

OBERLIN ROAD CORRIDOR STUDY



Briefing Book Draft
April 17, 2013



Meeting Objective:

The objective of this conversation about the section of Oberlin Road from Park Drive to Bedford Avenue is threefold:

1. Share information about the street context and the proposed street improvements included in the City's Wade-Oberlin Area Plan,
2. Identify the specific streetscape interests of citizens and businesses that use the street, and
3. Identify the opportunities to redesign the street to better integrate pedestrian, bike, auto, and transit uses by considering a selection of street cross-section alternatives.

Additional information necessary to confirm the potential of specific design interests will also be identified.

Meeting Outcome:

A clarified vision for streetscape improvements on Oberlin Road along with a prioritized list of street cross-sections. The final street cross-section will be used to guide the engineering design, funding, and construction of streetscape improvements along this section of Oberlin Road.

Draft Vision Statement:

Oberlin Road is an evolving street influenced by thriving redevelopment activity which is supported by strong economic and residential housing interests in the area. People want to live and shop in close proximity to Cameron Village and enjoy the many benefits that this developing urban environment offers.

The Wade/Oberlin Area Plan of the 2030 Comprehensive Plan recognizes this ongoing evolution and identifies Oberlin Road as the "main street" of the area emphasizing the need to more fully integrate pedestrian, bike, auto, and transit uses into a well-landscaped and attractive streetscape.

Preliminary List of Issues:

- Street trees - few in number and in poor condition.
- Overhead utilities - unorganized appearance, supporting pole system in a deteriorated condition.
- Pedestrian crossings - multiple lane crossings and often difficult to negotiate.
- Sidewalks - connectivity to adjacent neighborhoods, existing widths are inadequate.
- Transit service and amenities - infrequent service, no shelters.
- Bicycle network connectivity
- Street lighting
- Five-lane street section - not pedestrian or bike friendly, does not support "main street" concept

Streetscape Project Scope of Work:**1. Briefing Book**

Staff will prepare a report that contains background information to include base maps and general information about the project area. This book will not include a detailed inventory and analysis which will be completed in later phases of work, but will provide a thorough overview of current conditions.

Contents:

- a. Study Area
- b. Maps (aerial, land use, zoning, thoroughfare, transit, bike, etc.)
- c. Existing Conditions Photo Inventory
- d. Draft Vision Statement
- e. Preliminary summary of themes and issues

2. Visioning Meeting

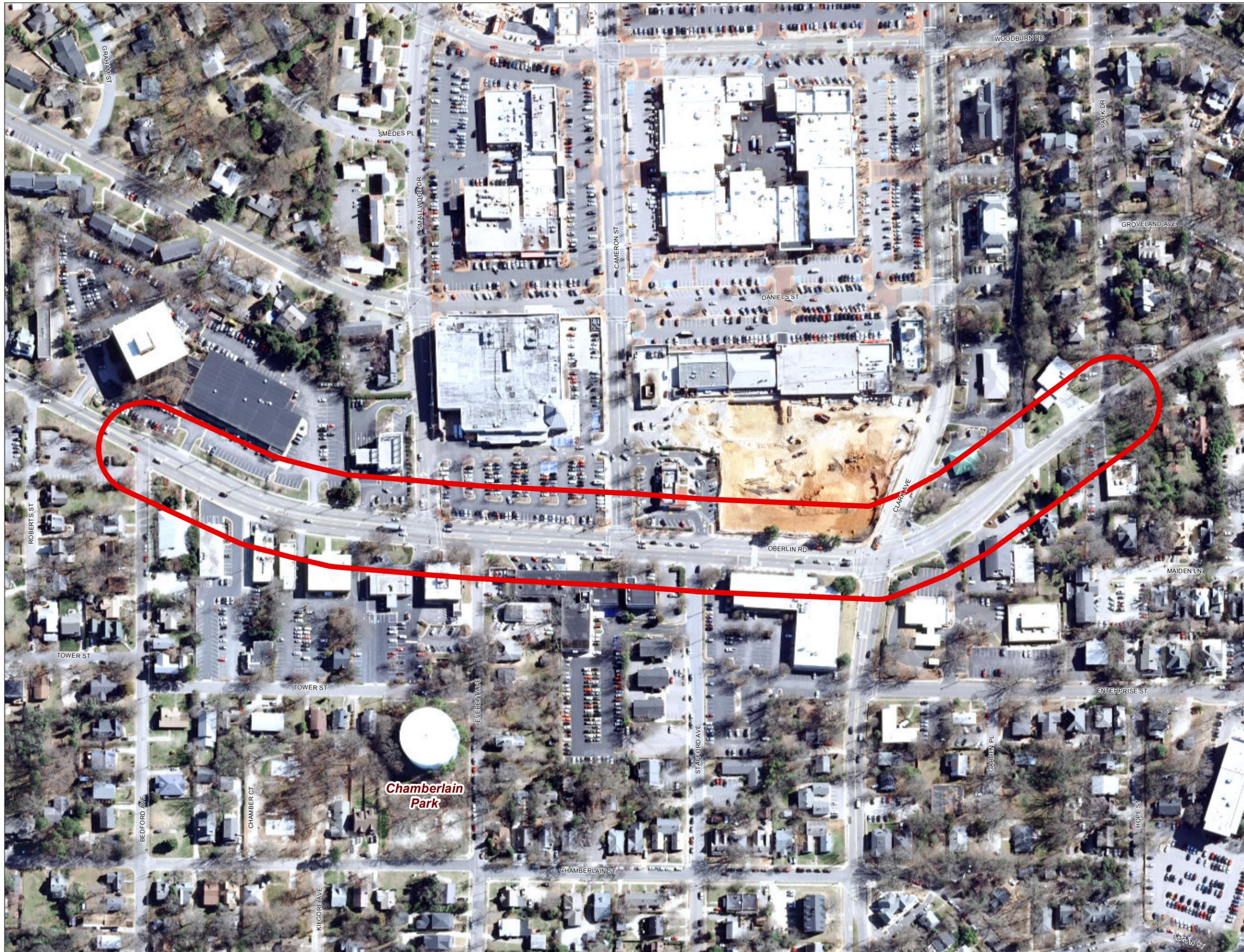
A public workshop will be held at 6:30 PM on Tuesday, April 23 at 702 Oberlin Road to identify streetscape interests, opportunities, and consider a street cross-section to guide future improvements.

Agenda:

- a. Opening remarks and agenda
- b. Participants roles and responsibilities
- c. Project area summary of conditions
- d. Design workshop goals
- e. Virtual walking tour
- f. Break out groups (with facilitators)
 - Identify interests, issues, and opportunities
 - Revise draft vision statement
 - Review street cross-section options
 - Prioritize cross-section preferences
- g. Groups report out findings
- h. Discuss next steps

3. Streetscape Design

The outcome of the workshop will be compiled into a summary report that will contain: a list of streetscape priorities, supporting documentation, and a street cross-section that will be used to guide design and funding of improvements.



Oberlin Road Streetscape

2012 Aerial Photo

The project area for the Oberlin Road streetscape is highlighted by a red line. The specific area of consideration is within the public right-of-way of Oberlin Road from Park Drive to Bedford Avenue. The aerial photo was taken in the winter of 2011 and shows the bare earth construction site at the northeast corner of Oberlin Road and Clark Avenue.

Legend

 Oberlin Road Streetscape Corridor

04/03/13

Scale - 1" = 200'

0 100 200 Feet



Oberlin Road Streetscape

Planimetric

This map is updated to include the building footprints of two recently approved mixed-use projects fronting Oberlin Road. The dark grey represents building footprints, the middle grey represents public street pavement, and the lighter grey represents parking lots and sidewalks. Areas in white are typically vegetated. The Cameron Village shopping center dominates the top center of the map with large commercial buildings surrounded by parking lots.



Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Sidewalks/Driveways/Parking
- Parks

04/03/13

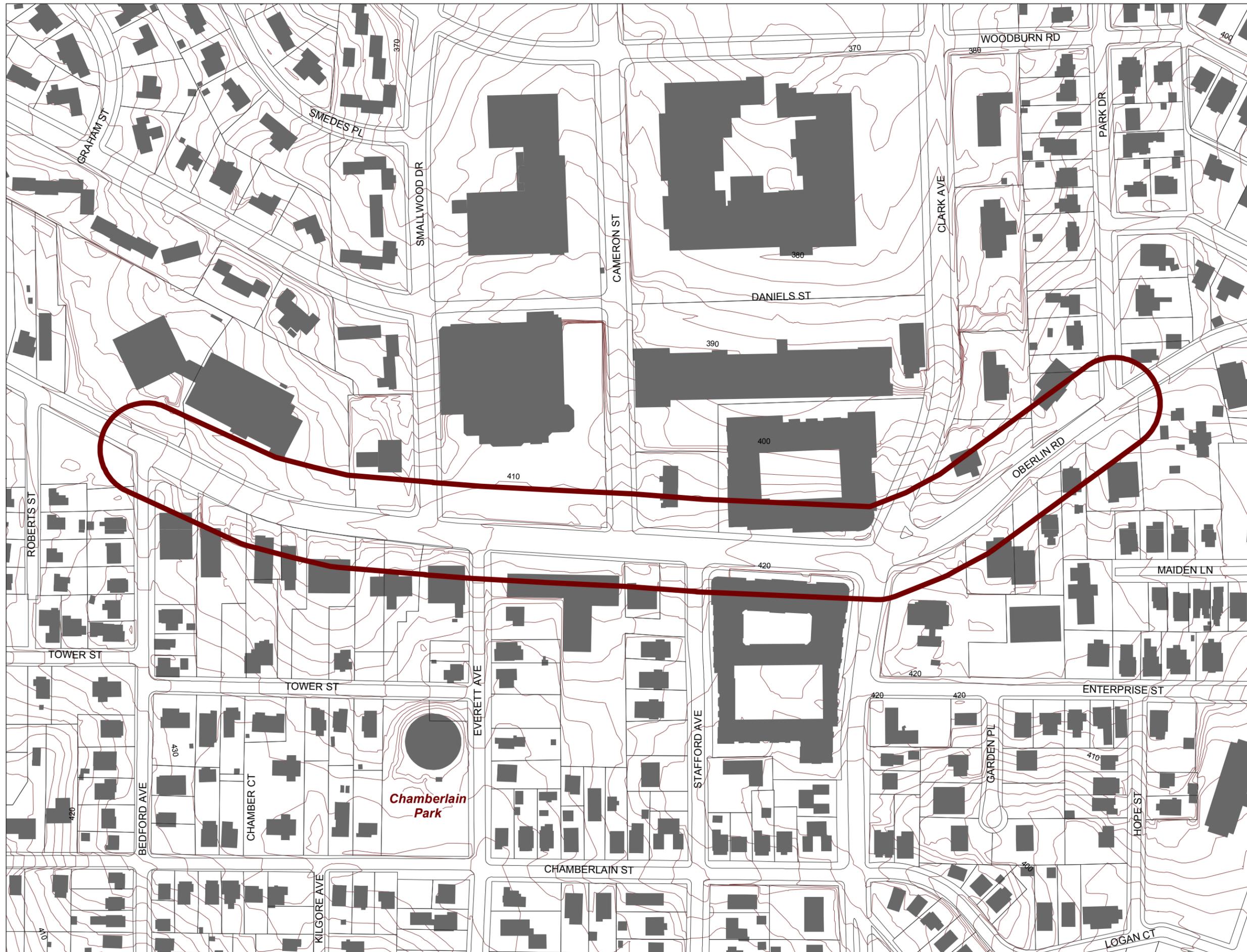
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Oberlin Road Streetscape

Topography

The highest ground elevation is at the northwest corner of Oberlin Road and Clark Avenue at 420 feet. The land area to the east which includes Cameron Village shopping center generally falls towards Pigeon House Creek. The land area to the west of Oberlin Road climbs to a high point of 436 feet at Chamberlain Park where a water tower is located.

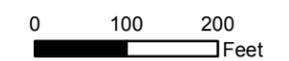


Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- 2' Topography Lines

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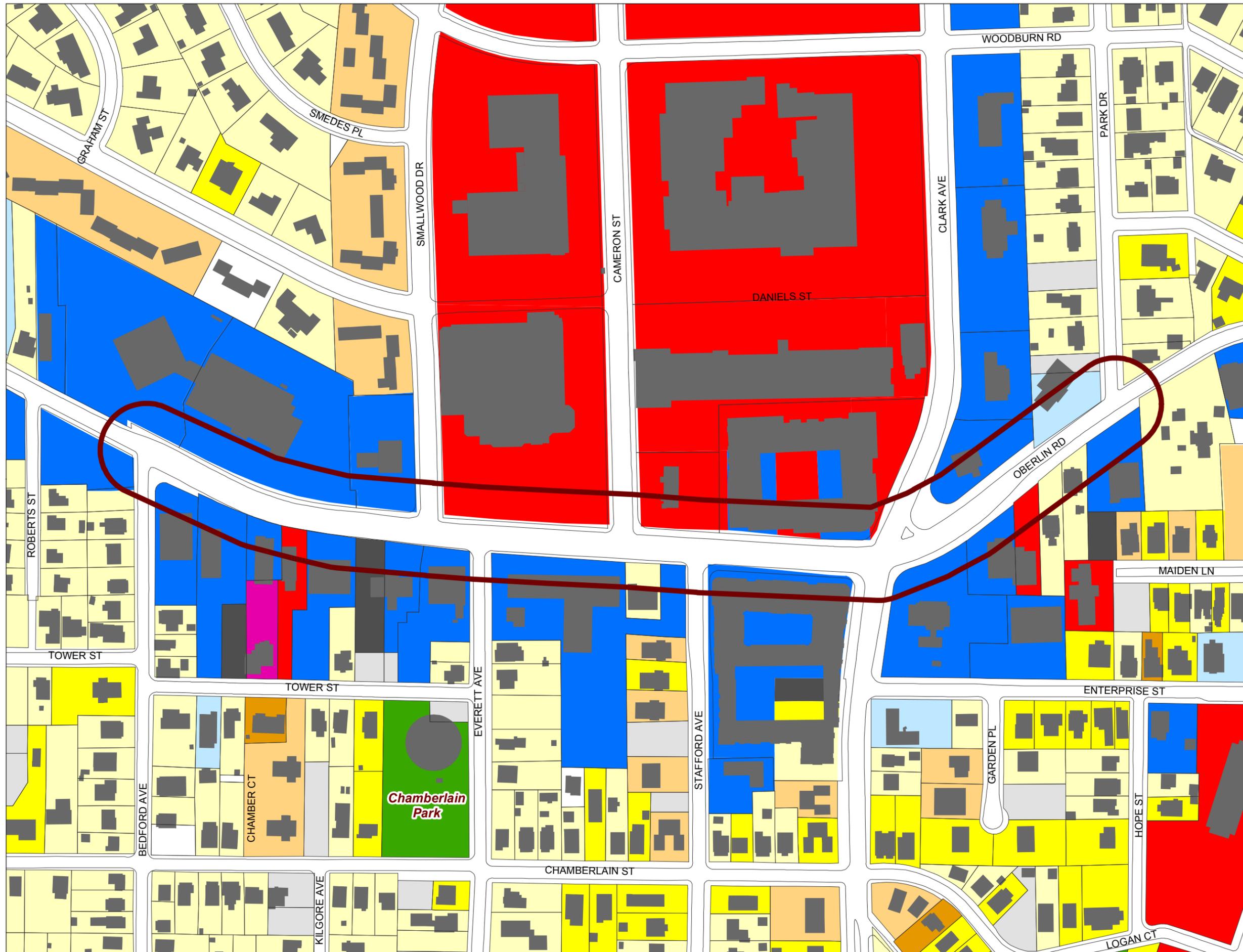
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Oberlin Road Streetscape

Existing Land Use

The frontage properties along Oberlin Road are either office, mixed-use, or retail land uses with the exception of the fire station at Park Avenue. Cameron Village is the retail core surrounded by office and mixed-use, and transitioning to medium to lower density residential uses beyond the project area.



Legend

Oberlin Road Streetscape Corridor

Parcels

Buildings

Streets

Existing Land Use

- SINGLE FAMILY
- TOWNHOUSE, MULTIPLEX RESIDENTIAL
- APARTMENT, CONDOMINIUM RESIDENTIAL
- OTHER RESIDENTIAL
- RETAIL
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- MIXED USE
- INFRASTRUCTURE AND TRANSPORTATION
- PARKS, GREENWAYS, OPEN SPACE, GOLF
- AGRICULTURAL
- VACANT
- No Information

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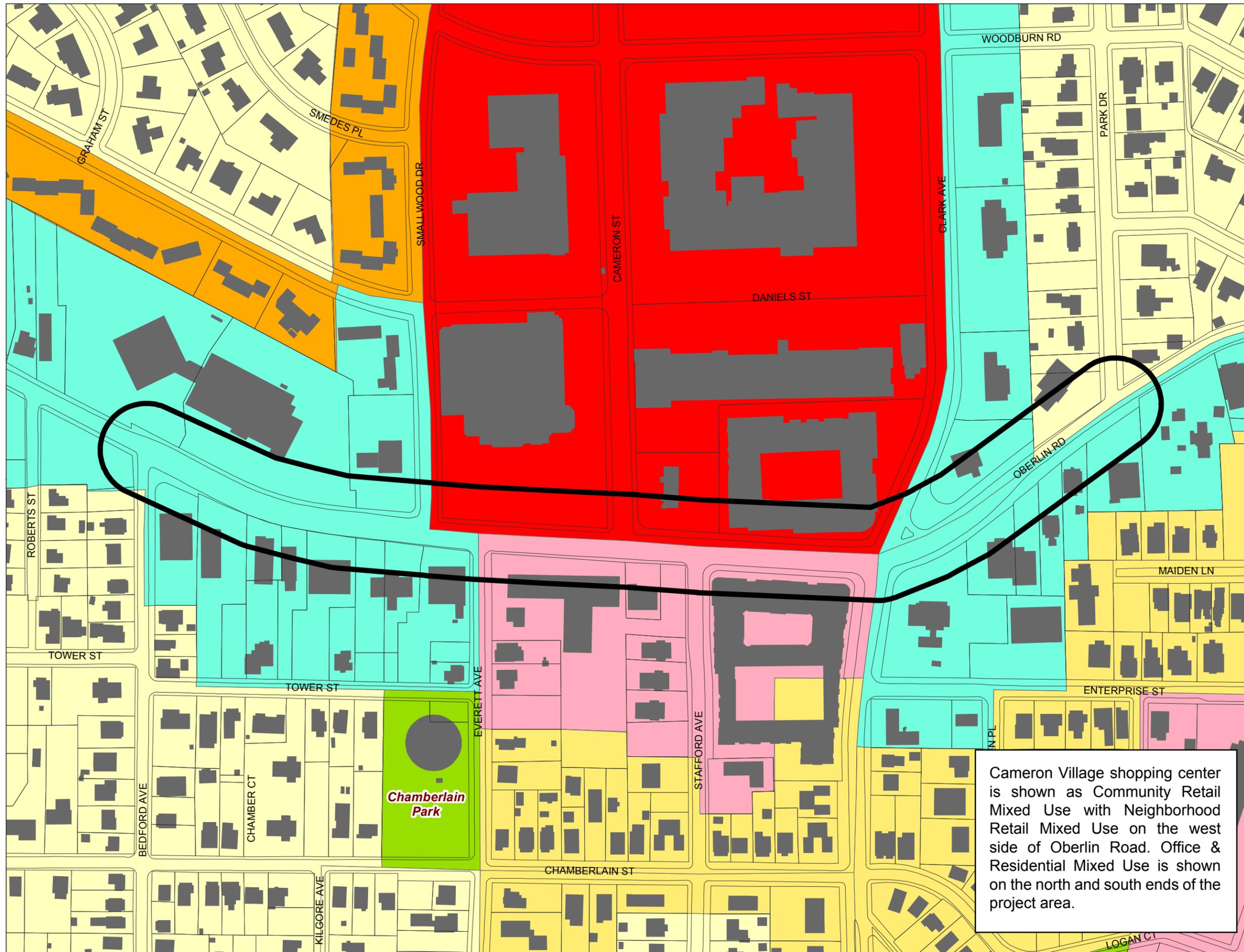
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Oberlin Road Streetscape

Future Land Use Map (From 2030 Comp Plan)



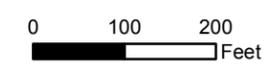
Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Future Land Use Map (FLUM)**
- Public Parks & Open Space
- Private Open Space
- Rural Residential
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Office & Residential Mixed Use
- Office/Research & Development
- Institutional
- Public Facilities
- Neighborhood Retail Mixed Use
- Community Retail Mixed Use
- Regional Retail Mixed Use
- Central Business District
- General Industrial

Cameron Village shopping center is shown as Community Retail Mixed Use with Neighborhood Retail Mixed Use on the west side of Oberlin Road. Office & Residential Mixed Use is shown on the north and south ends of the project area.

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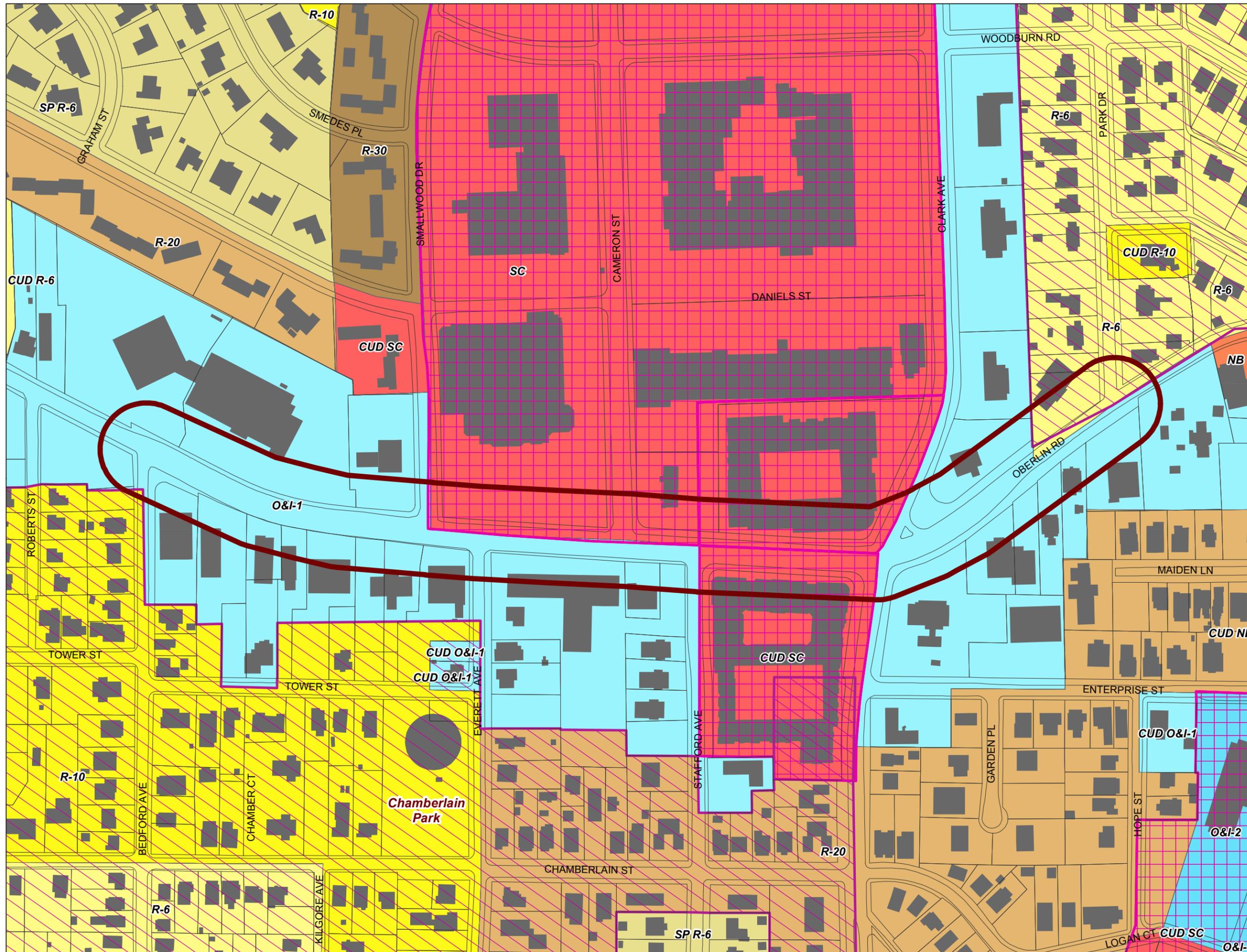
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Oberlin Road Streetscape

Zoning

The zoning indicates a core of Shopping Center surrounded by Office & Institutional-1 and high (R-30) to medium (R-20) density residential. The Cameron Village shopping center includes a Pedestrian Business Overlay District. The Cameron Park neighborhood to the south and the Oberlin neighborhood to the northwest both have a Neighborhood Conservation Overlay District in place.



Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Neighborhood Conservation Overlay District
- Pedestrian Business Overlay District

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 Scale - 1" = 200'
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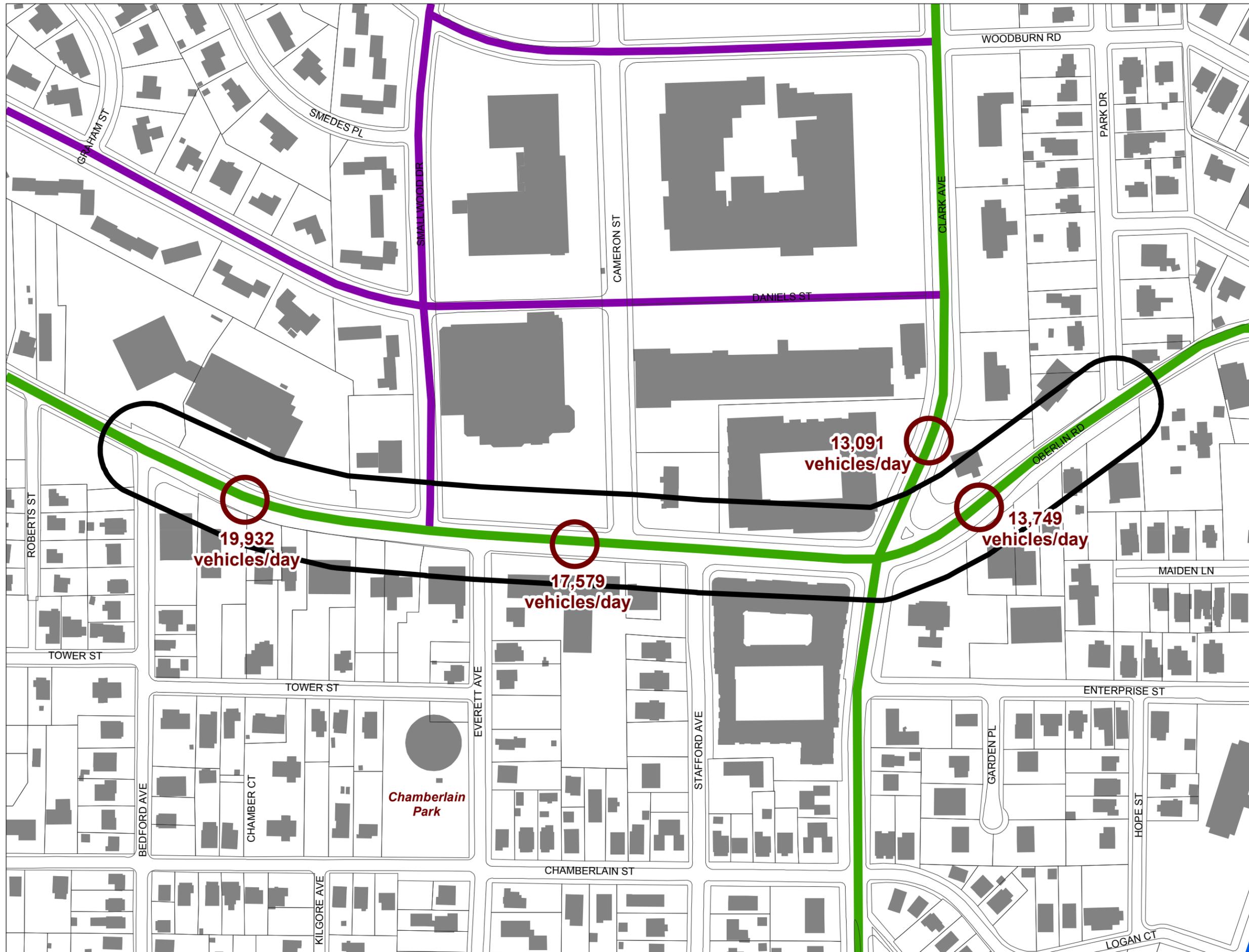


Oberlin Road Streetscape

Thoroughfare Plan and Average Daily Traffic Volumes (ADT)

Oberlin Road is currently classified a Minor Thoroughfare and carries a significant number of vehicles per day. The intersecting street, Clark Avenue, is also classified a Minor Thoroughfare. Smallwood Drive is classified a Collector.

The Average Daily Traffic (ADT) volumes noted on this map were taken April 2013. In comparison, the ADT volume on Peace Street just east of Glenwood Avenue was 18,000 vehicles/day and on Hillsborough Street at Oberlin the count was 16,000 vehicles/day.

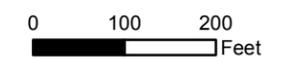


Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Minor Thoroughfares
- Collectors

04/03/13

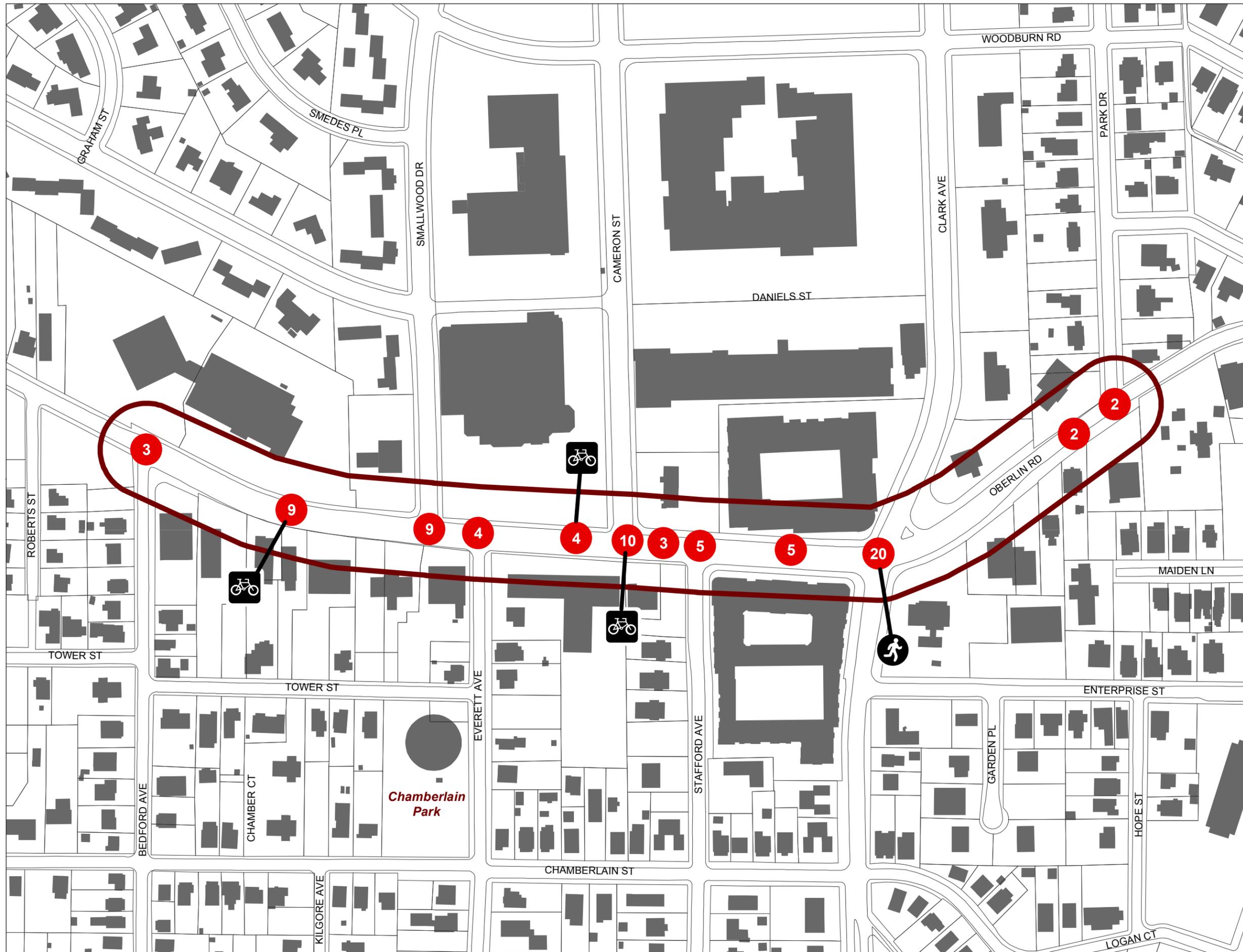
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Oberlin Road Streetscape

Crash History 2010-2012

Vehicular crashes in the past three years (2010-2012) are depicted on this map. The most crashes (20) occurred at the intersection of Oberlin Road and Clark Avenue. The intersection of Oberlin Road and Cameron Street had the second highest number of crashes (10). Three vehicular crashes with bicycles occurred on Oberlin Road between Cameron Street and Bedford Avenue. One vehicular crash with a pedestrian occurred at the intersection of Oberlin Road and Clark Avenue.



Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Number of Crashes
- Bicycle/Auto Crash
- Pedestrian/Auto Crash

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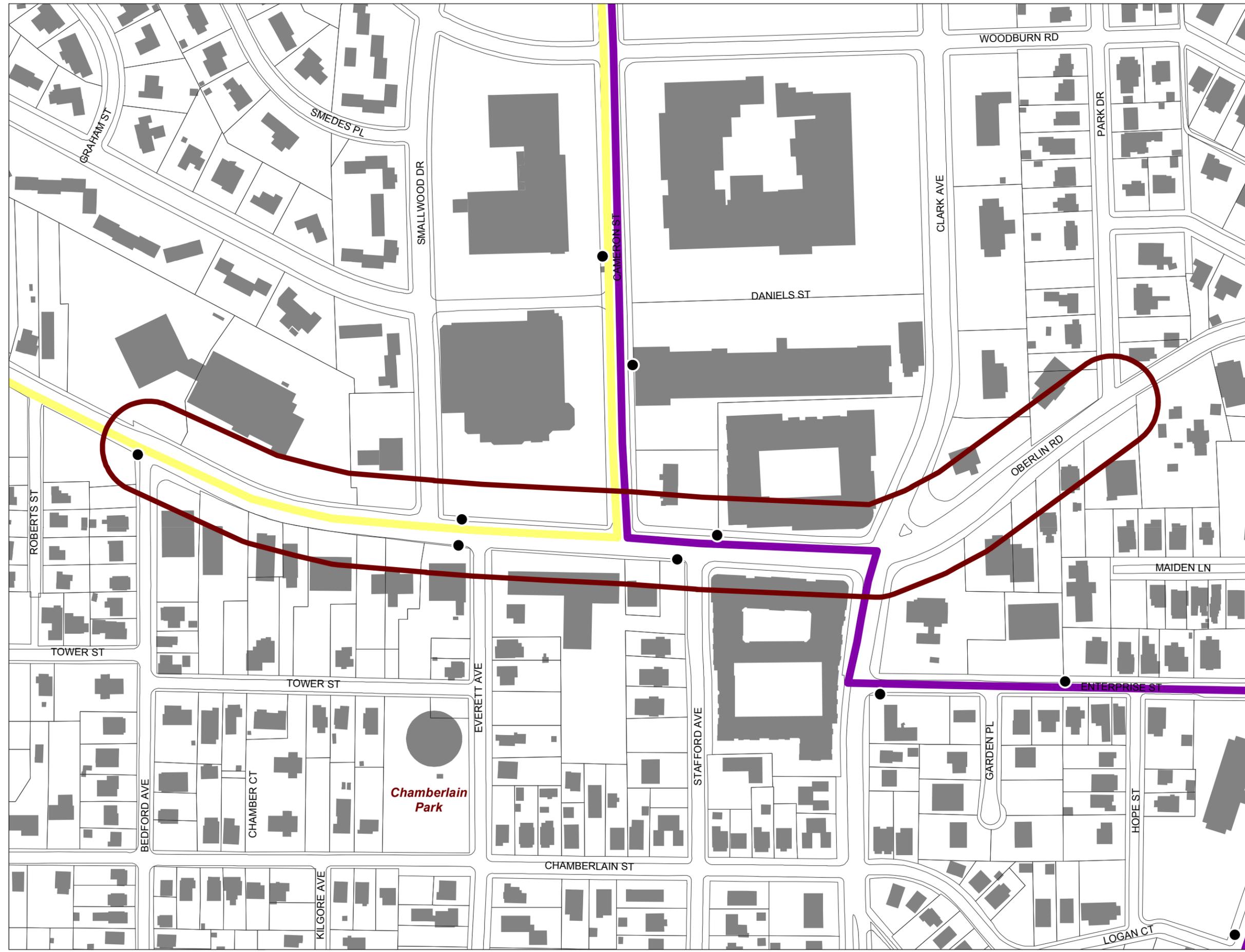
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Oberlin Road Streetscape

Capital Area Transit

The project area is served by two Capital Area Transit (CAT) bus routes. The Oberlin-Route 16 from downtown runs through Cameron Village on Cameron Street and continues north on Oberlin Road to Glenwood Avenue and points north. The Method-Route 12 also runs through Cameron Village and continues south on Oberlin and then west on Hillsborough Street.

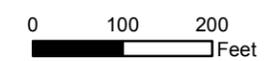


Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- CAT Bus Stops
- CAT Bus Route 12
- CAT Bus Route 16

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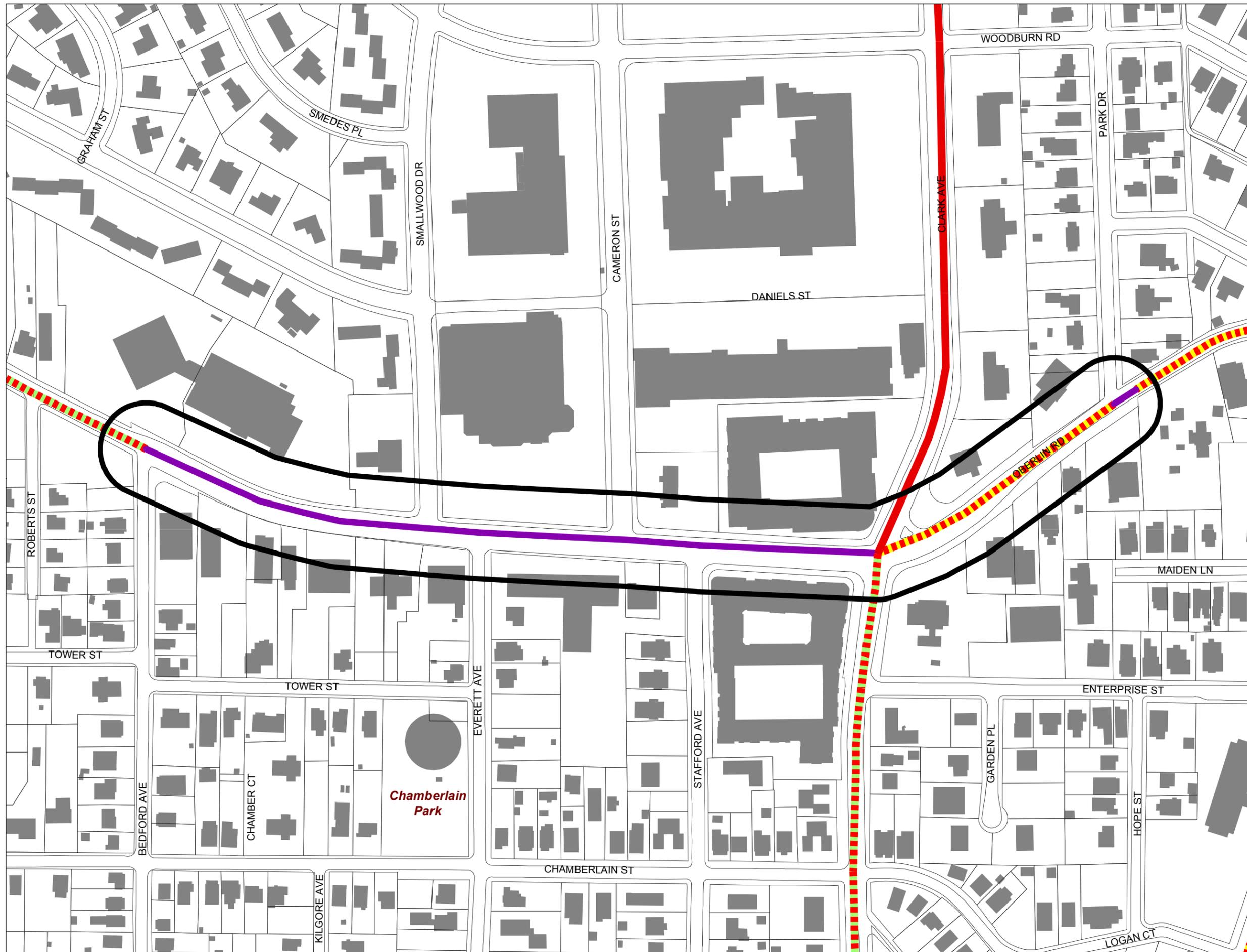
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Oberlin Road Streetscape

Proposed Bicycle Network

In 2012, sharrows were added on Oberlin Road from Clark Avenue to Bedford Avenue. Striped bike lanes are planned to the north and south of the limits of this project. The adopted Bicycle Plan lists Cameron Village as an important trip destination for cyclists, making Oberlin Road a priority bicycle corridor.

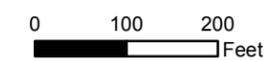


Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Proposed Bicycle Network**
- Sharrow, Stripe
- Wide Lane, Restripe
- Bicycle Lane, Road Diet
- Bicycle Lane, Stripe
- Bicycle Lane, Restripe
- Bicycle Lane, New Construction
- Paved Shoulder, New Construction
- Bicycle Lane, Existing

04/03/13

Scale - 1" = 200'



Shared Lane Marking

A bicycle shared lane marking (or 'sharrow') can serve a number of purposes, such as making motorists aware of bicycles potentially traveling in their lane, showing bicyclists the appropriate direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent "dooring" collisions. The shared lane marking stencil is used:

- Where lanes are too narrow for striping bike lanes
- Where the speed limit does not exceed 35 MPH
- With or without on-street parking

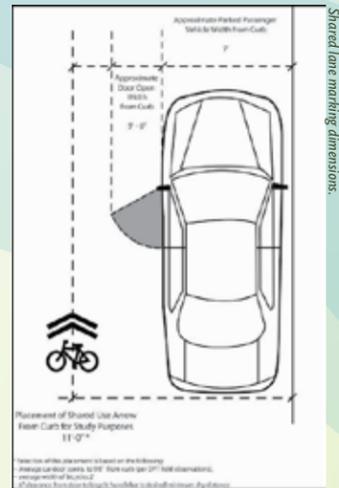
Cities such as Denver, San Francisco, Portland, Los Angeles, and Gainesville have effectively used this treatment for several years. In North Carolina, cities such as Chapel Hill and Carrboro have also begun using the shared lane marking (as well as college campuses, such as NC State in Raleigh). As of this writing, the sharrow treatment is being considered in the 2009/2010 update of the MUTCD.

A number of shared lane markings are recommended in this Plan, especially in the Downtown area where there is on-street parking and little room for bicycle lanes. Shared lane markings should also be considered for use on suburban roadway segments that connect bicycle lanes on either side, but do not have width for bicycle lanes.

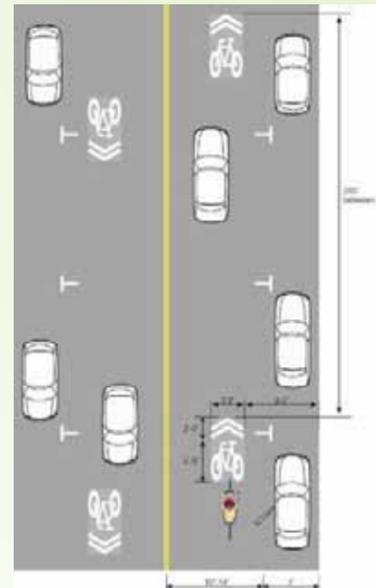
It is recommended that shared lane markings be approached incrementally as a new facility treatment. Precedent studies and guidelines should also be examined, such as the City of Missoula's (MT) guidelines on the application of sharrows that was developed in 2007-2008.



Shared lane markings installed on lanes that are too narrow for striping designated bike lanes.



Shared lane marking dimensions.



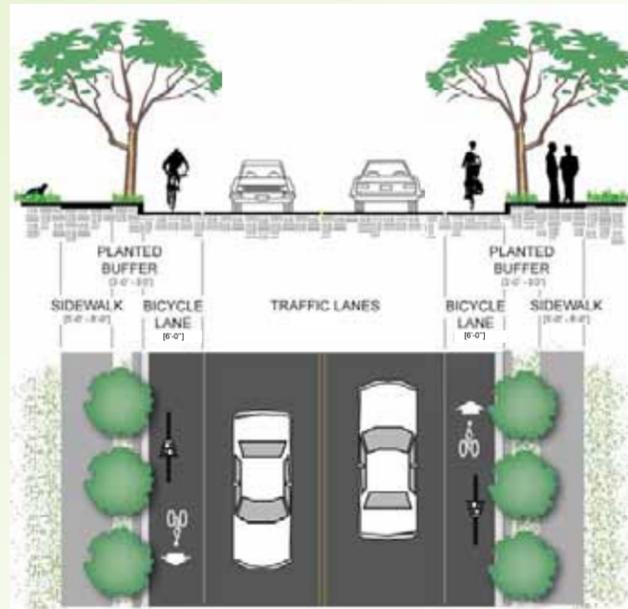
Shared lane marking placement.

Bicycle Lane

A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. Bicycle lanes are always located on both sides of the road (except one way streets), and carry bicyclists in the same direction as adjacent motor vehicle traffic. The minimum width for a bicycle lane is four feet; five- and six-foot bike lanes are typical for collector and arterial roads (greater width is needed for bicycle lanes where traffic volume and speed are higher).

NCDOT recommends a bike lane width of:

- 6' from the curb face when a gutter pan is present (or 4' from the edge of the gutter pan)
- 4' from the curb face when no gutter pan is present
- Should be used on roadways with 3,000 or more ADT
- Not suitable where there are a high number of commercial driveways
- Suitable for 2-lane facilities and 4-lane divided facilities



Cycle Tracks

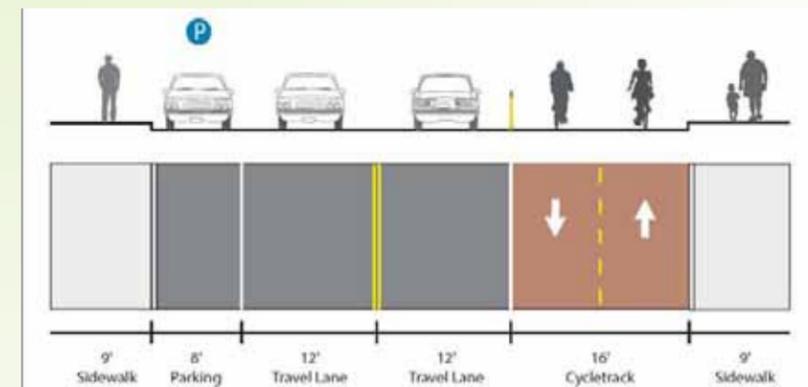
Cycle tracks are a hybrid type of bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. This type of facility is widely used in European cities and was recently introduced on 9th Ave. in New York City. The cycle track can provide for either one- or two-way traffic depending on the road conditions. This facility is generally used under certain conditions, such as along a waterfront, as part of an urban "road diet," and in limited locations where cross traffic and turning movement can be controlled.



The cycle track concept has been used to form a core urban bikeway loop in Montreal. Crossings at roadways include pedestrian priority markings and bicyclist actuated signals.



A small section of cycle track was provided by Arlington County, Virginia, as a connector to Gateway Park in Rosslyn.

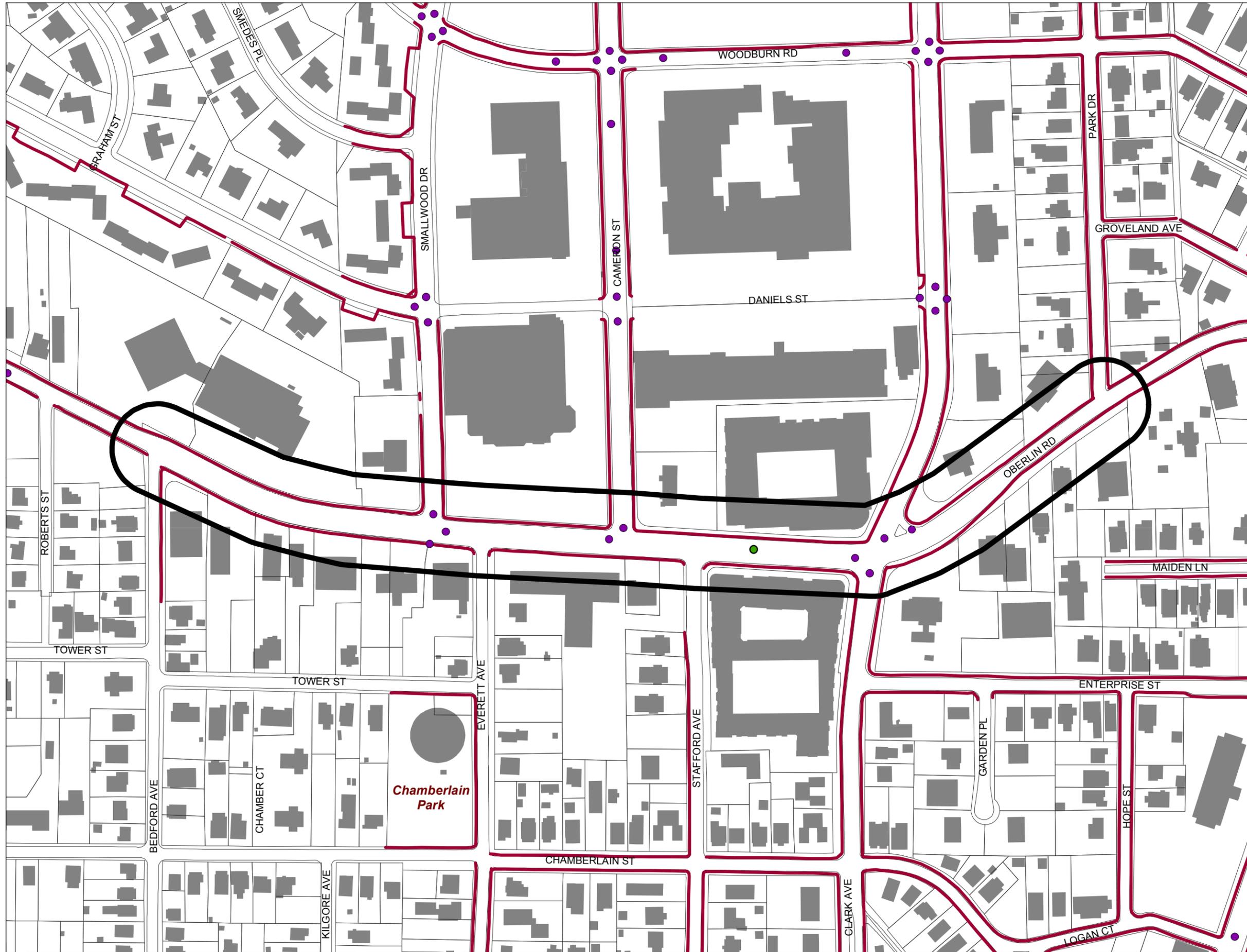


Cycle track on a road with 66-foot right-of-way section.

Oberlin Road Streetscape

Pedestrian Circulation

Existing sidewalks on Oberlin Road are narrow and located directly at the back of the curb. Utility poles, tree grates, and traffic signs are often located within the pedestrian access route. New developments along Oberlin will install minimum 14 foot wide sidewalks and street trees.

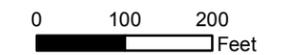


Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Existing Sidewalk
- Crosswalks
- Signalized Mid-Block Crosswalk

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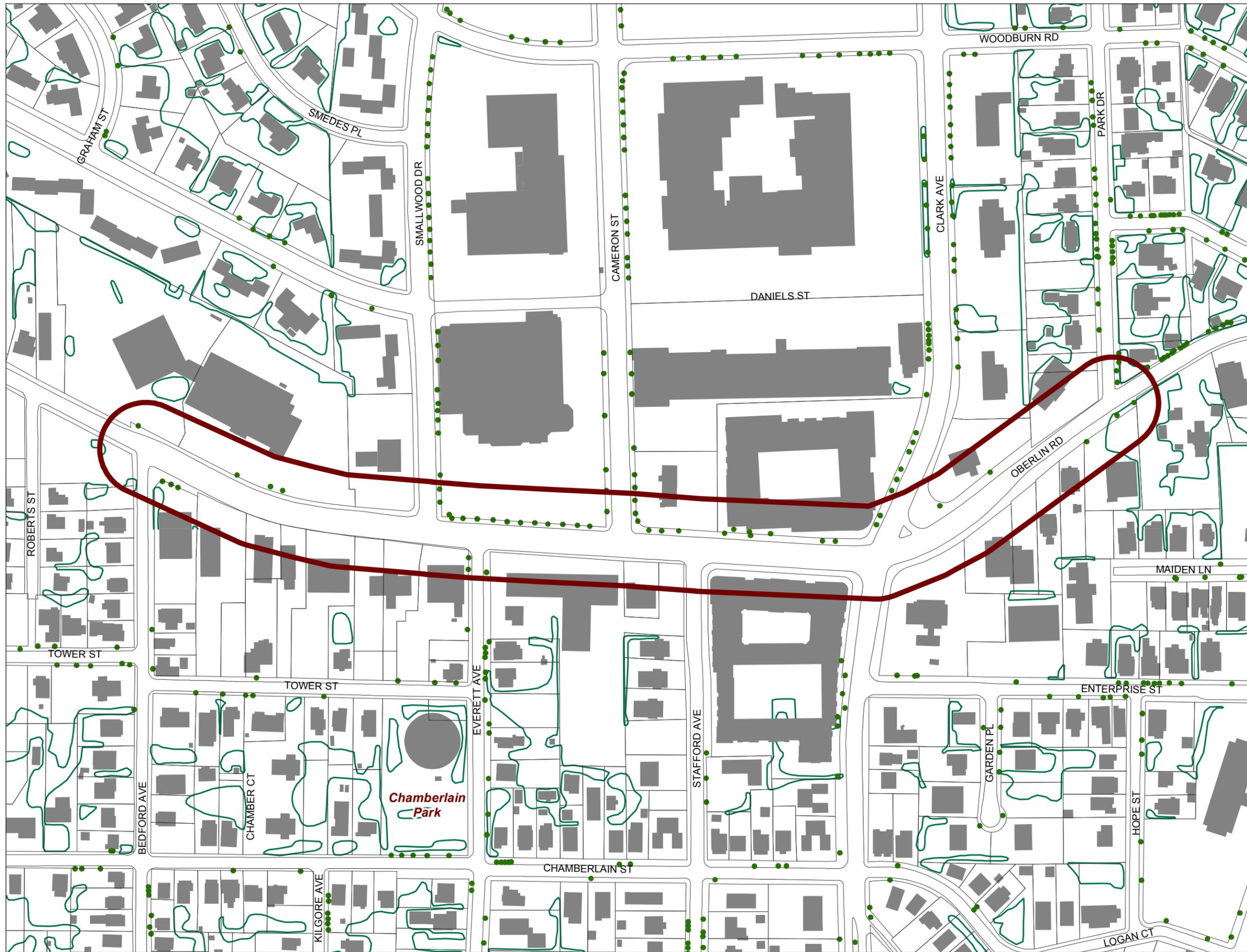
Scale - 1" = 200'



Oberlin Road Streetscape

Vegetation

The majority of street trees are located on the east side of Oberlin Road and are associated with the Cameron Village Streetscape Plan in species and location. Overhead power lines on the east side of the street limit the species to low growing trees such as Okame Cherry. The west side of Oberlin Road is not hindered by overhead utilities and could support a high tree canopy. Very few trees exist on the west side of the street.

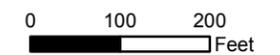


Legend

-  Oberlin Road Streetscape Corridor
-  Parcels
-  Buildings
-  Streets
-  Street Trees
-  Vegetation

04/03/13

Scale - 1" = 200'



Oberlin Road Streetscape

Street Lighting

The locations of street lights in the public right-of-way are shown on this map. A few gaps are present and additional lights will be provided with redevelopment along the street.

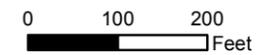


Legend

- Oberlin Road Streetscape Corridor
- Parcels
- Buildings
- Streets
- Street Lights

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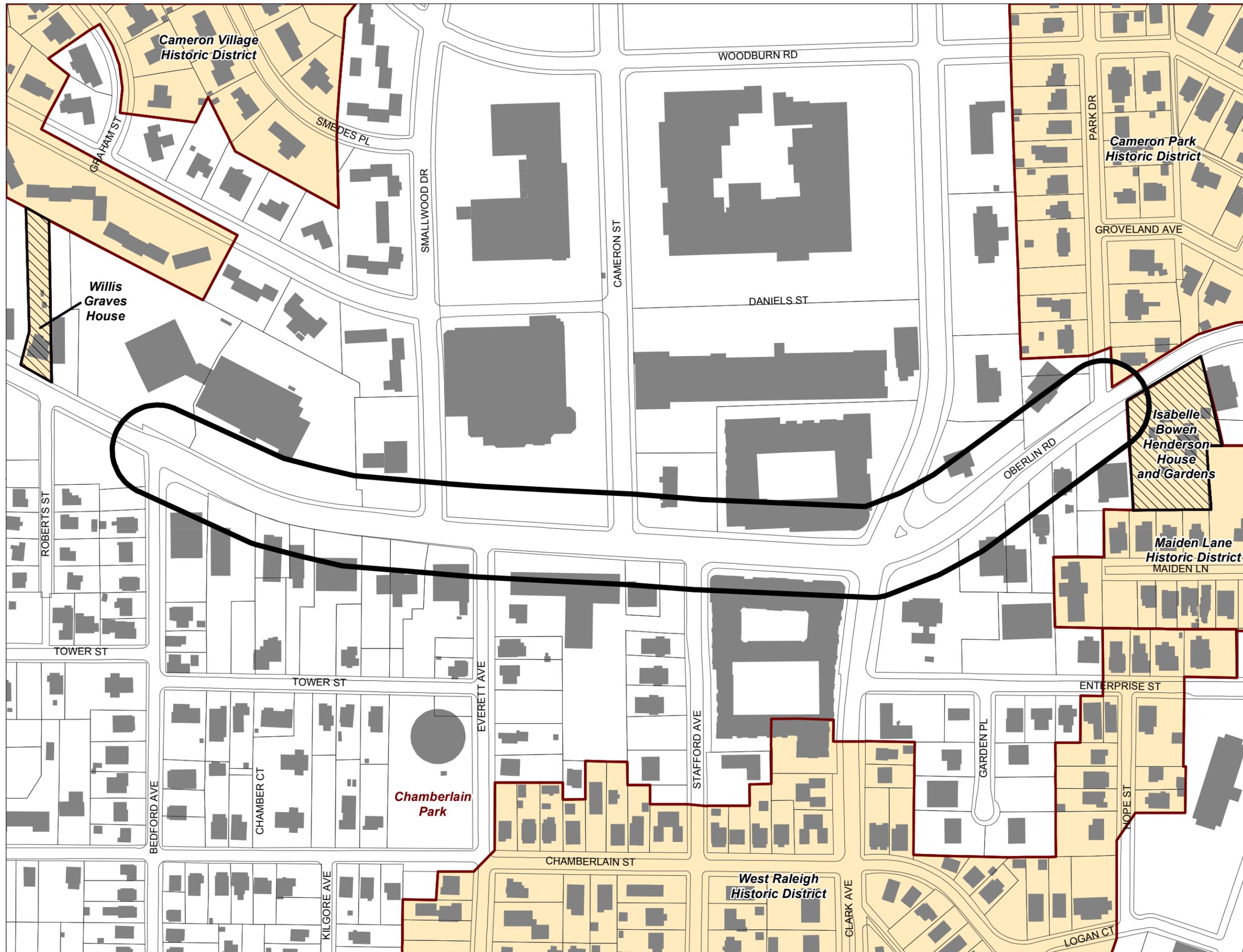
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Oberlin Road Streetscape

Historic Resources

There are several National Register Historic Districts in the vicinity of this section of Oberlin Road. Two historic landmark properties, the Willis Graves House and the Isabelle Bowen Henderson House and Gardens are located at the northern and southern ends of the corridor, respectively.

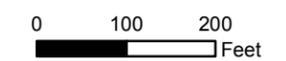


Legend

- Oberlin Road Streetscape Corridor
- National Register Districts
- Historic Landmark Properties
- Parcels
- Buildings
- Streets

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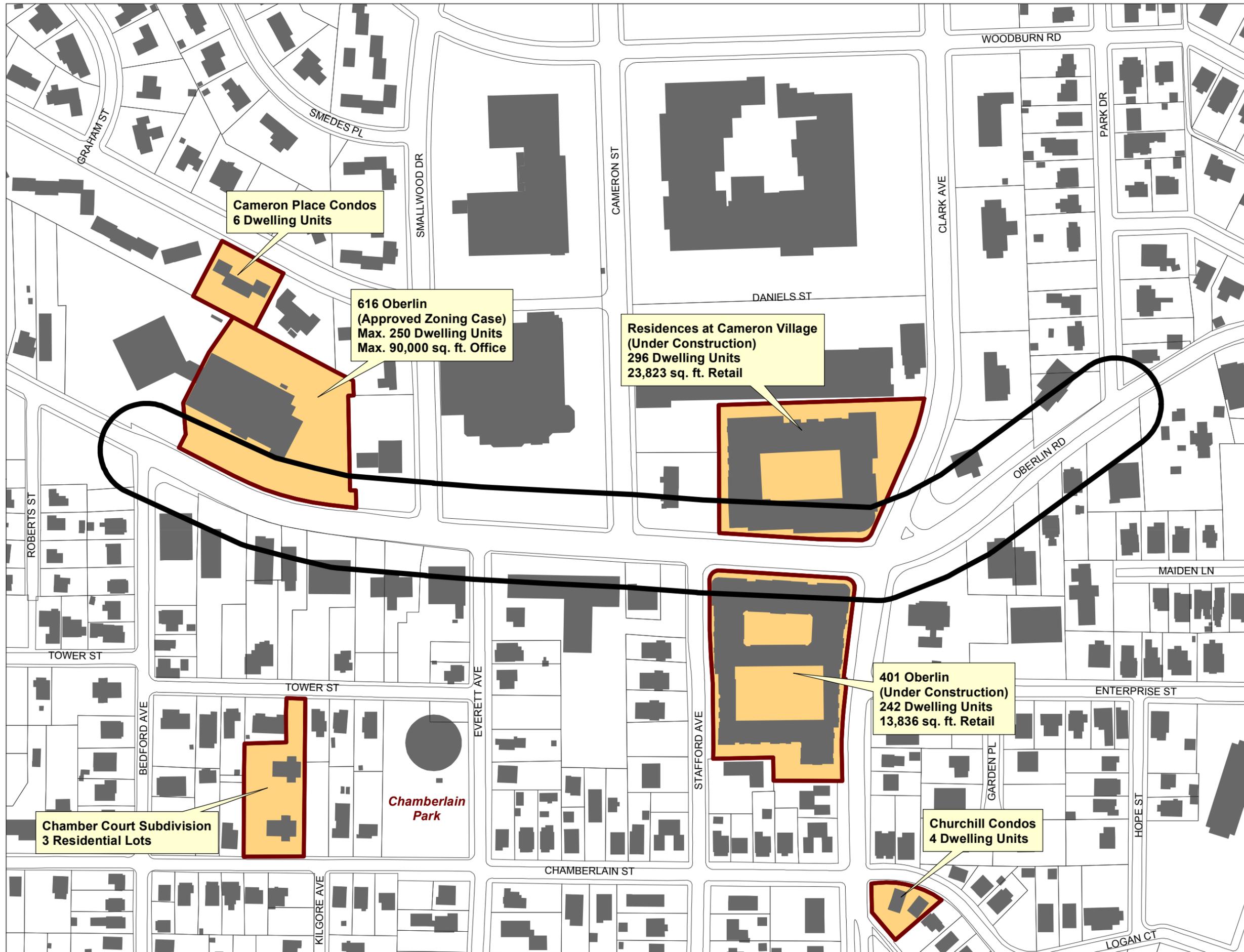
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Oberlin Road Streetscape

Development Plans 2007-Present

Several development plans in the area have been approved in the past five years. These include three large mixed use projects fronting directly on Oberlin Road, which total over 780 dwelling units. Two of these developments are under construction at the intersection of Oberlin Road and Clark Avenue.

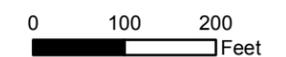


Legend

- Oberlin Road Streetscape Corridor
- Approved Development Plans
- Parcels
- Buildings
- Streets

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Scale - 1" = 200'



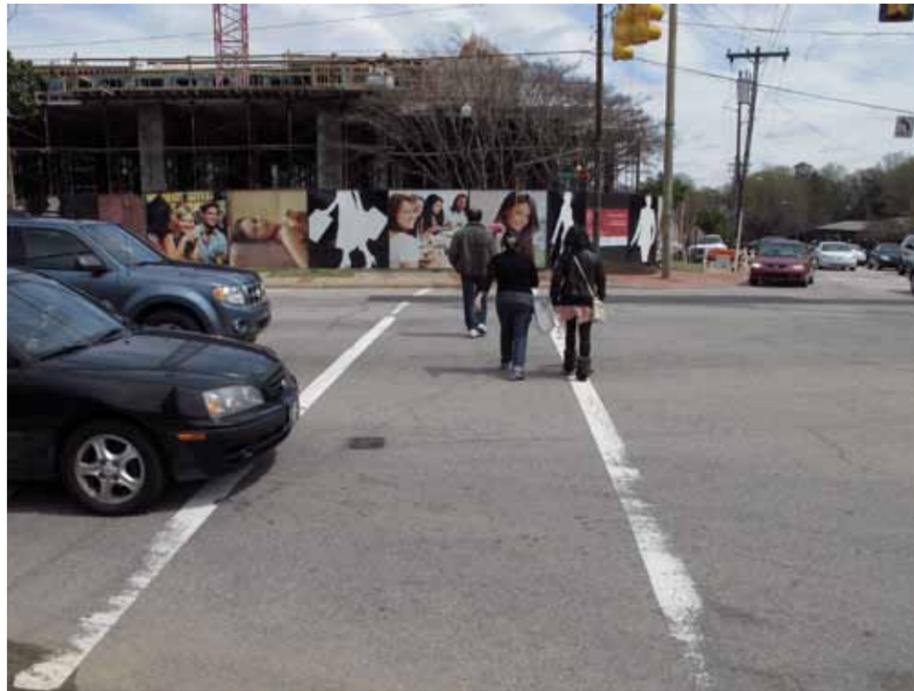
Area Photos

Images showing character, issues, and opportunities along Oberlin Road within the study area.



BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER



BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER



BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER



BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER



BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER

Oberlin Road Streetscape

Existing Roadway Sections



- Legend**
- Oberlin Road Streetscape Corridor
 - Parcels
 - Buildings
 - Streets
 - Sidewalks/Driveways/Parking
 - Parks

04/03/13
Scale - 1" = 200'
0 100 200 Feet





Site A
On Oberlin Road looking northwest toward Clark Avenue intersection



Site B
On Oberlin Road looking north toward Stafford Avenue intersection

EXISTING ROADWAY SECTIONS

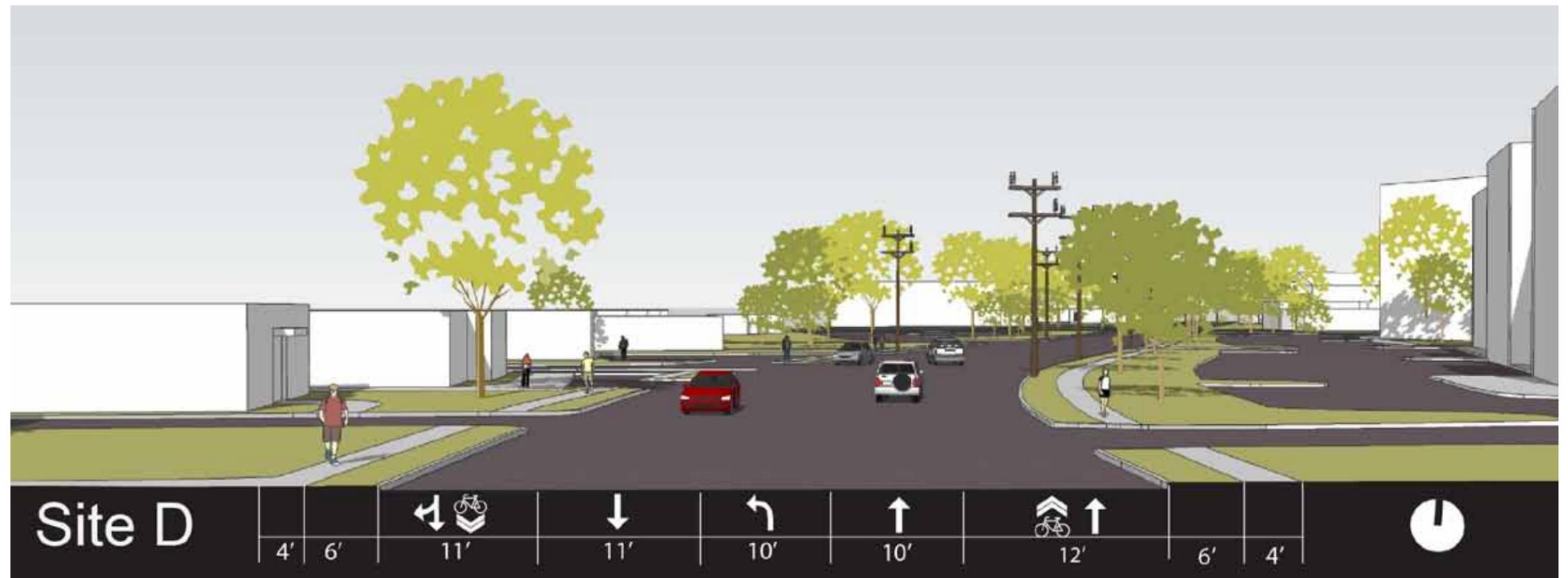
Site C

On Oberlin Road looking north toward Everett Avenue and Smallwood Drive intersections

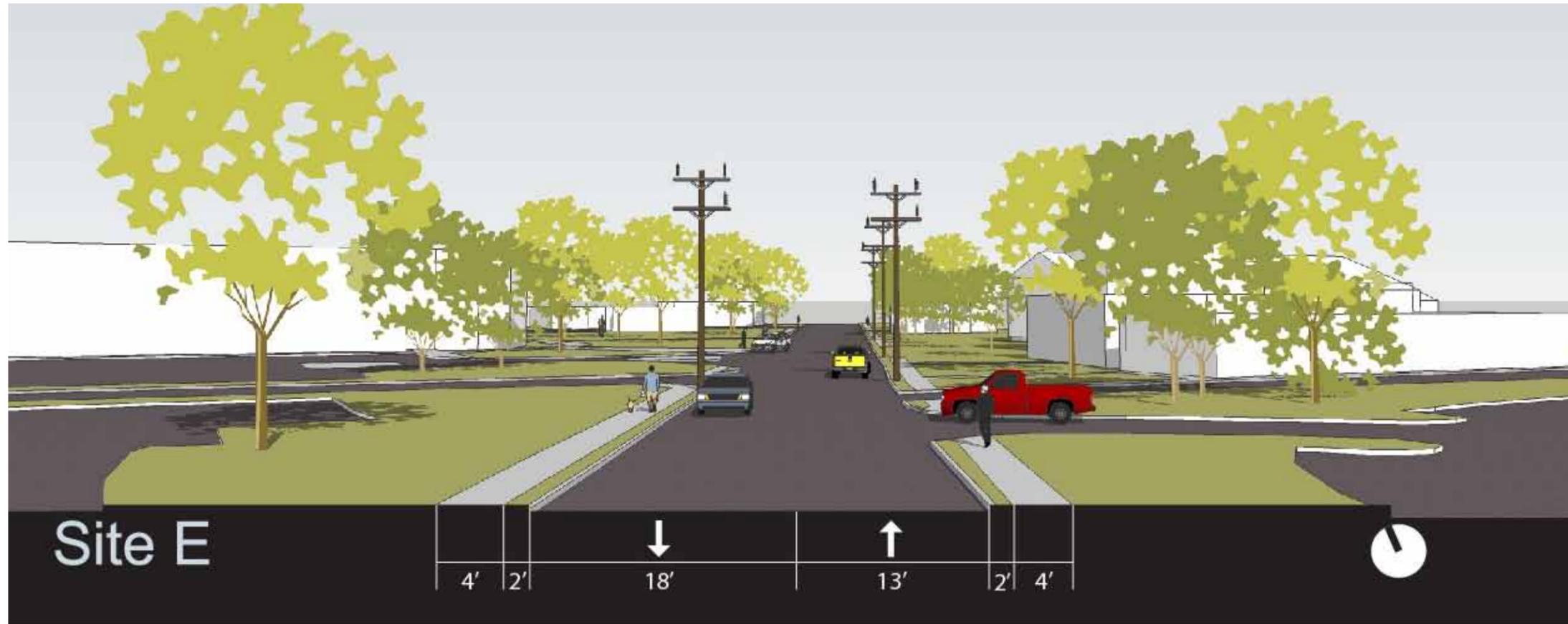


Site D

On Oberlin Road looking north toward Bedford Avenue intersection



EXISTING ROADWAY SECTIONS



Site E
On Oberlin Road looking northeast
toward Roberts Street intersection