



# Oberlin Road streetscape plan



## AGENDA

**June 13, 2013**

**6:30 PM**

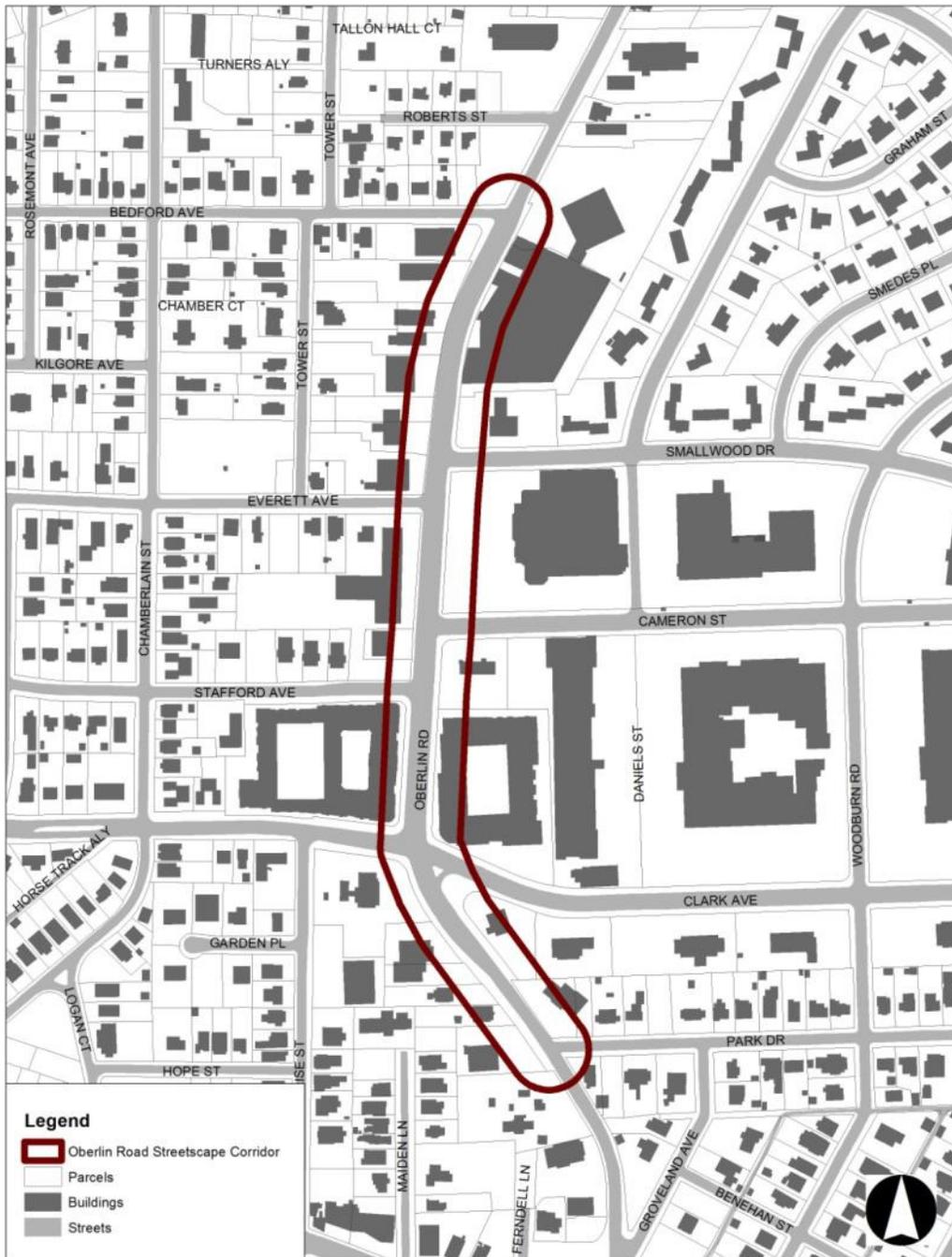
**Jaycee Center**



- **Welcome**
- **Project Overview**
- **Traffic and Design Study**  
**Conclusions**
- **Streetscape Preferences**
- **Next Steps**

# Oberlin Streetscape Project Area

## Park Drive to Bedford Avenue



# Streetscape Improvement Projects

The City of Raleigh undertakes streetscape improvement projects to:

- Update aging infrastructure
- Improve the bicycle and pedestrian environment
- Resolve traffic conflicts
- Support economic development
- Improve corridor appearance



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# Streetscape Improvement Projects

- List of 36 proposed projects
- Ranked by 9 quantified characteristics
  - Transit Support
  - Pedestrian Safety
  - Appearance Enhancement
  - Pedestrian Demand
  - Cycling Integration
  - Return on Investment
  - Comprehensive Plan Action Item
  - Reinvestment Area
  - Traffic Volume
- Ranking identifies future funding and construction priority
- Oberlin Road (Clark to Bedford) is ranked # 2



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# Wade/Oberlin Area Plan

## **CP Action AP-WO 1 - Wade-Oberlin Streetscape Plan**

Develop and implement a Comprehensive Streetscape Plan...

## **CP Action AP-WO 2 - Oberlin Road Cross-Section Recommendations Between Park and Bedford**

The following street cross-sections should be considered in the streetscape plan:

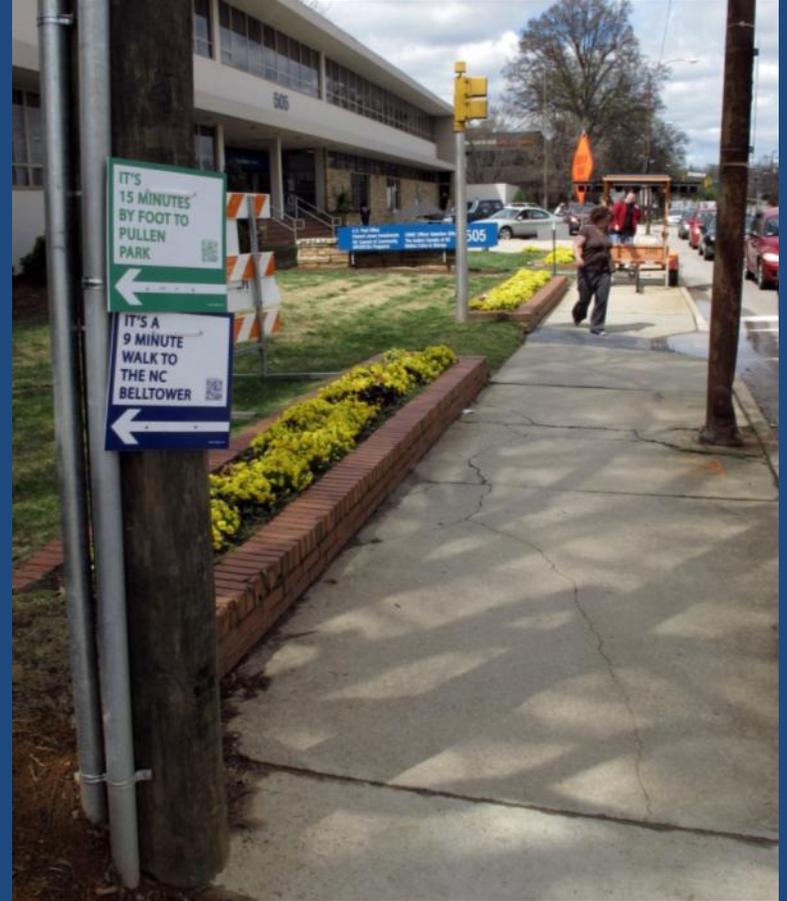
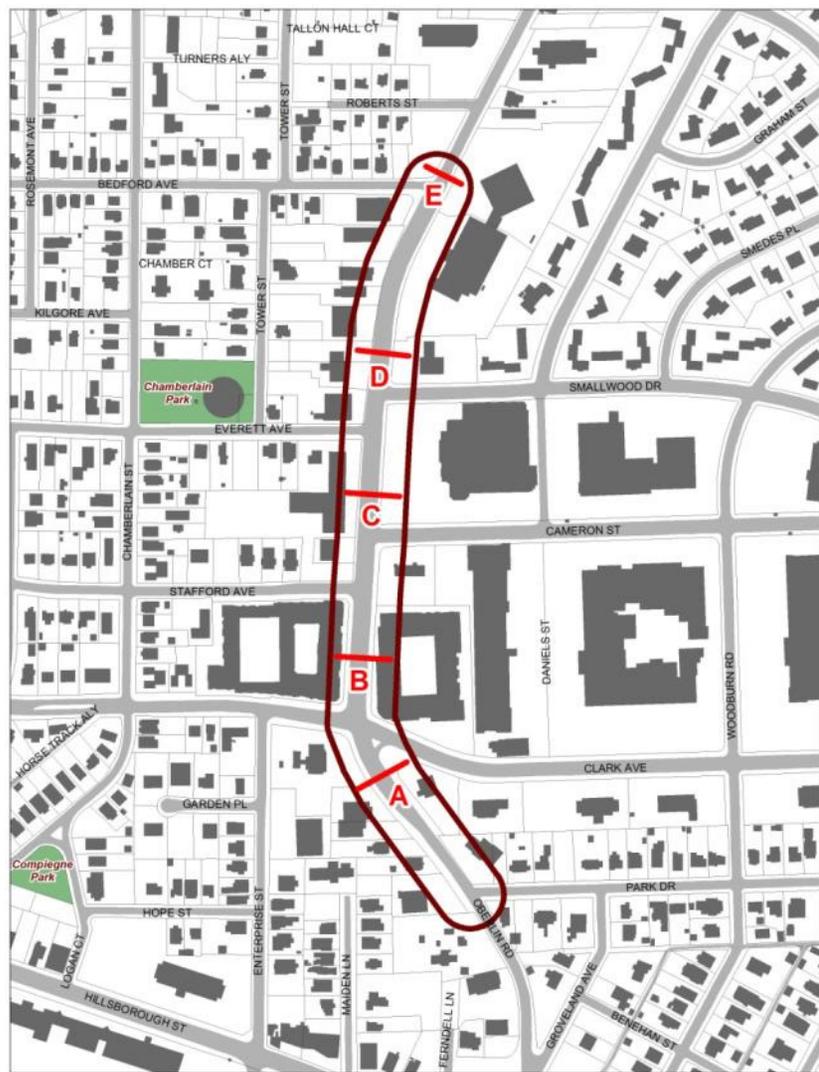
- One travel lane and bike lane in each direction
- Center turn lane and/or median
- Parallel parking, turn lanes, and transit stops
- Continuous sidewalks a minimum of 10 feet in width
- Oberlin-Clark roundabout



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# Project Area Character Photos & Street Section Illustrations



# April 23 Workshop Summary

## Interests and Concerns:

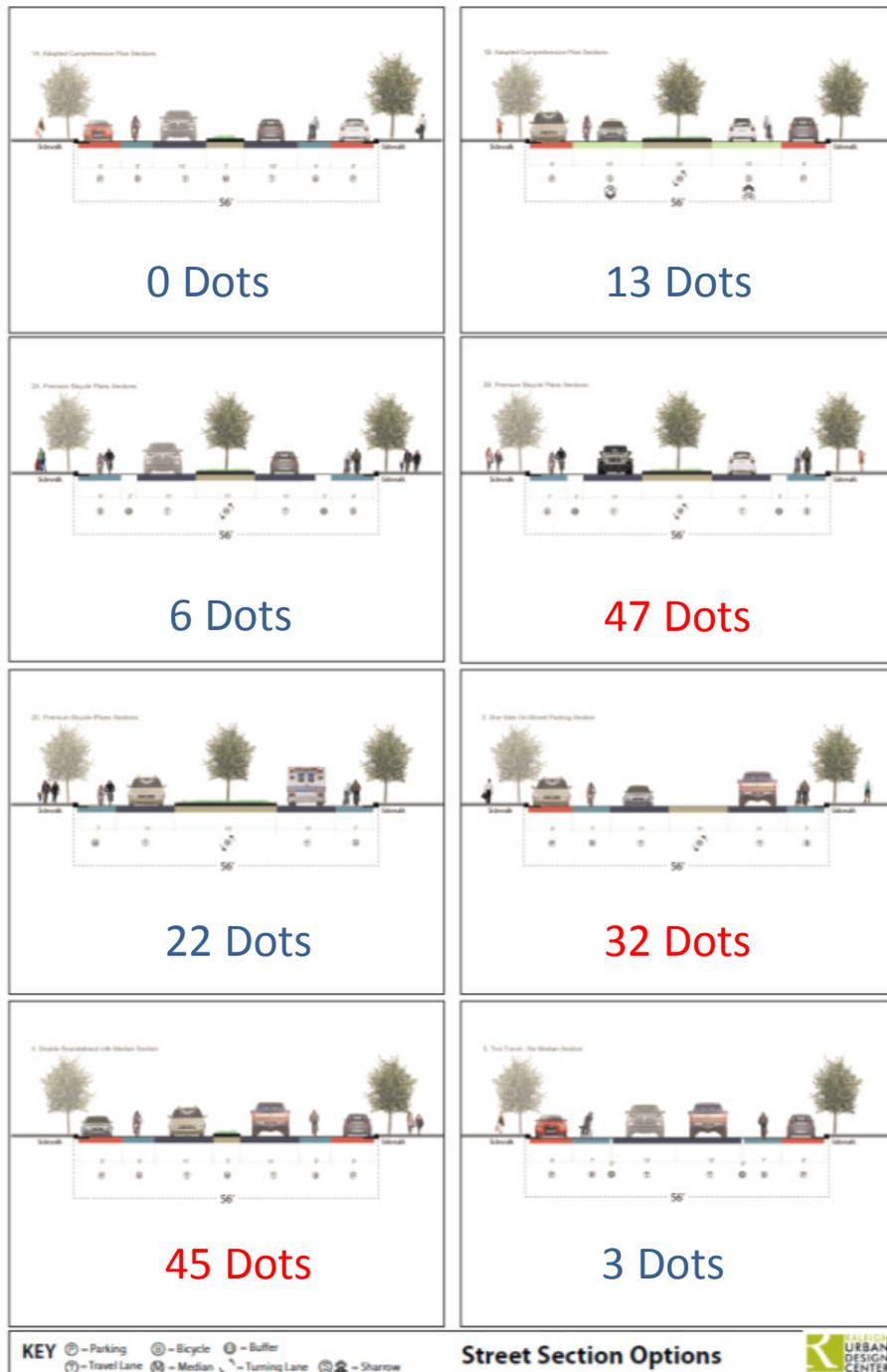
- Improve pedestrian safety and convenience.
- Maintain convenient auto access to businesses.
- Improve bicycle safety and access.
- Provide neighborhood sidewalk connections.
- Extend streetscape improvements to the north and south.
- Interest in more frequent transit service and consolidated stops.
- Concern that traffic congestion will result in neighborhood cut-through.
- Excessive traffic speed and lane changing.
- Difficult left turn movements.
- Abundant driveway cuts across sidewalk.
- Street cross section concerns.



# Street Cross Sections

- 8 Street Cross-Sections Presented
- Preference Survey Narrowed Focused to 3

- Three lane section with buffered bike lanes and no parking.
- Three lane section with bike lanes and parking on one side.
- Two roundabouts with median and parking on both sides.



# Roundabout Design Layout Sketch



- Delivery trucks require a 115 foot travel lane diameter.
- Plus 14 foot sidewalks.  
=
- Substantial impacts on private property.



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# Roundabout Design Sketches

Oberlin and Cameron

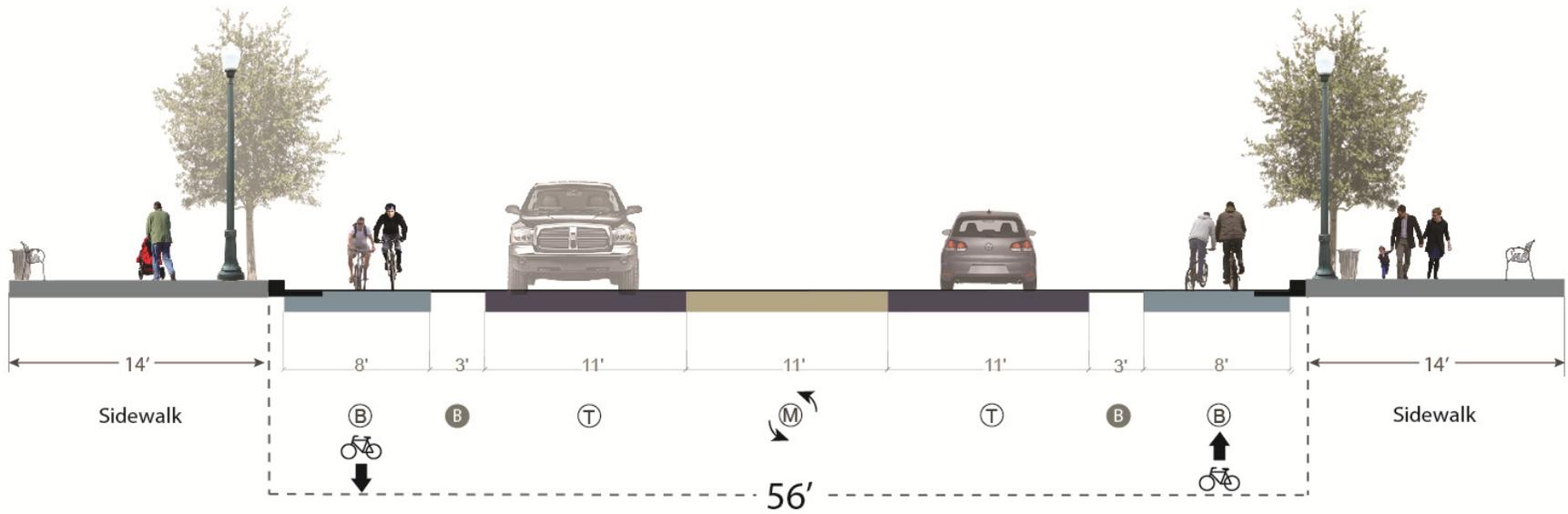


Oberlin and Clark



# Three Lane Section

## Section 3 : Premium Bicycle Plan



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# Traffic Analysis Results - Three Lane Section

Criteria: Restriping Should Not	Results
Result in thru lane widths less than 10 feet	✓
Decrease segment average thru-vehicle travel speed by more than 6 mph	✗
Increase signalized intersection overall delay by more than 15 seconds	✗
Increase signalized intersection approach delay by more than 15 seconds	✗
Cause signalized intersection overall level-of-service to fall below LOS-D	✗
Cause signalized intersection approach level-of-service to fall below LOS-D	✗

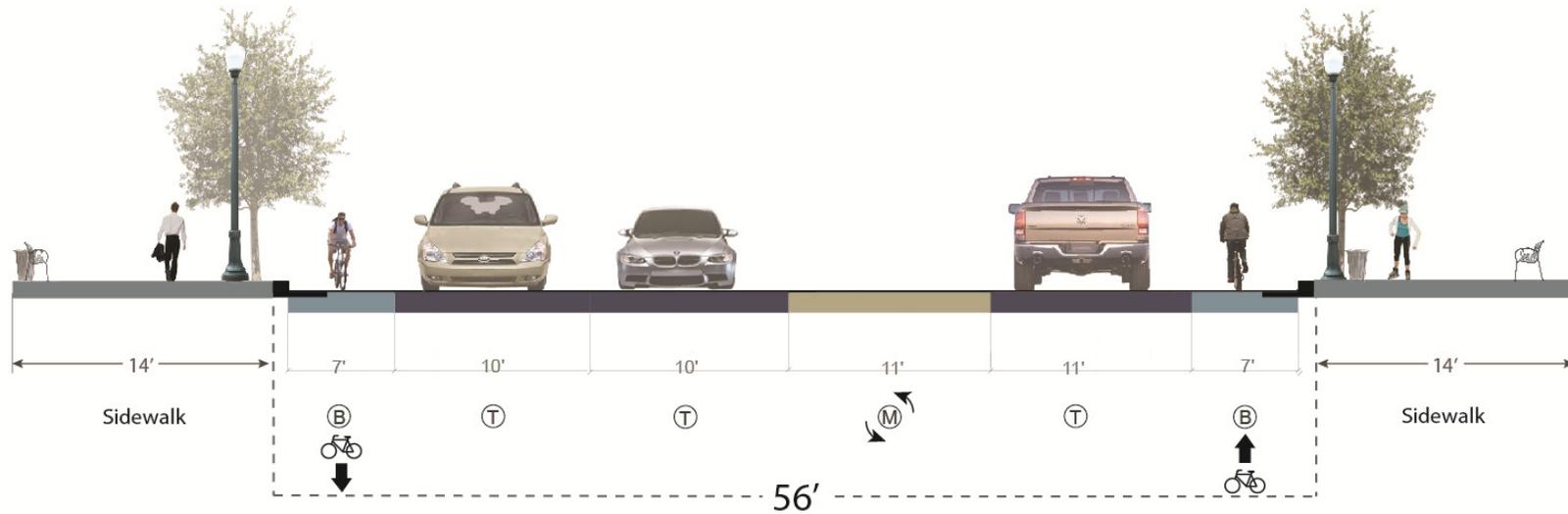


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# Four Lane Section Considered

## Section 2 : Four Lane Plan



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# Four Lane Section with Bike Lanes



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# Traffic Analysis Results – Four Lane Section

Criteria: Restriping Should Not	Results
Result in thru lane widths less than 10 feet	✓
Decrease segment average thru-vehicle travel speed by more than 6 mph	✓
Increase signalized intersection overall delay by more than 15 seconds	✗
Increase signalized intersection approach delay by more than 15 seconds	✗
Cause signalized intersection overall level-of-service to fall below LOS-D	✗
Cause signalized intersection approach level-of-service to fall below LOS-D	✗

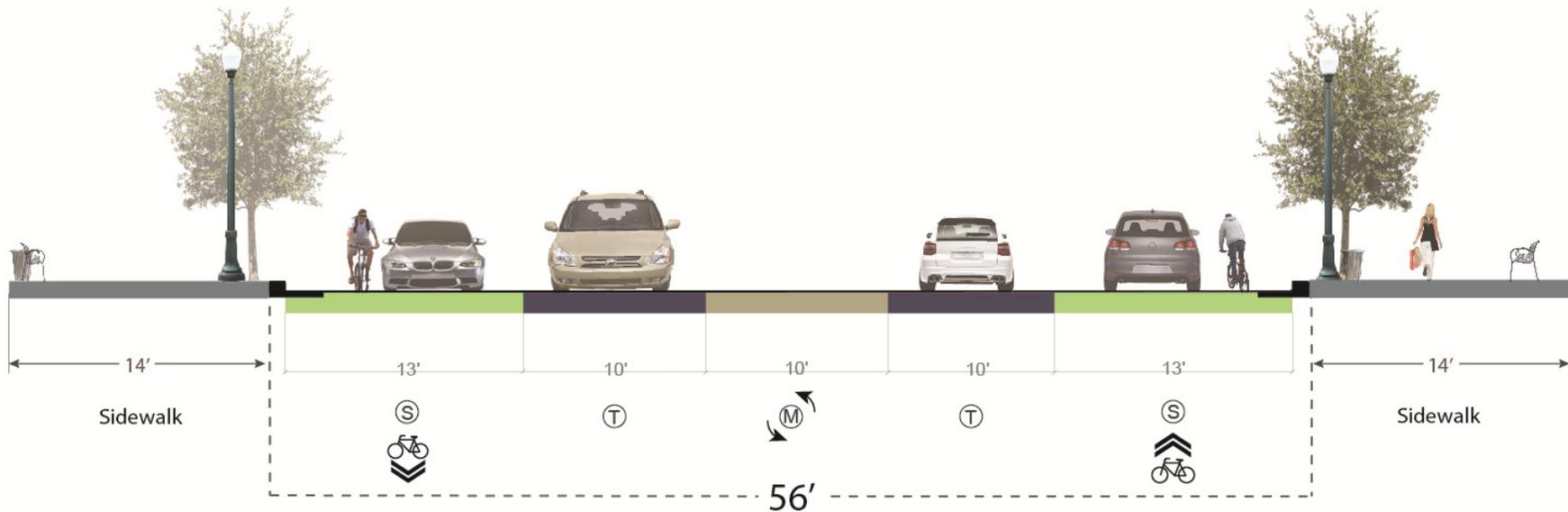


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# 5 Lane Section with Improved Streetscape

## Section 1 : Existing Section with Sidewalk Improvements



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# Streetscape Improvements

Within the Area Between the Curb and Property Line

- Widen Sidewalks (where feasible)
- Street Trees in Sidewalk Grates
- Bike Racks
- Bench and Refuse Containers
- Intersection Signal Poles & Mastarms
- Decorative Street Lights
- Underground Overhead Utilities



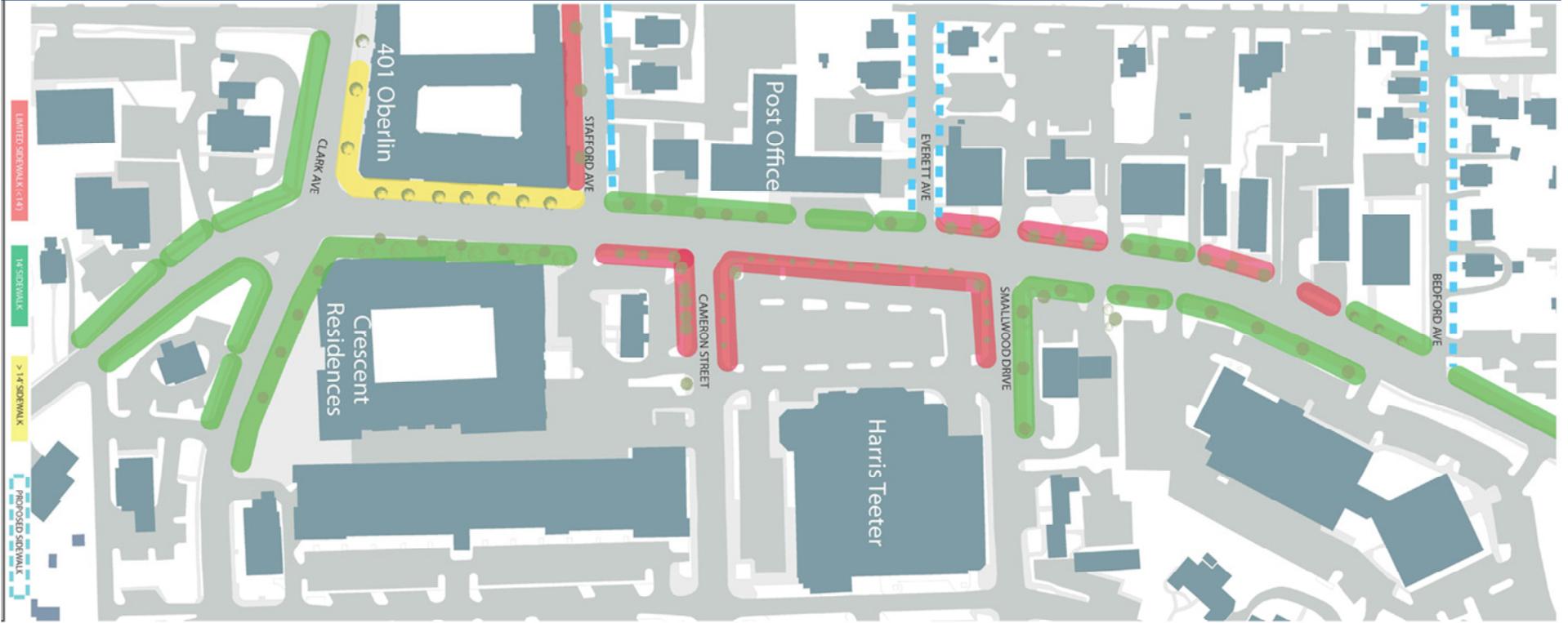
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# Sidewalk Widening



# Sidewalk Width



# Street Trees



# Overhead Utilities Signal Poles & Mastarms



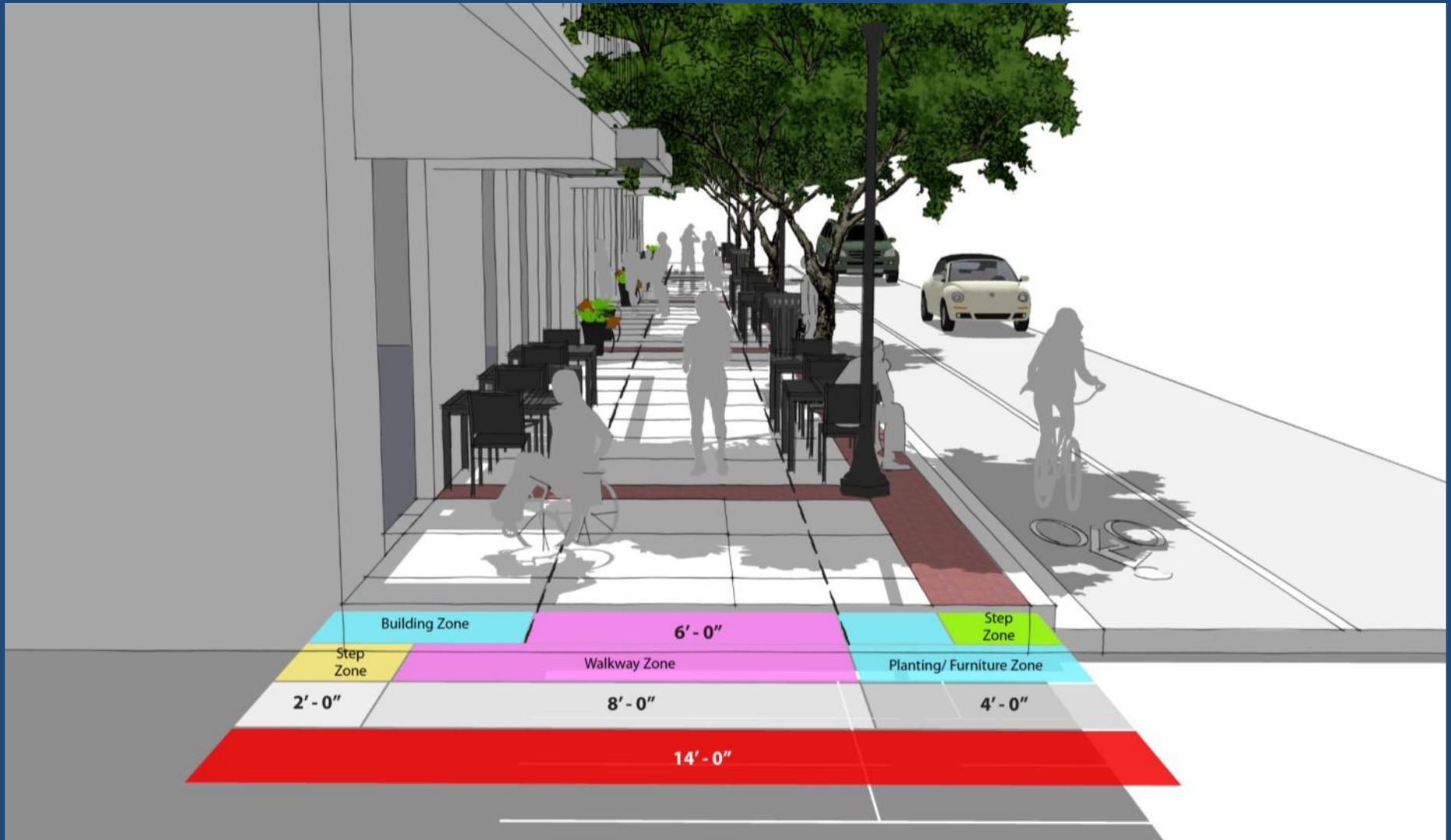
# Streetscape Design



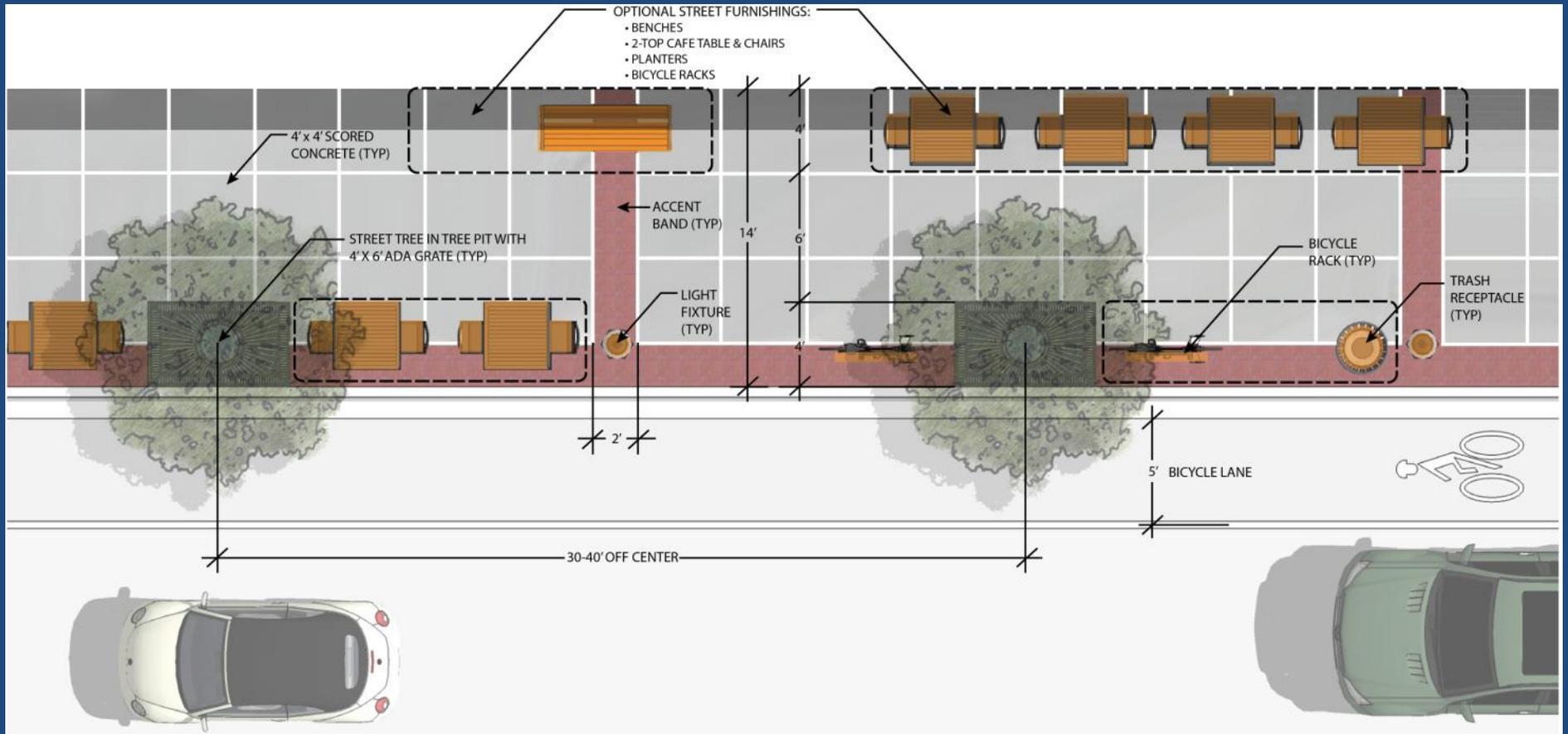
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# Streetscape Design



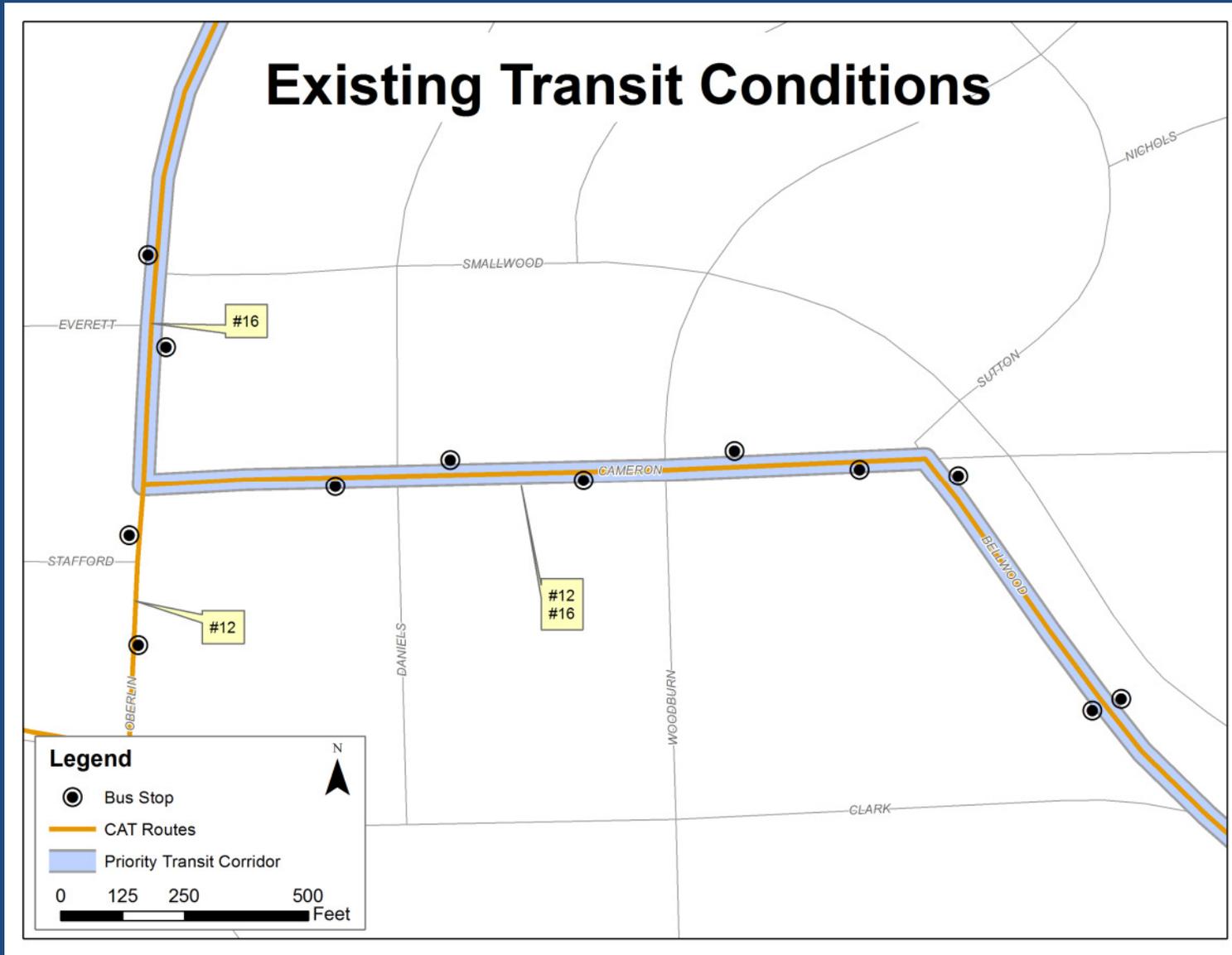
# Streetscape Design



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# Transit Stop Consolidation

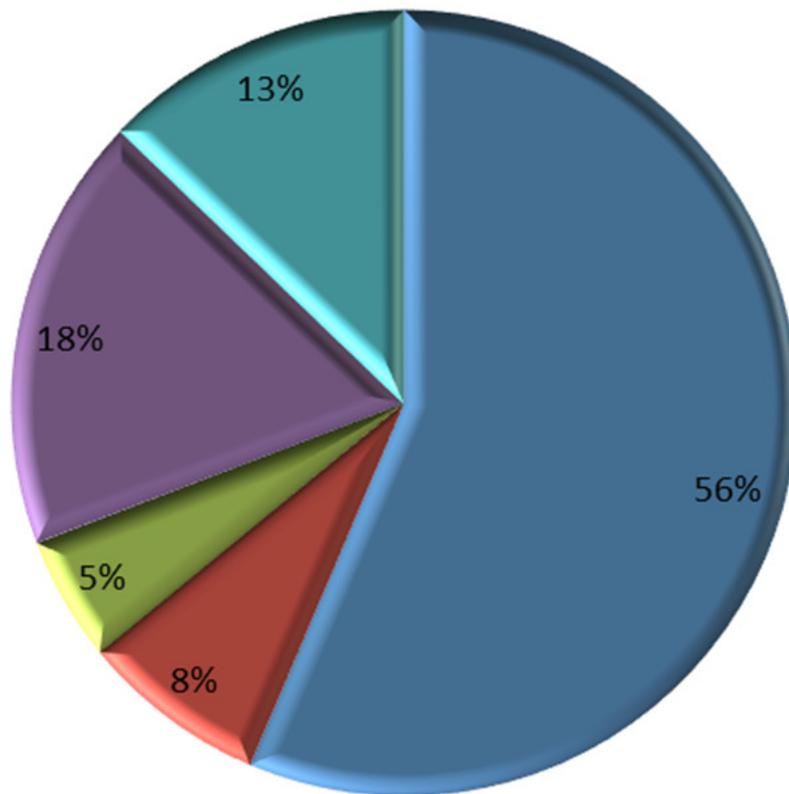


# Survey Results Summary

Attendees of the second public workshop were asked a series of questions about:

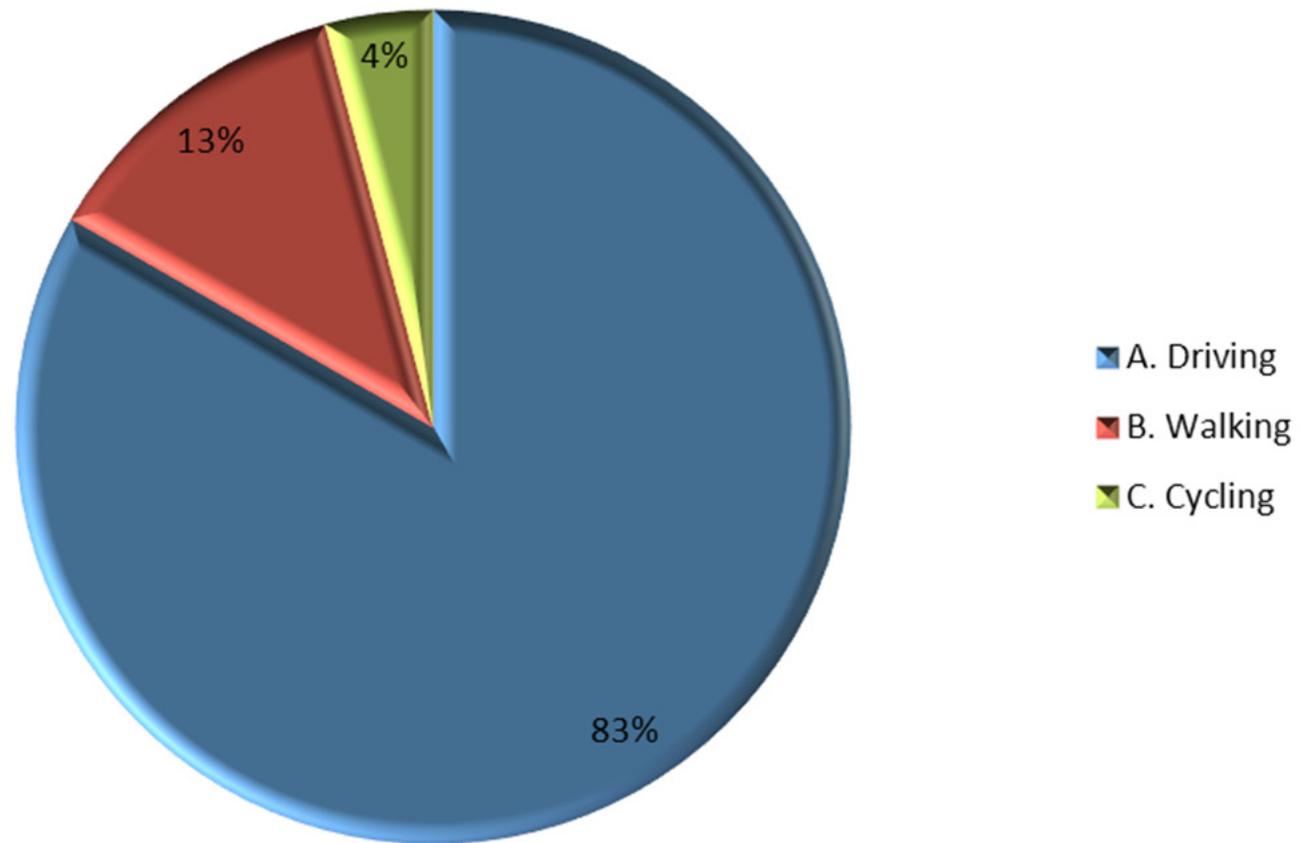
- Congestion in the corridor
- Access to alternative modes of transportation
- The primary purpose of the corridor
- Recommended streetscape improvements

# 1. Who are you? I am a:

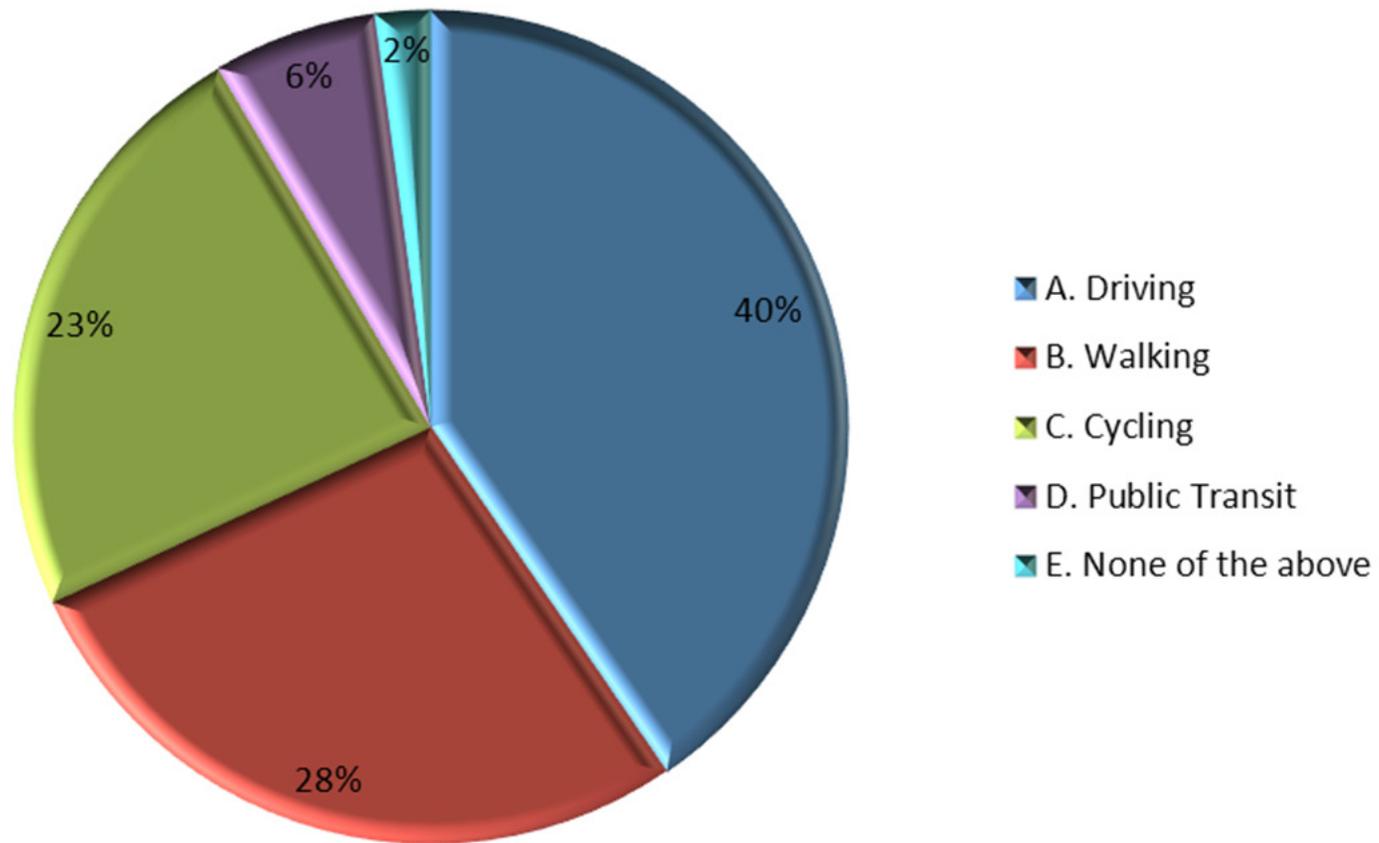


- A. Resident and Property Owner
- B. Resident, but not Property Owner
- C. Property Owner, but not Resident
- D. Business Owner
- E. None of the above

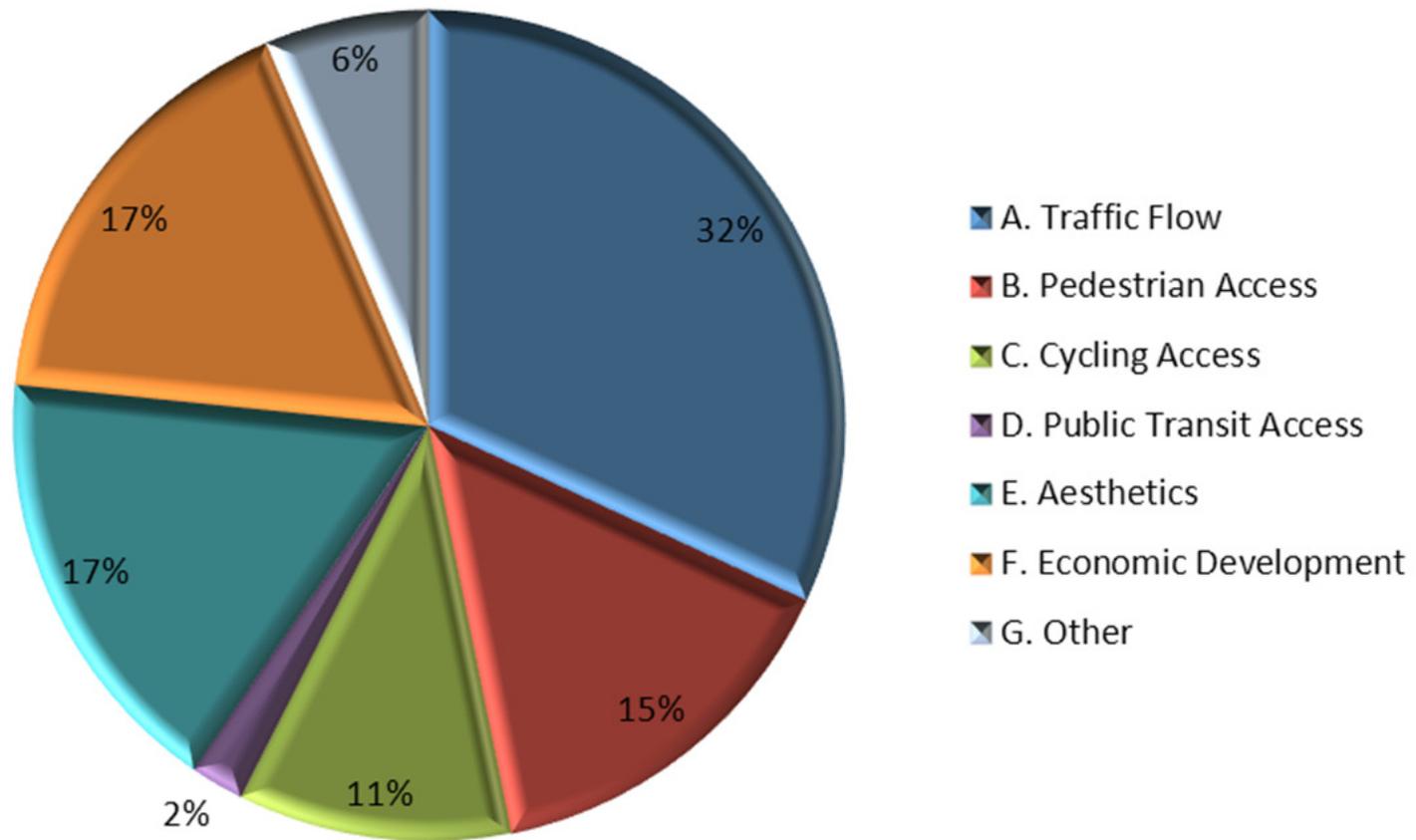
## 2. What is your primary mode of transportation when you use Oberlin Road?



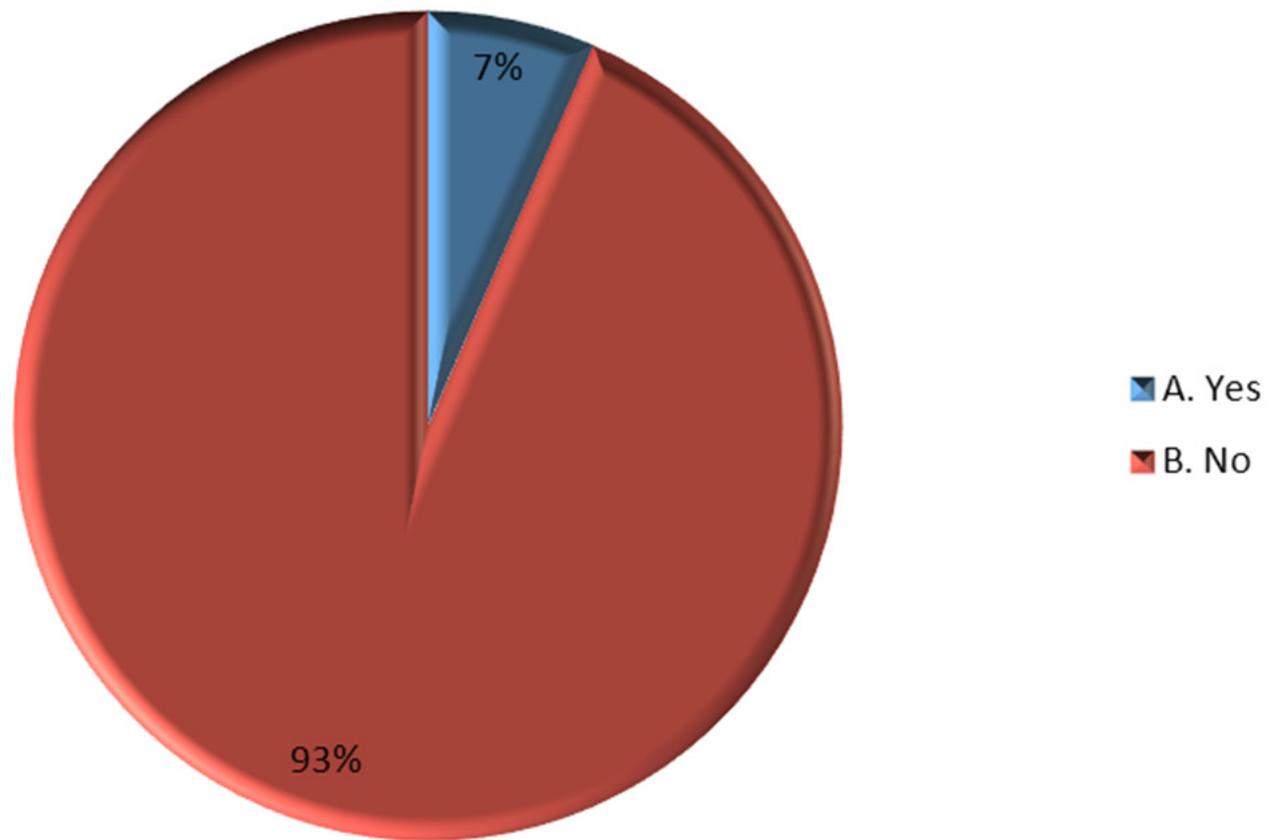
### 3. Which mode of transportation would you like to use more on Oberlin Road?



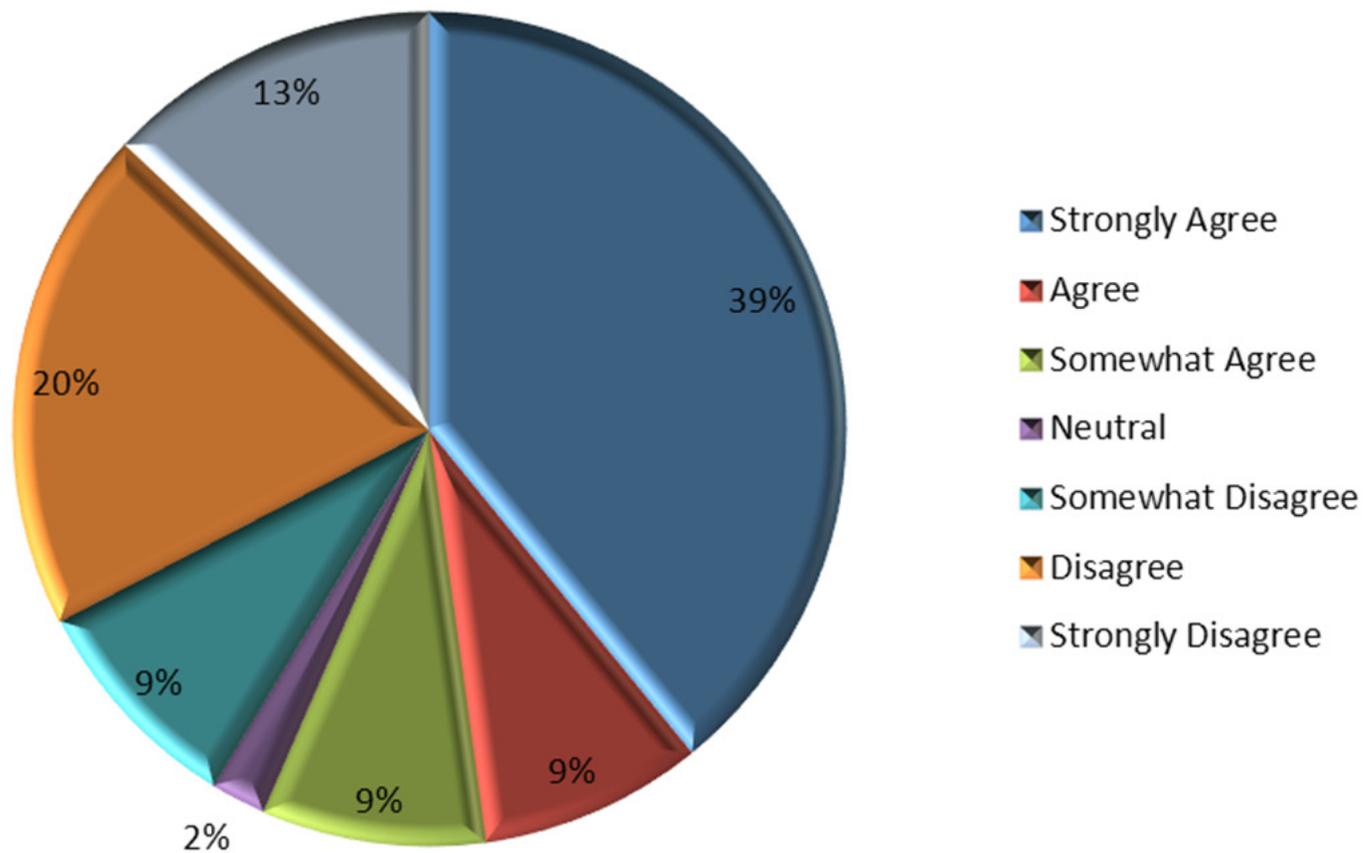
## 4. What is your highest priority for improvement in this area?



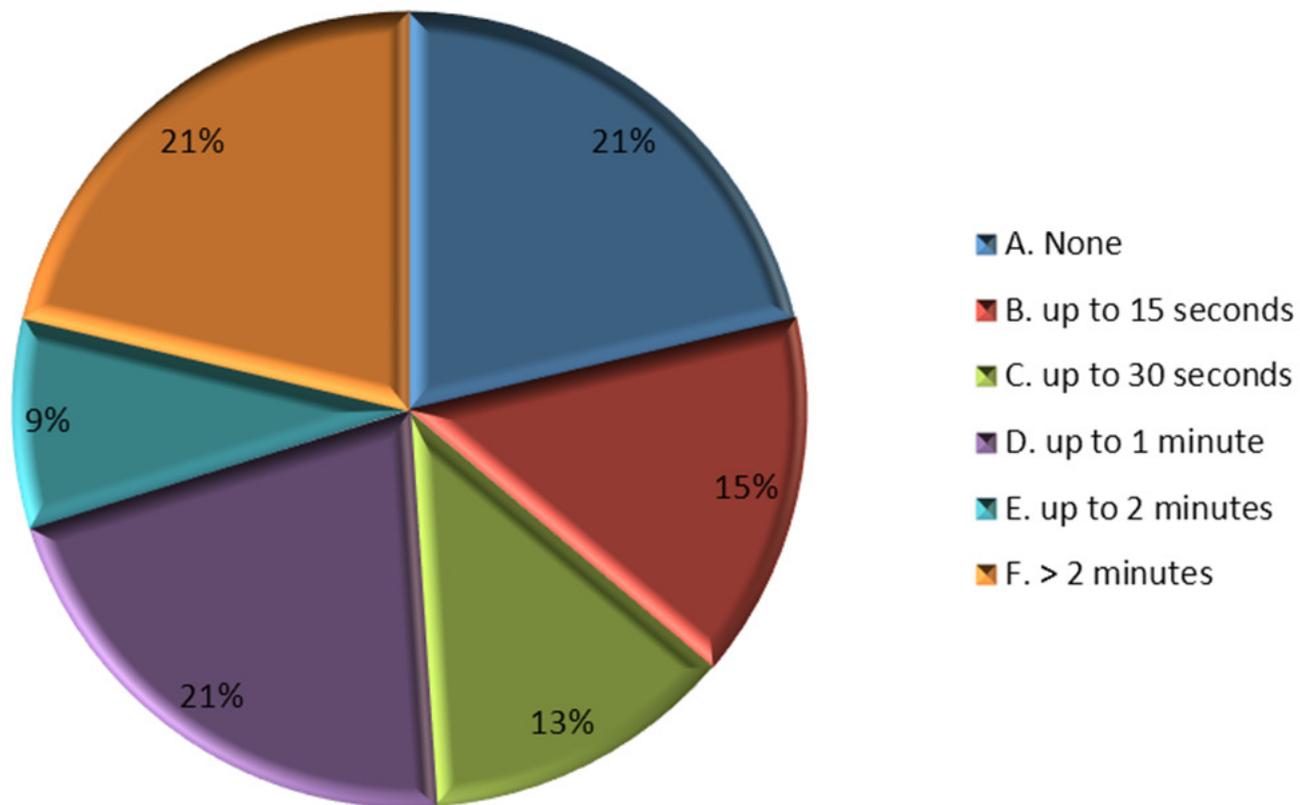
## 5. Are you mobility impaired? (I.e., visual or physical limitations)



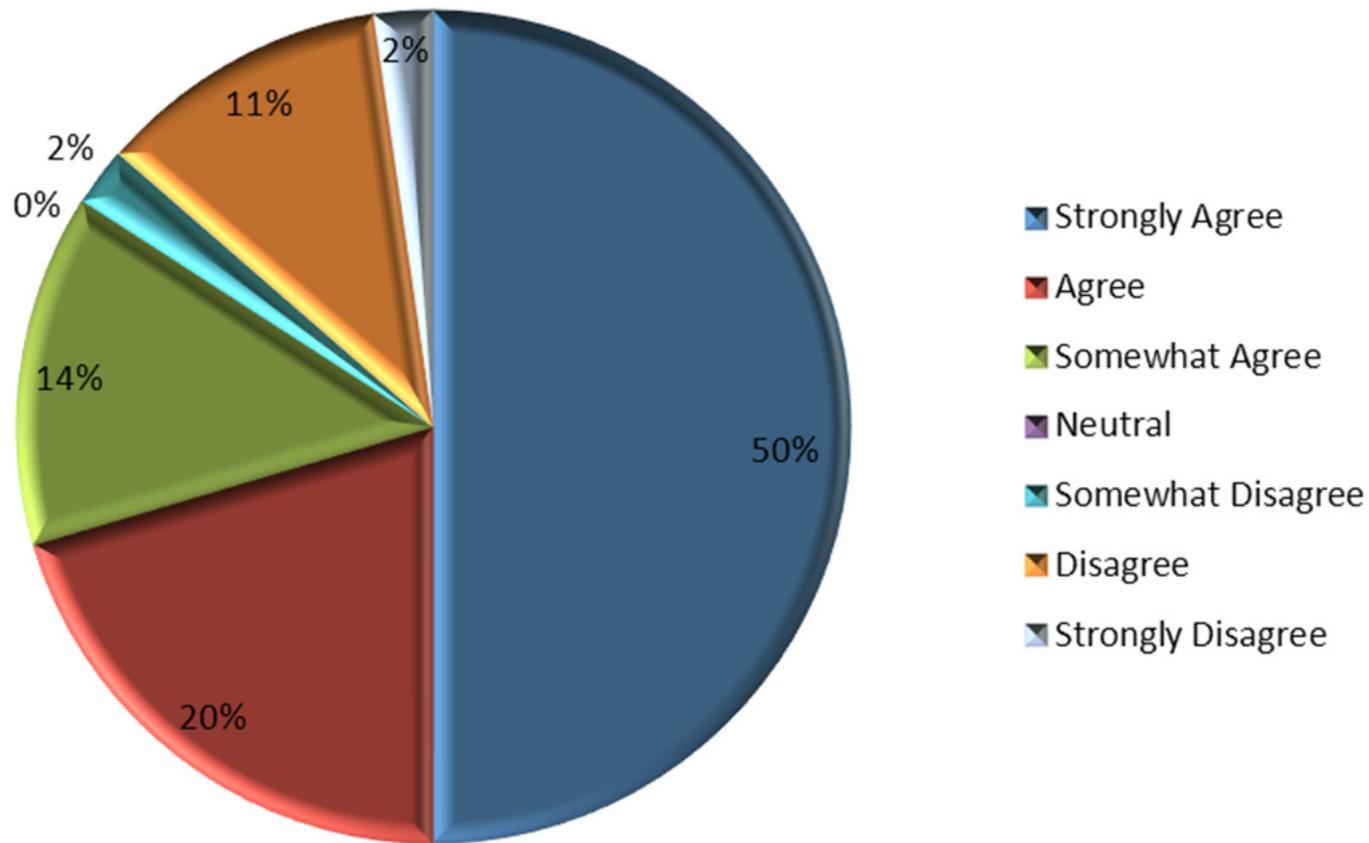
## 6. Preliminary results indicate that keeping five lanes is best for traffic. Do you agree that maintaining traffic flow should be a priority for this area?



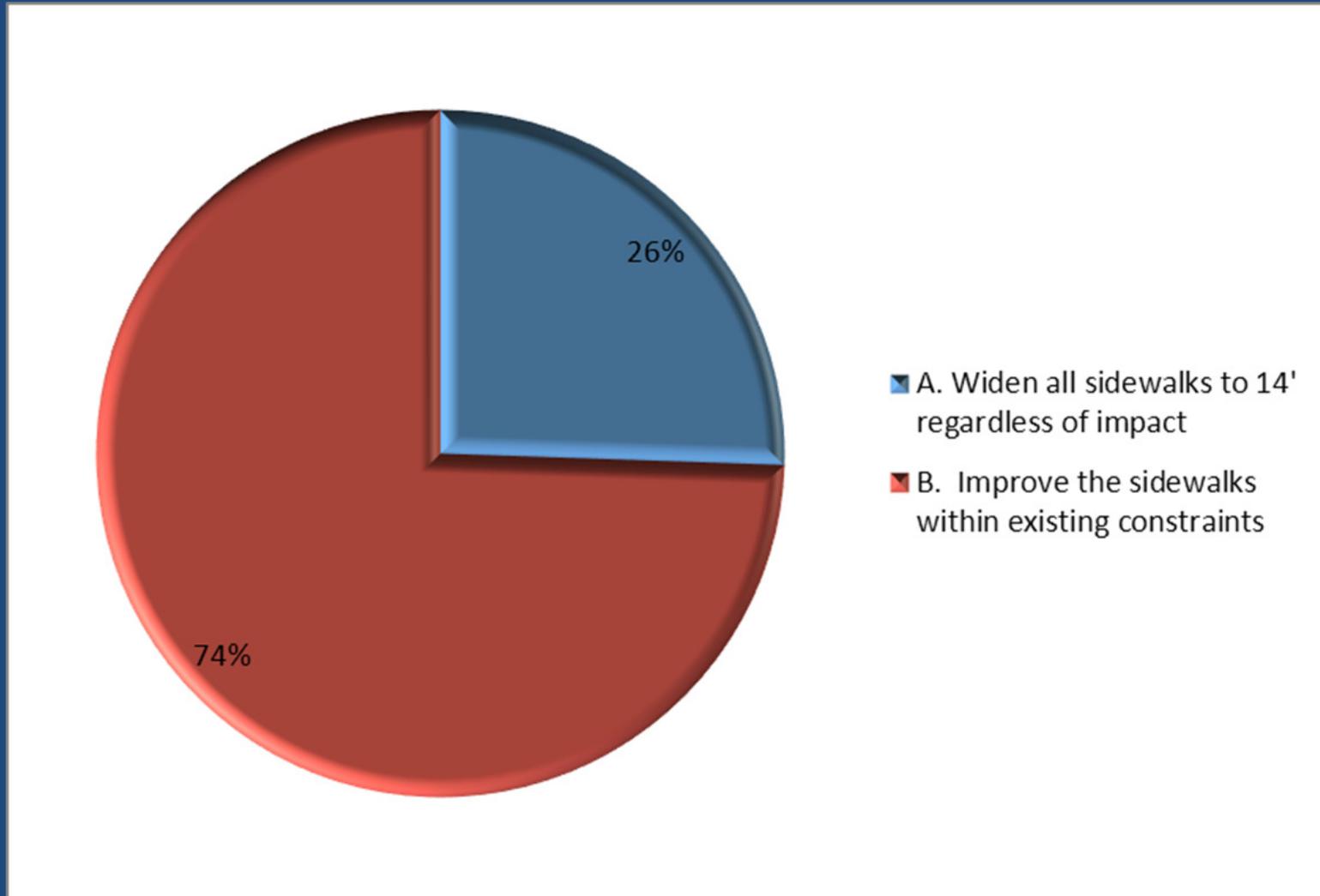
# 7. Reducing the number of travel lanes improves bicycle and pedestrian accessibility. How much additional travel time would you be willing to accept to accomplish this?



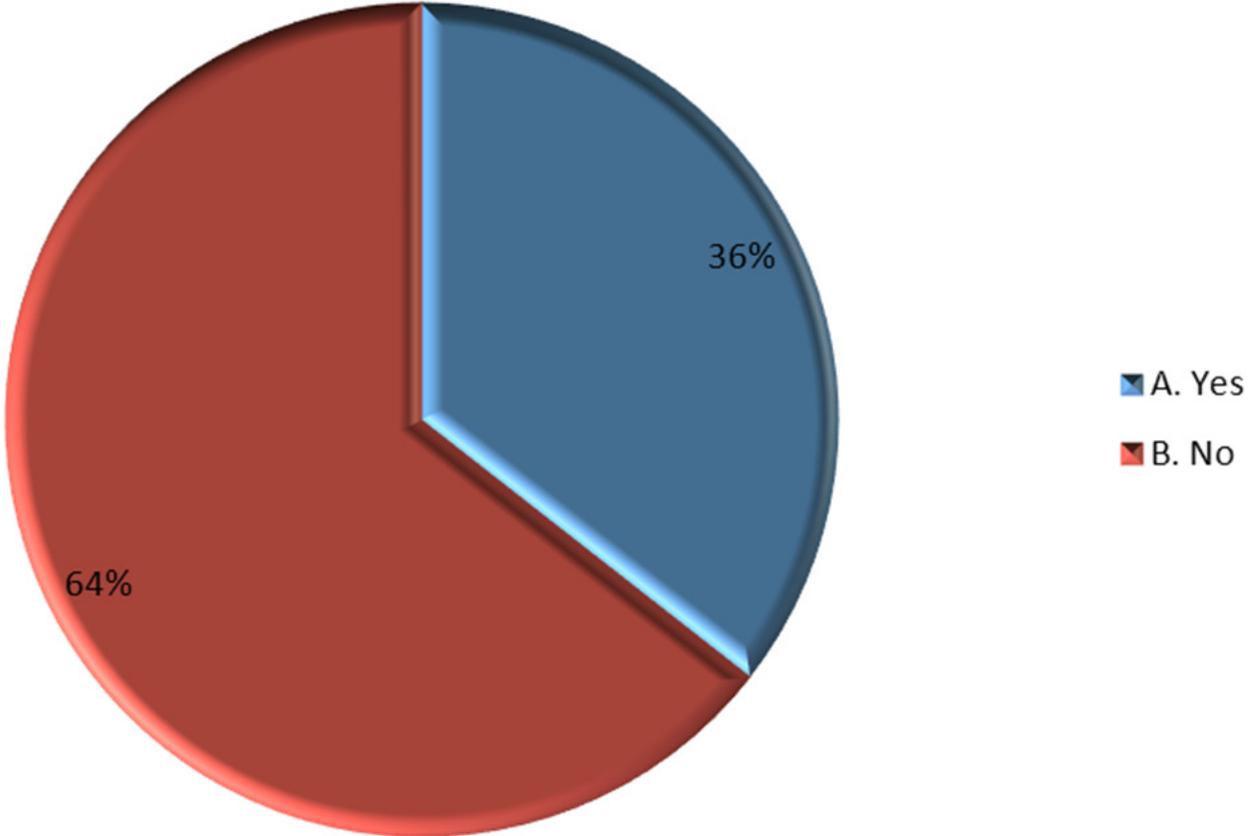
## 8. Removing overhead utilities will cost the City ~\$1million between Clark and Smallwood. Given the cost, should the City pursue this?



**9. Not all areas are wide enough to easily support a 14' sidewalk without buying property, removing parking, or rebuilding retaining walls. Should the City:**



# 10. Should the City aim to consolidate all transit stops in Cameron Village into a single high-quality location?



# Next Steps

- Final Report will be prepared and posted on web site.
- City Council will be asked to endorse final design concepts.
- Staff will look into options for funding.
- Report to be used to guide future streetscape planning along Oberlin Road.

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