



# **Prohibit Right Turns on a Red Signal at Several Intersections**

**10/02/2019**

**Presenters:**

**Donnie Rhoads, Captain**

**Kumar Neppalli, Traffic Engineer**

# Recommendation

That the Council enact the ordinance that amends turn regulations, prohibiting right turns on a red signal at 16 intersections.

**Transportation and Connectivity Advisory Board recommended Council approval.**

# History

- Petition by a Council Member
- Purpose: to increase pedestrian safety and decrease crashes at intersections
- Reviewed by Town and NCDOT Staff
- Reviewed by Transportation and Connectivity Advisory Board

# Current Measures to Reduce Conflicts at Signalized Intersections

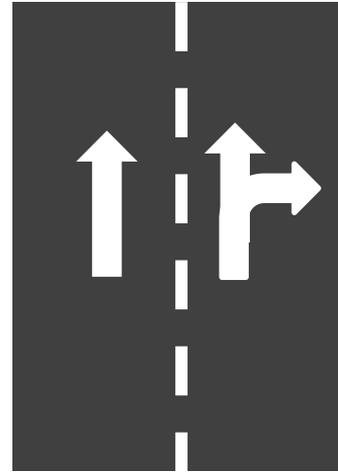
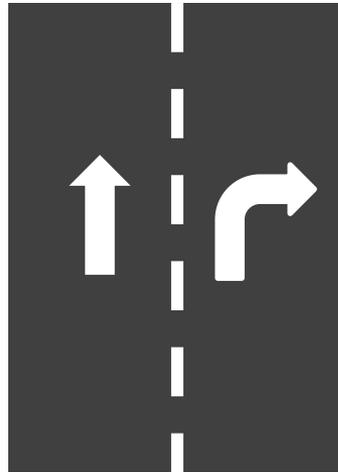
- Leading Pedestrian Interval (LPI, 3-7 seconds)
- Yield to Pedestrian Signs
- No Right Turn on Red

# Criteria No Right Turn on Red Signal

Manual on Uniform Traffic Control Devices (MUTCD):

- An exclusive pedestrian phase
- High number of pedestrian conflicts with right-on-red vehicles
- Geometric or operational characteristics of the intersection that might result in unexpected conflicts

# Turn Lane Usage



# List of Intersections

1. From Caswell Road (both approaches) to Estes Drive
2. Franklin Street and Eastgate Shopping Center Entrance
3. Franklin Street and Hillsborough Street
4. Franklin Street and Henderson Street
5. Raleigh Street and Cameron Avenue/Country Club Road
6. South Road and Country Club Road
7. From South Road (westbound approach only) to Columbia Street
8. Columbia Street and Rosemary Street

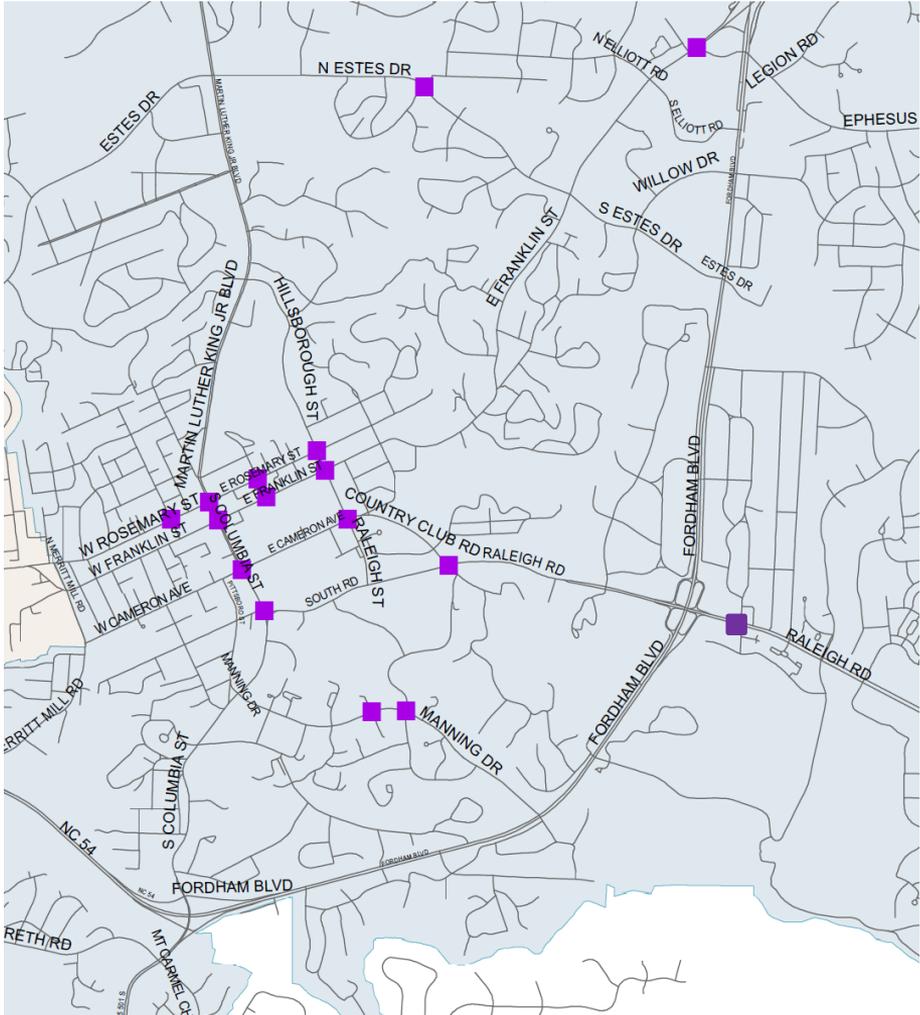
\*Unless otherwise noted, the above list indicates a “no right turn on red” regulation at all approaches to the intersection.

# List of Intersections

9. Columbia Street and Franklin Street
10. Columbia Street and Cameron Avenue
11. Rosemary Street and Hillsborough Street
12. Rosemary Street and Henderson Street
13. Rosemary Street and Church Street
14. Manning Drive and Ridge Road
15. Manning Drive and Paul Hardin Drive
16. Raleigh Road (NC 54) and Hamilton Road

\*Unless otherwise noted, the above list indicates a “no right turn on red” regulation at all approaches to the intersection.

# Location Map



# 10 Year- Pedestrian and Bicycles Townwide Accident Data (8/2009 to 8/2019)

Total Bike/Ped Accidents	191
Bike/Ped Accidents with vehicles turning right on red signal	12 (5-Bike and 7-Ped)

Source: NCDOT Traffic Engineering Accident Analysis System (TEAAS)

# Impact Analysis

## Level of Service with No Right Turns on Red

- Changed from B to C (at two intersections)
- Changed from C to D (at three intersections)

LOS	Delay
A	≤10 sec
B	10–20 sec
C	20–35 sec
D	35–55 sec
E	55–80 sec
F	>80 sec

# Next Steps

If Ordinance approved:

- Install Signs
- Periodic Enforcement

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## **Questions**