Bicycle and Pedestrian Crash Factors Summary, April 2020 - NC Department of Transportation

File Geodatabase Feature Class

Tags

Bicycle, Pedestrian, Bike/Ped, Multimodal, PBIN, Risk Score, Crash Factors Summary, Transportation, NCDOT, Environment, Location, North Carolina, ATLAS

Summary

This dataset was originally created in September 2019 as part of the Project ATLAS initiative at NCDOT to support the Multimodal Transportation Group with project delivery in the development phase.

The Bicycle and Pedestrian Crash Factors Summary layer was developed as a data-driven support tool for multimodal project selection in the SPOT P6 process. This layer incorporates the results of bicycle and pedestrian (bike/ped) crash screening to highlight roads with common characteristics that are present in most North Carolina bike/ped crashes. The proportion of crashes that noted these risk factors informed scoring of all local and NCDOT roadways where pedestrians are permitted travel. A roadway's score is a weighted calculation based on available data, and it should not be used to predict the likelihood for future crashes or as a standalone measure for bicycle or pedestrian safety. This dataset is a tool for identifying the need to consider bicycle and pedestrian accommodations or improvements, and it should be used in consultation with local agencies and engineering judgement.

Other caveats and recommendations for the layer's application include:

· The final crash risk score is relative to a statewide scale and conditions. It is not relative to a specific city or county.

· The final crash risk score should not replace the use of bike/ped crash history to describe current conditions for the safety of cyclists and pedestrians along a roadway.

· Crash risk scores could be used, in combination with other metrics, to compare and rank roadways per their importance for developing bike/ped safety improvements.

· The crash risk score is an example of a systemic analysis, learning from past crash patterns in context of roadway conditions, land use, and development patterns. The analysis was performed by combining bike/ped crashes reported by public agencies between 2007-2016. The analysis may be updated in the future to include more recent crash data and risk factors.

· The SPOT P6 bike/ped workgroup helped determine the weight applied to individual risk factors included in the crash risk analysis.

Description

The Bicycle and Pedestrian Crash Factors Summary provides a scaled bike/ped risk score for every public road in North Carolina. The analysis excluded interstate highways and interstate highway crashes, as bicyclists and pedestrians are not permitted on these facilities. It incorporates and weights five characteristics of a roadway to categorize it in terms of potential safety risk for cyclists and pedestrians. Each category describes a contributing factor that influences the potential for bike/ped crashes on a particular roadway.

· Urbanity (1), indicated by municipal and extraterritorial jurisdiction (ETJ) boundaries, and land use (2) are indicators of bike/ped volumes and exposure. North Carolina cities have since 1959 had the authority to apply their land development regulations to a perimeter area around the city. This area is the municipal extraterritorial planning jurisdiction, commonly referred to as the city "ETJ."

· Roadway configuration (3), defined as the direction of vehicular travel (one-way or two-way) and the presence of a median, provides roadway geometry as a risk factor. Due to the unreliability of number of travel lanes data in crash coding, number of lanes was not included in the final score.

· Speed limits (4) are a proxy indicator for vehicular speed.

· Motor vehicle traffic (5), indicated by annual average daily traffic (AADT), incorporates vehicular exposure to correspond with bike/ped exposure.

Datasets developed under Project ATLAS do not replace any Multimodal Transportation field work for future projects and may not be used as a replacement for site visits / field surveys by licensed professionals and hence should be used only as a supporting platform for decision making. Use of this dataset for project scoping or screening is merely pre-decisional.

Credits

The ATLAS Multimodal Transportation Group within NCDOT was tasked to create this dataset.

Annual maintenance of this dataset is handled by the Multimodal Transportation Group. Support and maintenance of the enterprise spatial database where this data resides is handled by NCDIT's Transportation GIS Unit.

Use limitations

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Extent

West -84.421752 **East** -75.418246
North 36.617735 **South** 33.733300

Scale Range

Maximum (zoomed in) 1:5,000
Minimum (zoomed out) 1:625,000

ArcGIS Metadata ►

Topics and Keywords ►

THEMES OR CATEGORIES OF THE RESOURCE oceans, biota, boundaries, location, transportation, environment

* CONTENT TYPE Downloadable Data
EXPORT TO FGDC CSDGM XML FORMAT AS RESOURCE DESCRIPTION No

PLACE KEYWORDS North Carolina

THESAURUS ►
TITLE User

CREATION DATE 2019-09-17 00:00:00
PUBLICATION DATE 2020-04-15 00:00:00

Hide Thesaurus ▲

THEME KEYWORDS Bicycle, Pedestrian, Bike/Ped, Multimodal, PBIN, Risk Score, Crash Factors Summary, Transportation, NCDOT, Environment, Location, North Carolina, ATLAS

THESAURUS ►
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PUBLICATION DATE 2020-04-15 00:00:00

Hide Thesaurus ▲

Hide Topics and Keywords ▲

Citation ►

TITLE Bicycle and Pedestrian Crash Factors Summary, April 2020 - NC Department of Transportation
CREATION DATE 2019-09-17 00:00:00
PUBLICATION DATE 2020-04-15 00:00:00

PRESENTATION FORMATS digital map
FGDC GEOSPATIAL PRESENTATION FORMAT vector digital data

Hide Citation ▲

Citation Contacts ►

RESPONSIBLE PARTY
ORGANIZATION'S NAME North Carolina Department of Transportation - EAU Mitigation and Modeling Unit
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE point of contact

CONTACT INFORMATION ►
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VOICE 919-707-6136

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ADMINISTRATIVE AREA NC
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COUNTRY US
E-MAIL ADDRESS ATLAS@ncdot.gov

HOURS OF SERVICE
9:00am – 5:00pm Monday - Friday

CONTACT INSTRUCTIONS
Please send an email with any issues, questions or comments regarding the ATLAS Data Search Tool, ATLAS Screening Tool or ATLAS Workbench. If it is an immediate need, please call the contact number or indicate as such in the subject line in an email.

Hide Contact information ▲

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CONTACT'S ROLE resource provider

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Hide Citation Contacts ▲

Resource Details ►

DATASET LANGUAGES English (UNITED STATES)
DATASET CHARACTER SET utf8 - 8 bit UCS Transfer Format

STATUS completed
SPATIAL REPRESENTATION TYPE vector

* PROCESSING ENVIRONMENT Version 6.2 (Build 9200) ; Esri ArcGIS 10.8.1.14362

CREDITS

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Annual maintenance of this dataset is handled by the Multimodal Transportation Group. Support and maintenance of the enterprise spatial database where this data resides is handled by NCDIT's Transportation GIS Unit.

Hide Resource Details ▲

Extents ►

EXTENT
DESCRIPTION

Data collection is complete.

GEOGRAPHIC EXTENT
BOUNDING RECTANGLE
EXTENT TYPE Extent used for searching
* WEST LONGITUDE -84.421752
* EAST LONGITUDE -75.418246
* NORTH LATITUDE 36.617735
* SOUTH LATITUDE 33.733300
* EXTENT CONTAINS THE RESOURCE Yes

EXTENT IN THE ITEM'S COORDINATE SYSTEM
* WEST LONGITUDE 406947.229168
* EAST LONGITUDE 3051823.000440
* SOUTH LATITUDE 35982.805072
* NORTH LATITUDE 1043799.812525
* EXTENT CONTAINS THE RESOURCE Yes

Hide Extents ▲

Resource Points of Contact ►

POINT OF CONTACT
ORGANIZATION'S NAME North Carolina Department of Transportation - Multimodal Transportation Group
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE originator

CONTACT INFORMATION ►
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Hide Contact information ▲

Hide Resource Points of Contact ▲

Resource Maintenance ►

RESOURCE MAINTENANCE
UPDATE FREQUENCY annually

SCOPE OF THE UPDATES dataset

OTHER MAINTENANCE REQUIREMENTS
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MAINTENANCE CONTACT
ORGANIZATION'S NAME North Carolina Department of Transportation - Multimodal Transportation Group
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE originator

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Hide Resource Maintenance ▲

Resource Constraints ►

LEGAL CONSTRAINTS
LIMITATIONS OF USE

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SECURITY CONSTRAINTS
CLASSIFICATION unclassified
CLASSIFICATION SYSTEM None

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Hide Resource Constraints ▲

Spatial Reference ►

ARCGIS COORDINATE SYSTEM
* TYPE Projected
* GEOGRAPHIC COORDINATE REFERENCE GCS_North_American_1983
* PROJECTION NAD_1983_StatePlane_North_Carolina_FIPS_3200_Feet
* COORDINATE REFERENCE DETAILS
PROJECTED COORDINATE SYSTEM
WELL-KNOWN IDENTIFIER 102719
X ORIGIN -121841900
Y ORIGIN -93659000
XY SCALE 36365718.124241434
Z ORIGIN -100000
Z SCALE 9.9999999999999982
M ORIGIN -100000
M SCALE 10000
XY TOLERANCE 3
Z TOLERANCE 0.20000000000000004
M TOLERANCE 0.001
HIGH PRECISION true
LATEST WELL-KNOWN IDENTIFIER 2264
VCSWKID 105703
LATESTVCSWKID 6360

WELL-KNOWN TEXT
PROJCS["NAD_1983_StatePlane_North_Carolina_FIPS_3200_Feet",GEOGCS["GCS_North_American_1983",DATUM["D_North_American_1983",SPHEROID["GRS_1980",6378137.0,298.257222101]],PRIMEM["Greenwich",0.0],UNIT["Degree",0.0174532925199433]],PROJECTION["Lambert_Conformal_Conic"],PARAMETER["False_Easting",2000000.002616666],PARAMETER["False_Northing",0.0],PARAMETER["Central_Meridian",-79.0],PARAMETER["Standard_Parallel_1",34.33333333333334],PARAMETER["Standard_Parallel_2",36.16666666666666],PARAMETER["Latitude_Of_Origin",33.75],UNIT["Foot_US",0.3048006096012192]],VERTCS["NAVD_1988_Foot_US",VDATUM["North_American_Vertical_Datum_1988"],PARAMETER["Vertical_Shift",0.0],PARAMETER["Direction",1.0],UNIT["Foot_US",0.3048006096012192]]

REFERENCE SYSTEM IDENTIFIER
VALUE 2264
* CODESPACE EPSG
* VERSION 6.12(9.0.0)

Hide Spatial Reference ▲

Spatial Data Properties ►

VECTOR ►
* LEVEL OF TOPOLOGY FOR THIS DATASET geometry only

GEOMETRIC OBJECTS
FEATURE CLASS NAME BikePedCrashFactorsSummary
* OBJECT TYPE composite
* OBJECT COUNT 542112

Hide Vector ▲

ARCGIS FEATURE CLASS PROPERTIES ►
FEATURE CLASS NAME BikePedCrashFactorsSummary
* FEATURE TYPE Simple
* GEOMETRY TYPE Polyline
* HAS TOPOLOGY FALSE
* FEATURE COUNT 542112
* SPATIAL INDEX TRUE
* LINEAR REFERENCING FALSE

Hide ArcGIS Feature Class Properties ▲

Hide Spatial Data Properties ▲

Data Quality ►

SCOPE OF QUALITY INFORMATION ►
RESOURCE LEVEL dataset

Hide Scope of quality information ▲

DATA QUALITY REPORT - COMPLETENESS OMISSION ►
MEASURE DESCRIPTION
After processing, the dataset is checked for drawing display and number of records and file sizes compared with source materials.

CONFORMANCE TEST RESULTS
TEST PASSED Yes
RESULT EXPLANATION
Pass

PRODUCT SPECIFICATION ►
TITLE NCDOT Geospatial Data Specifications
CREATION DATE 2019-09-17 00:00:00
PUBLICATION DATE 2020-04-15 00:00:00

Hide Product specification ▲

Hide Data quality report - Completeness omission ▲

DATA QUALITY REPORT - CONCEPTUAL CONSISTENCY ►
MEASURE DESCRIPTION
The dataset is converted to file geodatabase (FGDB) format using tools in ArcGIS. The geometry is checked, and if needed repaired.

CONFORMANCE TEST RESULTS
TEST PASSED Yes
RESULT EXPLANATION
Pass

PRODUCT SPECIFICATION ►
TITLE NCDOT Geospatial Data Specifications
CREATION DATE 2019-09-17 00:00:00
PUBLICATION DATE 2020-04-15 00:00:00

Hide Product specification ▲

Hide Data quality report - Conceptual consistency ▲

DATA QUALITY REPORT - QUANTITATIVE ATTRIBUTE ACCURACY ►
MEASURE DESCRIPTION
Geometry checks were conducted using ESRI's Data Reviewer tool.

CONFORMANCE TEST RESULTS
TEST PASSED Yes
RESULT EXPLANATION
Pass

PRODUCT SPECIFICATION ►

TITLE NCDOT Geospatial Data Specifications

CREATION DATE 2019-09-17 00:00:00

PUBLICATION DATE 2020-04-15 00:00:00

Hide Product specification ▲

Hide Data quality report - Quantitative attribute accuracy ▲

Hide Data Quality ▲

Lineage ►

LINEAGE STATEMENT

The primary source of roadway information is NCDOT's Road Characteristics Arcs. This digital inventory of the State's roadway system is comprised of both State and non-State maintained roads in North Carolina. Each route arc, where available, contains detailed geometric and posted speed limit data along the primary inventory direction for each route. Due to this limitation, only the primary direction of each digital road centerline was included in the analysis. This dataset provided the basemap geometry of the Bicycle and Pedestrian Crash Factors Summary layer. These data were supplemented by additional datasets provided by SPOT P6 consultants during the spring and summer of 2019. These datasets, which included additional speed limit and roadway median data, were spatially joined to the existing NCDOT route characteristics file; if there were discrepancies between the original NCDOT data and the subsequent supplementary datasets, the supplementary values superseded any values that existed in the original NCDOT data.

Municipal boundaries were provided by NCDOT's GIS Unit. ETJ boundaries were obtained from the North Carolina Chapter of the American Planning Association (NC APA). Extraterritorial jurisdiction (ETJ) is the legal ability of a government to exercise authority beyond its normal boundaries.

Land use was defined at the Census block-level, and data were provided by license to NCDOT by UrbanFootprint. Census blocks were spatially joined to the centerline base layer according to a 100-foot search distance. If a road segment was associated with multiple land uses, the land use with the highest associated value was used as the primary land use for determining the final overall risk score.

Traffic data were obtained from NCDOT's Traffic Survey Group. Each road segment was spatially assigned its corresponding AADT value for each year between 2013 and 2016 (and supplemented with 2019 values where available). The average AADT value for all available years between 2013 and 2016 and 2019 was the final value included in the analysis. Table 1 outlines each component's data source and version used in the final analysis.

Table 1. Data Sources and Version

Component	Source	Date/Version
Bicycle & Pedestrian Crashes - Research Center (HSRC)	NCDOT/University of North Carolina (UNC) Highway Safety	2007-2016
Road Centerlines	NCDOT	2019 Q1
Traffic Volumes	NCDOT	2013-2016 & 2019
Roadway Configuration & Traffic Operations	NCDOT	2019

Speed Limits 2019	NCDOT
Land Use Q3 2018	UrbanFootprint via NCDOT
Municipal Boundaries & Extraterritorial Jurisdiction Municipal Boundaries: 2018, ETJ: 2011	Municipal Boundaries: NCDOT, ETJ: NC APA

PROCESS STEP ▶
DESCRIPTION
Geodatabase was forwarded on to the GIS Unit for publishing as part of data for project ATLAS.

PROCESS CONTACT
ORGANIZATION'S NAME North Carolina Department of Transportation - Multimodal Transportation Group
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE originator

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Hide Contact information ▲

Hide Process step ▲

PROCESS STEP ▶
DESCRIPTION
Polyline data was reviewed in ESRI's Data Reviewer tool to verify geometry.

PROCESS CONTACT

ORGANIZATION'S NAME North Carolina Department of Transportation - Multimodal Transportation Group
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE originator

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Hide Process step ▲

PROCESS STEP ▶
DESCRIPTION
Table 2:

Crash Risk Category	Value (…% of Bike/Ped Crashes)	Assigned Weight(Out of 100)
Urbanity		10%
	• Within a municipal and/or ETJ boundary…….81.2%	
	• Outside a municipal and/or ETJ boundary…..18.8%	
Land Use		20%
	• Commercial……..42.3%	
	• Farms, Woods, Pastures……..13.1%	
	• Industrial……0.4%	
	• Institutional……..2.6%	
	• Residential……..41.5%	
Roadway Configuration		20%
	• Two-Way, Divided……21.5%	
	• Two-Way, Undivided……..74.3%	
	• One-Way……4.2%	
Speed Limit		20%
	• 5-15 mph……3.1%	
	• 20-25 mph……..16.5%	
	• 30-35 mph……..42.6%	
	• 40-45 mph……..23.9%	
	• 50-55 mph……..13.3%	
	• 60 mph and above……..0.6%	
Traffic Volume		30%

- <2,000.....9.9%
- 2,000-5,999.....20.2%
- 6,000-8,999.....12.8%
- 9,000-14,999.....20.6%
- 15,000-44,999.....34.7%
- 45,000+.....1.8%

Table 2 details the results of the analysis of bike/ped crashes that occurred between 2007 and 2016, as well as the associated weight assigned to each risk category by the NCDOT SPOT P6 bike/ped working group. These categories were developed from NCDOT crash codes, and NCDOT annually publishes a companion analysis of five-year bike/ped crash trends1. Certain subcategories, such as each subcategory of AADT volume, were derived from guidance that establishes thresholds for bicycle and pedestrian countermeasure implementation. For instance, 15,000 AADT is a typical threshold for considering more robust pedestrian safety infrastructure at uncontrolled crossings.

If the original road centerline dataset did not provide a posted speed limit or AADT value, the road segment was assigned a value based on its NCDOT-assigned functional classification. Table 3 outlines the assumed posted speed limit and AADT for each functional classification category. While the posted speed limit did not vary across the State, the assumed AADT value was defined based on the average AADT for each functional classification category by NCDOT division.

Table 3:

Functional Classification	Posted Speed Limit	AADT (Minimum – Maximum)
7: Local	25	107 – 249
6: Minor Collector	25	1,326 – 3,775
5: Major Collector	35	3,254 – 8,005
4: Minor Arterial	35	6,801 – 18,450
3: Principal Arterial-Other	45	11,085 – 27,031
2: Principal Arterial-Freeway or Expressway	45	7,206 – 60,207

PROCESS CONTACT
ORGANIZATION'S NAME North Carolina Department of Transportation - Multimodal Transportation Group
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE originator

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Hide Process step ▲

PROCESS STEP ►

DESCRIPTION

The proportion of crashes that occurred within each subcategory (i.e., the percentage of crashes that occurred near a commercial land use, on a road with AADT between 15,000 and 44,999, etc.) provided the final score for each of the five categories. The categories were then weighted according to their working group-assigned values and summed to generate the overall risk score for an individual road segment (Figure 1).

Figure 1. Risk Score Calculation:
0.1*(Urbanity)+0.2*(Land Use)+0.2*(Roadway Configuration)+0.2*(Speed Limit)+0.3*(Traffic Volume)=Final Score

Figure 2 provides an example of this calculation for a road segment that is located within a municipal boundary, adjacent to a residential area, on a 25 mph, two-way undivided road, and carries 8,000 vehicles per day.

Figure 2. Example Risk Score Calculation
0.1*0.812+0.2*0.415+0.2*0.743+0.2*0.165+0.3*0.128=0.384

Final scores were then scaled according their percentile rank; this provides a final score of 0-100 for each record. If a record's final score is 74.8, then 74.8 percent of all records in the dataset had a value less than that record. The layer was then dissolved so that each unique combination of route name, input data, and final score represents a single record in the dataset.

PROCESS CONTACT

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CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE originator

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Hide Process step ▲

Hide Lineage ▲

Distribution ►

DISTRIBUTOR ►
CONTACT INFORMATION
ORGANIZATION'S NAME North Carolina Department of Transportation - EAU Mitigation and Modeling Unit
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE distributor

CONTACT INFORMATION ►
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Hide Contact information ▲

Hide Distributor ▲

DISTRIBUTION FORMAT
* NAME File Geodatabase Feature Class
VERSION 10.5

Hide Distribution ▲

Fields ►

DETAILS FOR OBJECT BikePedCrashFactorsSummary ►
* TYPE Feature Class
* ROW COUNT 542112
DEFINITION
Bicycle and Pedestrian Crash Factors Summary

DEFINITION SOURCE
NCDOT

FIELD OBJECTID ►
* ALIAS OBJECTID
* DATA TYPE OID
* WIDTH 4
* PRECISION 0
* SCALE 0
* FIELD DESCRIPTION
Internal feature number.

* DESCRIPTION SOURCE
Esri

* DESCRIPTION OF VALUES
Sequential unique whole numbers that are automatically generated.

Hide Field OBJECTID ▲

FIELD Shape ►
* ALIAS Shape
* DATA TYPE Geometry
* WIDTH 0
* PRECISION 0
* SCALE 0
* FIELD DESCRIPTION
Feature geometry.

* DESCRIPTION SOURCE
Esri

* DESCRIPTION OF VALUES
Coordinates defining the features.

Hide Field Shape ▲

FIELD RouteName ►
* ALIAS RouteName
* DATA TYPE String
* WIDTH 20
* PRECISION 0
* SCALE 0
FIELD DESCRIPTION
Route Name is a text representation of the route number. Built by concatenation of these fields: "RouteClass","RouteNumber".

DESCRIPTION SOURCE
NCDOT

Hide Field RouteName ▲

FIELD StreetName ►
* ALIAS StreetName
* DATA TYPE String

* WIDTH 75
* PRECISION 0
* SCALE 0

FIELD DESCRIPTION

Local Street Name

DESCRIPTION SOURCE

NCDOT

Hide Field StreetName ▲

FIELD LUScore ►

* ALIAS LandUseScore
* DATA TYPE Double
* WIDTH 8
* PRECISION 0
* SCALE 0

FIELD DESCRIPTION

Final score for adjacent land use applied to risk score

DESCRIPTION SOURCE

NCDOT

Hide Field LUScore ▲

FIELD ETJScore ►

ALIAS ETJSCORE

* DATA TYPE Double
* WIDTH 8
* PRECISION 0
* SCALE 0

FIELD DESCRIPTION

Final score for location within a municipality/ETJ applied to risk score

DESCRIPTION SOURCE

NCDOT

Hide Field ETJScore ▲

FIELD SpeedScore ►

* ALIAS SpeedScore
* DATA TYPE Double
* WIDTH 8
* PRECISION 0
* SCALE 0

FIELD DESCRIPTION

Final score for posted speed limit applied to risk score

DESCRIPTION SOURCE

NCDOT

Hide Field SpeedScore ▲

FIELD RdConfigScore ►

* ALIAS RdConfigurationScore

* Data type Double
* Width 8
* Precision 0
* Scale 0

Field description

Final score for roadway configuration applied to risk score

Description source

NCDOT

Hide Field RdConfigScore ▲

Field AADTScore ►

* Alias AADTScore
* Data type Double
* Width 8
* Precision 0
* Scale 0

Field description

Final score for AADT applied to risk score

Description source

NCDOT

Hide Field AADTScore ▲

Field FinalScore ►

* Alias FinalScore
* Data type Double
* Width 8
* Precision 0
* Scale 0

Field description

Final risk score – before scaling

Description source

NCDOT

Hide Field FinalScore ▲

Field LUCode ►

* Alias LUCode
* Data type String
* Width 50
* Precision 0
* Scale 0

Field description

Type of Land use associated with road segment

Description source

NCDOT

List of values

Value Residential
Description Residential
Enumerated domain value definition source NCDOT

VALUE Commercial
DESCRIPTION Commercial
ENUMERATED DOMAIN VALUE DEFINITION SOURCE NCDOT

VALUE Institutional
DESCRIPTION Institutional
ENUMERATED DOMAIN VALUE DEFINITION SOURCE NCDOT

VALUE Farms, Woods, Pastures
DESCRIPTION Farms, Woods, Pastures
ENUMERATED DOMAIN VALUE DEFINITION SOURCE NCDOT

VALUE None
DESCRIPTION None
ENUMERATED DOMAIN VALUE DEFINITION SOURCE NCDOT

Hide Field LUCode ▲

FIELD FRdConfigCode ►
* ALIAS FRdConfigCode
* DATA TYPE String
* WIDTH 50
* PRECISION 0
* SCALE 0
FIELD DESCRIPTION
Roadway configuration classification applied to segment

DESCRIPTION SOURCE
NCDOT

LIST OF VALUES
VALUE One-Way
DESCRIPTION One-Way
ENUMERATED DOMAIN VALUE DEFINITION SOURCE NCDOT

VALUE Two-Way, Divided
DESCRIPTION Two-Way, Divided
ENUMERATED DOMAIN VALUE DEFINITION SOURCE NCDOT

VALUE Two-Way, Undivided
DESCRIPTION Two-Way, Undivided
ENUMERATED DOMAIN VALUE DEFINITION SOURCE NCDOT

Hide Field FRdConfigCode ▲

FIELD SpeedLimitCode ►
* ALIAS SpeedLimitCode
* DATA TYPE Integer
* WIDTH 4
* PRECISION 0
* SCALE 0
FIELD DESCRIPTION
Posted speed limit used for final scoring

DESCRIPTION SOURCE
NCDOT

Hide Field SpeedLimitCode ▲

FIELD ETJCode ►
* ALIAS ETJCode
* DATA TYPE Integer
* WIDTH 4
* PRECISION 0
* SCALE 0
FIELD DESCRIPTION
Binary code indicating location relative to municipal and ETJ boundaries

DESCRIPTION SOURCE
NCDOT

Hide Field ETJCode ▲

FIELD AADTCode ►
* ALIAS AADTCode
* DATA TYPE Double
* WIDTH 8
* PRECISION 0
* SCALE 0
FIELD DESCRIPTION
Traffic volume used for final scoring

DESCRIPTION SOURCE
NCDOT

Hide Field AADTCode ▲

FIELD IndexFinalScore ►
* ALIAS IndexFinalScore
* DATA TYPE Double
* WIDTH 8
* PRECISION 0
* SCALE 0
FIELD DESCRIPTION
Scaled final risk score value (0-100)

DESCRIPTION SOURCE
NCDOT

RANGE OF VALUES
MINIMUM VALUE 0
MAXIMUM VALUE 100

Hide Field IndexFinalScore ▲

FIELD Shape_Length ►
* ALIAS Shape_Length
* DATA TYPE Double
* WIDTH 8
* PRECISION 0
* SCALE 0
* FIELD DESCRIPTION

Length of feature in internal units.

* DESCRIPTION SOURCE
Esri

* DESCRIPTION OF VALUES
Positive real numbers that are automatically generated.

Hide Field Shape_Length ▲

Hide Details for object BikePedCrashFactorsSummary ▲

Hide Fields ▲

Metadata Details ►

METADATA LANGUAGE English (UNITED STATES)
METADATA CHARACTER SET utf8 - 8 bit UCS Transfer Format

SCOPE OF THE DATA DESCRIBED BY THE METADATA dataset
SCOPE NAME * dataset

* LAST UPDATE 2024-01-30

ARCGIS METADATA PROPERTIES
METADATA FORMAT ArcGIS 1.0
STANDARD OR PROFILE USED TO EDIT METADATA ISO19139
METADATA STYLE ISO 19139 Metadata Implementation Specification

CREATED IN ARCGIS FOR THE ITEM 2024-02-01 13:09:44
LAST MODIFIED IN ARCGIS FOR THE ITEM 2024-01-30 11:02:11

AUTOMATIC UPDATES
HAVE BEEN PERFORMED Yes
LAST UPDATE 2024-01-30 11:02:11

Hide Metadata Details ▲

Metadata Contacts ►

METADATA CONTACT
ORGANIZATION'S NAME North Carolina Department of Transportation - EAU Mitigation and Modeling Unit
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE point of contact

CONTACT INFORMATION ►
PHONE
VOICE 919-707-6136

ADDRESS
TYPE physical
DELIVERY POINT Century Center Building B, 1020 Birch Ridge Drive
CITY Raleigh
ADMINISTRATIVE AREA NC
POSTAL CODE 27610

COUNTRY US
E-MAIL ADDRESS ATLAS@ncdot.gov

HOURS OF SERVICE
9:00am – 5:00pm Monday - Friday

CONTACT INSTRUCTIONS
Please send an email with any issues, questions or comments regarding the ATLAS Data Search Tool, ATLAS Screening Tool or ATLAS Workbench. If it is an immediate need, please call the contact number or indicate as such in the subject line in an email.

Hide Contact information ▲

Hide Metadata Contacts ▲

Metadata Maintenance ►

MAINTENANCE
UPDATE FREQUENCY as needed

OTHER MAINTENANCE REQUIREMENTS
Annual maintenance of this dataset is handled by the Multimodal Transportation Group. Support and maintenance of the enterprise spatial database where this data resides is handled by NCDIT's Transportation GIS Unit.

MAINTENANCE CONTACT
ORGANIZATION'S NAME North Carolina Department of Transportation - Multimodal Transportation Group
CONTACT'S POSITION Environmental Program Consultant
CONTACT'S ROLE originator

CONTACT INFORMATION ►
PHONE
VOICE 919-707-6136

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Hide Contact information ▲

Hide Metadata Maintenance ▲

Metadata Constraints ►

SECURITY CONSTRAINTS

CLASSIFICATION unclassified

CLASSIFICATION SYSTEM None

LIMITATIONS OF USE

The North Carolina Department of Transportation shall not be held liable for any errors in this metadata. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data. This data cannot be construed to be a legal document. Primary sources from which this data was compiled must be consulted for verification of information contained in this data.

Datasets developed under Project ATLAS do not replace any Multimodal Transportation field work for future projects and may not be used as a replacement for site visits / field surveys by licensed professionals and hence should be used only as a supporting platform for decision making. Use of this dataset for project scoping or screening is merely pre-decisional.

CONSTRAINTS

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Hide Metadata Constraints ▲