



**NORTH CAROLINA**  
Department of Transportation

# P8 Highway Modernization Subcommittee Meeting #8

NCDOT SPOT Office

March 25, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability  
and environmental sensitivity to enhance the economy and vitality of North Carolina

## Agenda

- Road Diets P7 Score Analysis
- Road Diets Discussion
- Adjourn

## Housekeeping

- Virtual etiquette:
  - When you are not speaking, please mute yourself. This limits disruption from background noise.
  - Feel free to use the “Raise Hand” feature if you have a question. You can also type “Q” in the chat.

# Road Diet P7 Analysis

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## P7 Division Needs Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Congestion (DIV)	Benefit/Cost (DIV)	Safety	Freight	Accessibility / Connectivity (REG, DIV)
H191386	Reduce lanes from 4 to 2. Construct sidewalk.	\$ 13,500,000	32.79	86.09	85.05	29.55	49.52	33.67
H231241	Road Diet on Sunset Avenue, to include replacing the center turn lane with a planted median, limiting left turn access across the corridor.	\$ 17,500,000	32.08	61.47	86.79	70.43	18.35	37.63
H230617	Implement road diet on West Henderson Street reducing the 4 lane undivided typical section to a 3 lane TWLTL with complete street elements.	\$ 29,900,000	27.62	78.86	50.00	43.15	45.90	33.67
H230883	Reduce the number of lanes by performing a road diet to have two lanes, a two-way turn lane, bicycle lanes, and pedestrian facilities.	\$ 18,900,000	23.36	37.00	65.02	53.92	25.16	28.11
H231150	Implement a Road Diet including median and bike/pedestrian improvements to improve traffic flow and improve transportation access for non-highway users	\$ 15,106,000	17.52	50.56	33.38	33.46	28.53	3.16
H230599	Modernize corridor, road diet on Oak St (Spindale) - reduce lanes from 4 to 3; intersection improvements at US 74-A & W Main St [Spindale]. Include complete streets elements along corridor.	\$ 146,100,000	10.76	26.08	10.22	11.56	39.02	44.17

## P7 Division Needs Quantitative Score & Existing Data

SPOT ID	Description	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Existing Volume (AADT)	Existing Volume (PADT)	Existing Capacity	Fatal and A Injury Crashes	B and C Injury Crashes	Property Damage Only Crashes	Total Crashes
H191386	Reduce lanes from 4 to 2. Construct sidewalk.	\$ 13,500,000	32.79	16,833.64	17,896.71	12,665.08	0	35	155	190
H231241	Road Diet on Sunset Avenue, to include replacing the center turn lane with a planted median, limiting left turn access across the corridor.	\$ 17,500,000	32.08	18,734.28	19,879.65	22,147.53	4	158	426	588
H230617	Implement road diet on West Henderson Street reducing the 4 lane undivided typical section to a 3 lane TWLTL with complete street elements.	\$ 29,900,000	27.62	14,064.31	14,793.68	12,027.41	0	25	113	138
H230883	Reduce the number of lanes by performing a road diet to have two lanes, a two-way turn lane, bicycle lanes, and pedestrian facilities.	\$ 18,900,000	23.36	6,818.19	7,221.79	12,900.00	3	14	58	75
H231150	Implement a Road Diet including median and bike/pedestrian improvements to improve traffic flow and improve transportation access for non-highway users	\$ 15,106,000	17.52	8,418.77	8,946.87	11,858.16	0	19	86	105
H230599	Modernize corridor, road diet on Oak St (Spindale) - reduce lanes from 4 to 3; intersection improvements at US 74-A & W Main St [Spindale]. Include complete streets elements along corridor.	\$ 146,100,000	10.76	3,866.32	4,216.94	10,277.33	0	10	38	48

## P7 Regional Impact Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion (REG)	Benefit/Cost (SW, REG)	Safety	Freight	Accessibility / Connectivity (REG, DIV)
H191999	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	\$ 39,600,000	40.90	83.43	66.18	78.08	23.77	7.89
H190571	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	\$ 5,500,000	39.24	49.08	86.65	67.03	3.89	50.00
H230280	Construct road diet to improve safety while maintaining current capacity with access management and pedestrian friendly roadway treatments.	\$ 53,700,000	39.09	81.14	50.68	48.58	63.94	14.73
H150970	Road Diet on NC 96 from Industry Drive to North of 3rd Street	\$ 4,500,000	38.66	66.98	81.97	54.82	13.80	20.05
H231653	Upgrade the access management along the corridor.	\$ 24,100,000	38.33	63.87	70.37	54.90	20.02	39.86
H230450	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks.Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections."	\$ 6,300,000	37.35	52.32	88.11	41.57	5.42	45.62
H193247	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	\$ 20,400,000	35.06	46.85	66.57	68.27	9.84	45.62
H230453	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections.	\$ 8,100,000	34.16	48.81	75.73	39.28	7.65	45.62
H230380	Road Diet	\$ 49,300,000	33.19	48.47	41.33	55.28	72.00	25.02
H230105	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	\$ 58,300,000	30.37	71.71	38.99	65.15	10.57	6.57
H230244	Reduce the number of travel lanes and add complete streets elements.	\$ 38,400,000	23.50	28.16	31.48	50.32	58.79	6.57
H191390	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	\$ 141,700,000	22.07	45.79	13.06	38.46	30.86	33.67

## P7 Regional Impact Quantitative Score & Existing Data

SPOT ID	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Existing Volume (AADT)	Existing Volume (PADT)	Existing Capacity	Fatal and A Injury Crashes	B and C Injury Crashes	Property Damage Only Crashes	Total Crashes
H191999	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	\$ 39,600,000	40.90	23,294.50	23,949.60	16,554.61	4	157	426	587
H190571	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	\$ 5,500,000	39.24	9,622.67	10,245.33	12,900.00	2	62	128	192
H230280	Construct road diet to improve safety while maintaining current capacity with access management and pedestrian friendly roadway treatments.	\$ 53,700,000	39.09	18,800.16	19,300.16	13,701.05	1	20	182	203
H150970	Road Diet on NC 96 from Industry Drive to North of 3rd Street	\$ 4,500,000	38.66	12,500.00	13,500.00	12,483.95	1	36	96	133
H231653	Upgrade the access management along the corridor.	\$ 24,100,000	38.33	22,357.53	23,458.24	25,500.00	4	100	202	306
H230450	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections."	\$ 6,300,000	37.35	11,372.90	13,362.25	16,479.49	3	67	111	181
H193247	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	\$ 20,400,000	35.06	11,961.33	12,747.66	17,724.74	1	114	249	364
H230453	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections.	\$ 8,100,000	34.16	14,922.00	17,845.48	25,500.00	2	38	92	132
H230380	Road Diet	\$ 49,300,000	33.19	16,019.26	17,019.04	24,225.87	4	26	58	88
H230105	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	\$ 58,300,000	30.37	14,861.36	16,750.60	14,585.04	1	101	364	466
H230244	Reduce the number of travel lanes and add complete streets elements.	\$ 38,400,000	23.50	8,936.05	10,153.08	24,033.60	2	17	57	76
H191390	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	\$ 141,700,000	22.07	14,373.42	15,876.31	23,817.07	2	38	171	211

## P7 Statewide Mobility Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Congestion (SW)	Benefit/Cost (SW, REG)	Safety	Freight	Economic Competitiveness (SW)
H111227	Upgrade the Existing 5-Lane Major Thoroughfare to a 4-Lane Divided Boulevard from the Virginia Line to US 158	\$ 108,100,000	59.60	64.03	62.87	67.02	71.89	0.00
H111225	Upgrade the Existing 5-Lane Boulevard to a 4-Lane Divided Boulevard from the proposed Mid-Currituck Bridge to the Dare County Line	\$ 122,100,000	54.49	41.93	74.56	67.45	66.09	0.00

## P7 Statewide Mobility Quantitative Score & Existing Data

SPOT ID	Project Category	Description	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Existing Volume (AADT)	Existing Volume (PADT)	Existing Capacity	Fatal and A Injury Crashes	B and C Injury Crashes	Property Damage Only Crashes	Total Crashes
H111227	Statewide Mobility	Upgrade the Existing 5-Lane Major Thoroughfare to a 4-Lane Divided Boulevard from the Virginia Line to US 158	\$ 108,100,000	59.60	16,811.39	22,991.75	25,500.00	17	153	321	491
H111225	Statewide Mobility	Upgrade the Existing 5-Lane Boulevard to a 4-Lane Divided Boulevard from the proposed Mid-Currituck Bridge to the Dare County Line	\$ 122,100,000	54.49	16,034.40	25,287.84	67,583.78	41	153	337	531

## Analysis Summary

- Top scoring projects under the existing Mobility criteria
  - Division Needs and Regional Impact projects appear to have a high score in Congestion and Benefit Cost
  - Projects with under capacity appear to be mostly at the bottom
  - Both Statewide projects have decent scores for each criterion except for Economic Competitiveness

# Road Diet F-3 & F-4 Analysis

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## F-3 and F-4 Criteria: Reference Slide

### F-3 Weights

### F-4 Weights

Criteria	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)	Criteria	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Congestion	10%	5%	5%	Congestion	10%	5%	5%
Safety	35%	35%	30%	Safety	35%	35%	35%
Freight	25%	20%	5%	Freight	25%	15%	5%
Lane Width & [Paved] Shoulder	30%	10%	10%	Lane Width & [Paved] Shoulder	30%	15%	5%

## F-3 Division Needs Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Congestion (DIV)	Safety	Freight	Lane Width & [Paved] Shoulder Width
H231241	Road Diet on Sunset Avenue, to include replacing the center turn lane with a planted median, limiting left turn access across the corridor.	\$ 17,500,000	32.58	61.47	70.43	18.35	74.55
H230883	Reduce the number of lanes by performing a road diet to have two lanes, a two-way turn lane, bicycle lanes, and pedestrian facilities.	\$ 18,900,000	27.35	37.00	53.92	25.16	80.66
H230617	Implement road diet on West Henderson Street reducing the 4 lane undivided typical section to a 3 lane TWLTL with complete street elements.	\$ 29,900,000	26.64	78.86	43.15	45.90	74.55
H191386	Reduce lanes from 4 to 2. Construct sidewalk.	\$ 13,500,000	23.10	86.09	29.55	49.52	74.55
H231150	Implement a Road Diet including median and bike/pedestrian improvements to improve traffic flow and improve transportation access for non-highway users	\$ 15,106,000	21.45	50.56	33.46	28.53	74.55
H230599	Modernize corridor, road diet on Oak St (Spindale) - reduce lanes from 4 to 3; intersection improvements at US 74-A & W Main St [Spindale]. Include complete streets elements along corridor.	\$ 146,100,000	6.72	26.08	11.56	39.02	0.00

## F-3 Division Needs Quantitative Score & Existing Data

SPOT ID	Description	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Existing Volume (AADT)	Existing Volume (PADT)	Existing Capacity	Fatal and A Injury Crashes	B and C Injury Crashes	Property Damage Only Crashes	Total Crashes
H231241	Road Diet on Sunset Avenue, to include replacing the center turn lane with a planted median, limiting left turn access across the corridor.	\$ 17,500,000	32.58	18,734.28	19,879.65	22,147.53	4	158	426	588
H230883	Reduce the number of lanes by performing a road diet to have two lanes, a two-way turn lane, bicycle lanes, and pedestrian facilities.	\$ 18,900,000	27.35	6,818.19	7,221.79	12,900.00	3	14	58	75
H230617	Implement road diet on West Henderson Street reducing the 4 lane undivided typical section to a 3 lane TWLTL with complete street elements.	\$ 29,900,000	26.64	14,064.31	14,793.68	12,027.41	0	25	113	138
H191386	Reduce lanes from 4 to 2. Construct sidewalk.	\$ 13,500,000	23.10	16,833.64	17,896.71	12,665.08	0	35	155	190
H231150	Implement a Road Diet including median and bike/pedestrian improvements to improve traffic flow and improve transportation access for non-highway users	\$ 15,106,000	21.45	8,418.77	8,946.87	11,858.16	0	19	86	105
H230599	Modernize corridor, road diet on Oak St (Spindale) - reduce lanes from 4 to 3; intersection improvements at US 74-A & W Main St [Spindale]. Include complete streets elements along corridor.	\$ 146,100,000	6.72	3,866.32	4,216.94	10,277.33	0	10	38	48

### F-3 Regional Impact Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion (REG)	Safety	Freight	Lane Width & [Paved] Shoulder Width
H191999	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	\$ 39,600,000	44.55	83.43	78.08	23.77	82.92
H230380	Road Diet	\$ 49,300,000	43.63	48.47	55.28	72.00	74.55
H230280	Construct road diet to improve safety while maintaining current capacity with access management and pedestrian friendly roadway treatments.	\$ 53,700,000	41.30	81.14	48.58	63.94	74.55
H230244	Reduce the number of travel lanes and add complete streets elements.	\$ 38,400,000	38.23	28.16	50.32	58.79	74.55
H230105	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	\$ 58,300,000	35.96	71.71	65.15	10.57	74.55
H193247	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	\$ 20,400,000	35.66	46.85	68.27	9.84	74.55
H190571	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	\$ 5,500,000	34.15	49.08	67.03	3.89	74.55
H231653	Upgrade the access management along the corridor.	\$ 24,100,000	33.87	63.87	54.90	20.02	74.55
H150970	Road Diet on NC 96 from Industry Drive to North of 3rd Street	\$ 4,500,000	32.75	66.98	54.82	13.80	74.55
H191390	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	\$ 141,700,000	29.38	45.79	38.46	30.86	74.55
H230450	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections."	\$ 6,300,000	25.70	52.32	41.57	5.42	74.55
H230453	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections.	\$ 8,100,000	25.17	48.81	39.28	7.65	74.55

## F-3 Regional Impact Quantitative Score & Existing Data

SPOT ID	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Existing Volume (AADT)	Existing Volume (PADT)	Existing Capacity	Fatal and A Injury Crashes	B and C Injury Crashes	Property Damage Only Crashes	Total Crashes
H191999	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	\$ 39,600,000	44.55	23,294.50	23,949.60	16,554.61	4	157	426	587
H230380	Road Diet	\$ 49,300,000	43.63	16,019.26	17,019.04	24,225.87	4	26	58	88
H230280	Construct road diet to improve safety while maintaining current capacity with access management and pedestrian friendly roadway treatments.	\$ 53,700,000	41.30	18,800.16	19,300.16	13,701.05	1	20	182	203
H230244	Reduce the number of travel lanes and add complete streets elements.	\$ 38,400,000	38.23	8,936.05	10,153.08	24,033.60	2	17	57	76
H230105	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	\$ 58,300,000	35.96	14,861.36	16,750.60	14,585.04	1	101	364	466
H193247	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	\$ 20,400,000	35.66	11,961.33	12,747.66	17,724.74	1	114	249	364
H190571	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	\$ 5,500,000	34.15	9,622.67	10,245.33	12,900.00	2	62	128	192
H231653	Upgrade the access management along the corridor.	\$ 24,100,000	33.87	22,357.53	23,458.24	25,500.00	4	100	202	306
H150970	Road Diet on NC 96 from Industry Drive to North of 3rd Street	\$ 4,500,000	32.75	12,500.00	13,500.00	12,483.95	1	36	96	133
H191390	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	\$ 141,700,000	29.38	14,373.42	15,876.31	23,817.07	2	38	171	211
H230450	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections."	\$ 6,300,000	25.70	11,372.90	13,362.25	16,479.49	3	67	111	181
H230453	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections.	\$ 8,100,000	25.17	14,922.00	17,845.48	25,500.00	2	38	92	132

## F-3 Statewide Mobility Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Congestion (SW)	Safety	Freight	Lane Width & [Paved] Shoulder Width
H111227	Upgrade the Existing 5-Lane Major Thoroughfare to a 4-Lane Divided Boulevard from the Virginia Line to US 158	\$ 108,100,000	70.20	64.03	67.02	71.89	74.55
H111225	Upgrade the Existing 5-Lane Boulevard to a 4-Lane Divided Boulevard from the proposed Mid-Currituck Bridge to the Dare County Line	\$ 122,100,000	66.69	41.93	67.45	66.09	74.55

## F-3 Statewide Mobility Quantitative Score & Existing Data

SPOT ID	Description	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Existing Volume (AADT)	Existing Volume (PADT)	Existing Capacity	Fatal and A Injury Crashes	B and C Injury Crashes	Property Damage Only Crashes	Total Crashes
H111227	Upgrade the Existing 5-Lane Major Thoroughfare to a 4-Lane Divided Boulevard from the Virginia Line to US 158	\$ 108,100,000	70.20	16,811.39	22,991.75	25,500.00	17	153	321	491
H111225	Upgrade the Existing 5-Lane Boulevard to a 4-Lane Divided Boulevard from the proposed Mid-Currituck Bridge to the Dare County Line	\$ 122,100,000	66.69	16,034.40	25,287.84	67,583.78	41	153	337	531

## F-4 Division Needs Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Congestion (DIV)	Safety	Freight	Lane Width & [Paved] Shoulder Width
H231241	Road Diet on Sunset Avenue, to include replacing the center turn lane with a planted median, limiting left turn access across the corridor.	\$ 17,500,000	32.37	61.47	70.43	18.35	74.55
H230883	Reduce the number of lanes by performing a road diet to have two lanes, a two-way turn lane, bicycle lanes, and pedestrian facilities.	\$ 18,900,000	26.01	37.00	53.92	25.16	80.66
H230617	Implement road diet on West Henderson Street reducing the 4 lane undivided typical section to a 3 lane TWLTL with complete street elements.	\$ 29,900,000	25.07	78.86	43.15	45.90	74.55
H191386	Reduce lanes from 4 to 2. Construct sidewalk.	\$ 13,500,000	20.85	86.09	29.55	49.52	74.55
H231150	Implement a Road Diet including median and bike/pedestrian improvements to improve traffic flow and improve transportation access for non-highway users	\$ 15,106,000	19.39	50.56	33.46	28.53	74.55
H230599	Modernize corridor, road diet on Oak St (Spindale) - reduce lanes from 4 to 3; intersection improvements at US 74-A & W Main St [Spindale]. Include complete streets elements along corridor.	\$ 146,100,000	7.30	26.08	11.56	39.02	0.00

## F-4 Division Needs Quantitative Score & Existing Data

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H231241	Road Diet on Sunset Avenue, to include replacing the center turn lane with a planted median, limiting left turn access across the corridor.	\$ 17,500,000	32.37	18,734.28	19,879.65	22,147.53	4	158	426	588
H230883	Reduce the number of lanes by performing a road diet to have two lanes, a two-way turn lane, bicycle lanes, and pedestrian facilities.	\$ 18,900,000	26.01	6,818.19	7,221.79	12,900.00	3	14	58	75
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H191386	Reduce lanes from 4 to 2. Construct sidewalk.	\$ 13,500,000	20.85	16,833.64	17,896.71	12,665.08	0	35	155	190
H231150	Implement a Road Diet including median and bike/pedestrian improvements to improve traffic flow and improve transportation access for non-highway users	\$ 15,106,000	19.39	8,418.77	8,946.87	11,858.16	0	19	86	105
H230599	Modernize corridor, road diet on Oak St (Spindale) - reduce lanes from 4 to 3; intersection improvements at US 74-A & W Main St [Spindale]. Include complete streets elements along corridor.	\$ 146,100,000	7.30	3,866.32	4,216.94	10,277.33	0	10	38	48

## F-4 Regional Impact Quantitative & Criteria Scores

SPOT ID	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Congestion (REG)	Safety	Freight	Lane Width & [Paved] Shoulder Width
H191999	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	\$ 39,600,000	47.50	83.43	78.08	23.77	82.92
H230380	Road Diet	\$ 49,300,000	43.75	48.47	55.28	72.00	74.55
H230280	Construct road diet to improve safety while maintaining current capacity with access management and pedestrian friendly roadway treatments.	\$ 53,700,000	41.83	81.14	48.58	63.94	74.55
H230105	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	\$ 58,300,000	39.16	71.71	65.15	10.57	74.55
H230244	Reduce the number of travel lanes and add complete streets elements.	\$ 38,400,000	39.02	28.16	50.32	58.79	74.55
H193247	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	\$ 20,400,000	38.90	46.85	68.27	9.84	74.55
H190571	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	\$ 5,500,000	37.68	49.08	67.03	3.89	74.55
H231653	Upgrade the access management along the corridor.	\$ 24,100,000	36.59	63.87	54.90	20.02	74.55
H150970	Road Diet on NC 96 from Industry Drive to North of 3rd Street	\$ 4,500,000	35.79	66.98	54.82	13.80	74.55
H191390	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	\$ 141,700,000	31.56	45.79	38.46	30.86	74.55
H230450	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections."	\$ 6,300,000	29.16	52.32	41.57	5.42	74.55
H230453	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections.	\$ 8,100,000	28.52	48.81	39.28	7.65	74.55

## F-4 Regional Impact Quantitative Score & Existing Data

SPOT ID	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Existing Volume (AADT)	Existing Volume (PADT)	Existing Capacity	Fatal and A Injury Crashes	B and C Injury Crashes	Property Damage Only Crashes	Total Crashes
H191999	Implement Road Diet on US 17 Busines (Market Street) between SR 1217 (S. 17th Street) and Covil Avenue to improve safety.	\$ 39,600,000	47.50	23,294.50	23,949.60	16,554.61	4	157	426	587
H230380	Road Diet	\$ 49,300,000	43.75	16,019.26	17,019.04	24,225.87	4	26	58	88
H230280	Construct road diet to improve safety while maintaining current capacity with access management and pedestrian friendly roadway treatments.	\$ 53,700,000	41.83	18,800.16	19,300.16	13,701.05	1	20	182	203
H230105	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	\$ 58,300,000	39.16	14,861.36	16,750.60	14,585.04	1	101	364	466
H230244	Reduce the number of travel lanes and add complete streets elements.	\$ 38,400,000	39.02	8,936.03	10,153.08	24,033.60	2	17	57	76
H193247	Road Diet of existing 4-lane roadway to 2-lane with two way left turn lane with curb & gutter, bike lanes and sidewalks.	\$ 20,400,000	38.90	11,961.33	12,747.66	17,724.74	1	114	249	364
H190571	Implement road diet to add buffered bike lanes and median with turn pockets. Make pedestrian and transit user improvements.	\$ 5,500,000	37.68	9,622.67	10,245.33	12,900.00	2	62	128	192
H231653	Upgrade the access management along the corridor.	\$ 24,100,000	36.59	22,357.53	23,458.24	25,500.00	4	100	202	306
H150970	Road Diet on NC 96 from Industry Drive to North of 3rd Street	\$ 4,500,000	35.79	12,500.00	13,500.00	12,483.95	1	36	96	133
H191390	Reduce lanes from 5 to 4 lanes with a sidewalk on the east side and a side shared-use path on the west side.	\$ 141,700,000	31.56	14,373.42	15,876.31	23,817.07	2	38	171	211
H230450	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections."	\$ 6,300,000	29.16	11,372.90	13,362.25	16,479.49	3	67	111	181
H230453	Road Diet of existing 4-lane roadway to 2-lane with median, curb & gutter, bike lanes, and sidewalks. Convert Ash Street/Jefferson Avenue to roundabout. Add/improve crosswalks at all intersections.	\$ 8,100,000	28.52	14,922.00	17,845.48	25,500.00	2	38	92	132

## P7 Road Diets Score Comparison – Division Needs

### Mobility Criteria

SPOT ID	Division Needs Quantitative Score (Out of 50)
H191386	32.79
H231241	32.08
H230617	27.62
H230883	23.36
H231150	17.52
H230599	10.76

Median Score	25.49
Top Quartile	30.97

### F-3 Criteria

SPOT ID	Division Needs Quantitative Score (Out of 50)
H231241	32.58
H230883	27.35
H230617	26.64
H191386	23.1
H231150	21.45
H230599	6.72

Median Score	24.87
Top Quartile	27.17

### F-4 Criteria

SPOT ID	Division Needs Quantitative Score (Out of 50)
H231241	32.37
H230883	26.01
H230617	25.07
H191386	20.85
H231150	19.39
H230599	7.3

Median Score	22.96
Top Quartile	25.78

## P7 Road Diets Score Comparison – Regional Impact

### Mobility Criteria

SPOT ID	Regional Impact Quantitative Score (Out of 70)
H191999	40.9
H190571	39.24
H230280	39.09
H150970	38.66
H231653	38.33
H230450	37.35
H193247	35.06
H230453	34.16
H230380	33.19
H230105	30.37
H230244	23.5
H191390	22.07

Median Score	36.21
Top Quartile	38.77

### F-3 Criteria

SPOT ID	Regional Impact Quantitative Score (Out of 70)
H191999	44.55
H230380	43.63
H230280	41.3
H230244	38.23
H230105	35.96
H193247	35.66
H190571	34.15
H231653	33.87
H150970	32.75
H191390	29.38
H230450	25.7
H230453	25.17

Median Score	34.91
Top Quartile	39.00

### F-4 Criteria

SPOT ID	Regional Impact Quantitative Score (Out of 70)
H191999	47.5
H230380	43.75
H230280	41.83
H230105	39.16
H230244	39.02
H193247	38.9
H190571	37.68
H231653	36.59
H150970	35.79
H191390	31.56
H230450	29.16
H230453	28.52

Median Score	38.29
Top Quartile	39.83

## P7 Road Diets Score Comparison – Statewide

### Mobility Criteria

SPOT ID	Statewide Mobility Quantitative Score (Out of 100)
H111227	59.6
H111225	54.49

Median Score	57.05
Top Quartile	58.32

### F-3 Criteria

SPOT ID	Statewide Mobility Quantitative Score (Out of 100)
H111227	70.2
H111225	66.69

Median Score	68.45
Top Quartile	69.32

### F-4 Criteria

SPOT ID	Statewide Mobility Quantitative Score (Out of 100)
H111227	70.2
H111225	66.69

Median Score	68.45
Top Quartile	69.32

## Analysis Summary

- Project scores under the recommended Modernization criteria (F-4)
  - Show improvements for Road Diets especially at Statewide and Regional Impact levels
  - Statewide and Regional Impact
    - Decent scores in Congestion, Safety, and Combined Lane & Shoulder Widths are common in higher scoring projects
    - 3 projects with under capacity volumes moved from lower to higher scoring projects at Regional Impact
    - Both Statewide projects have decent criteria scores and quantitative scores increased by 10 points. These 2 projects also have under capacity volumes
  - Division Needs
    - Decent scores in Congestion, Safety, and Combined Lane & Shoulder Widths are common in higher scoring projects
    - 2 projects with under capacity volumes and high safety crash rates moved from lower to higher scoring projects
    - Half of the projects had minor increase in scores while the other half had a decrease

# Discussion

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## Discussion

- What is our recommendation for Road Diets based on the available information and the completed analysis?
- What is our next steps?

## Mural Discussion Notes

What is our recommendation for Road Diets based on the available information and the completed analysis?

Freight was used for F-3 and F-4 because it already existed as part of the original criteria

F-3 and F-4 both seem like significant improvements from what we currently have

F-4 may be more targeted to the benefits that result from road diet projects

It looks like the top-scoring projects score the best with congestion

I do not think that what we have captures the benefits of road diet projects, but am willing to accept what we have developed

## Mural Discussion Notes

What is our recommendation for Road Diets based on the available information and the completed analysis?

I would be very encouraged by F-3 and F-4 and feel that F-3 and F-4 are major upgrades when it comes to safety

I think F-4 is slightly better and that both are significant improvements

The STI law may not set us up to be able to implement road diet projects. And is the STIP the right way to implement these projects?

I am not opposed to using Freight, but feel that the weight assigned to it is too large

If road diets can be accomplished through a simple resurfacing, then do that

## Mural Discussion Notes

What is our recommendation for Road Diets based on the available information and the completed analysis?

But the issue becomes that if more components such as signalization are added, the project cost rises and requires local governments to pay for it that may not be able to afford it

Benefit/cost should be evaluated, to substitute for lane and shoulder width and shift some freight weight to this category (x3)

We are talking about having another criteria just for road diets

Reducing some weight toward Benefit/Cost and away from freight makes sense. Also increase safety and make it the highest weighted criteria at all levels

SPOT will run a few scenarios

## Next Steps & Adjourn

- Next Steps
  - Follow-Up Analysis – Road Diet scenarios with Benefit Cost criterion
  - Discussion
- Next Meeting
  - **April 1<sup>st</sup>, 2025 @ 1:00 PM to 2:30 PM**

**Thank you!**

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## Meeting Attendance – Virtual

Name	Organization
Amin Hezaveh	NCDOT
Andy Bailey *	NCDOT
Benard Chola *	NCDOT
Brian Murphy *	NCDOT
Tyler Meyer *	Greensboro MPO
David Graham *	High County RPO
Deanna Trebil *	New Bern Area MPO
Drew Finley	Fountainworks
Fredrick D. Haith	NCDOT
Gretchen Belk *	NCDOT
Janet Robertson *	Lumber River RPO
Jason Myers *	NCDOT
Saman Jeffers *	NCDOT
Brian Wert *	NCDOT
Scott Miller	NCDOT
Stephen Sparks	NCDOT
Tristan Winkler *	French Broad River MPO

\*Workgroup Participant, Alternate, or Advisory