

Fordham Sidepath Project Public Information Meeting

Traffic Calming Measures

October 22, 2020

Traffic Diverter

- Prevents right turns from faster streets
- Allows left turns out of neighborhood
- Directs traffic to signalized intersection



Traffic Island

- Right turns only for two directions
- Allows traffic to enter and exit neighborhood while inhibiting drivers from cutting through neighborhood streets



Raised High Visibility Crosswalk

- Slows traffic by acting as a speed table
- Makes pedestrians more visible to drivers
- Does not impede turns



Concept 1.1





Kimley»Horn

Planting Legend

-  Ornamental Trees
-  Evergreen Screen

Fordham Boulevard Multi-Use Path Map
Option 1.1
June 2020

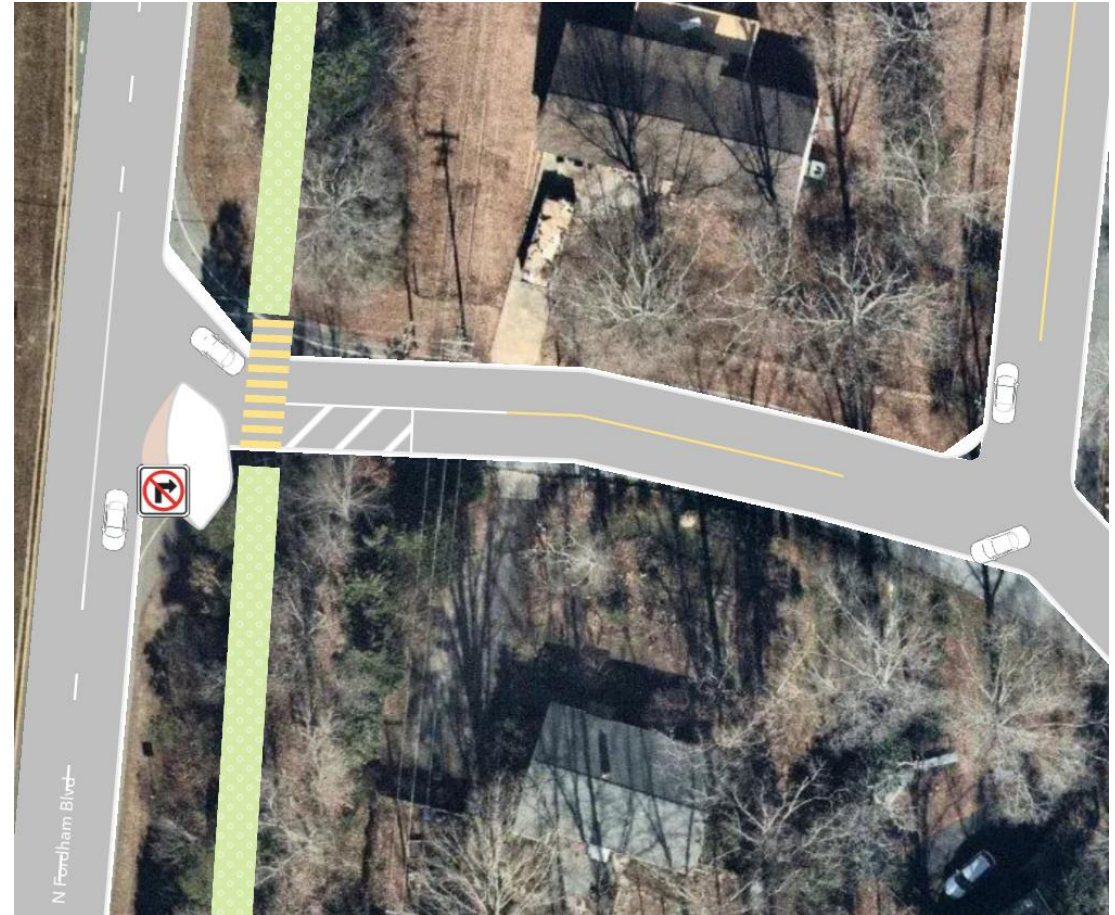
Concept 1.1 Calming Measures

(Greenway placement approximate)



< Fordham and
Ridgefield Road

Fordham and
Walnut Street >



Survey Results

- Open from 8/3 to 8/21
- 69 people responded to survey
- Recognize traffic calming has larger local effect, so split out results for people who said they travel through Little Ridgefield ‘very often’ and people who responded ‘often’, ‘sometimes’, or ‘rarely’.
 - 24 respondents said they travel here ‘very often’
 - 45 respondents said they travel here less than ‘very often’

SURVEY QUESTIONS

1. How often do you typically travel in this area?

- Very Often (more than 5 days per week)
- Often (3-5 days per week)
- Sometimes (1-2 days per week)
- Rarely (less than weekly)
- Never

2. How do you typically travel this area? (select all that apply)

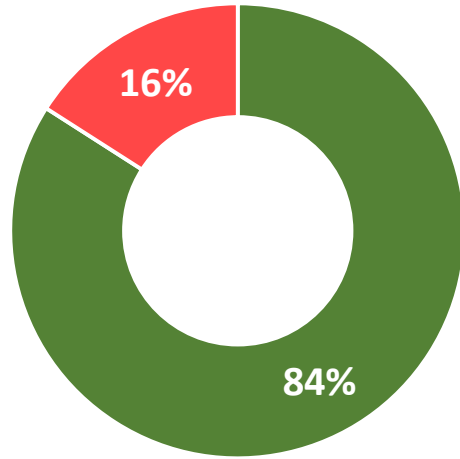
- By car
- Bike
- Walk
- Bus
- Other

3. What is the main purpose of your travel in this area? (select all that apply)

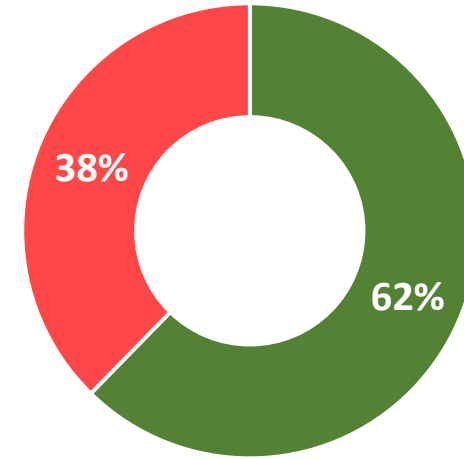
- Home
- Work
- Shopping
- School
- Medical
- Other

Traffic Calming Survey Results – Concept 1.1

Raised Crosswalk at Ridgefield – Total (69 respondents)



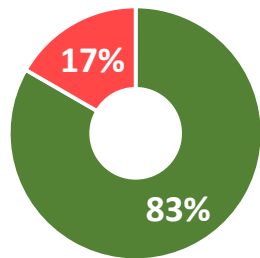
Traffic Diverter at Ridgefield- Total (69 respondents)



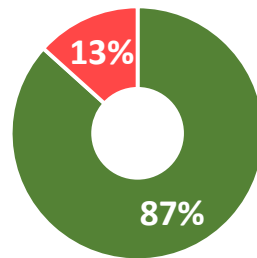
■ Support Raised Crosswalk ■ Don't Support Raised Crosswalk

■ Support Traffic Diverter ■ Don't Support Traffic Diverter

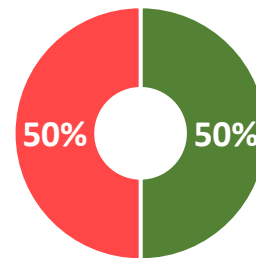
Raised Crosswalk
(Very Often – 24 respondents)



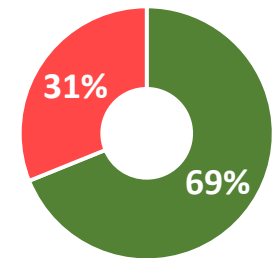
Raised Crosswalk
(Other – 45 respondents)



Traffic Diverter
(Very Often – 24 respondents)



Traffic Diverter
(Other – 45 respondents)



■ Support Raised Crosswalk
■ Don't Support Raised Crosswalk

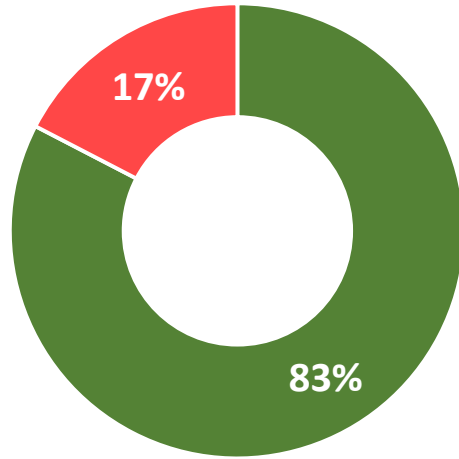
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■ Support Traffic Diverter
■ Don't Support Traffic Diverter

■ Support Traffic Diverter
■ Don't Support Traffic Diverter

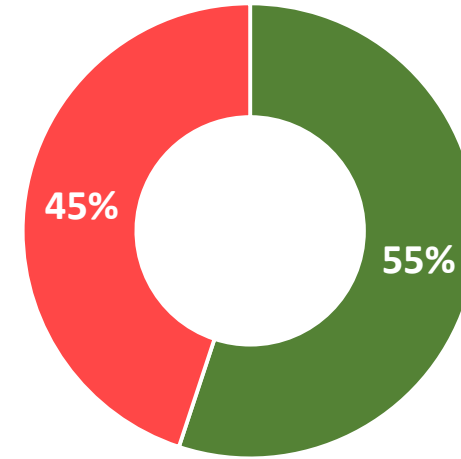
Traffic Calming Survey Results – Concept 1.1

Raised Crosswalk at Walnut – Total (69 respondents)



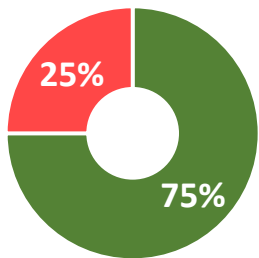
■ Support Raised Crosswalk ■ Don't Support Raised Crosswalk

Traffic Diverter at Walnut – Total (69 respondents)



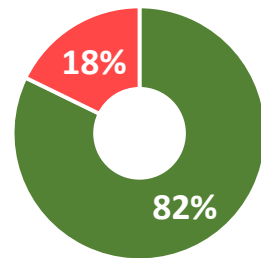
■ Support Traffic Diverter ■ Don't Support Traffic Diverter

Raised Crosswalk
(Very Often – 24 respondents)



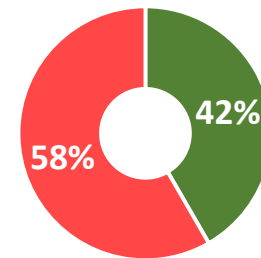
■ Support Raised Crosswalk
■ Don't Support Raised Crosswalk

Raised Crosswalk
(Other – 45 respondents)



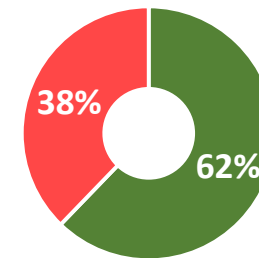
■ Support Raised Crosswalk
■ Don't Support Raised Crosswalk

Traffic Diverter
(Very Often – 24 respondents)



■ Support Traffic Diverter
■ Don't Support Traffic Diverter

Traffic Diverter
(Other – 45 respondents)



■ Support Traffic Diverter
■ Don't Support Traffic Diverter

Concept 1.2

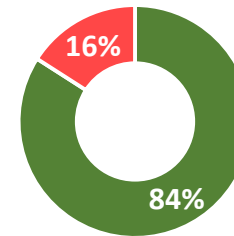


Concept 1.2 Calming Measures Ridgefield Road



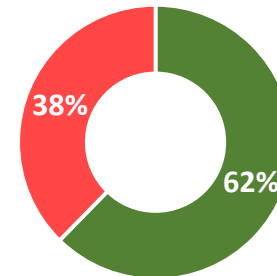
< Fordham and
Ridgefield Road
(same as Concept 1.1)

Raised Crosswalk at Ridgefield – Total (69 respondents)



■ Support Raised Crosswalk ■ Don't Support Raised Crosswalk

Traffic Diverter at Ridgefield- Total (69 respondents)



■ Support Traffic Diverter ■ Don't Support Traffic Diverter

Concept 1.2 Calming Measures Walnut Street



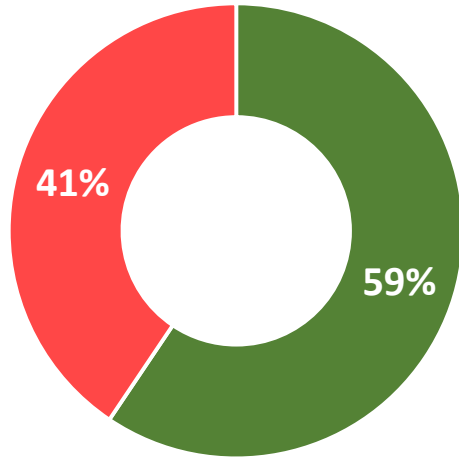
< Fordham and
Walnut Street

Walnut Street
and Hickory
Drive >



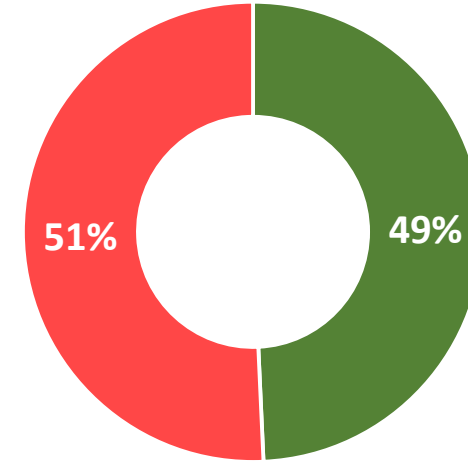
Traffic Calming Survey Results – Concept 1.2

Raised Crosswalk at Walnut – Total (69 respondents)



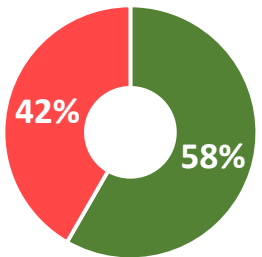
■ Support Raised Crosswalk ■ Don't Support Raised Crosswalk

Traffic Island at Walnut and Hickory – Total (69 respondents)



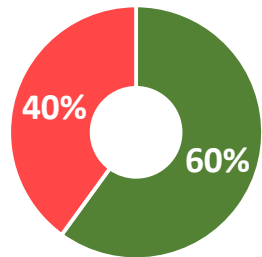
■ Support Traffic Island ■ Don't Support Traffic Island

Raised Crosswalk
(Very Often – 24 respondents)



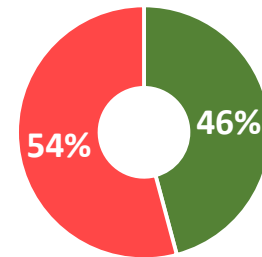
■ Support Raised Crosswalk
■ Don't Support Raised Crosswalk

Raised Crosswalk
(Other – 45 respondents)



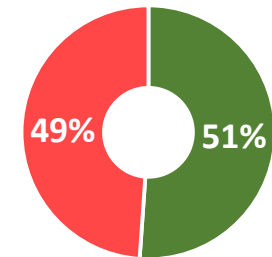
■ Support Raised Crosswalk
■ Don't Support Raised Crosswalk

Traffic Island
(Very Often – 24 respondents)



■ Support Traffic Island
■ Don't Support Traffic Island

Traffic Island
(Other – 45 respondents)

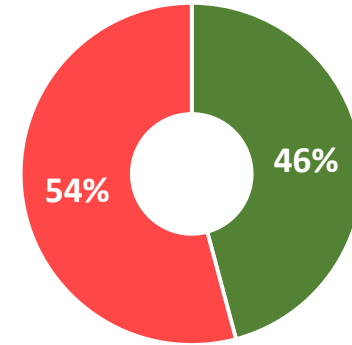


■ Support Traffic Island
■ Don't Support Traffic Island

Takeaways

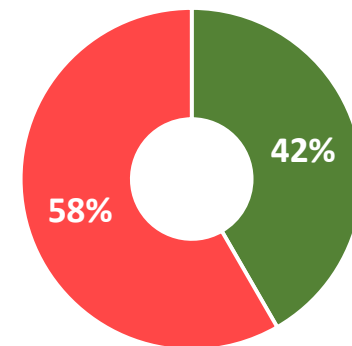
- Raised crosswalks are generally supported for traffic calming
- Traffic diverter at Ridgefield has the most support of calming measures
- Split opinions on right approach for traffic calming on Walnut, but no option favored among frequent travelers

Traffic Island
(Very Often – 24 respondents)



■ Support Traffic Island ■ Don't Support Traffic Island

Traffic Diverter
(Very Often – 24 respondents)



■ Support Traffic Diverter ■ Don't Support Traffic Diverter

Proposed Solution

- Based on feedback, plan to proceed with traffic diverter and raised crosswalk at Ridgefield, and raised crosswalk at Walnut (no diverter or traffic island)



Next Steps

- Received second noise assessment this week – currently reviewing draft and will post summary on website.
- Next major opportunities for public input
 - Spring – Public meeting at 75% plans
 - On-site meeting prior to construction to offer final review of route and landscaping with residents
- Always open to feedback at mpurvis@townofchapelhill.org

Questions and Feedback