Road South - North Bikes West Side	Airport Road South - North Pedestrians East Side	Airport Road South - North Pedestrians West Side	Hourly Peds and Bikes	Hourly Bikes	Hourly Peds	Bikes Crossing	Peds Crossing
7:00 AM	1	20	0	6	0	9	15	15	2	1	8	7	84	13	71	1	26
8:00 AM	0	25	0	18	10	13	19	17	2	1	15	3	123	26	97	0	43
9:00 AM	0	19	0	11	1	4	10	23	0	0	4	0	72	5	67	0	30
10:00 AM	0	16	2	9	5	4	5	15	0	0	9	3	68	11	57	2	25
11:00 AM	0	20	0	20	2	2	5	7	1	0	11	7	75	5	70	0	40
12:00 PM	0	8	0	11	5	1	10	21	0	0	7	2	65	6	59	0	19
1:00 PM	1	20	1	12	0	2	17	5	7	0	15	3	83	11	72	2	32
2:00 PM	0	7	0	10	1	2	8	11	4	0	15	4	62	7	55	0	17
3:00 PM	0	5	0	12	0	0	15	12	3	0	10	4	61	3	58	0	17
4:00 PM	0	12	0	7	1	2	10	5	6	0	13	8	64	9	55	0	19
5:00 PM	0	5	0	3	0	2	10	8	6	0	13	8	55	8	47	0	8
6:00 PM	0	3	0	0	1	0	2	7	3	0	14	3	33	4	29	0	3
	2	160	3	119	26	41	126	146	34	2	134	52	845	108	737	5	279

Location Name: Airport Road at Bolin Creek Greenway Entrance
Date of the Count: 10/30/03

Time	Greenway East - West Bikes	Greenway East - West Peds	Greenway West - East Bikes	Greenway West - East Peds	Airport Road North - South Bikes East Side	Airport Road North - South Bikes West Side	Airport Road North - South Pedestrians East Side	Airport Road North - South Pedestrians West Side	Airport Road South - North Bikes East Side	Airport Road South - North Bikes West Side	Airport Road South - North Pedestrians East Side	Airport Road South - North Pedestrians West Side	Hourly Bikes and Peds	Hourly Bikes	Hourly Peds	Bikes Crossing	Peds Crossing
7:00 AM	0	24	0	22	0	0	9	0	1	1	14	1	72	2	70	0	46
8:00 AM	2	9	1	8	0	7	2	3	2	0	8	6	48	12	36	3	17
9:00 AM	2	10	1	7	1	2	7	1	1	0	13	0	45	7	38	3	17
10:00 AM	2	16	2	3	3	1	3	1	4	1	4	0	40	13	27	4	19
11:00 AM	1	5	0	3	1	0	5	0	0	0	10	1	26	2	24	1	8
12:00 PM	1	7	0	4	0	1	6	0	1	0	9	0	29	3	26	1	11
1:00 PM	0	7	0	3	0	0	5	0	3	0	9	1	28	3	25	0	10
2:00 PM	4	7	2	1	3	0	15	0	2	0	6	0	40	11	29	6	8
3:00 PM	2	10	1	2	0	0	3	1	2	0	5	1	27	5	22	3	12
4:00 PM	3	11	1	4	0	2	9	0	4	0	14	1	49	10	39	4	15
5:00 PM	1	22	0	5	0	1	11	1	7	1	17	0	66	10	56	1	27
6:00 PM	0	6	0	2	0	0	2	0	1	0	3	0	14	1	13	0	8
	18	134	8	64	8	14	77	7	28	3	112	11	484	79	405	**26**	**198**
	weekday																

Location Name: Airport Road at Bolin Creek Greenway Entrance (Saturday)
Date of the Count: 11/01/03

Time	Greenway East - West		Greenway West - East		Airport Road North - South				Airport Road South - North				Hourly Ped and Bike	Bikes Hourly	Peds Hourly	Bikes Crossing	Peds Crossing
	Bikes	Peds	Bikes	Peds	Bikes East Side	Bikes West Side	Pedestrians East Side	Pedestrians West Side	Bikes East Side	Bikes West Side	Pedestrians East Side	Pedestrians West Side					
7:00 AM	0	10	0	5	0	2	10	0	1	0	13	0	41	3	38	0	15
8:00 AM	1	33	0	16	0	0	3	0	0	0	15	2	70	1	69	1	49
9:00 AM	2	12	0	6	2	0	3	1	3	0	4	0	33	7	26	2	18
10:00 AM	3	22	2	13	0	2	2	1	0	0	3	0	48	7	41	5	35
11:00 AM	5	20	0	7	3	2	10	2	2	0	17	0	68	12	56	5	27
12:00 PM	3	19	1	6	2	0	8	0	7	0	21	0	67	13	54	4	25
1:00 PM	4	14	1	2	2	0	5	2	2	0	15	1	48	9	39	5	16
2:00 PM	7	20	2	3	3	4	6	0	8	0	11	1	65	24	41	9	23
3:00 PM	9	17	5	5	0	2	7	0	4	0	10	0	59	20	39	14	22
4:00 PM	7	27	1	11	4	0	10	0	7	0	13	0	80	19	61	8	38
5:00 PM	3	11	0	3	0	0	1	0	2	0	10	2	32	5	27	3	14
6:00 PM	1	7	0	5	2	0	5	0	2	0	11	0	33	5	28	1	12
	45	212	12	82	18	12	70	6	38	0	143	6	644	125	519	57	294
Saturday data																	

Location Name: Airport Road (NC 86) at YMCA Driveway
Date of the Count: 09/30/03

Time	YMCA Driveway East - West		YMCA Driveway West - East		Airport Road (NC 86) North - South				Airport Road (NC 86) South - North				Peds and Bikes Hourly	Bikes Hourly	Peds Hourly	Bikes Crossing	Peds Crossing
	Bikes	Peds	Bikes	Peds	Bikes East Side	West Side	Pedestrians East Side	West Side	Bikes East Side	West Side	Pedestrians East Side	West Side					
7:00 AM	1	1	0	0	1	0	5	0	1	0	2	0	11	3	8	1	1
8:00 AM	0	5	0	0	2	5	2	0	2	0	1	0	17	9	8	0	5
9:00 AM	0	1	0	0	1	2	2	1	2	0	3	0	12	5	7	0	1
10:00 AM	0	0	0	0	1	2	2	1	0	0	1	0	7	3	4	0	0
11:00 AM	0	3	0	0	0	2	0	0	2	0	0	0	7	4	3	0	3
12:00 PM	3	0	0	0	1	0	3	1	5	0	3	1	17	9	8	3	0
1:00 PM	0	4	0	0	1	2	4	0	0	0	6	0	17	3	14	0	4
2:00 PM	1	1	0	0	0	0	3	0	3	0	5	0	13	4	9	1	1
3:00 PM	0	2	0	0	0	0	2	0	4	0	5	1	14	4	10	0	2
4:00 PM	0	2	0	0	0	0	8	0	3	0	8	0	21	3	18	0	2
5:00 PM	0	6	0	0	1	0	9	0	8	0	8	1	33	9	24	0	6
6:00 PM	1	5	0	0	3	1	4	0	10	0	7	0	31	15	16	0	5
	6	30	0	0	11	14	44	3	40	0	49	3	200	71	129	5	30

Location Name: Airport Road and Shadow Drive
Date of the Count: 11/5/03

Time	SHADOW DRIVE East - West		West - East		Airport Road North - South				Airport Road South - North				Hourly Activity-Peds and Bikes	Hourly-Bikes	Hourly Peds	Bikes Crossing	Peds Crossing
	Bikes	Peds	Bikes	Peds	Bikes East Side	Bikes West Side	Pedestrians East Side	Pedestrians West Side	Bikes East Side	Bikes West Side	Pedestrians East Side	Pedestrians West Side					
7:00 AM	0	20	0	2	1	0	2	0	0	0	3	0	28	1	27	0	22
8:00 AM	0	46	1	0	2	2	0	0	2	0	3	0	56	7	49	1	46
9:00 AM	0	10	0	13	2	5	0	0	0	0	0	0	30	7	23	0	23
10:00 AM	0	14	0	5	1	1	1	0	0	1	1	2	26	3	23	0	19
11:00 AM	0	10	0	4	1	0	0	1	0	0	2	1	19	1	18	0	14
12:00 PM	0	14	0	7	0	2	2	1	2	1	0	0	29	5	24	0	21
1:00 PM	0	7	0	12	1	0	5	2	2	2	9	0	40	5	35	0	19
2:00 PM	0	2	0	15	0	1	1	1	0	0	1	0	21	1	20	0	17
3:00 PM	0	3	0	24	0	0	3	0	0	0	0	0	30	0	30	0	27
4:00 PM	0	1	0	20	2	0	3	0	0	0	5	0	31	2	29	0	21
5:00 PM	0	0	0	24	0	1	2	1	6	0	6	0	40	7	33	0	24
6:00 PM	0	0	0	1	1	0	3	0	0	0	4	0	9	1	8	0	1
SUM	0	127	1	127	11	12	22	6	12	4	34	3	359	40	319	1	254
					wrong direction				wrong direction								

Location Name: Airport Road at Northfield Drive
Date of the Count: 10/30/03

| | Northfield Dr | | Northfield Dr | | Airport Road | | | | Airport Road | | | | | | | | |
| | East - West | | West - East | | North - South | | | | South - North | | | | | | | | |
Time	Bikes	Peds	Bikes	Peds	Bikes East Side	West Side	Pedestrians East Side	West Side	Bikes East Side	West Side	Pedestrians East Side	West Side	Hourly Peds and Bikes	Hourly Bikes	Hourly Peds	Bikes Crossing	Peds Crossing
7:00 AM	0	15	1	5	0	1	4	9	0	0	0	0	**35**	2	33	1	20
8:00 AM	0	6	0	1	1	0	0	15	1	0	3	5	**32**	2	30	0	7
9:00 AM	0	4	0	1	0	1	0	19	0	0	2	0	**27**	1	26	0	5
10:00 AM	0	2	0	1	0	2	0	16	2	0	7	2	**32**	4	28	0	3
11:00 AM	0	2	0	1	0	2	3	1	1	0	7	0	**17**	3	14	0	3
12:00 PM	1	6	0	0	1	0	8	3	1	0	3	4	**27**	3	24	1	6
1:00 PM	1	7	1	4	0	1	3	6	2	0	2	3	**30**	5	25	2	11
2:00 PM	0	4	0	3	0	2	4	11	0	0	9	2	**35**	2	33	0	7
3:00 PM	0	6	0	6	0	0	4	10	2	0	3	1	**32**	2	30	0	12
4:00 PM	0	9	0	12	0	2	6	8	5	0	8	2	**52**	7	45	0	21
5:00 PM	1	5	1	11	0	0	11	6	3	0	6	2	**46**	5	41	2	16
6:00 PM	0	3	0	6	0	0	6	3	1	0	3	2	**24**	1	23	0	9
	3	69	3	51	2	11	49	107	18	0	53	23	389	37	352	**6**	**120**

Location Name: Airport Road (NC 86) and Stateside Ave
Date of the Count: 09/17/03

Time	Stateside Ave East - West Bikes	Stateside Ave East - West Peds	Stateside Ave West - East Bikes	Stateside Ave West - East Peds	Airport Road (NC 86) North - South Bikes East Side	Airport Road (NC 86) North - South Bikes West Side	Airport Road (NC 86) North - South Pedestrians East Side	Airport Road (NC 86) North - South Pedestrians West Side	Airport Road (NC 86) South - North Bikes East Side	Airport Road (NC 86) South - North Bikes West Side	Airport Road (NC 86) South - North Pedestrians East Side	Airport Road (NC 86) South - North Pedestrians West Side	Peds and Bikes Hourly	Bikes Hourly	Peds Hourly	Peds Crossing	Bikes crossing
7:00 AM	0	2	0	2	0	1	2	1	0	0	0	0	8	1	7	4	0
8:00 AM	0	1	1	2	0	1	3	2	0	0	3	1	14	2	12	3	1
9:00 AM	0	6	2	0	1	2	5	4	0	0	3	3	26	5	21	6	2
10:00 AM	0	0	2	1	0	0	2	0	2	0	1	2	10	4	6	1	2
11:00 AM	0	5	0	0	0	0	0	1	0	0	1	0	7	0	7	5	0
12:00 PM	0	1	0	1	0	0	0	1	0	0	3	1	7	0	7	2	0
1:00 PM	0	2	2	0	0	3	3	4	0	0	0	3	17	5	12	2	2
2:00 PM	1	2	0	0	1	0	2	0	0	0	0	1	7	2	5	2	1
3:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	3	0	3	2	0
4:00 PM	0	1	1	0	0	0	0	2	0	0	2	0	6	1	5	1	1
5:00 PM	0	3	3	3	0	3	1	3	2	0	2	4	24	8	16	6	3
6:00 PM	0	5	0	0	0	4	6	4	3	0	3	2	27	7	20	5	0
	1	30	11	9	2	14	25	22	7	0	18	17	156	35	121	39	12
					wrong dir					0 wrong direction							

Location Name: Airport Road (NC 86) at Westminster Drive
Date of the Count: 11/5/03

Time	Westminster Dr East - West		Westminster Dr West - East		Airport Road (NC 86) North - South				Airport Road (NC 86) South - North				Peds and Bikes Hourly	Bikes Hourly	Peds Hourly	Bikes Crossing	Peds Crossing
	Bikes	Peds	Bikes	Peds	Bikes East Side	West Side	Pedestrians East Side	West Side	Bikes East Side	West Side	12:00 AM						
7:00 AM	1	3	0	0	0	0	3	0	1	0	3	1	12	2	10	1	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	2	1	1
9:00 AM	0	4	0	0	1	0	0	2	0	0	1	2	10	1	9	4	4
10:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	3	1	1
11:00 AM	0	2	0	0	0	0	0	0	0	0	5	0	7	0	7	0	2
12:00 PM	0	0	0	0	0	0	2	0	0	1	1	0	4	1	3	0	0
1:00 PM	0	2	0	0	0	0	0	3	2	0	1	0	8	2	6	0	2
2:00 PM	0	0	0	0	0	0	1	0	0	0	2	0	3	0	3	0	0
3:00 PM	1	3	0	0	0	0	0	0	1	0	4	1	10	2	8	1	3
4:00 PM	0	11	0	5	0	0	1	1	1	0	10	3	32	1	31	0	16
5:00 PM	2	8	0	0	0	1	2	1	1	0	9	1	25	4	21	2	8
6:00 PM	0	5	0	0	0	0	2	0	0	0	2	0	9	0	9	0	5
	4	40		5	1	1	11	8	6	1	40	8	125	13	112	10	45

Location Name: Airport Road (NC 86) at Weaver Dairy Road
Date of the Count: 11/5/03

Time	Weaver Dairy Rd East - West Bikes	Weaver Dairy Rd East - West Peds	Weaver Dairy Rd West - East Bikes	Weaver Dairy Rd West - East Peds	Airport Road (NC 86) North - South Bikes East Side	Airport Road (NC 86) North - South Bikes West Side	Airport Road (NC 86) North - South Pedestrians East Side	Airport Road (NC 86) North - South Pedestrians West Side	Airport Road (NC 86) South - North Bikes East Side	Airport Road (NC 86) South - North Bikes West Side	Airport Road (NC 86) South - North Pedestrians East Side	Airport Road (NC 86) South - North Pedestrians West Side	Peds and Bikes Hourly	Bikes Hourly	Peds Hourly	Peds Crossing	Bikes crossing
7:00 AM	0	2	0	1	0	0	1	0	0	0	1	1	6	0	6	3	0
8:00 AM	0	1	1	2	0	0	1	0	0	0	1	0	6	1	5	3	1
9:00 AM	0	1	0	1	1	0	0	3	1	0	0	1	8	2	6	2	0
10:00 AM	0	2	0	3	0	0	0	1	0	0	0	0	6	0	6	5	0
11:00 AM	0	0	0	3	0	0	2	0	0	0	2	3	10	0	10	3	0
12:00 PM	0	0	0	0	1	0	1	0	0	1	1	0	4	2	2	0	0
1:00 PM	0	3	0	3	0	1	2	3	1	0	1	2	16	2	14	6	0
2:00 PM	0	1	0	1	0	1	4	2	1	0	1	0	11	2	9	2	0
3:00 PM	0	1	0	0	1	1	0	4	1	0	2	0	10	3	7	1	0
4:00 PM	0	3	0	3	1	1	5	0	0	0	3	1	17	2	15	6	0
5:00 PM	1	4	0	1	3	0	5	2	3	2	0	2	23	9	14	5	1
6:00 PM	0	2	0	0	0	0	1	0	0	0	2	0	5	0	5	2	0
	1	20	1	18	7	4	22	15	7	3	14	10	122	23	99	38	2

Location Name: Airport Road (NC 86) at Chapel Hill North Signalized Entrance
Date of the Count: 11/5/03

Time	Perkins Dr East - West		Perkins Dr West - East		Airport Road (NC 86) North - South				Airport Road (NC 86) South - North				Hour Totals / Peak-Both	Hourly-Bikes	Hourly Peds	Peds Crossing	Bikes crossing
	Bikes	Peds	Bikes	Peds	Bikes East Side	West Side	Pedestrians East Side	West Side	Bikes East Side	West Side	Pedestrians East Side	West Side					
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0
8:00 AM	0	1	0	1	0	0	2	0	0	0	0	0	4	0	4	2	0
9:00 AM	0	2	0	0	1	0	1	2	1	0	0	1	8	2	6	2	0
10:00 AM	0	2	0	1	0	0	2	3	0	0	0	0	8	0	8	3	0
11:00 AM	0	2	0	1	0	0	1	0	0	0	2	2	8	0	8	3	0
12:00 PM	1	4	0	2	0	0	2	2	0	1	1	0	13	2	11	6	1
1:00 PM	0	3	0	3	0	1	1	1	0	0	0	2	11	1	10	6	0
2:00 PM	1	0	0	1	0	0	2	2	1	0	3	0	10	2	8	1	1
3:00 PM	0	1	0	0	1	1	0	1	1	0	1	0	6	3	3	1	0
4:00 PM	0	2	0	3	1	1	1	1	0	0	2	1	12	2	10	5	0
5:00 PM	0	2	0	1	3	0	0	0	3	2	0	0	11	8	3	3	0
6:00 PM	1	2	0	0	0	0	1	0	0	0	2	0	6	1	5	2	1
	3	21	0	13	6	3	13	13	6	3	11	6	98	21	77	34	3
					wrong direction					wrong direction							

Appendix C

Airport Road Transit Use Data

Transit use along Airport Road for all routes serving the corridor (data collected November 3 - 17, 2003)

Stop ID	Side	Bus Stop	Boardings W side (south-bound)	Boardings E side (north-bound)	Alightings W side (south-bound)	Alightings E side (north-bound)	Bike On	Bike Off
3082	W	Airport Rd at Adel. Walters Apts	24		6			
3444	W	Airport Rd at Airport Dr	12		3			1
3244	W	Airport Rd at Airport Grdns Apts	18		4		1	
3334	E	Airport Rd at Ashley Forest Dr		4		81		
3242	W	Airport Rd at Barclay	36		3			
3243	E	Airport Rd at Barclay		0		28		
3245	E	Airport Rd at Bolinwood		4		34		
3332	W	Airport Rd at Brookstone Apts	119		5		2	1
3402	E	Airport Rd at Chapel Hill North		0		11		
3606	W	Airport Rd at Chapel Hill North	3		1			
3420	W	Airport Rd at Critz Dr	136		11			
3448	W	Airport Rd at #725	146		10			
3449	E	Airport Rd at Foster's Market		16		105	3	1
3333	E	Airport Rd at Homestead Rd		14		105		3
3450	W	Airport Rd at Longview St	39		9			
3451	E	Airport Rd at Millcreek		7		37	1	
3408	E	Airport Rd at North St		18		18		
3081	E	Airport Rd at Northampton Plaza		4		47		
3086	W	Airport Rd at Northwood Dr	19					
3119	W	Airport Rd at Riggsbee Trailer Ct.	26		6			
3327	W	Airport Rd at Shadowood	147		5		3	
3479	E	Airport Rd at Shadowood		1		159		
3071	W	Airport Rd at Stateside Dr	43		4			
3607	E	Airport Rd at Stateside Dr		1		65	1	
3335	E	Airport Rd at Taylor St (Citgo)		5		117		2
3330	W	Airport Rd at Timber Hollow	34		5		1	
3337	E	Airport Rd at Timber Hollow		4		60		
3407	W	Airport Rd at Town Hall	15		6			1
3403	E	Airport Rd at Weaver Dairy Rd		1		37		1
3441	W	Airport Rd at Westminster Dr	8		4			
3053	E	Airport Rd at YMCA		1		19		
3445	W	Airport Rd at YMCA	8		1			
		Totals	833	80	83	923	12	10

Appendix D

Pedestrian and Bicyclist Crashes with Motor Vehicles

Along Airport Road

1998 - 2002

Pedestrian Crashes – Airport Road, 1998 – 2002		
Location	**Type**	**brief description / narrative**
60' N of Hillsborough	Motorist Exiting Driveway or Alley Daylight C-type injuries	Pedestrian jogging southbound on east side Airport Rd.sidewalk - Motorist FTY at Run-in Jim's, northernmost driveway
~ 60' N of Hillsborough	Ped Failed to Yield Dusk C-type injuries	Pedestrian crossing (W to E) to Run-in Jim's north of intersection; struck by N-bound motorist - no crosswalk exists on north side-
50 ' S of Hillsborough	Dash Daylight A-type injuries	Pedestrian ran across (E to W) south of crosswalk area, struck by motorist traveling S (42 mph estimated orig.)
Hillsborough / Umstead	Ped Failed to Yield Dark, lighted roadway B-type injuries	Two pedestrians violated signal (E to W) in south leg crosswalk, struck by motorist traveling S - (conditions dusk or darkness)
30' S of Umstead / Hillsborough	Ped Failed to Yield (or Trapped, although not in crosswalk) Dark – lighted roadway, rain B-type injuries	Ped crossing (W to E) south of crosswalk area; early morning. Ped perhaps saw motorist slowing for red light, but signal changed to green as motorist approached. Motorist then accelerated and struck pedestrian (wearing dark clothing; early morning hours in December).
0.10 mi. N of New Stateside Dr	Ped Working (on curb and gutter next to median) Daylight A-type injuries	Motorist checking to rear in anticipation of making lane change, drifted left and struck worker.
Exxon (1200 Airport Rd)	Motorist Exiting Driveway or Alley Daylight C-type injuries	Pedestrian walking N, (P.O.narrative, "Pedestrian crossed in an area that is neither marked for pedestrians to cross or designed to do so and did not yield and was struck by vehicle." This appears, however, from the diagram, to be a case of Motorist failing to yield at a driveway exit.
1575 Airport Rd. driveway (private?)	Pedestrian on vehicle Daylight B-type injuries	Pedestrian reached into window of vehicle that was moving or began moving and was dragged several feet.

Bicyclist Crashes – Airport Road, 1998 – 2002		
Location	**Type**	**brief description / narrative**
1. Rosemary	Motorist left turn – opposite; Daylight B-type injuries	Bicycle traveling N with traffic on NC86 / N. Columbia. SB Motor vehicle turned left in front of bicycle.
2. 0.4 mi N of North St (Mill Creek Apts. pva)	Motorist left turn – opposite; Dark, lighted roadway, no lights on bicycle B-type injuries	Bicycle traveling N with traffic on Airport sidewalk, east side. Motor vehicle turning into Mill Creek Apts. pva, A third vehicle was exiting the driveway; bicycle "jumped off sidewalk into street to avoid striking the third vehicle and was struck by the entering vehicle.
3. Mill Creek Apts. pva	Midblock – other (Motorist entering driveway; no turn); Dusk B-type injuries	Bicycle traveling N on east side sidewalk with traffic. Motor vehicle pulled across from Longview into pva at Millcreek and failed to yield to bicycle.
4. Longview	Motorist right turn, same direction; Daylight B-type injuries	Both vehicles traveling south on Airport, bicycle on sidewalk with traffic on the west side; motor vehicle passed and turned across path of bicyclist.
5. Longview	Motorist drive out – sign-control Daylight; C-type injuries	Bicycle traveling N facing traffic, west side sidewalk, motor vehicle drove out and struck bicyclist
6. Longview	Motorist drive out – sign-control Dark, lighted roadway, lights on bicycle B-type injuries	Bicycle on west side Airport (on roadway, evidently), with traffic; motorist drove out of stop-controlled intersection (making right turn onto Airport)
7. 100' N of Longview	Motorist drive out – commercial driveway; Daylight; B-type injuries	Bicycle traveling N facing traffic on west side Airport – probably, on sidewalk; motor vehicle pulled out of commercial driveway pva and struck rear tire of bicycle
8. Northhampton Ter	Motorist drive out – sign control Daylight C-type injuries	Bicycle S facing traffic, east side on sidewalk, motorist drove out
9. Bolin Heights	Motorist drive out – sign control Dark, lighted roadway; unknown lights C-type injuries	Bicycle N with traffic, east side, unknown if on sidewalk; motorist drove out
10. 200 feet S of Hillsborough	Motorist left turn – opposite direction Daylight B-type injuries	Bicycle N with traffic on east side, motor vehicle orig. SB, turned left from center turn lane into PVA, failing to yield
11. Hillsborough	Bicycle ride through – signal control Dark, lighted roadway B-type	Bicycle N with traffic, east side, ran traffic signal just as light changed to green for car WB on Hillsborough.

12. Hillsborough	Motorist drive out – right turn on red Daylight C-type injury	Bicycle S facing traffic, east side, on sidewalk; motorist pulled out making RTOR
13. Umstead	Bicyclist left turn – same direction Daylight C-type	Bicycle and motor vehicle traveling W from Hillsborough toward Umstead. Bicycle attempted to turn left onto Airport from crosswalk area across path of motor vehicle, evidently traveling straight.
14. 15 feet N Hillsborough	Motorist left turn – opposite Daylight B-type	Bicycle N with traffic on east side Airport sidewalk. SB motorist turned left into PVA across path of cyclist.
15. 40 feet N Hillsborough	Motorist left turn – opposite Daylight B-type	Bicycle N with traffic on east side Airport, SB motorist turned left into PVA across path of cyclist.
16. 50 feet N Hillsborough	Motorist left turn – opposite Daylight B-type	Bicycle N with traffic on east side Airport; SB motorist turned left into PVA across path of cyclist.
17. 50 feet S Mt. Bolus	Motorist drive out – residential driveway (apts.) Daylight C-type	Bicycle S with traffic on west side sidewalk. Motorist drove out from apt. complex driveway.
18. 0.10 mi S Mt. Bolus	Motorist left turn – opposite Daylight B-type	Two bicycles S with traffic on west side; NB motorist turned left across path of cyclists
19. Estes	Motorist right turn – same direction Daylight C-type	Bicycle and motorist SB on west side Airport, motor vehicle turned right (west) across path of cyclist at Estes.
20. Estes	Motorist left turn – opposite Daylight B-type	Bicyclist NB on Airport, SB motorist turned left (east) across path at Estes
21. Estes	Signal-controlled intersection – other / unknown Daylight B-type	Bicycle SB facing traffic on east side sidewalk. Motor vehicle making right turn from westbound Estes onto N Airport. Unclear whether motor vehicle or bicycle had the right-of-way and no driver or bicyclist contributing circumstances were cited.
22. Piney Mountain	Bicyclist ride through – signal control Daylight B-type	Bicycle EB on Piney Mtn, ran red light, struck by WB Piney Mtn. vehicle, turning S onto Airport Rd
23. Piney Mountain	Motorist drive out – right turn on red Daylight C-type	Bicycle S facing traffic on east sidewalk on Airport. Motorist pulled out, making RTOR from WB Piney Mtn.
24. 200 ft. S Dixie	Motorist drive out – other midblock Daylight B-type	Bicycle N facing traffic on west sidewalk on Airport. Motorist pulled out from church driveway, preparing to turn right.

25. Pegasus	Motorist drive out – sign control Daylight B-type	Bicycle S facing traffic on east sidewalk. Motorist drove out.
26. 0.10 mi N Critz	Bicyclist left turn – same direction Dusk B-type	Both vehicles NB, on Airport; bicycle attempted to change lanes and proceeded to turn left across path of motor vehicle.
27. 0. 2 mi S Homestead	Bicyclist left turn – same direction Daylight C-type	Both vehicles NB on Airport; bicycle attempted to merge into left turn lane at Homestead and vehicles crashed.

Appendix E

Summary of Input Provided by the Public on Maps

of the Airport Road Corridor

and

Pedestrian and Bicyclist Surveys and Results

Airport Road Corridor

Public Input – Maps

Map 1 – North Street, southern boundary to Umstead Drive / Hillsborough Street, northern

- Intersection of Columbia and Rosemary: (even though not included on the map):
    - Right turn green signal for north-bound traffic on Columbia and left-turn yellow for south bound traffic on Columbia coincide creating right-of-way confusion and conflicts.

- Request for raised, planted median strips the entire length of the Airport Road corridor.

- Intersection of N Columbia, North St., and Airport Road – obtuse/acute angle intersection:
    - " often complained about difficult to cross as a pedestrian."
    - S.-bound on Airport - "difficult left turn for bikes (onto North St.)

- Just S of Northampton Plaza:
    - "shrubs encroach on sidewalk"
    - "nothing between sidewalk and road – unsafe"

- At 725 Airport / Transit stop:
    - "need pedestrian island here, many conflicts between vehicles and pedestrians"

- Intersection Hillsborough and Umstead with Airport:
    - Bicycle parking at shopping center, SE corner of Hillsborough and Airport
        - "hard turn for bikes southbound on Airport, left onto Umstead

Map 2 – Hiillsborough / Umstead, southern, to Estes Drive, northern boundary

- Raised, planted medians

- Just S. of Umstead (west side of Airport), request to move cyclist sign

- N and S sides of Airport intersection with Umstead / Hillsborough:
    - Request for marked crosswalks

- Three comments about 'Run-in Jim's' two driveways access onto Airport:
    - "Make one right out only"

- "Right turn in" on south side drive, "Right turn out" on north side drive
- "Confusing"
- N of Umstead, W side (opposite Bolin Creek greenway):
  - there's a notation saying "unofficial bike route" – not sure what this refers to; perhaps a beaten path through the easement (future trail site?) on west side, or beaten path along the roadway.

- Opposite police department (W side), "Place cyclist sign here, before greenway."

- Requests for bike lane to be put in – both sides Airport through this segment.

- Mount Bolus Drive – entrance too wide (turning radius)

- Just N of Barclay Road – request for sidewalk access to the bus stop.

- Airport Drive and driveway / road entrance on east side just south of there – request to "study these two intersections and solve problems of left turns into both.

- N of Aiport Drive intersection
  - two requests for ped crossing.
  - "bike or ped going N and wanting to turn left on Airport Drive must cross 5 lanes of traffic without traffic signals or lane markings (assume they mean ped crossings.)
- YMCA, west side bus stop:
  - "No safe access; move to nearest intersection."
  - also, Z-shaped crosswalk drawn in at Y drive, bus stop area

- Estes Drive and Airport:
  - "No good way to walk to P-lot" (Park and Ride)
  - NU bus is the only option for Shadowood residents on Sundays.
  - need "Bicycle parking at P-lot"
  - "slow speed roundabout, splitter islands for ped crossings" at this intersection

Map 3 – Estes Drive, southern to Homestead, northern

- "raised, planted medians"

- Estes Drive, continued:
  - 4-way crosswalks
  - "Yes! Needs to be made MUCH more ped/bike friendly. This is the worst intersection for bicyclists along the length

- Just N of Estes/ Shadowood:

- "traffic gets backed up to bus stop – need light to manage traffic better.
- "need sidewalk" (from Estes to bus stop)
- at Shadowood bus stops "Need pedestrian island, cut-through design with obvious signage.
  - "move bus stop to intersection; currently no safe access" (to transit stop)
  - "really dangerous situation here – something needs to be done asap."

- Transit stop across from Timber Hollow Apts.
  - "Currently no safe access; move bus stop to intersection (with Piney Mountain)

  - "Can we eliminate some bus stops?" – written next to 3337

- Between Critz Drive and Northfield Drive, west side –
  - "finish" sidewalk

- Chapel Ridge apts. Area N to transit stop (3332) –
  - "finish" sidewalk

- Homestead Road –
  - "roundabout"

Map 4 – Homestead Road, southern to Weaver Dairy, northern

- at Homestead:
  - "research – either replace 2nd left turn with ped island or something else. Six lanes is too large to cross.
  - "true"
  - "extend ped island" (going S-bound on Airport) toward intersection crosswalk.
  - "no bike lanes markings" continuing across Homestead, S-bound
  - "too many turn lanes and ped light timing needs adjusting

- at Dixie Lane:
  - "ped crosswalk with light to park"
  - "yes!"
  - "yes!"

- at New Stateside Drive:
  - crosswalks drawn across Airport (N and S sides)
  - "crosswalks and pedestrian islands and a stop light"
  - "Yes!!!"
  - "dangerous bus crossing"
  - "need ped push-button signal & traffic signal
  - "visually impaired ped."

- N of New Stateside – transit stop (#3607)
  - "very, very dangerous bus crossing – this is really bad in p.m. rush hour"

- General, for this northern segment (with the median)
  - "needs to look less like a highway"

Map 5, Weaver Dairy, southern to I-40, northern

- At Weaver Dairy:
  - "crosswalks on all streets
  - "ped refuge / zebra crossings at all sides"
  - "crosswalks and pedestrian islands"
  - "roundabout"
  - "sidewalk from Ivy Court (west side) / transit stop to Weaver Dairy intersection"

- Chapel Hill North
  - "sidewalk (from Ivy Court, w side) N to crossing" (Perkins Drive)
  - "pedestrian crossings" (at Perkins Drive)
  - "bus stop should be moved to intersection"

- Other – Weaver Dairy and Perkins:
  - "not part of this study – but need to improve ped access between Timberlyne and Chapel Hill North" (at Perkins Drive, S.)a
  - also an indication of "no sidewalk" along Weaver Dairy, S. side (Timberlyne shopping center side)

Airport Road Corridor Public Input – Pedestrians
Summary of Results (14 Respondents)

1. **Do you currently walk along or across Airport Road (*please check all that apply*) –**

    To get to work / school   9
    For errands   9
    For recreation / exercise   11
    To access transit   9
    Other _____   0

    All of those surveyed responded that they walk on Airport Road.

    Regarding typical number of walking trips per day, two stated once per day, four stated two times per day, two stated four times per day, two stated one time per week, one stated 1/5 times per day, and one person stated that it varies and would do more if it were safer.

    1 x /day   3
    2 x / day   4
    4 x / day   2
    ~1 x / week   3
    varies   1 (would do more if it were safer)

1b. How far do you usually walk?

    < 1/4 mile   4
    1/4 – ½ mile   2
    ½ – 1 mile   2
    1 - 2 miles   2
    > 2 miles   6

2. **Do you feel safe walking along Airport Road?**

    Yes   8
    No   5

3. **Do you enjoy walking along Airport Road?**

    Yes   5
    No   8

4. **Are you able to safely cross Airport Road?**

    Yes   3
    No   10

5. Are you able to cross Airport Road without waiting too long?

Yes   3
No   8
Depends on time of day or other factors – 2

6. Are there any barriers or conditions that prohibit you from walking to and from desired destinations involving Airport Road? (If yes, please describe below.)

Yes   10
No   2

One person noted no sidewalk/no crossing. Two responded that there were no barriers/conditions prohibiting them from walking on Airport Road (but one of these described herself to me as 'hard core' – that she would walk no matter what).

7. If there are factors preventing you from walking as often or as far as you would like, please describe any particular problem location precisely, as well as the barriers / impediments, inconvenience, or aesthetics that prevent access, feeling safe, comfortable, crossing, etc. (Continue on reverse as needed.)

When walking/biking from the entrance of Northwood Drive to Harris Teeter (Weaver Dairy Rd), there is no crosswalk or sidewalk alongside Airport Road. From Northwood Drive to Food Lion (Timberlyne), there is no safe way to cross Airport Road. From Northwood Drive to United Church on Airport Rd, there is no sidewalk, no way to cross Weaver Dairy Road.

Need pedestrian crossings.

Dangerous situation crossing Airport Road at Shadowood to catch the bus. Would like to see a median in this part of the road to the town. Sidewalk is not wide enough and verge (green space) does not exist in many places. Cars drive faster than posted speed limit. Would like to see speed limit increased (understanding the need to move cars from I-40 to town) or use traffic calming to slow traffic.

Traffic is very heavy and I am visually impaired and have a hard time crossing Airport Road and Stateside to get the bus to the Credit Union.

It is sometimes hard to cross Airport Road because of traffic.

At Hillsborough/Airport Road intersection, cars run light. At Homestead/Airport Road intersection, pedestrian crossing sign takes too long to switch and too many lanes to cross. Estes/Airport Road intersection needs crosswalks.

Our family lives on Stateside Drive. It is impossible to cross Airport Road safely to the bus stop/park at certain times of the day. A well-striped crosswalk at this intersection is a must, plus a traffic light. As a motorist, it is also impossible to turn left from Stateside onto Airport Road.

I cross mostly at the intersection of N. Columbia and Rosemary. Right-on-red and speed of traffic are the two worst problems. I wouldn't cross at Homestead because of too many lanes of traffic. I can't get to the park from my neighborhood although it's just across the street,

On the west side of Airport Road from Eubanks to Weaver Dairy Road, there needs to be a designated (with CH gravel) path or sidewalk. There needs to be ped crossings on the north side of Weaver Dairy Rd. crossing Airport Rd. and on the west side of Airport Rd. crossing Weaver Dairy Rd. There needs to be a crosswalk by the power access into CH North (between Eubanks and Northwood).

I usually only walk across Airport Road during inclement weather and on nice evenings to go see a movie or get dinner. In deep snow, I can't walk on a sidewalk from Northwood to Weaver Dairy Rd, so I end up jaywalking over a slush/icy road or plowing through snow on a difficult walking terrain.

The sidewalk is not continuous. Crossing Airport Road is impossible. Some roads that intersect are difficult to cross.

Most pedestrian crossings don't provide adequate protection or enough time to safely cross. I'm able-bodied, but I have to sprint! Other considerations – where there are sidewalks, traffic is too close and too fast-moving.

Difficult to cross – especially from Foster's to bus stop headed towards campus.

7b. Please indicate your usual walking trip place of origin (apt. complex, street, etc.).

101 Autumn Lane

Condo

From Airport Drive to Piney Mountain & Municipal Drive.

Shadowood Apts or campus.

108 Highland Drive

From Highland Drive to Airport Road.

Franklin Street.

From home to the bus stop.

Hunter Hill Road, Northwood Drive, Airport to Weaver Dairy Road. Cross (on dirt) Airport Road to Harris Teeter, Food Lion, vet, dentist, movies.

Apartment complex

Home.

Work place.

Foster's parking lot / Ladies' Fitness)

8. **What would be the most important improvement that would enable / encourage you to walk more along Airport Road?**

Pedestrian crossings

A sidewalk along the west side of Airport Road.

Construction median and wider sidewalks (if feasible).

A safe way to cross Airport Rd. and Stateside Drive.

We need a crossing light at Airport Rd. and Stateside Drive to get to the bus stop and park.

Install a median.

Sidewalks and crosswalks on all sides of Airport Road and Weaver Dairy Road. We have a handicapped neighbor who can't drive and walks daily to the store – it's dangerous.

A sidewalk between Northwood Drive and Weaver Dairy Road.

Marked crosswalks at intersections. Pedestrian lights at intersections.

Slow down traffic!! Improve pedestrian crossings. Where possible, place a strip for planting trees, shrubs, etc. between sidewalk and road; add several new pedestrian crossings.

To walk more along the length of Airport Rd., we need continuous sidewalks with trees and/or shrubs in planted medians to separate sidewalk from traffic. As an "Airport Road" resident who drives along Airport Road often (sometimes several times a day), the biggest problems I see are: 1) speeding cars – I consistently drive 40 mph and everyone passes me, (2) lack of safe crossing for bus passengers at Shadowoods and Stateside. The biggest single improvement that could be made would be to install raised landscaped median strips along the old part of Airport Road similar to those on Airport Road north of Homestead. Also, traffic light at Stateside and flashing pedestrian lights at Shadowoods Apts.   Another problem: In the am, the lights going north (and I presume south) from Statewide to Whitfield are not synchronized, so motorists are forced to stop at every light (and there are a lot). The consequence of this is that those motorists coming into town are no doubt tempted to speed once they pass the light at Westminster to make up for all the time lost between Whitfield and Westminster. Lights synchronized at 35 mph would, I think, be very helpful.

Sidewalk along west side of Airport Rd. from light at Paskins Drive to Weaver Dairy Rd. Crosswalk at Paskins Rd./Airport Rd. intersection and Weaver Dairy Rd./Airport Rd intersection. The whole approach to urban planning needs to be changed. People will only walk/bike if it is SAFE. Why is it such that it is only convenient for cars? It is ridiculous if I can't walk to a shopping center that I can basically see from my house. Walking/biking is healthy. CO^2 emissions bring people together, etc. Building roads is more expensive than building sidewalks. Start inconveniencing cars and people will walk. (In Germany pull-off bus stops are being eliminated to slow down the flow of traffic.)

Easier, safer to cross road – slowing traffic / decrease lanes / separation between sidewalk and cars / more trees

Airport Road Corridor Public Input – Bicyclists
Summary of Results (5 Respondents)

1. Do you currently bicycle along or across Airport Road? (*please check all that apply*) –

To get to work/school	1
For errands	2
For recreation/exercise	3
To access transit	0
Other _____	0

All of those surveyed, except for one, responded that they bicycle on Airport Road. Regarding number of bicycle trips per day, only two responded and their answers were 1/5 and 2. One stated that he/she does not currently have a bike, but in the past has ridden occasionally along Airport Rd.

1b. How far do you usually ride?

Up to 1 mile	0
1 – 2 miles	0
2 – 5 miles	2
5 – 10 miles	1
> 10 miles	1

2. Do you feel safe bicycling along Airport Road?

Yes	0
No	4

The one respondent who currently does not have a bike but has ridden along Airport Rd in the past stated that he only felt safe on Sunday mornings.

3. Where do you typically ride, when riding along Airport Road?

On the street (outside lane, bike lane, or shoulder), with traffic	1
On the street (outside lane, bike lane, or shoulder), facing traffic	0
On the sidewalk, in the same direction as traffic	2
On the sidewalk, in the opposite direction of traffic	0

4. Do you enjoy riding along Airport Road?

No	4

5. Are you able to safely cross Airport Road on your bike?

Yes	0
No	3

One stated that he/she hasn't tried.

6. Are you able to cross Airport Road without waiting too long?

Yes   2
No   1

7. Are there any barriers or conditions that prohibit you from bicycling to and from desired destinations involving Airport Road?

Yes   2
No   1

8. If there are factors preventing you from biking as often or as far as you would like, please describe any particular problem location(s) precisely, and the barriers / impediments, traffic conditions, inconvenience, or aesthetics that prevent your access, feeling safe, feeling comfortable, crossing, etc. (continue on reverse, if needed).

Bike lanes along the entire length. Signs promoting bike riding to make autos aware. Control for speeding motorists

Traffic moves > 15 mph over speed limit, which is incompatible with bicycle speeds. Making a left turn is extremely dangerous due to having to cross over two lanes to the left in heavy, fast traffic. At intersections on Airport Rd., the lines for the bike lane, if any, simply disappear, which makes for a confusing and ambiguous situation for both the bikers and the vehicle traffic. No one knows or can expect where the bike should travel.
At intersections having "automatic" traffic signals, a bike approaching from the side street will not trip the sensor. Consequently, the signal won't change until a vehicle approaches from the same side street, which makes it more dangerous than when the bike was alone.

I was hit by a car near Hillsborough Rd. Several times, cars/trucks have run the red light and almost hit me.

Crossing to Umstead very scary – too many cars going fast. Also broken curb at intersection of Hillsborough and Airport Rds.

The bicycle lanes that take you to the right turn lane when I want to go straight, e.g. going north on Dixie Lane and/or Stateside Drive and going south at Homestead Rd.

8b. Please indicate your usual bicycle trip place of origin (apt. complex, street, etc.).

Ironwoods to Franklin Street and back

Kings Mill Rd (Botanical Gardens)

Standish Drive

From Barclay , Airport Drive. Airport Road/Estes to the Chapel Hill Community Center.

9. **What would be the most important improvement that would enable / encourage you to bicycle more along Airport Road?**

   Slow traffic to posted speed limits

   Add bike lane on road. Add more medians. Put cyclist sign on southbound Airport Rd before Hillsborough Rd. intersection.

   Bike lanes, smaller drains (or raised). Make the part near town more like the "new" Airport Road north of town.