



# **APPENDIX J**

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## **MOBILITY NEEDS ASSESSMENT**

# CHAPMAN HIGHWAY IMPLEMENTATION PLAN

## Chapman Highway Task 3: Mobility Needs Assessment

November 27, 2018



## MOBILITY NEEDS ASSESSMENT

Mobility needs assessments are completed in order to identify transportation needs and barriers to equitable mobility along a corridor or region. The assessments help in understanding users and how infrastructure can impact their mobility and access to destinations. The assessments use existing data, public participation processes, and technical analysis to quantify results, which can then be used to create a list of potential projects.

A needs assessment of Chapman Highway was generated through a series of analysis of data and public input in the form of community workshops, steering committee input and an online survey (MetroQuest). Using the data, a list of general needs was created to understand and address all modes of transportation. The lists are detailed below by segment.

### Segment 1A-1C

- Pedestrian facility upgrades
- Bicycle facility
  - Physically separated with a buffer from vehicle travel at 35mph or higher
- Bike/Ped Network Connections
  - South Doyle Middle School
  - Mary Vestal Park
  - Fort Dickerson Park
  - Suttree Landing Park
  - Stanley Lippencott Park
  - Kroger and Chapman Square Shopping Center
- Intersections
  - Signal timing to minimize unnecessary congestion
  - Bicycle and pedestrian signals
  - High visibility crosswalks
  - Intersection sight distance
- Access Management
  - Explore center median – either concrete or landscape
  - Interparcel connectivity
  - Consolidation of driveways
  - Reestablishment of roadway edge
- Transit Facilities
  - Bus shelters at stops (None present at this time)
  - Connectivity and ADA Accessibility at all stops (None present at this time)

- Visible signage and wayfinding to route

### Segment 2A-2B

- Pedestrian facility upgrades
- Pedestrian facility
  - Six-foot preferred minimum sidewalk with physical separation from the roadway
- Bicycle facility
  - Physically separated with a buffer from vehicle travel at 35mph or higher
- Bike/Ped Network Connections
  - William Hastie Natural Area
  - Marie Myers Park
  - Charter E. Doyle Park
  - Underwood Park
- Intersections
  - Signal timing to minimize unnecessary congestion
  - Bicycle and pedestrian signals
  - High visibility crosswalks
  - Sightlines
- Access Management
  - Explore center median – either concrete or landscape
  - Interparcel connectivity
  - Consolidation of driveways
  - Reestablishment of roadway edge
- Transit Facilities
  - Bus shelters at stops (None present at this time)
  - Connectivity and ADA Accessibility at all stops (None present at this time)
  - Visible signage and wayfinding to route

### Segment 3

- Pedestrian facility – None currently present
  - Six-foot preferred minimum sidewalk with physical separation from the roadway.
- Bicycle facility – None currently present
  - Physically separated with a buffer from vehicle travel at 35mph or higher
- Intersections
  - Signal timing to minimize unnecessary congestion
  - Bicycle and pedestrian signals

- High visibility crosswalks
- Sightlines
- Access Management
  - Explore center median – either concrete or striped
  - Interparcel connectivity
  - Consolidation of driveways
  - Reestablishment of roadway edge
- Transit Facilities
  - Bus shelters at stops (None present at this time)
  - Connectivity and ADA Accessibility at all stops (None present at this time)
  - Visible signage and wayfinding to route

#### Segment 4

- Pedestrian facility – None currently present
  - Six-foot preferred minimum sidewalk with physical separation from the roadway.
- Bicycle facility – None currently present
  - Physically separated with a buffer from vehicle travel at 35mph or higher
- Intersections
  - Bicycle and pedestrian signals
  - High visibility crosswalks
  - Sightlines
- Access Management
  - Explore center median – either concrete or Stripped
  - Consolidation of driveways
  - Explore the development of median bulb outs to accommodate turn lanes as needed.
- Transit Facilities
  - Bus shelters at stop (None present at this time)
  - Connectivity and ADA Accessibility at stop (None present at this time)
  - Visible signage

#### Segment 5

- Pedestrian facility – None currently present
  - Six-foot preferred minimum sidewalk with physical separation from the roadway.
- Bicycle facility – None currently present
  - Physically separated with a buffer from vehicle travel at 35mph or higher

- Bike/Ped Network Connections
  - Chapman Plaza Shopping Center and Medical Center
  - Elavon
  - Walmart and Home Depot Shopping Center
  - Lowes and Food City Shopping Center
- Intersections
  - Signal timing to minimize unnecessary congestion
  - Bicycle and pedestrian signals
  - High visibility crosswalks
  - Sightlines
- Access Management
  - Explore center median – either concrete or landscape
  - Interparcel connectivity
  - Consolidation of driveways
  - Reestablishment of roadway edge
- Transit Facilities
  - Bus shelters at stops (None present at this time)
  - Connectivity and ADA Accessibility at all stops (None present at this time)
  - Visible signage and wayfinding to route