

Fordham Boulevard Sidepath

Town Council Meeting

February 26,
2020



Kimley»Horn

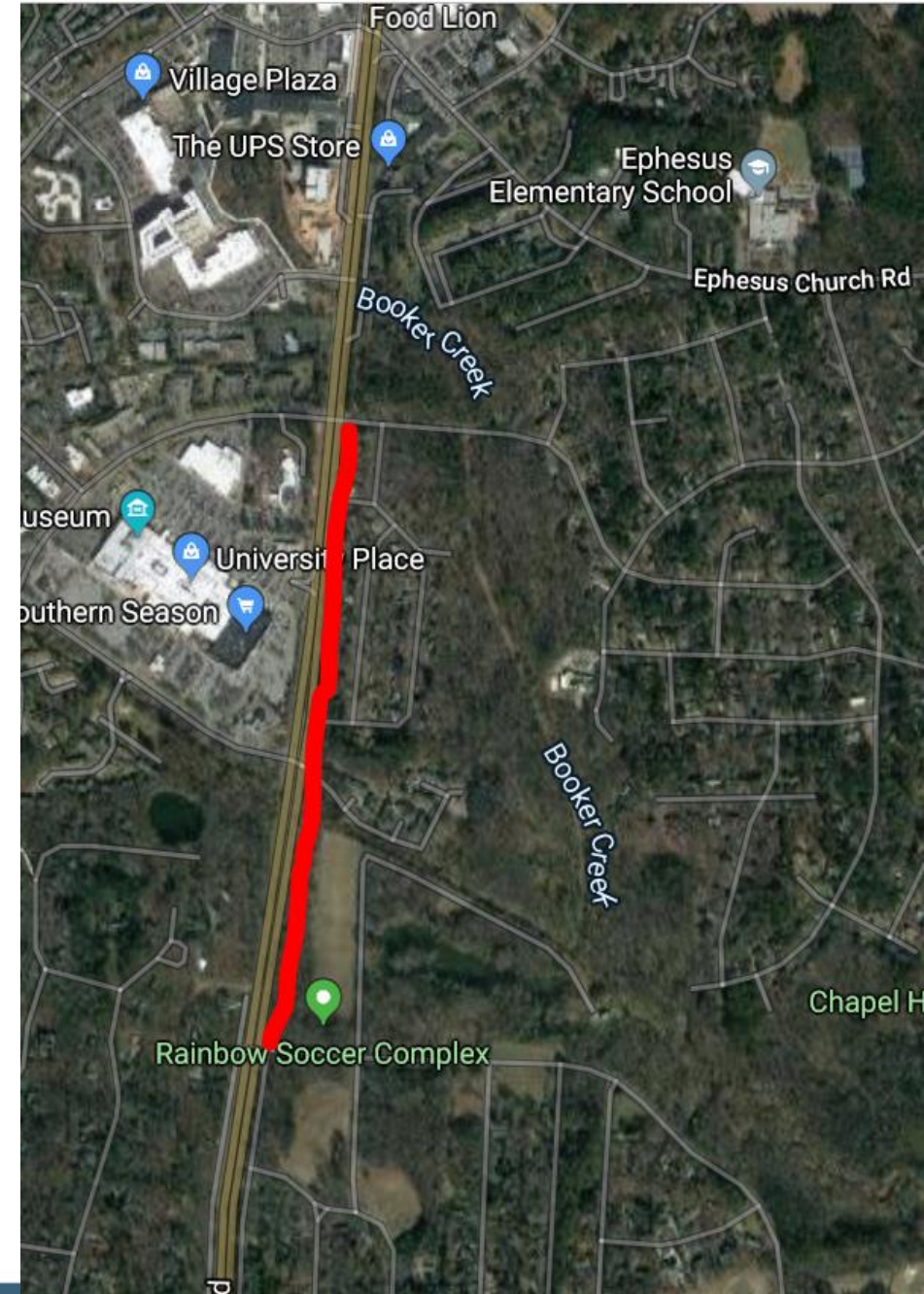


Presentation Outline

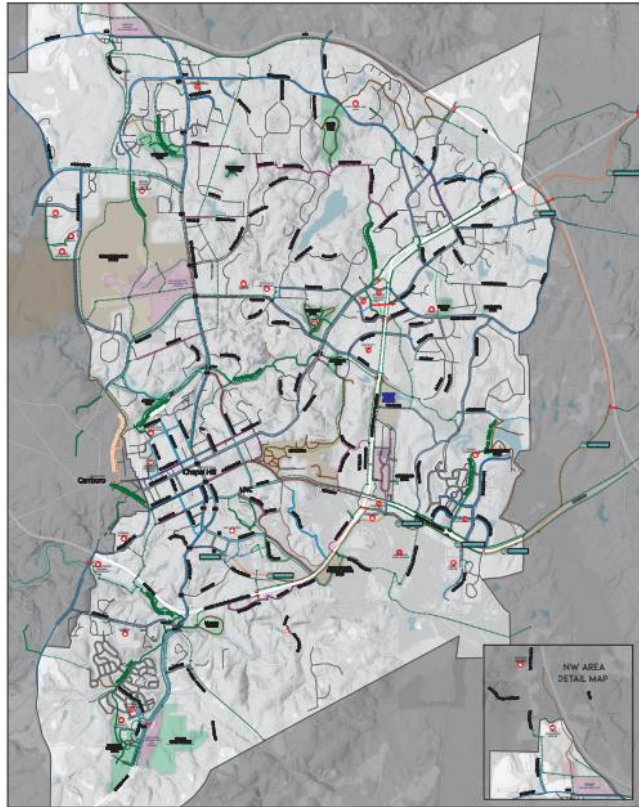
- Project Background
- Network Connectivity
- Public Outreach
- Design Alternatives
- Resident Concerns
- Next Steps

Background

- Originally a Safe Routes to School project (2016)
- Two part project scope:
 - Upgrade existing path from Cleland to Ridgefield (1,800')
 - Construct new path from Ridgefield to Willow (1,700')
- Project budget - **\$1,058,000**
 - \$846,400 federal
 - \$211,600 local

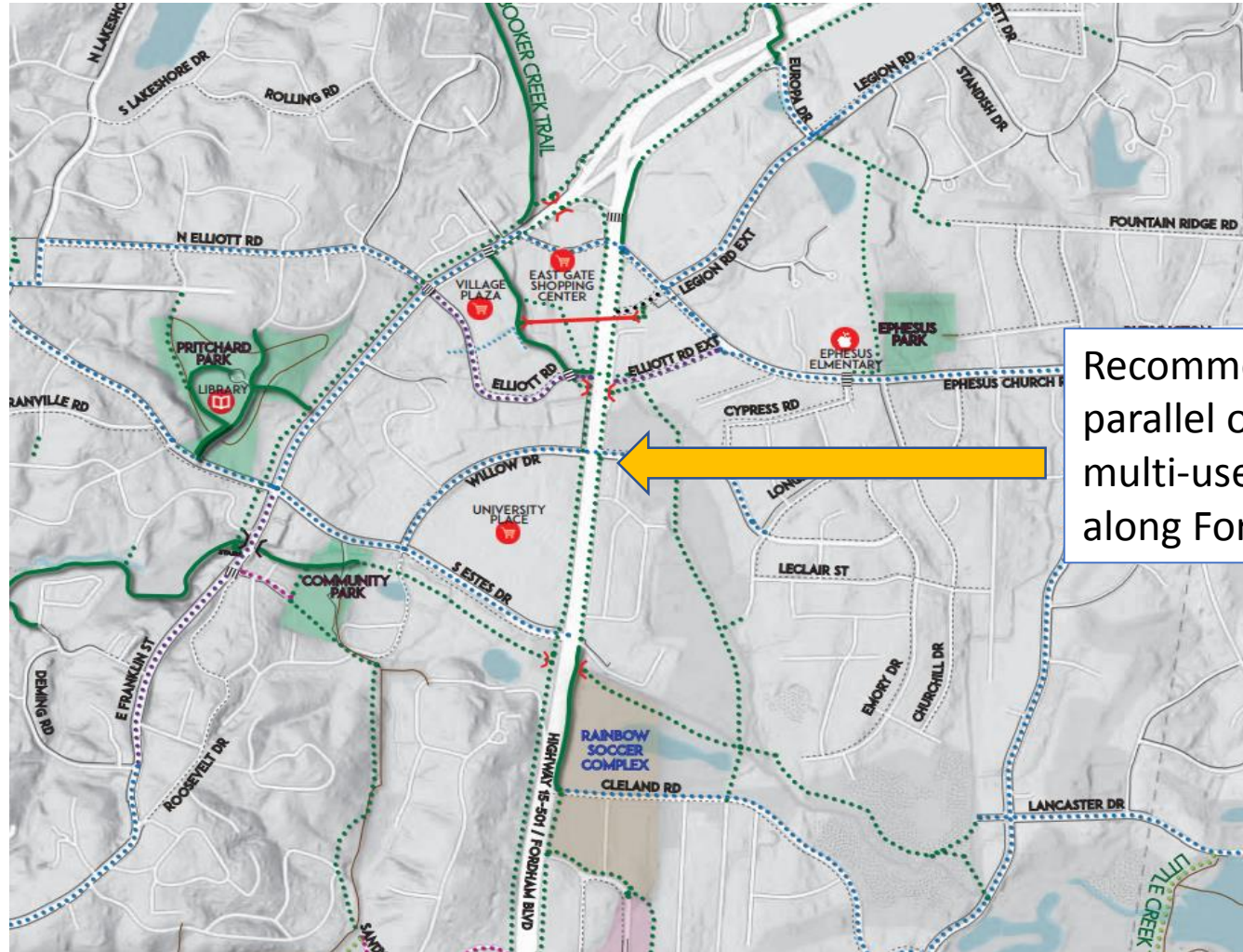


Context



Long Term Network Facilities Map

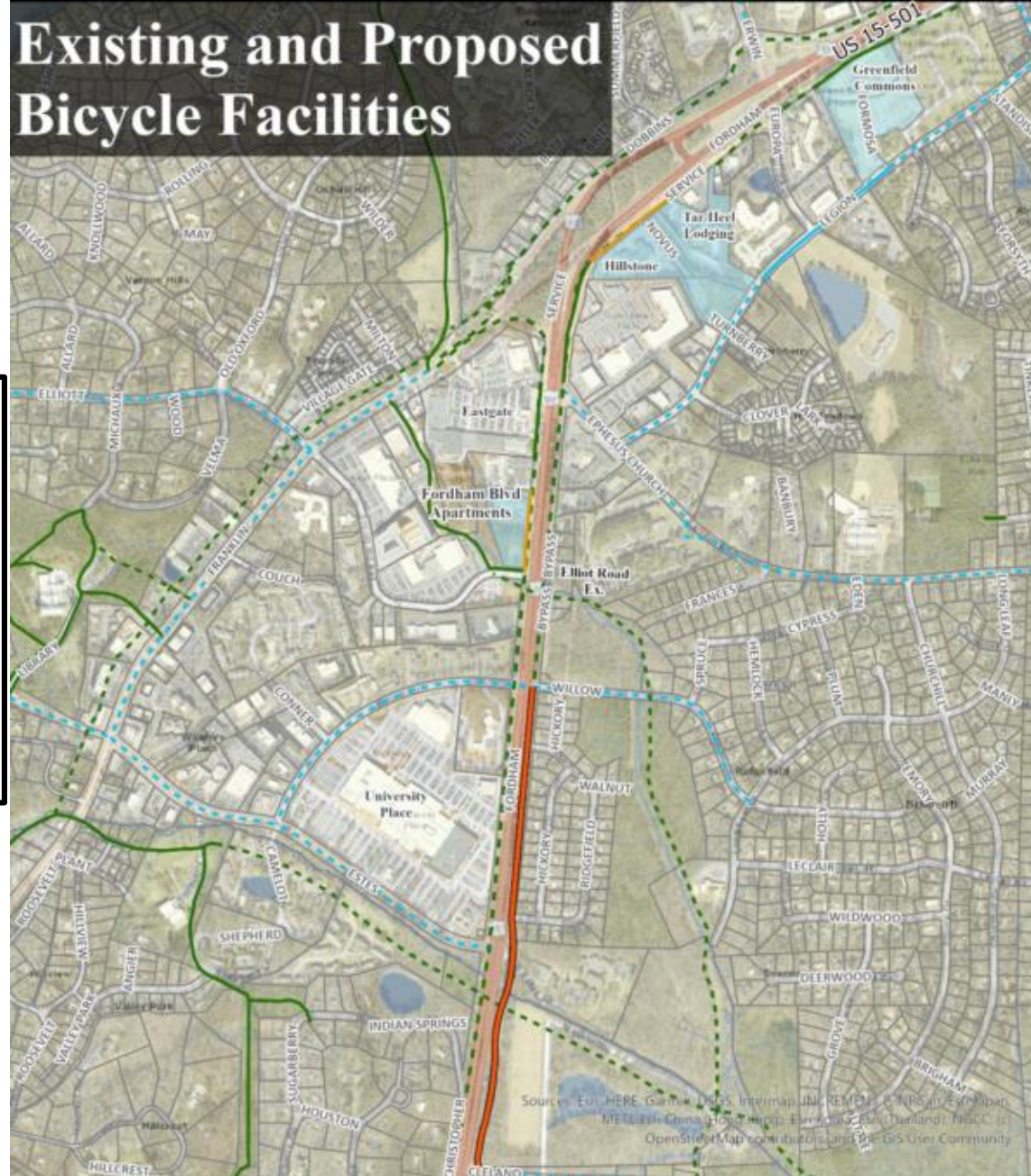
TOWN OF CHAPEL HILL
Mobility Plan



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

Existing and Proposed Bicycle Facilities



Legend

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



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

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



Design Alternatives

Cleland to Ridgefield



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



Option 1/2

MATCHLINE - SEE SHEET 1

RIDGEFIELD ROAD

WILLOW DRIVE



RAISED PEDESTRIAN CROSSING EXAMPLE 1



RAISED PEDESTRIAN CROSSING EXAMPLE 2



RAISED PEDESTRIAN CROSSING EXAMPLE 3

SOUTHERN
SEASON

K&W
CAFETERIA

OLIN T BINKLEY
MEMORIAL BAPTIST
CHURCH

RAISED PEDESTRIAN CROSSING
(SEE IMAGES)

EXISTING RIGHT-OF-WAY

PROPOSED BUFFER LANDSCAPING

PROPOSED GREENWAY

VEGETATED SHOULDER

EXISTING WOOD
FENCE TO REMAIN

REDUCED RADIUS FOR
RIGHT TURN (SEE DETAIL)

FORDHAM BLVD (US HIGHWAY 15/501)

END OF GREENWAY PROJECT

EXISTING VEGETATION TO REMAIN

RAISED PEDESTRIAN CROSSING
(SEE IMAGES)

LITTLE RIDGEFIELD
NEIGHBORHOOD

PROPERTY LINE (TYP)

HICKORY DRIVE

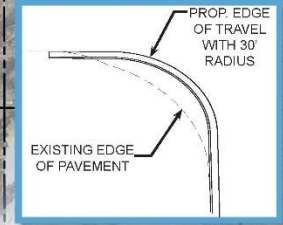
HICKORY DRIVE

WALNUT STREET



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REDUCED TURN RADIUS DETAIL



Planting Legend

-  Ornamental Trees
-  Evergreen Screen

Fordham Boulevard
Multi-Use Path Map

Option 1 / Sheet 2

September 2019



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

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

HICKORY DRIVE

WALNUT STREET

HICKORY DRIVE

WILLOW DRIVE



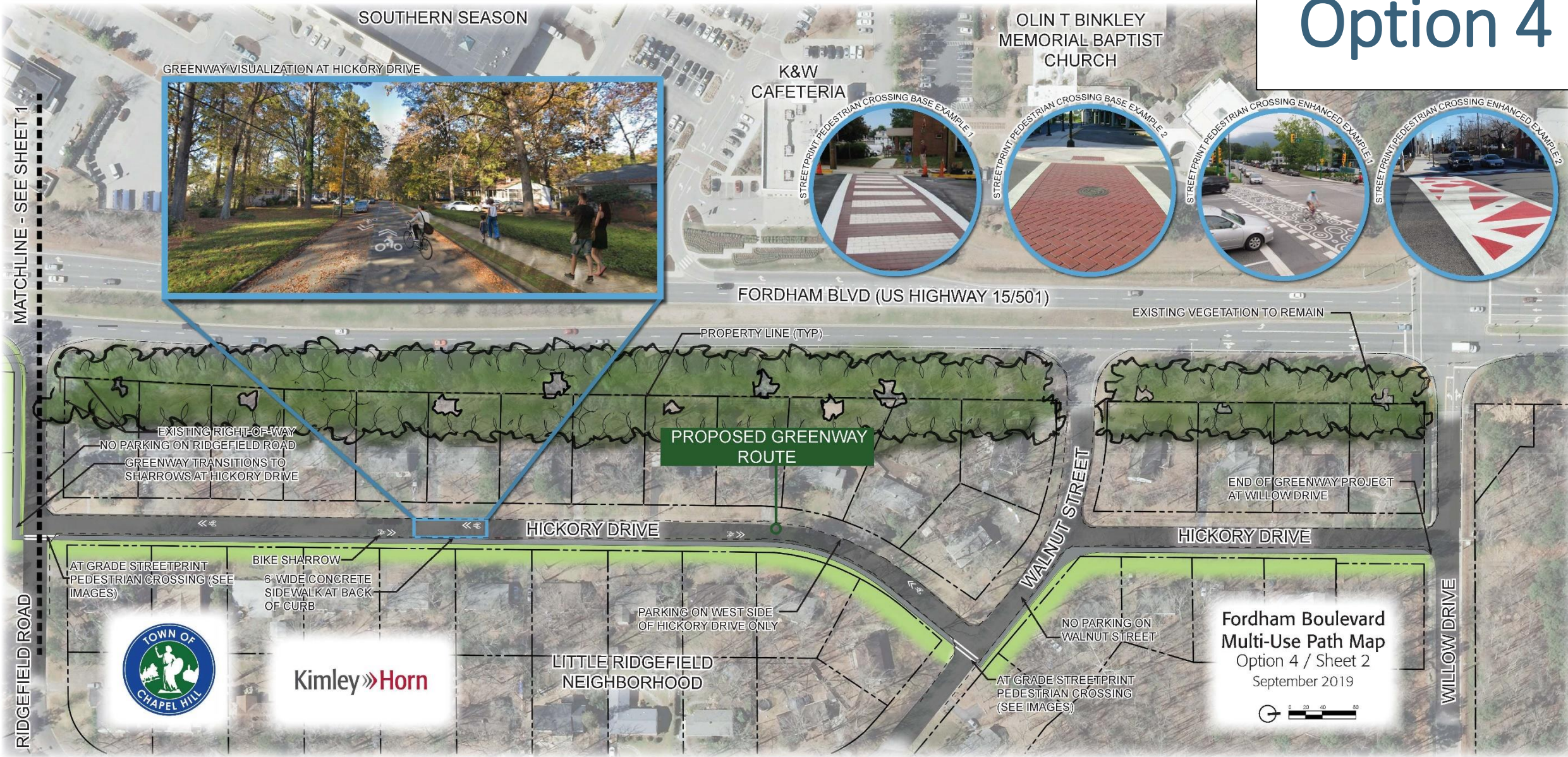
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LITTLE RIDGEFIELD
NEIGHBORHOOD

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



Option 4



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

Resident Concerns

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



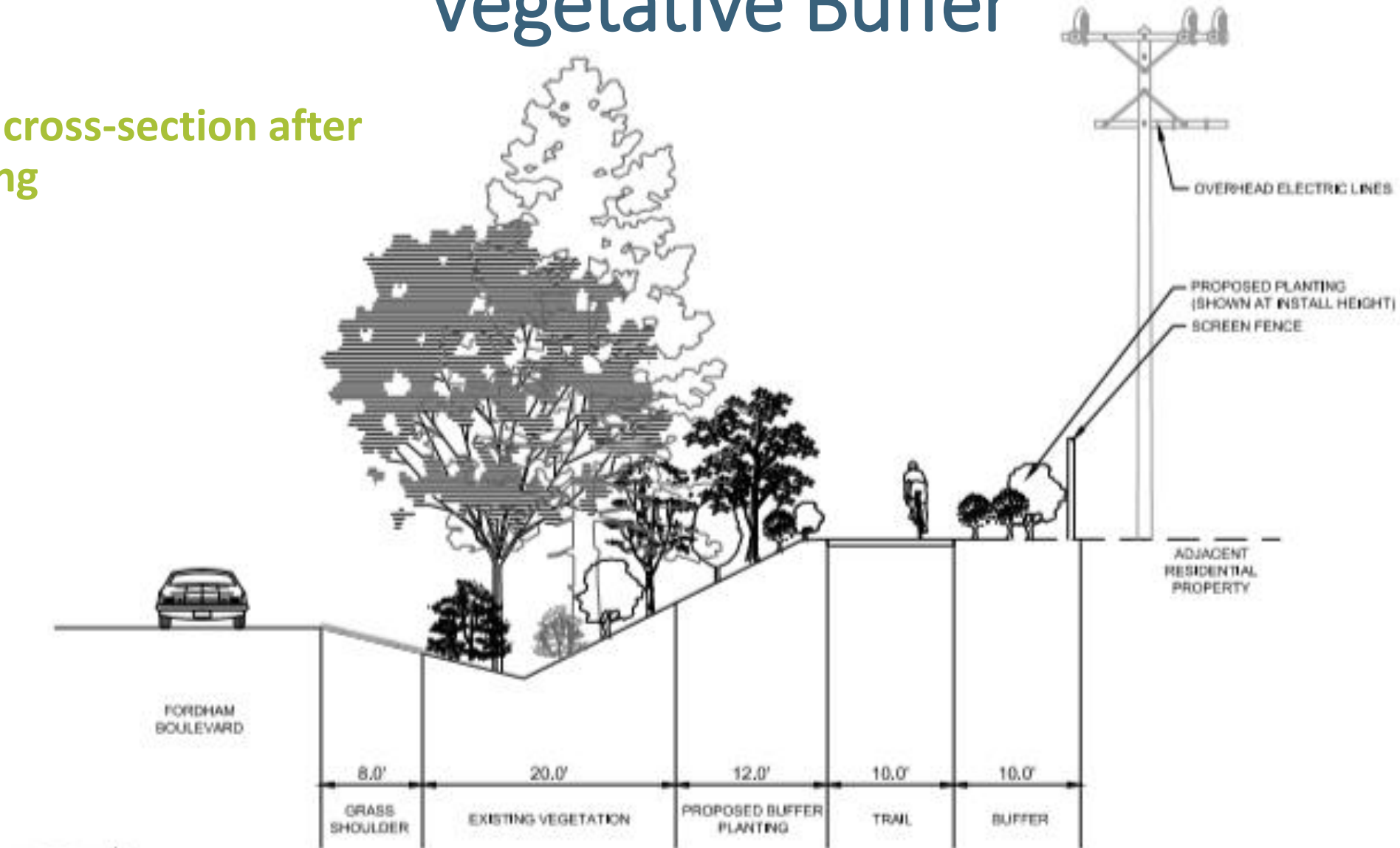
Vegetative Buffer



Clearing limits for proposed sidepath

Vegetative Buffer

Proposed cross-section after landscaping



Noise Pollution

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



Safety for Path Users



Other Information Requests

- Traffic speed/volume assessment on Ridgefield Rd.
- Cost estimate for Hickory Dr. sidewalk - **~\$443,000**
- Cost estimate for upgrading existing path (Cleland Dr. to Ridgefield Rd.) - **~\$377,000**
- NCDOT funding availability if scope change

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.

Next Steps

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

Discussion

<u>Alternative</u>	<u>Features</u>	<u>Pros</u>	<u>Cons</u>
Option 1/2	<ul style="list-style-type: none"> • 10' multiuse path along Fordham Blvd. • Entirely within NCDOT right-of-way • Exact alignment of path will depend on safety mechanisms incorporated 	<ul style="list-style-type: none"> • Most direct route for users • NCDOT-approved scope • ADA compliant 	<ul style="list-style-type: none"> • Some loss of vegetative buffer • Potential conflict with turning vehicles
Option 3	<ul style="list-style-type: none"> • 'Shared street' through neighborhood • 10' multiuse path along Ridgefield Rd. • No sidewalk on Hickory Dr. 	<ul style="list-style-type: none"> • More cost effective than other options • Maintains vegetative buffer 	<ul style="list-style-type: none"> • Pedestrians and bicyclists in the street • NCDOT funding not guaranteed • Not most direct route • Not ADA compliant
Option 4	<ul style="list-style-type: none"> • 'Shared street' through neighborhood • 10' multiuse path along Ridgefield Rd. • Sidewalk on one side of Hickory Dr. 	<ul style="list-style-type: none"> • Pedestrians have dedicated facility • Maintains vegetative buffer • ADA compliant 	<ul style="list-style-type: none"> • No dedicated bicycle facility • NCDOT funding not guaranteed • Not most direct route