

# Fordham Boulevard Sidepath

## Town Council Meeting

### February 26, 2020



Kimley»Horn

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# Presentation Outline

- Project Background
- Network Connectivity
- Design Alternatives
- Public Outreach
- Resident Concerns
- Next Steps

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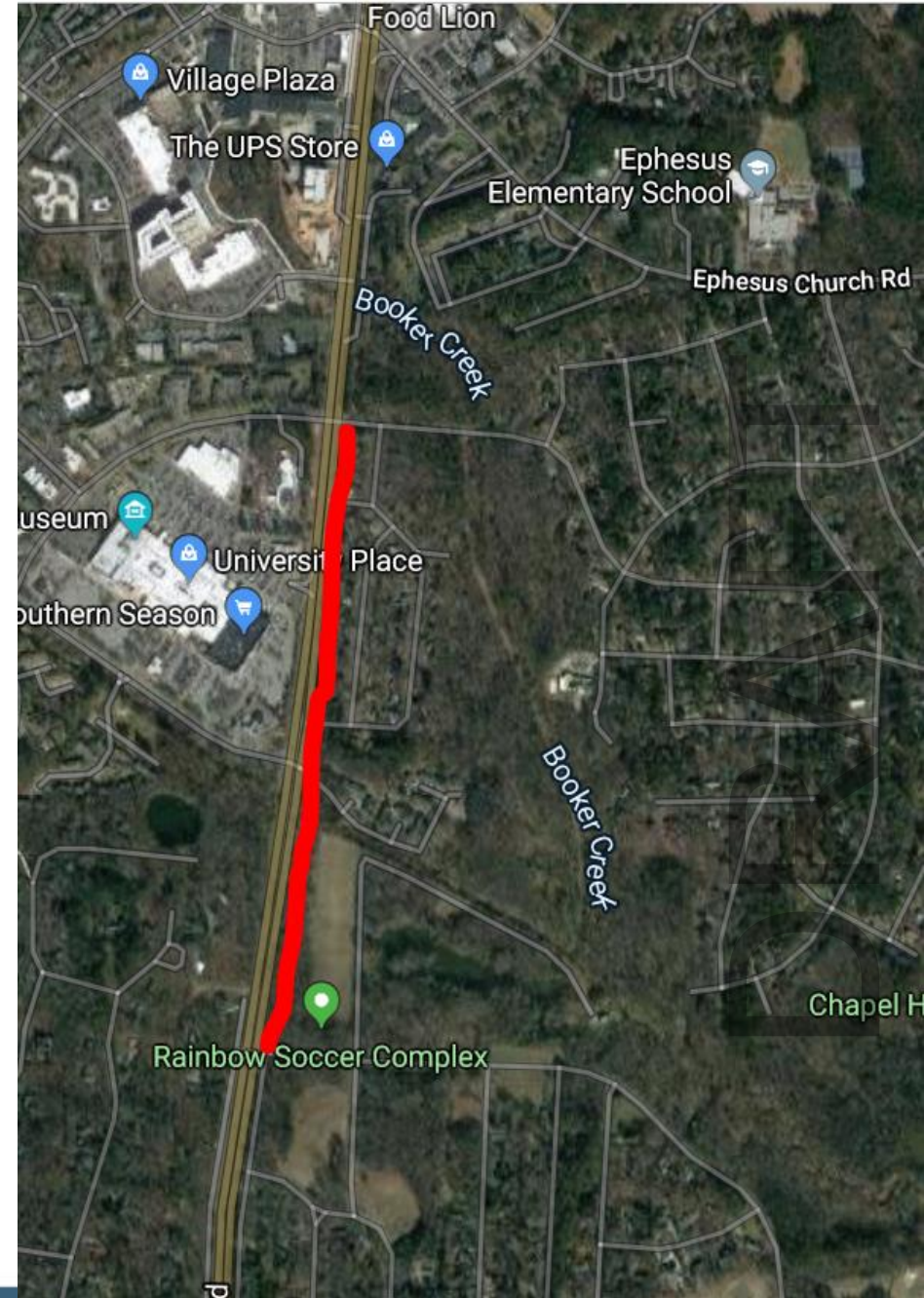


# Background

- Originally a Safe Routes to School project (2016)
- Two part project scope:
  - Upgrade existing path from Cleland to Ridgefield
  - Construct new path from Ridgefield to Willow
- Project budget - \$1,058,000
  - \$846,400 federal
  - \$211,600 local

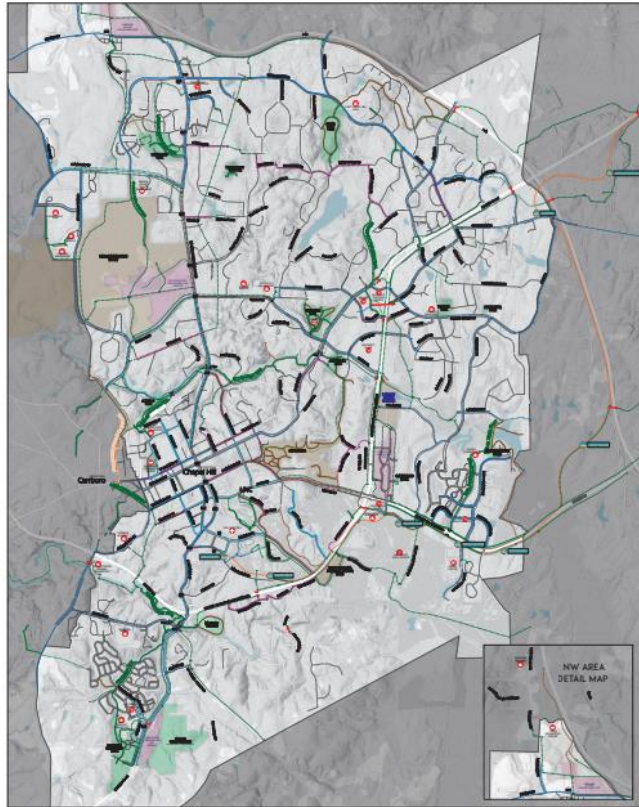
## Public Engagement

- August 2018 – first public meeting
- January 2019 – neighborhood meeting
- February 2019 – TCAB meeting
- September 2019 – second public meeting
- Oct. & Dec. 2019, Jan. 2020 – TCAB meetings





# Context

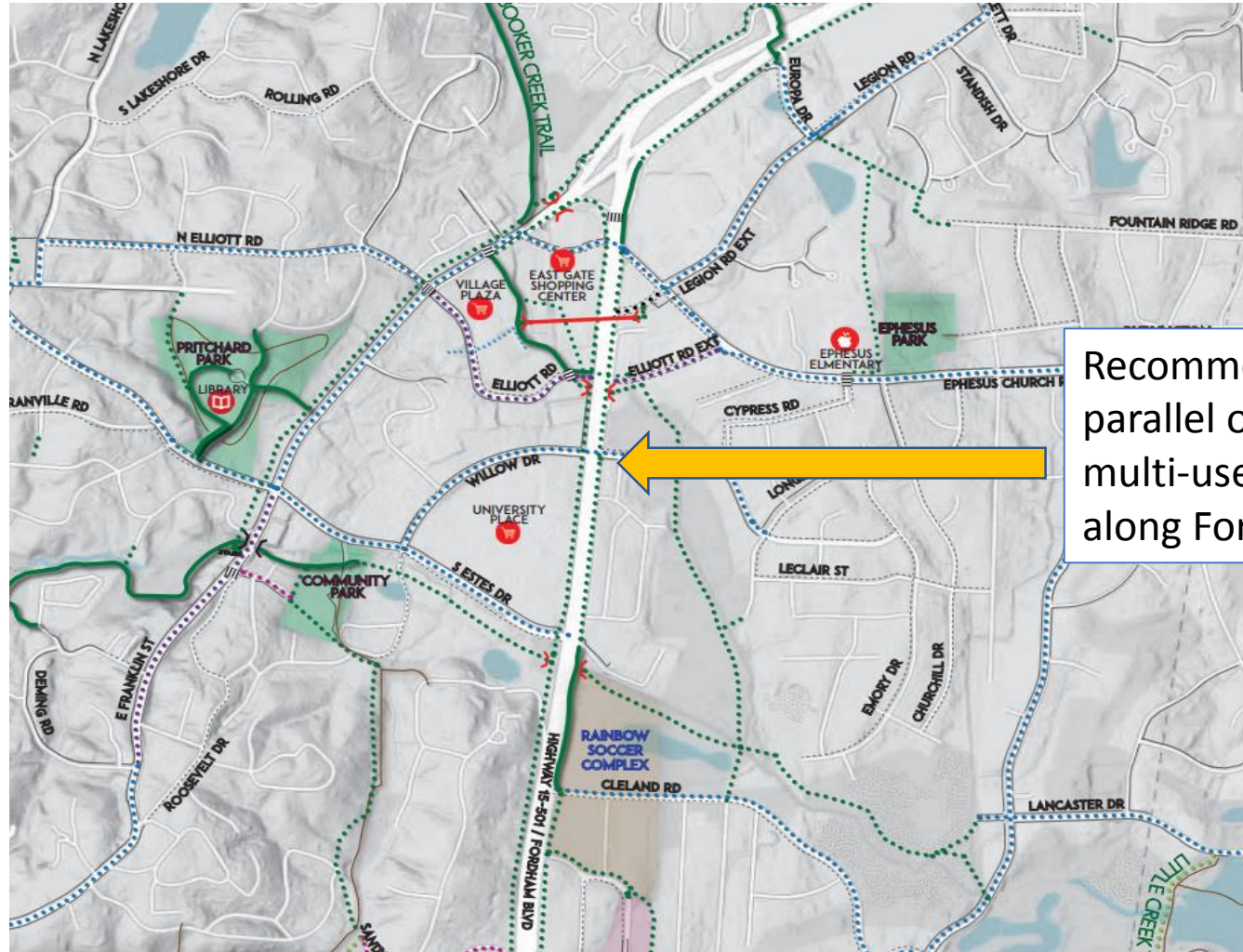


EXISTING & PROPOSED NETWORK

Long Term Network Facilities Map

**TOWN OF CHAPEL HILL**  
**Mobility Plan**

STEWART



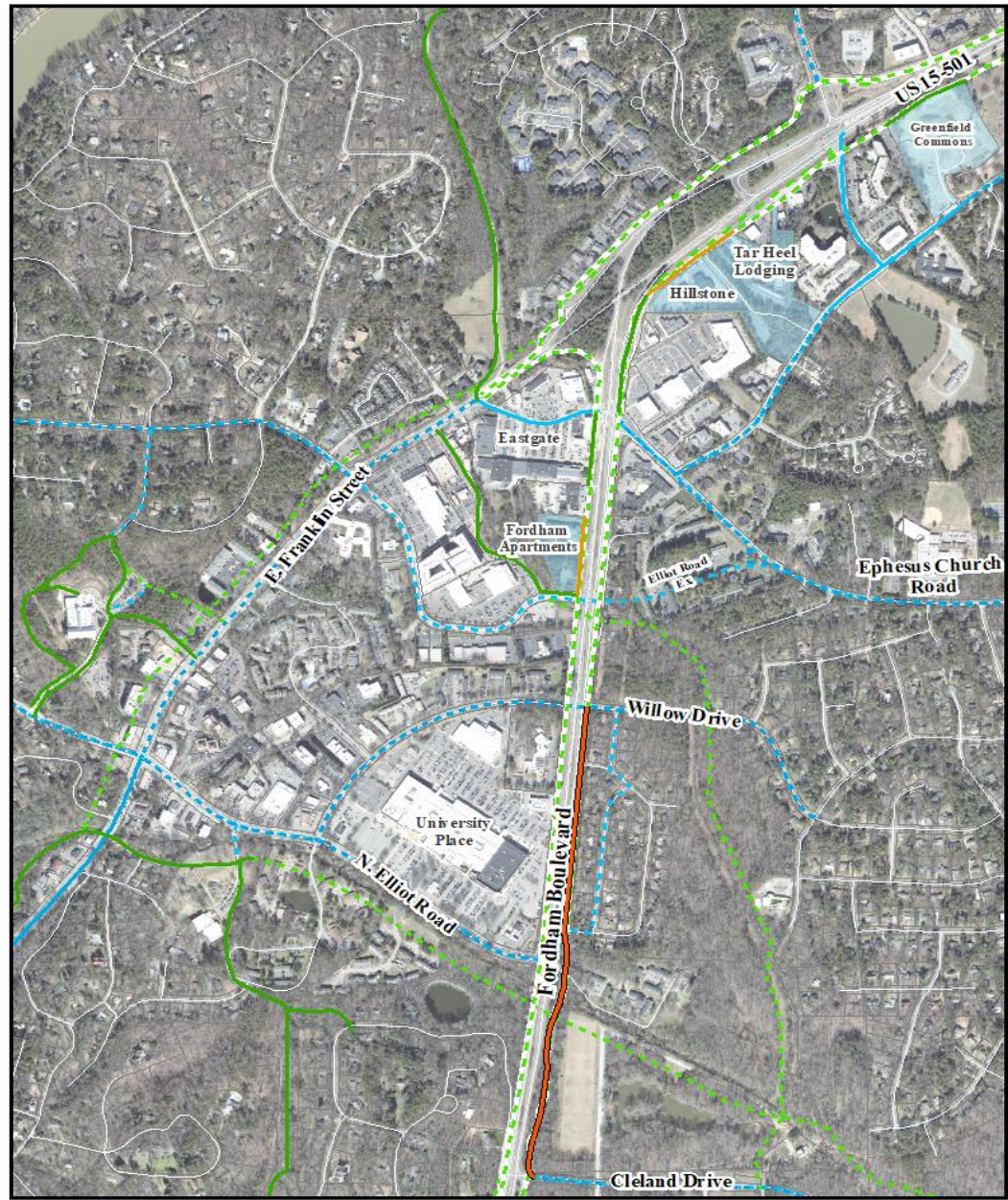
Recommends parallel off-road multi-use paths along Fordham

Some segments are already being built Blue Hill District developments + federal funding to design/construct full network in FY22

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existing and proposed **greenways** and **on-road bicycle** connections with proposed **sidepath**



### Legend

- Town Project: improve and extend sidepath
- Sidepath: approved or under construction
- Existing Bike Lane
- Existing Greenway
- Proposed Bike Lane
- Proposed Greenway

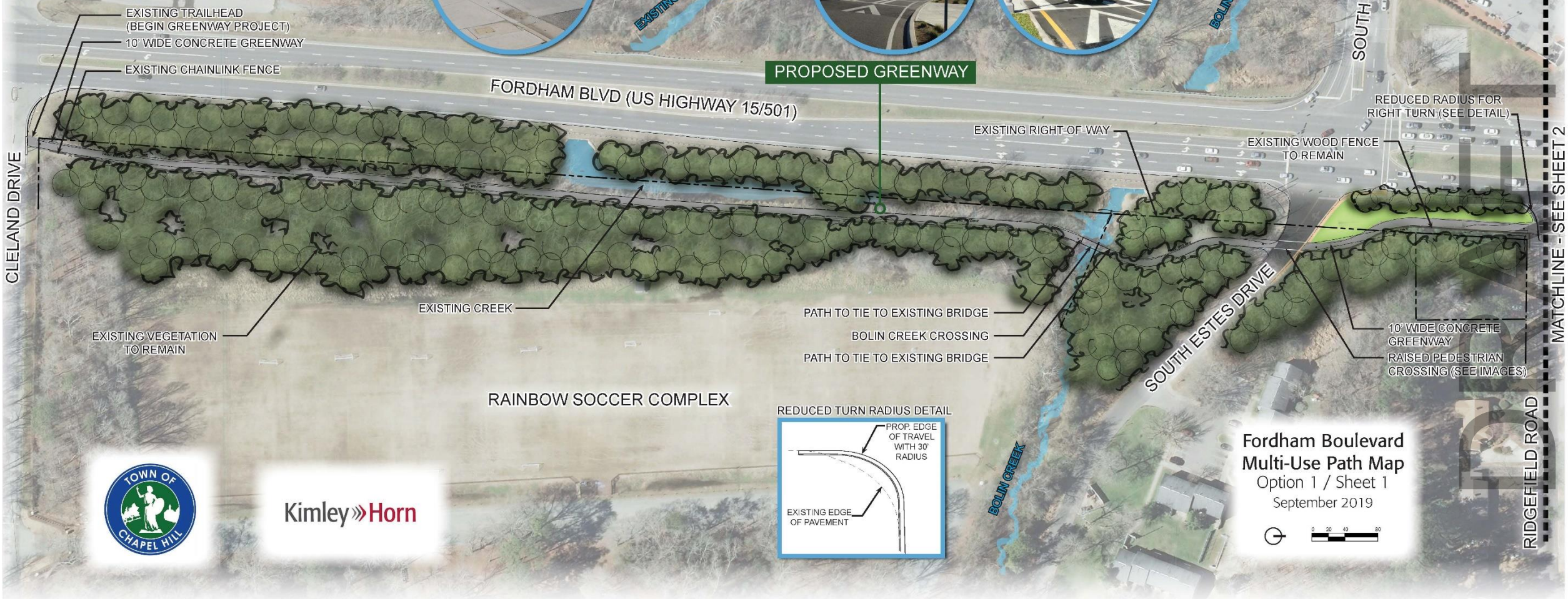
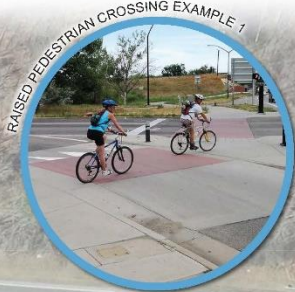
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# Design Alternatives

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# Cleland to Ridgefield



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**Fordham Boulevard  
Multi-Use Path Map**  
Option 1 / Sheet 1  
September 2019



MATCHLINE - SEE SHEET 2

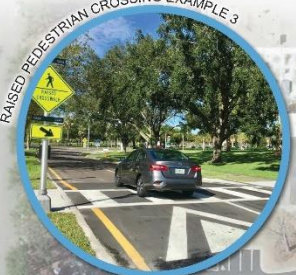
RIDGEFIELD ROAD



# Option 1/2



SOUTHERN SEASON



K&W CAFETERIA

OLIN T BINKLEY MEMORIAL BAPTIST CHURCH

MATCHLINE - SEE SHEET 1

WILLOW

RAISED PEDESTRIAN CROSSING (SEE IMAGES)

**PROPOSED GREENWAY**

END OF GREENWAY PROJECT

EXISTING RIGHT-OF-WAY  
PROPOSED BUFFER LANDSCAPING

VEGETATED SHOULDER  
EXISTING WOOD FENCE TO REMAIN

REDUCED RADIUS FOR RIGHT TURN (SEE DETAIL)

EXISTING VEGETATION TO REMAIN  
RAISED PEDESTRIAN CROSSING (SEE IMAGES)

FORDHAM BLVD (US HIGHWAY 15/501)

LITTLE RIDGEFIELD NEIGHBORHOOD

PROPERTY LINE (TYP)

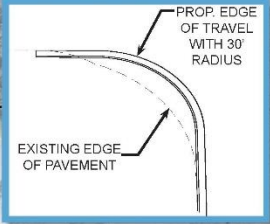
HICKORY DRIVE

HICKORY DRIVE

WALNUT STREET

WILLOW DRIVE

REDUCED TURN RADIUS DETAIL



**Planting Legend**

- Ornamental Trees
- Evergreen Screen

**Fordham Boulevard Multi-Use Path Map**

Option 1 / Sheet 2  
September 2019



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# Summary of Public Input

## Path Along Fordham:

### Pros:

- Direct route
- Improved connectivity/mobility for users
- Part of larger network
- Fewer hazards for cyclists (no turns on wet roads)
- Raised crosswalks, safer
- Safe space for pedestrians
- Reduces overall traffic
- Encourages alternative transportation

### Cons:

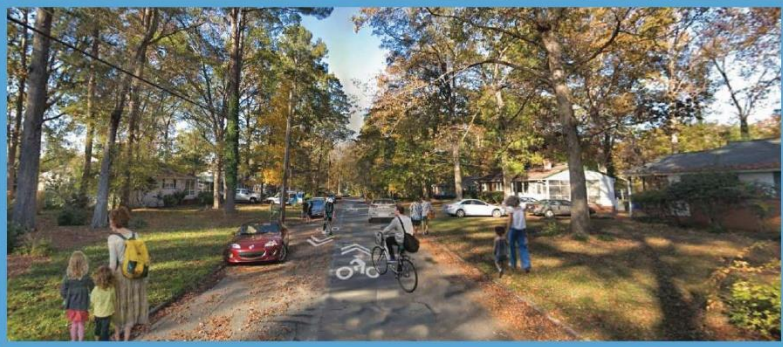
- Loss of vegetative buffer
- Tree removal
- Pollution (noise, air, light) for neighbors
- Users exposed to pollution on Fordham
- Unsafe crossings at side streets
- Path close to backyards, behind houses
- Redundant to path on west side of Fordham

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# Option 3

GREENWAY VISUALIZATION AT HICKORY DRIVE



MATCHLINE - SEE SHEET 1

SOUTHERN SEASON

K&W CAFETERIA

OLIN T BINKLEY MEMORIAL BAPTIST CHURCH

WILLOW DRIVE

EXISTING VEGETATION TO REMAIN

FORDHAM BLVD (US HIGHWAY 15/501)

EXISTING WOOD FENCE TO REMAIN

PROPOSED GREENWAY ROUTE

EXISTING RIGHT-OF-WAY

10' WIDE CONCRETE GREENWAY

PROPERTY LINE (TYP)

END OF GREENWAY PROJECT

RIDGEFIELD ROAD

HICKORY DRIVE

WALNUT STREET

HICKORY DRIVE

WILLOW DRIVE



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LITTLE RIDGEFIELD NEIGHBORHOOD

Fordham Boulevard Multi-Use Path Map  
Option 3 / Sheet 2  
September 2019



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# Option 4

SOUTHERN SEASON

GREENWAY-VISUALIZATION AT HICKORY DRIVE



K&W CAFETERIA

OLIN T BINKLEY MEMORIAL BAPTIST CHURCH



FORDHAM BLVD (US HIGHWAY 15/501)

EXISTING VEGETATION TO REMAIN

PROPERTY LINE (TYP)

PROPOSED GREENWAY ROUTE

END OF GREENWAY PROJECT AT WILLOW DRIVE

EXISTING RIGHT-OF-WAY  
NO PARKING ON RIDGEFIELD ROAD  
GREENWAY TRANSITIONS TO SHARROWS AT HICKORY DRIVE

HICKORY DRIVE

HICKORY DRIVE

AT GRADE STREETPRINT PEDESTRIAN CROSSING (SEE IMAGES)

BIKE SHARROW  
6' WIDE CONCRETE SIDEWALK AT BACK OF CURB

PARKING ON WEST SIDE OF HICKORY DRIVE ONLY

NO PARKING ON WALNUT STREET

AT GRADE STREETPRINT PEDESTRIAN CROSSING (SEE IMAGES)

LITTLE RIDGEFIELD NEIGHBORHOOD

Fordham Boulevard Multi-Use Path Map  
Option 4 / Sheet 2  
September 2019



MATCHLINE - SEE SHEET 1

RIDGEFIELD ROAD

WALNUT STREET

WILLOW DRIVE



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# Summary of Public Input

## Shared Street along Hickory

### Pros:

- Maintains vegetative buffer
- “Already works”
- Least expensive
- Option with sidewalk is safer
- Reduces crossing conflicts

### Cons:

- Doesn't improve connectivity
- Not as direct, circuitous
- Unsafe – too many driveways, road floods frequently
- All modes in street = unsafe
- Potential to lose federal funding
- No sidewalk – not ADA compliant

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# Resident Concerns

- Loss of vegetative buffer
- Noise from Fordham Blvd.
- Safety of path crossing side streets



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# Vegetative Buffer

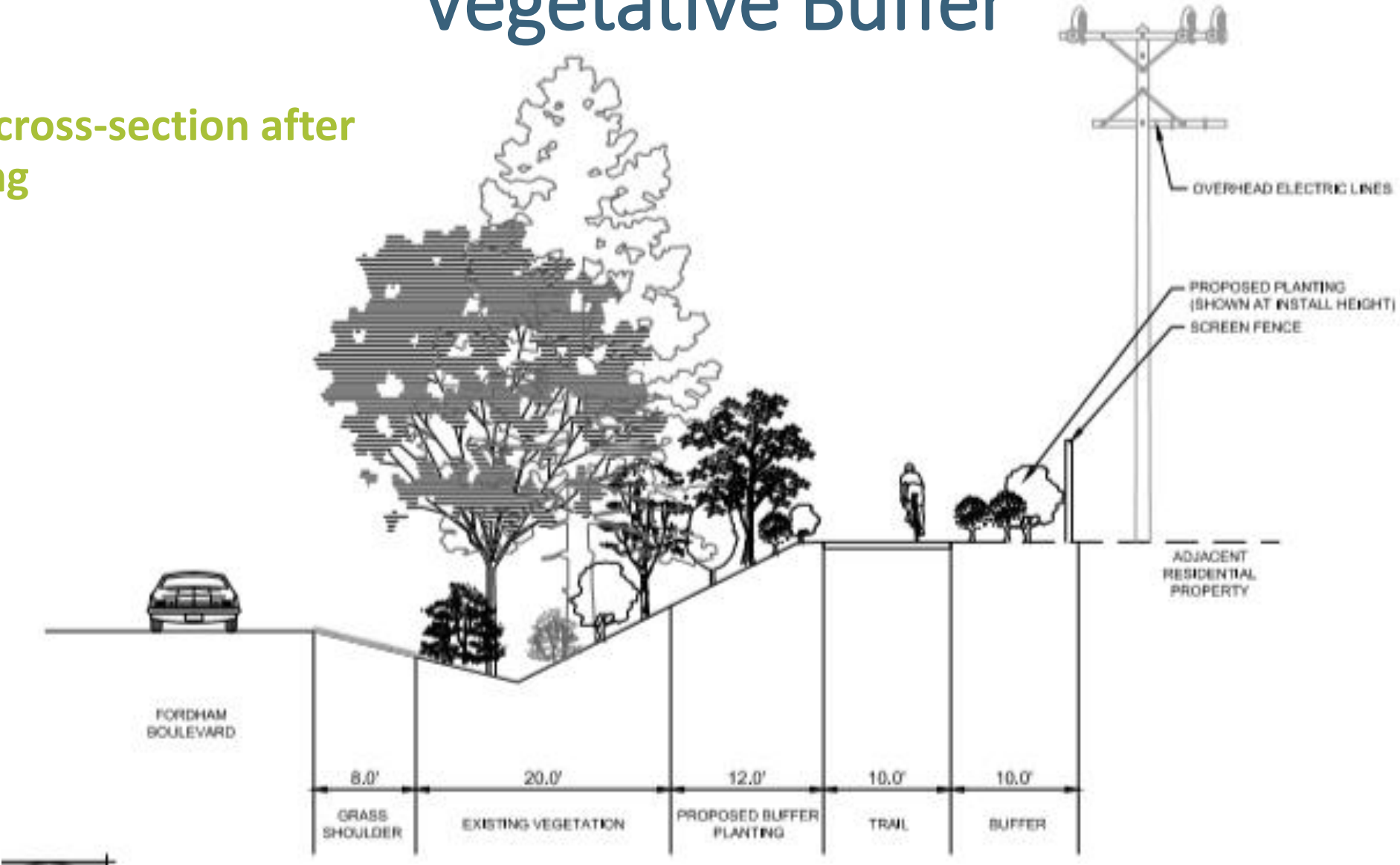
Clearing limits for proposed sidepath





# Vegetative Buffer

Proposed cross-section after landscaping



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# Noise Pollution

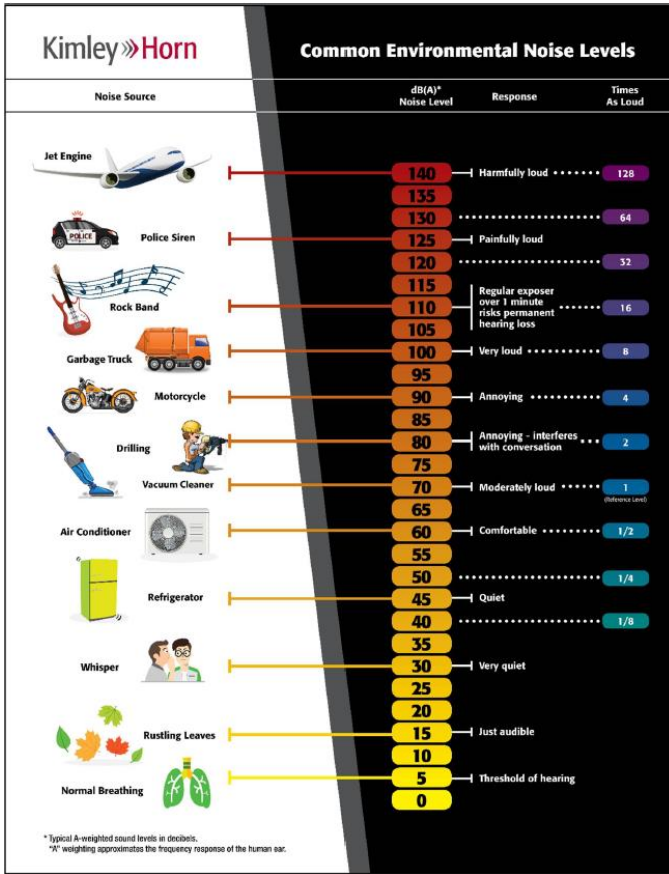
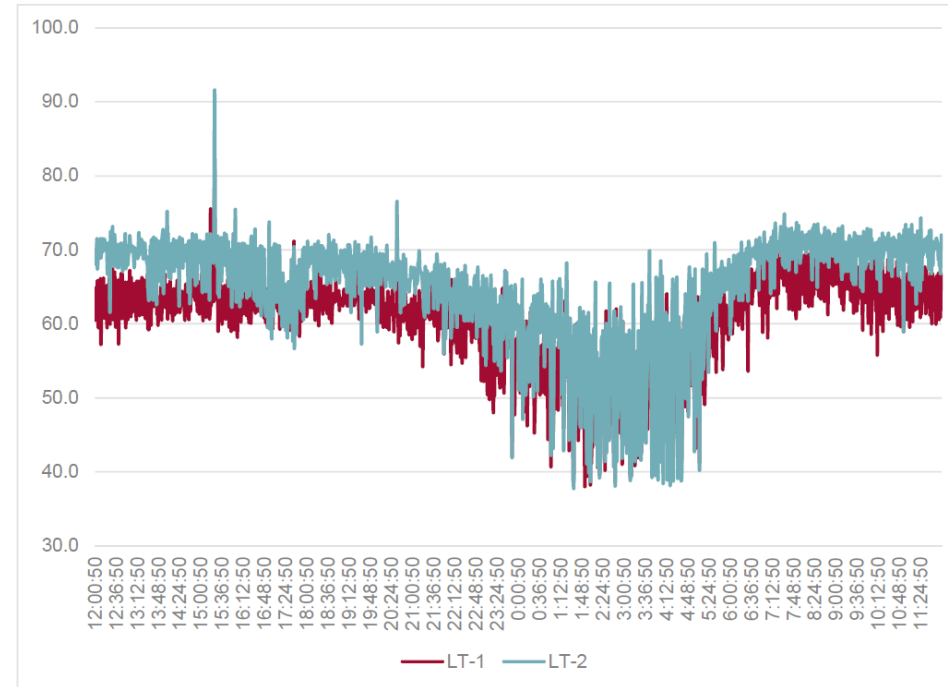


Chart 1: One-minute Interval Leq Values at LT 1 and LT 2



Setup (ML)	Monitored 24-hr Average Sound Level [Leq, dB(A)]	Maximum One-Minute Interval Monitored Sound Level [Leq, dB(A)]
LT 1	63.4	82.8
LT 2	68.6	91.6





# Noise Abatement Treatment



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# Safety for Path Users



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# Other Information Requests

- Traffic speed/volume assessment on Ridgefield Rd.
- Cost estimate for Hickory Dr. sidewalk
- Cost estimate for existing path (Cleland Dr. to Ridgefield Rd.) only
- NCDOT funding availability if scope change

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# TCAB Recommendation

Recommend Town Council approve the Fordham Boulevard Sidepath as designed in Alternative 1 or 2, with the following conditions:

- a) That staff and consultant design the path to maximize preservation of the existing vegetative buffer.
- b) That staff and consultant optimize noise abatement treatments.
- c) That staff and consultant design path, particularly the road crossings, to maximize safety for all users.

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# Next Steps

Return to Council on **March 4, 2020** to request that Council approve a design alternative for the project

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