

| Comment | Topic(s) | Response |
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| On the Oberlin Road plan, there seems to be a strong public interest in pursuing the road diet, but little political will to follow through from the city. As far as we can tell, are there any legitimate reasons to not pursue road diet in conjunction with improvements? | Road Diet Debate: Pro | E. Lamb Responded to Question by email. |
| My primary thought is that there are great bike lanes north and south of the project, and the proposed section will not accommodate these, despite public support and little change to traffic 'level of service'. And imagine how crucial bike connectivity will be with the transit stop being over 1/4 mile away. | Bike Accomodations | E. Lamb Responded to Question by email. |
| Not pursuing real streetscape improvements now will likely mean it will be years before the needed changes are made. | Road Diet Debate: Pro | E. Lamb Responded to Question by email. |
| Does this resonate with your take? If you're on the same page, I think it would give me the vote of confidence to put this on Cityzen and open it up to real public dialog (moreso than 'please email Jason'). | Road Diet Debate: Pro | E. Lamb Responded to Question by email. |
| <p>I am copying Eric Lamb on this reply because he is better able to answer your question about the Oberlin road diet.</p> <p>I don't think it's the City that lacks the will. My memory is that the Cameron Village Shopping Center Merchants Association members were adamantly opposed to reducing the short stretch of Oberlin that remains four lanes to two lanes because they perceive (without data as proof, I believe) that doing so will somehow endanger access to their stores and shops and hurt their businesses. While it's true that Oberlin is the truck route for CVSC, I don't think a road diet along that stretch would in any way impede deliveries, so I am uncertain what is driving their concern. Perhaps Eric can tell us.</p> | Road Diet Debate: Meta | E. Lamb Responded to Question by email. |
| Eric, will the conversation around 'to diet or not to diet' be rolled into the Cameron Village vicinity plan discussions? | Future Planning | E. Lamb Responded to Question by email ("The entire multimodal transportation system will be on the table with the upcoming CV plan.") |
| <p>Page 14 contains this comment: "CAT has proposed removing the #12 from Cameron Village to a more direct Hillsborough Street alignment in January of 2014 to provide more frequent and reliable service on Hillsborough. This change will eliminate the need for bus stops on Oberlin Road south of Cameron Street."</p> <p>This change was NOT made and the #12 bus continues to connect via Cameron Village in both directions. Therefore there are still bus stops.</p> | Correction/Transit | New language checked by T. Bender. |

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| <p>Page 25 contains this proposal: "The pedestrian environment can also be improved adjacent to the short term parking lot for the Post Office at 505 Oberlin Road by installing a simple raised curb to delineate the edge between the sidewalk and the parking access drive (Figure 11). This will help eliminate encroachment in the sidewalk by post office patrons."</p> | Specific Idea RE: PO | <p>Have been in touch with PO, there is not a need to modify the plan in response to this comment, but is something to work collaboratively with the PO with over time. There are outdoor dropboxes, but they are not accessible from vehicles.</p> |
| <p>I frequently drive to this post office. I believe a "curb" would need to be at least 12 inches high to eliminate cars from ignoring its presence and straddling the new curb. The problem caused by cars encroaching on the sidewalk would be eliminated by installing a raised platform in this area and relocating the blue postal deposit boxes to this platform so that mail deposit could be accomplished by a drive-by deposit from the driver side window. Today people stop on the sidewalk, get out of the car, and walk to the deposit boxes on the front of the building. Most other Raleigh Post Offices have these drive-by deposit boxes today.</p> | | |
| <p>One suggestion I have is to update the section on current and future planned CAT service. In particular, it would be good to know if CAT is still planning to remove #12 service from Cameron Village and place it onto Hillsborough. I believe this has changed. Particularly since they've started to route the #12 (outbound) along Clark Avenue all the way to Brooks before then turning west onto Hillsborough. I've talked to David Eatman before about the importance of maintaining #12 service through Cameron Village, and it might be the case that they do not plan to reroute away from Cameron Village now.</p> | Correction/Transit/Long Term | <p>New language checked by T. Bender.</p> |
| <p>Also, are there plans to look at needed transit service in more detail for this area soon?</p> | Future Planning | <p>J. Myers responded via email ("The Cameron Village Area Plan will look at transit broadly as part of understanding the future of the area. The Transit Corridor Technology Study may also help us in that investigation.")</p> |
| <p>I especially enjoyed reading the additional neighborhood history.</p> | General Accolades | <p>Thank you.</p> |
| <p>Will be interesting to hear the response to the map with the Van Dyke connection to Oberlin. A connection would help circulation, but know how residents hate the so called cut-through traffic.</p> | Future Planning | <p>We'll see</p> |
| <p>I do recall some of those conversations about 'see if the traffic is worse than forecast' given the peak hour traffic projections decreasing in some cases due to the change from office to residential use. Hopefully alleviating the traffic concerns with real data could pave the way for roadway improvements friendly to peds & bikes.</p> | Future Planning/Road Diet Debate | <p>E. Lamb explained restriping options via email.</p> |
| <p>If we do take the approach of post-construction measurement, how would we fund it / is there a precedent for how to do this?</p> | | |

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| <p>It would be so good and receptive of the Planning Department if you can look into extending the comment period by a couple of weeks.</p> <p>I'm copying some neighbors -- the neighborhood association president Sallie Ricks, and our CAC chair Donna Bailey -- who would likely agree with this idea.</p> <p>Can you let me know if that's possible?</p> | Process | Did not extend comment period. |
| <p>I am a resident and homeowner at Tallon Hall Court just off Tower Street. I recently had a chance to read the Oberlin Road Streetscape Plan and wanted to commend you and the city on a job well done. As a frequent visitor of the Cameron Village shopping center I believe many of the proposals will help develop the area in a clean and sustainable way.</p> | General Accolades | Thank you. |
| <p>I was somewhat disappointed to learn the scope of the project does not address areas of Oberlin Road north of the Bedford intersection. My main concern is the sidewalk access along the corridor from Bedford to Wade. I frequently run on this stretch and it by far has the narrowest sidewalks on Oberlin. Also the condition of the existing sidewalks are very poor with roots sticking up and large cracks. I foresee increased foot traffic along this section with the soon to be development of 616 Oberlin and new office buildings at Van Dyke and Oberlin.</p> | Extend to North | Out of scope. This is something the Cameron Village Vicinity Plan may be able to address. |
| <p>My only other concern centers around traffic flow on this same stretch. The intersections of Mayview, Van Dyke, and Roberts Streets do not have a turn lane which causes significant backups when a car is attempting to cross traffic. I understand there may be significant costs involved in widening the road at these points, but fixing these intersections would go a long way in helping reduce congestion and promoting business in the area.</p> | Turning movements north | Out of scope. This is something the Cameron Village Vicinity Plan may be able to address. |
| <p>Jumping off our previous email exchange, at a high level, there seem to be two divergent opinions on this matter regarding traffic:</p> <p>1) Being proximate to downtown, we plan for a more pedestrian/urban environment regardless of projected traffic increases on Oberlin and through the neighborhood.</p> <p>2) Or alternatively, we let traffic impacts drive our decision making. To me at least, this seems like a losing proposition. With increasing density in downtown and the immediate surroundings, won't traffic get worse independent of what we do to the Oberlin? I question whether the end effect will be equivalent amounts of traffic but just with a less pedestrian oriented environment.</p> <p>To quantify the difference, what percent reduction of capacity would occur on Oberlin for a road-diet? Perhaps there are middle of the road solutions as well (no pun intended, hah!).</p> | Road Diet Debate: Meta | Responded with traffic data via email. |

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| <p>Cameron Park and specifically Park Drive requires traffic calming measures to be done as a part of the streetscape plan. The new "traffic calming single lane round-about at Hillsborough & the recent 15 mile speed decrease as you approach the round-abouts on Oberlin have created a new neighborhood traffic pattern onto Park Drive. Cameron Park, Raleigh 1920's historic neighborhood is receiving a surge of speeding Oberlin road traffic turning left onto Park and right onto Woodburn to take a illegal over the speed limit short-cut to Hillsborough Street. Cameron Park, an original "pedestrian friendly neighborhood street" should not bear the coming impact caused by new high-rise buildings and retail on Oberlin. Park Drive is a historic entrance into Cameron Park. We wish for a redesign at Oberlin to decrease the option of speed on left hand turns (angle change) onto Park, two speed calming terrain changes and a speed limit on Park matching the speed change to 15 at Oberlin as it enters the round-abouts.</p> | Cameron Park Traffic Calming | <p>Additional TMCs requested for Park at Oberlin and Woodburn. Traffic speed volume study requested for Park near Groveland. Both will be done after NCSU is in session. Results will be inputs for the CV Vicinity Plan and reevaluation of Park Drive NTMP ranking.</p> |
| <p>Please help our neighborhood stay calm <image of child></p> | Cameron Park Traffic Calming | <p>See other responses regarding Cameron Park Traffic Calming</p> |
| <p>But - and I know this is not part of the plan - the city really needs to start thinking about putting a traffic light at either Bedford and Oberlin or Van Dyke and Oberlin, where Oberlin goes from 4 lanes to 2. I cannot begin to tell you how hard it is to make a left turn onto Oberlin from these streets during certain hours of the day. I've actually sat at Van Dyke for a good 7 or 8 minutes trying to turn onto Oberlin, because the traffic is so heavy.</p> <p>With the two new apartments going up, and a third approved, I can only imagine what this traffic bottleneck will be like in the future.</p> | Turning movements north | <p>Added language about monitoring intersection for signal warrants. The Smallwood to Wade intersections of Oberlin are likely to be important points of discussion for the CV Vicinity Plan.</p> |
| <p>I live on Tallon Hall Court, one block north of Bedford, and one block west of Oberlin. I've read the plans for changes to Oberlin Road, and think they are excellent. I love the neighborhood, and making the area better for pedestrian traffic is a great idea.</p> | General Accolades | <p>Thank you.</p> |
| <p>Overall I wanted to say that I appreciate how the approach outlined in this report addresses citizen input. This is a very pragmatic plan, especially given the uncertainties brought by recent development.</p> | General Accolades | <p>Thank you.</p> |
| <p>First a question/comment about utility under-grounding. Specifically in the case of the two large apartment buildings at Oberlin and Clark. I was under the impression that distribution and communication under-grounding was to be done in conjunction with this work. Based on observation and from reading this report, It sounds like this is a separate item. It would have made so much more sense to do this during the construction of those buildings - at least within the building frontages. I'm disappointed that we don't seem to have rules in place that would put this burden on the large property developers who, one can easily argue, are bringing about the demand justification in the first place. I am a huge proponent of under-grounding utilities everywhere and I think as a city we should be more aggressive about doing that whenever possible due to the obvious aesthetic benefits.</p> | Support for undergrounding | <p>The city doesn't have a mechanism to require utility line burial as part of a development proposal.</p> |

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| <p>Second, I am very interested in the upcoming Cameron Village Vicinity Plan, and glad to see consideration given to an area rather than just a corridor. One thing I would like to submit for consideration is to support better flow around the "back" of Cameron Village to ease the volume at Clark and Oberlin. This could be achieved by connecting Bellwood and Smallwood at the funky intersection with Sutton (roundabout is great) and upgrading these streets to the same level of service as Clark and Oberlin.</p> | Future Planning | Out of scope. This is something the Cameron Village Vicinity Plan may be able to address. |
| <p>I you probably have already heard concerns about this feature of the streetscape plan, but I want to reiterate the importance of this issue. The current plan includes streetscape features which imitate 1920's styles (which look to be more honest like 1910's Victorian style). I hope that in the final project that more contemporary fixtures are found (although I know because of the deal with Duke Energy this might not be possible). Adding these faux-historical features is something which I believe is a disservice to future Raleighites. Having 2010's fixtures will provide a more genuine experience for all residents. Overall however, I am excited to see that the city is being progressive in its efforts to improve the urban experience throughout the city.</p> | Street Light Styles: Modern | It is correct that Cameron Village was developed in the 1950s. City Council has recently endorsed the 1920s era fixtures. This streetscape plan will maintain this design unless Council changes the direction. |
| <p>Additionally please continue to allow higher density development around the area (including Hillsborough St.) despite the extremely vocal groups which I have seen argue that this type of development does not suit the area. Raleigh needs to continue to develop walkable, urban districts, and this area has the potential to be the first truly urban experience outside of downtown. Again keep up the good work! I write these emails not because I feel that the City is failing its residents but because I love this city.</p> | General Accolades | Thank you for the input. |
| <p>I support what you and your team are planning.</p> | General Accolades | Thank you. |
| <p>I like the one lane of traffic north and two lanes south idea, bike lanes both ways, parallel street parking on the east side of Oberlin in front of 616 Oberlin Rd, and all other elements of the project.</p> | Road Diet Debate: Pro | This alternative was not recommended. |
| <p>Great work... and wonderful community impact will ensue upon implementation.</p> | General Accolades | Thank you. |
| <p>Wanted to see how I can get a look at the new Cameron Village Streetscape improvements. I understand this is out for public review. I sit on the board for the Hillsborough Street Community Service Corp and wanted to see how this ties into Hillsborough Street.</p> | focused question | J. Myers sent a link to the study via email. |
| <p>What are your a few of your ideas about evidence based best practices for traffic calming?</p> | focused question | Responded via email. |
| <p>Here is a recently (2013) updated document out of the University of Wiaconsin with evidence based research on traffic calming. Decreased pedestrian injuries/deaths/more walking & biking with Speed lowering bumps/ or humps on Park and a pedestrian "built up island" to prevent speeding left hand turn off Oberlin at Park/Oberlin where the cross walk from Park across Oberlin is proposed have evidence based support as traffic calming measures. One of the articles come out of UNC-CH.</p> <p>http://whatworksforhealth.wisc.edu/program.php?t1=109&t2=126&t3=45&id=188</p> | focused question | Thank you for the resource. |

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| <p>I am a 67 year native of ITB Raleigh, live near Cameron village and have experienced much of Raleigh's growth over the years. Traffic issues, and the poor condition of our streets, are major issues today. Our traffic movement, especially at peaks, is extremely poor. Round-about are extremely dangerous, and we've now added bikers to complicate matters. In the last few years, we've allowed pedestrians with "attitudes," to cross roads and parking lots in front of moving vehicles without looking, and now we have bikers who refuse to obey traffic laws. Road rage is now a growing problem here.</p> | General Negative | Forwarded general feedback to J. Baldwin. |
| <p>I live just off Oberlin Road near White Memorial Presbyterian Church, and drive to-and-from Cameron Village several times a day. Why did the City wait this long to do a study along Oberlin Road and Cameron Village? It should have been done before all the apartments were approved.</p> | General Negative | Explained T. Bending and CV Vicinity via email. |
| <p>With the added problem of bikers, the City needs to provide a full bike lane all the way through Cameron Village, and not one that comes to an ended and creates merging. This road needs to be a car-friendly as possible. Bus stops along Oberlin causes back-ups. With so many walkers and runners along Oberlin now, turning into the side streets and to the businesses is dangerous. The back-up at the Post Office is a mess as are both merging lanes along Oberlin Road. The road rage caused by bikers running red lights, weaving around and between motorized vehicles at traffic lights, and blocking traffic in narrow traffic lanes, is growing rapidly, and more bikers are using Oberlin Road that ever. The City needs to publish the rules and regulations for bikers, pedestrians and drivers. Of course, we are supposed to know them, but most obviously do not. Then, citations need to be given (regularly) to those who do not obey them.</p> | Road Diet Debate: Con | Forwarded general feedback to J. Baldwin. Have been in touch with PO, there is not a need to modify the plan in response to this comment, but is something to work collaboratively with the PO with over time. There are outdoor dropboxes, but they are not accessible from vehicles. |
| <p>So, I suppose the city starts with at least doubling the width of the current road and taking it from there. Hope this is of interest and is helpful.</p> | Road Diet Debate: Con | Thank you for the input. |
| <p>I read the report in its entirety and have a few suggestions for the plan. First of all, the street lights chosen are not appropriate for the village. I was built in 1948 and was noted that that time for it modernity. We need to stick with that tradition. It is not a late 19th or early 20th century area. Any fixtures built in that area should be modern in design and not fake Victorian.</p> | Street Light Styles: Modern | It is correct that Cameron Village was developed in the 1950s. City Council has recently endorsed the 1920s era fixtures. This streetscape plan will maintain this design unless Council changes the direction. |
| <p>Also, I would like to see bus shelters all along the way on both sides of the street to support public transit. Their design should reflect the design motif of Cameron Village.</p> | Transit | Out of scope. The exact location of transit stops or network configuration on Oberlin Road is not determined. |
| <p>All wires must be buried underground where they belong. Overhead wires are the number one eyesore in this city. If 800-year-old Paris can bury it's power lines then I think Raleigh certainly can, too. The underground wiring is the top priority!</p> | Support for undergrounding | It would add ~\$500,000 to the cost of the project to bury the utility lines between Pullen and Clark. |

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| <p>I am a cultural resource consultant who lives on Bedford Avenue. I prepared the Oberlin Cemetery landmark report, and am writing a book for the centennial history of Cameron Park.</p> <p>Two errors noted in the plan:</p> <p>Several times in the first few pages, Park Drive is incorrectly referred to as Park Avenue. This needs to be corrected.</p> <p>The history of Oberlin Village is incorrect. Most of it was not built on Duncan Cameron property, and there is no proof that James Harris founded the village.</p> <p>See my Oberlin Cemetery report for the factual history at http://rhdc.org/sites/default/files/Landmark_App_and_Report_Oberlin_Cemetery_2.pdf</p> | Correction/History | Changes made to this section. Feedback from Troy Burton, Martha Laurer, and Ruth Little. |
| <p>I would like to submit the following comments on the Oberlin Road Streetscape Plan. Please be aware that (a) I am a part of the team undertaking the Cameron Village design project, and (b) I will be a future resident at the intersection of Oberlin and Clark. Thank you for allowing everyone to comment on the draft Plan, which I found to be of very high quality.</p> | General Accolades | Thank you. |
| <p>1. I concur with the foundational level of importance granted to the burying of overhead utility lines - no other single action will make as significant an improvement in the appearance of this corridor.</p> | Support for undergrounding | It would add ~\$500,000 to the cost of the project to bury the utility lines between Pullen and Clark. |
| <p>2. I am curious about what performance measures were used to help shape the recommendations, apart from vehicular travel delay (expressed in three different forms as level-of-service, intersection delay, and travel speeds). Specifically, were pedestrian, bicycle, or transit LOS measures considered; delays from non-recurring crash-related incidents; and speed-related injury severity to pedestrians considered? Were visual preference studies used with residents and / or merchants to help evaluate the streetscape design options? In an area such as this one, where road rights-of-way are extremely constrained and other forms of travel have an increasing role in serving travel demand, I would strongly urge alternative performance measures to be included as well as measures of vehicular delay.</p> | Road Diet Debate: Pro | Question answered via email sent 7/16 @ 10:32 AM |
| <p>3. Apart from the choice of ultimate cross-section, the intersection of Oberlin and Clark will set the tone for this corridor, probably all the way back to the Wade Avenue interchange. It was not clear from the report how the oblong roundabout performed, even under the limited, and all vehicle delay-oriented, performance measures cited. The current corner featuring a small "pork chop" island is particularly treacherous due to free-flow right turns, even more so now that traffic is being funneled mid-block across Clark Avenue a couple of hundred feet to the east due to construction. The roundabout option, while challenging from a design perspective, should pay off in terms of crash severity / frequency reduction as well as providing better options for median treatments.</p> | Clark/Oberlin | Additional sentence added to plan regarding SE corner of the intersection. Section: Spot Treatments / Crosswalks and Pedestrian Signals |

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| <p>4. While on-street parking should be a priority, it may be of relatively little value and contribute to congestion if it is concentrated at the Oberlin/Clark intersection and thus should be relegated to a second-tier concern. Room for a valet service might be desirable in the vicinity of the future Tupelo Honey restaurant. Similarly, concerns about freight (truck) movements should be tested using appropriate turning template(s); mountable aprons on the roundabout and careful design of the corners of intersecting driveways can help ameliorate these concerns, which sometimes tend to be over-emphasized at the expense of the visual and functional street-level environments.</p> | <p>General Suggestion: Street Design</p> | <p>Details for implementation.</p> |
| <p>5. Regarding bicycle accommodations, I would prefer to see wider sidewalks and the travel speeds lowered to a point where bicycle riders feel comfortable riding in the street in this area. A short stretch of bicycle lane forces path deviations in and out of traffic (not good), and likely won't convince many, if any, novice, youthful, or elderly cyclists to use them unless they are separated from motorized vehicular traffic (Option 2B). Lowering speeds will appear to conflict with a delay-based performance measure but, as I stated previously, there is more that should be considered in this area than (recurring) vehicular delay.</p> | <p>Bike Accomodations</p> | <p>Thank you for the input.</p> |
| <p>Again, thank you for your work and the opportunity to provide what I hope are constructive comments.</p> | <p>General Accolades</p> | <p>You are welcome.</p> |
| <p>Jason can you explain to me why this stops short of joining into the streetscape improvements for Hillsborough Street. This seems to only go to park and only needs to go a few hundred feet to connect to the new roundabout.</p> | <p>Extend to South</p> | <p>Explained via email that improvements have been recommended for this section.</p> |
| <p>Thank you for your rapid response to my concerns. I feel very strongly that all power lines should be buried in a city, regardless of their wattage or expense. The goddamn power company should bare most of that cost not the city. It is the power company that is ruining our environment with its visual clutter. I am unforgiving when it comes to this issue. About the street lights... It is awfully easy to drop kick and use victorian era designs. There is nothing wrong with that if you were working on Blount Street or in Oakwood. But Cameron is decidedly modern and is known for that. It would be helpful to the overall design if the street lanterns reflected modernity.</p> | <p>Support for undergrounding/Streetlights: Modern</p> | <p>(See other responses for utility burying and streetlight designs.)</p> |
| <p>Thank you for acknowledging the resource and the publication of my letter to the editor appearing Tuesday's News and Observer. I also received a nice email acknowledgement from one of the city council members and I greatly appreciated it. As a Cameron Park resident and a leader in that community, I've always felt that the strategic planning of the city staff in partnership with a wonderful city council, with experts like you showing evidence based implementation of those strategic plans within neighborhoods, are key factors keeping the city of Raleigh vibrant and number 1 in the nation. Thank you, Raleigh is a wonderful city. You make it better with you good work. Thank you for your public service.</p> | <p>Cameron Park Traffic Calming</p> | <p>Thank you.</p> |

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| <p>o There are low places in the sidewalk where water accumulates when it rains because the rain water cannot run off. The worst place is on the southwest corner of Oberlin Road at Chester. I have to walk in the street after a heavy rain. Another is on the west side of Oberlin Road north of Van Dyke (the block the Community Deli is in). I hope these and other low places in the sidewalk can have work done to allow rain water to run off.</p> | Maintenance | Forwarded to field services. |
| <p>o There are sections of the sidewalk where weeds and dirt have accumulated to the extent that the sidewalk is very narrow. I don't know whose responsibility it is to keep the sidewalks clear but whoever it is <u>should be reminded to do so.</u></p> | Maintenance | Forwarded to field services. |
| <p>o On the west side of Oberlin Road north of Fairview, there is a section that does not have a sidewalk. I can see it would not be easy to put a sidewalk in that area but surely something can be done to keep people from having to walk in the street.</p> | Sidewalk Request | Out of scope. |
| <p>• Crosswalks o People who want to turn right on red at lights or who want to turn onto Oberlin Road from side streets without lights or from driveways often are not aware that there are pedestrians who want to cross in front of them and have the right of way. I don't know the solution but <u>something needs to be done.</u></p> | Crosswalks Ineffective | LPI would be a solution at signalized locations. |
| <p>o It is extremely difficult to cross Oberlin Road from the southeast corner to the southwest corner. Crosswalks are marked but they are not particularly useful since there are cars stopped in them. This is the worst crossing along Oberlin Road in my opinion.</p> | Pedestrian Safety | Unclear which intersection is being discussed. Commentor didn't respond to request for clarification. |
| <p>• Cameron Village – This is probably outside the scope of the plan; however, Cameron Village is not friendly to pedestrians. For example, sidewalks end unexpectedly (north side of Clark Avenue east of the library); blocks with no sidewalks (south side of Smallwood between Daniels and Woodburn); places where the only way to get from the crosswalk to stores is via steps.</p> | Pedestrian Safety | Out of scope. Input for CV Vicinity Plan. |
| <p>I hope you find this information useful. If you have questions about anything I've noted, let me know and I will offer additional information.</p> | | |
| <p>I live on Fairview Road near where Fairview Road ends at Canterbury Road. Three or four times a week, I walk to Cameron Village along Oberlin Road and occasionally continue to Hillsborough Street. I also occasionally walk to Glenwood Village. I walk Oberlin Road from one end to the other and have a few observations regarding the city's plans for Oberlin Road. I have not read the streetscape plan for the area.</p> | Information to support comments | Thank you for the input. |
| <p>• Sidewalks o There are many places where the sidewalk has buckled or cracked and is not even. I have seen people stumble when they did not notice the difference in elevation between sections of the sidewalk. I hope the plan includes leveling the sidewalk on both sides of Oberlin Road from Hillsborough Street to Glenwood Avenue.</p> | Maintenance | Forwarded to field services. |
| <p>There is a lot of tradition and assumption that has been passed down as history on Oberlin Village. To my knowledge, no one has yet done enough careful primary source research to figure it all out, and some of the history will never be figured out. Regarding James Harris, you may want to look at this link:</p> | Correction/History | Changes made to this section. Feedback from Troy Burton, Martha Laurer, and Ruth Little. |
| <p>http://www.ncmarkers.com/Markers.aspx?sp=Markers&sv=H-86</p> | | |

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| Cameron Village was definitely built on land that belonged to the Duncan Cameron plantation. It is likely that the southern section of Oberlin Village, from the Cameron Village vicinity south to Hillsborough Street, was also Cameron property. By the late 1860s when African Americans began to build the main part of Oberlin Road from Everett Avenue to the north, the land was owned by a number of white farmers. (Duncan Cameron died before the Civil War). No one, to my knowledge, has done a chain of title on Oberlin Village lots that goes back to the Cameron family. So whether the Cameron plantation once included most of Oberlin Village is unknown. | Correction/History | Changes made to this section. Feedback from Troy Burton, Martha Laurer, and Ruth Little. |
| Just want to comment that I think that the streetscape project looks great. I am particularly in favor of burying the utilities, improving the pedestrian experience and connectivity and adding bike lanes. However the current bike lanes don't appear to be large enough to encourage bike use. | Support for undergrounding/added bike/ped | Thank you for the input. |
| I would encourage the city to consider having the same level of streetscape that was brought to Hillsborough street across from NCSU in a continuous path from Hillsborough in front of Meredith to Cameron Village along Oberlin. This would allow for a great deal of bicycling and pedestrian freedom along the transit friendly area. | Bike/Ped General | Thank you for the input. |
| I would also encourage the city to consider further improvements to the bus system such as bus lanes. I do think that one high quality stop could serve the Cameron Village area. | Transit | Out of scope. |
| Thank you for the opportunity to comment. We live at 2213 Roberts St., very close to Oberlin Rd. | Information to support comments | You are welcome. Thank you for the input. |
| 1. No objections to the plan as stated; however that is a long time line. The area under study will be built-up and very similar to a downtown street (think Glenwood Ave south) with five years; based on projects underway and permits applied for. You need to envision the area as it will be, not as it is now. | Future Planning | Long-term view is expectation. |
| 2. A crosswalk at Bedford street is not enough to assure safe crossing for pedestrians. Cars do not stop for peds at the crosswalk near Van Dyke St., and there is no reason to think it will be different at Bedford. A mid-street ped refuge is not enough. You must install a traffic signal. The signal will also facilitate safe egress by left-turning vehicles from Bedford onto Oberlin. At present, drivers on Bedford wait as much as five to ten minutes to find a safe opportunity to turn when rush-hour traffic is at its busiest. A signal at Bedford creates safer conditions for drivers and pedestrians, and calms traffic, which otherwise tends to accelerate speed precisely at that spot for the reasons discussed in the report. | Pedestrian Safety | Added language about monitoring intersection for signal warrants. The Smallwood to Wade intersections of Oberlin are likely to be important points of discussion for the CV Vicinity Plan. |
| 3. I realize this suggestion is outside the scope of the proposal, but why stop at Bedford? Why not do the rest of Oberlin up to Wade avenue? | Extend to North | Out of scope. The Smallwood to Wade intersections of Oberlin are likely to be important points of discussion for the CV Vicinity Plan. Area identified as places with changing land use pattern. |

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| 4. Finally, I would like to draw your attention to the poor condition of the sidewalks along Oberlin Rd. tree roots have pushed up slabs and I have difficult getting my grocery cart up the hill from Harris-Teeter. Somebody smoothed out many of the misaligned slabs, but there is one in front of the oak tree between Snipes Insurance and the Bachelor photography business which was not smoothed and poses particular difficulty for persons using mobility aids. | Maintenance | Forwarded to field services. |
| 5. Trash receptacles would be nice. | Streetscape elements | They are included in plan. |
| Is the language clear regarding utilities for the city/duke portions of the cost and work? | correction | After review, the language seems clear. |
| Are the Hillsborough Phase II street lights the same as Phase I? Are they custom? | Streetlights | Out of scope. |
| <p>I am a public transportation consultant that has worked on several plans and projects in the Raleigh area and moved here about six months ago and would offer a few thoughts on the Oberlin Road plan.</p> <p>At a prior firm I worked on a report for David Eatman, believe it was titled Passenger Amenity Guidelines and Transit Design Standards. Do not know if that has been approved; do know plan was completed in probably 2011.</p> | Information to support comments | Thank you for the input. |
| One of the goals of the plan was to provide some specific thoughts to the City with respect to CAT stops, shelters, etc. – intended to facilitate access to transit. | | |
| A key component of that planning was considerations for access by persons with disabilities. In my admittedly brief scan of your plan, which looks very thorough and well presented, I do not believe I saw any references to the ADA, or access for persons with disabilities to transit or in traversing the area in general. | | |
| I also know within the transit industry there has been debate in the past with respect to “pedestrian refuge” areas both from accessibility and safety perspectives. I would note that many years ago when employed by the City of Los Angeles Department of Transportation, we implemented a city-wide fixed object elimination program since we found that drivers tend to hit almost anything in the travelled way, signs, signals, etc. and the islands or medians on which they were mounted. | ADA concern | Decided that language was missing. Adding a number of statements to the plan to make disability access a bigger part of the narrative. Language checked by J. Baldwin Baldwin. |
| Thank you for the opportunity to provide these observations. | | |
| I have just one comment I wish to submit. Oberlin Road should be four lanes from Cameron Village Shopping Center to Wade Avenue to speed traffic along. All the other road are two lanes and too small. | Road Diet Debate: Con | Thank you for the input. |

| Comment | Topic(s) | Response |
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| <p>These comments are in reference to the Oberlin Road Streetscape Plan and I feel directly impact the thoughts and exchanges I had below with City Staff regarding Chamberlin Park, located 2 blocks from Oberlin Road at the intersection of Everett and Chamberlin Streets. I am thrilled that this park is being updated and I hope the City planners will take into consideration the very unfortunate lack of pedestrian connectivity that exists between this park (and the whole of the eastern edge of the University Park neighborhood) to Oberlin Road and Cameron Village. The park is surrounded by sidewalks but that is where the sidewalks literally end. It is an absolute hazard to walk from Everett and Tower Streets to Oberlin Road without a sidewalk. Cars turn from Oberlin Road to Everett heading west and cars heading east on Everett go at least 25 mph very quickly and there is nowhere for pedestrians, many of them families with young children and pets to walk safely to Oberlin Road without a sidewalk. I would implore staff to recommend a sidewalk be placed on the north side of Everett from Tower Street to Oberlin to continue the sidewalk that exists at the park and extend it Oberlin Road to complete the renovation of the Oberlin Road Streetscape Plan.</p> | Neighborhood Sidewalk Request | This sidewalk is in the plan. Information about the petition program was also provided. |
| Thank you for your consideration of this request, | | |
| <p>The overall plan looks ok. A good start. However, when will Oberlin Road be resurfaced?? It's full of potholes! I've driven better roads in Costa Rica.</p> | General Accolades/resurfacing | Forwarded to field services. |
| <p>This is great news! I'm sorry I missed this part in the plan. I have looked into adding sidewalks up to Chamberlin on Kikgore but didn't no about the assessment no longer being needed; I think that will help with getting more yeses.</p> | General Accolades | You are welcome. |
| <p><u>Thanks again for the great news!</u> Thanks so much for the information. I just finished reading through the Oberlin Streetscape Draft Plan as well, so thank you for pointing me to the traffic data in the appendix.</p> | Information to support comments | You are welcome. |
| <p>There seems to be two potentially competing requests for Oberlin. One is maintaining reasonable traffic capacity, and the other is to facilitate a more pleasant pedestrian atmosphere which in part includes less automobile congestion and easier access to crossing the street.</p> | Road Diet Debate: Meta | Thank you for the input. |
| <p>Here is another thought: If left turns are an issue at Clark and Oberlin, is it possible at all to facilitate more left turns on Smallwood that would eventually empty out onto Peace/Clark? The whole area where Smallwood, Bellwood, Cameron, and Sutton combine seems like it could be better arranged to make traffic run more smoothly. Make Bellwood one way, align Bellwood with Smallwood and included timed traffic lights. Just thinking out loud here ...</p> | Future Planning | Out of scope. This is something the Cameron Village Vicinity Plan may be able to address. |
| <p>I hear differing opinions on whether a road diet is completely off the table now. Some are saying that a road diet will not be considered anymore. Others are saying that once we have traffic data from the CV Vicinity Plan, that the road diet could be revisited. Would you be able to provide some clarity on the matter?</p> | Road Diet Debate: Meta | Responded by email stating that road diet can be considered. |
| Thanks again for your time. Greatly appreciated. | | |

| Comment | Topic(s) | Response |
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| Needless to say, besides being a safety issue for the vehicles involved, the driver attempting this turn is waiting for an opportunity to dodge traffic, and might not be focused on the safety of pedestrians, such as those crossing Park Drive. And even after that driver has turned, impatient drivers who have been made to wait can be accelerating in frustration--just as they are approaching the proposed "pedestrian refuge". | Turning movements at park | There are not good alternatives to solve this issue that don't involve major out of scope changes. This may be something that the CV Vicinity Plan can address. Additional data being taken to measure the issue. |
| The plan attempts to make this intersection more pedestrian friendly, which is important. If drivers obey the law to stop for pedestrians, adding a "pedestrian refuge" in the middle of Oberlin Road could be a step in the right direction, but traffic flow for vehicles and bicycles is a key part of the equation. The plan needs to address the difficulties here for vehicles and bicycles. Without a solution for them, I don't think anyone's safety is adequately addressed, since pedestrians travel at the mercy of drivers. | Turning movements at park | There are not good alternatives to solve this issue that don't involve major out of scope changes. This may be something that the CV Vicinity Plan can address. |
| Please note that this is the only entrance into the Cameron Park neighborhood from the west, and this is an issue that will only get worse with the influx of new residents and more traffic in the area. | Turning movements at park | There are not good alternatives to solve this issue that don't involve major out of scope changes. This may be something that the CV Vicinity Plan can address. |
| Thank you for the opportunity to comment on the Oberlin Rd. Streetscape Plan. I live in Cameron Park, so I move through this area daily, and I am very concerned about the Oberlin Road/Park Drive intersection. | Turning movements at park | You are welcome. |
| Driving south on Oberlin Road, leaving Cameron Village, it can be very difficult to turn left onto Park Drive. At busy times, the roundabout system between Hillsborough Street and Clark Avenue results in a constant stream of traffic traveling north from Hillsborough Street. Because they are coming out of roundabouts instead of traffic lights, these vehicles are spaced so that there is not quite time to pass between them, but the stream is constant. This is stressful and dangerous, and can back up traffic behind the driver trying to turn left from Oberlin onto Park. | Turning movements at park | There are not good alternatives to solve this issue that don't involve major out of scope changes. This may be something that the CV Vicinity Plan can address. |
| Paraphrased: we should use better street lights. | Streetlights: cutoff | City Council has recently endorsed the 1920s era fixtures. This streetscape plan will maintain this design unless Council changes the direction. |
| Hello, Jason. I am sure you have received Mary Hart-Paul's comments on the plans for Oberlin Road. She is right; the traffic already makes it difficult to turn left from Oberlin onto Park, and that will only get worse as density increases. I used to live in Cameron Park, and I feel very warmly towards the neighborhood and also am concerned about the increasing difficulties residents face from traffic and development. | Turning movements at park | There are not good alternatives to solve this issue that don't involve major out of scope changes. This may be something that the CV Vicinity Plan can address. Additional data being taken to measure the issue. |

| Comment | Topic(s) | Response |
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| <p>Nonetheless, I want to point out one potential solution to the problem, even though I know many Cameron Park residents would not welcome the change: Park Drive could be designated one-way (from east to west). The inconvenience of having to drive one block down Peace Street, and then turn right onto Woodburn, is minimal. Most neighborhood residents live east of Woodburn, anyway. For the residents on Park Drive, it would be an annoyance, but one they might be willing to accept for the traffic reduction on their street.</p> <p>To keep traffic from backing up on Oberlin as someone waits to turn left, we should consider this option.</p> | Cameron Park Traffic Calming | Out of scope. This is something the Cameron Village Vicinity Plan may be able to address. To make Park one-way westbound would likely require Groveland to be made one way northbound (switched from southbound). |
| On p 26, it refers to yellow when I think it means red. | correction | Correction Made. |
| p 27: It would sure be nice if the power lines adjacent to Cameron Park were buried. This is a high priority for our neighborhood. | Support for undergrounding | It would add ~\$500,000 to the cost of the project to bury the utility lines between Pullen and Clark. |
| p 30: You have "cannot does not exist" in your legend. | correction | Correction Made. |
| <p>I spoke with Mary Hart-Paul about her letter concerning the design at Park & Oberlin and she is now more understanding and supportive of our concerns and need for traffic calming. Actually, in long standing city plans, Park was destined to be a dead end street at Oberlin (not to remain an entrance into Cameron Park). Mary Hart-Paul lives on Forest and she has nearly a dozen alternatives to enter into Cameron Park and access her home besides the overwhelming high traffic one from Oberlin onto Park. Most of those alternative entrances into Cameron Park have traffic signals for ease (and are not facing the bottleneck of the two traffic circles. The clear traffic pressure into our historic neighborhood of is on Park from Oberlin. It is an unsafe intersection and needs calming of the intersection for pedestrians and the road bed on Park requires two terrain changes and lowered speed to 15 mph (to avoid becoming the path of least resistance). Or, prohibit left turns onto Park or make Park one way heading West or close it as per the old city plan. It cannot function as an entrance to our neighborhood any longer during high traffic volume.</p> | Cameron Park Traffic Calming | <p>There are not good alternatives to solve this issue that don't involve major out of scope changes. This may be something that the CV Vicinity Plan can address.</p> <p>Additional data being taken to measure the issue.</p> |
| on page 44, on the circle chart, it says there were 22 responses totaling 12.8% from 'none of the above" in gray. This figure (22) can't be correct. | correction | Correction Made. Others found in that appendix. |
| <p>I did not see the terms of reference for this study, so I do not know what the scope of the task was. However, I recognize that the streetscape concept is to compliment the future design of Oberlin Road - knowing that it will be a moderately heavy trafficked arterial. Given this, I think you have designed a pleasant per/bike flow in the big picture sense.</p> | General Accolades | Thank you for the input. |
| <p>I believe that City of Raleigh can make Oberlin Road a GREAT community asset, but this would require much more detail than what was available to make the basic road profile decisions that are contained in the current study.</p> | Future Planning | Thank you for the input. |
| <p>First - I would want to see all the ingress and egress from all my major contributors - showing directional movements in peak periods. The Cameron Village portion should already have a complete traffic impact analysis that can be used as a control for smoothing out the area model.</p> | Future Planning | CV Vicinity Plan may more adequately respond to this concern. |

| Comment | Topic(s) | Response |
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| Second - I would be using a decent future horizon year for my traffic volumes - say 2025 - not the April 2013 counts on saw on the overview slides. These should be rolled up into the turning movements in the first exercise (above). | Future Planning | The analysis was done of a future projection. |
| Third - I would get a handle on the precise parking situation, complete with the occupancy rates during crucial periods. | Future Planning | Out of scope. |
| Fourth lay the parking and future turning movements on top of each other (probably add crashes) and you should be able to generate a better conflict map. Take each conflict point and see if there is some mitigation, i.e. restrict parking, improve site distance, cross access/shared parking ingress-egress, etc. | Future Planning | CV Vicinity Plan may more adequately respond to this concern. |
| Fifth I would introduce a major transit component that would be geared towards getting people to the growing commercial development as a mid stop between Downtown and NCSU. This corridor certainly merits high frequency service, e.g. purposeful shelters and maybe even a transit hub. Regarding those that do arrive to the shopping area - they should be encouraged to park and then shuttling about the area until they are ready to leave. I DO NOT SEE TRANSIT AMENITIES in the plan. | Transit | Out of scope. Transit amenities are not in the plan because there is no solidified place to put them. |
| To be a good bike/ped solution it is much more important to address friction due to points of conflict than it is to provide continuity. | Bike/Ped General | Thank you for the input. |
| The Hillsborough Street Community Service Corporation has reviewed and discussed the Oberlin Road Streetscape Plan at its July meeting, and would like to make the following comments: | Information to support comments | Thank you for the input. |
| We support the City's effort to improve Oberlin Rd. with this streetscape plan; in particular, improvements for pedestrians, including widening sidewalks, eliminating hazards (uneven surfaces), improving crossings at intersections and creating a buffer between the vehicular traffic and walkers, by adding street trees and additional space. | General Accolades | Thank you for the input. |
| Oberlin Rd. is an important link between Cameron Village Shopping Center and Hillsborough St. Business District, and creating a safe, convenient and attractive corridor between the two retail districts will be a benefit to both areas. | Extend to South | Thank you for the input. |
| We also recommend that this plan encourage bicycle transportation, by providing bike lanes all the way to the roundabout at Groveland Ave. | Extend to South / bike/ped | Thank you for the input. |
| Making this corridor friendly to multi-modal transportation makes a lot of sense, especially adjacent to NCSU and its nearby student population. Thank you for your consideration, | Extend to South | You are welcome. Thank you for the input. |
| Thank you so much for your response. I greatly appreciate it. Glad to hear the road diet can be revisited. | Future Planning | You are welcome. |

| Comment | Topic(s) | Response |
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| I am responding to the request for input about the need for traffic calming on Park Drive between Woodburn and Oberlin Roads. My wife and I live at 1810 Park Drive, between Woodburn and Oberlin Roads, and very much support traffic calming measures on our section of Park Drive. | Cameron Park Traffic Calming | Additional TMCs requested for Park at Oberlin and Woodburn. Traffic speed volume study requested for Park near Groveland. Both will be done after NCSU is in session. Results will be inputs for the CV Vicinity Plan and reevaluation of Park Drive NTMP ranking. |
| We have noticed an increase in traffic and traffic speed in front of our house since the opening of the rotary at the south end of Oberlin. Our observation is that when traffic backs up on Oberlin, for people going south headed into the rotary, many of these drivers avoid the backup by taking a left onto Park Drive and going thru our Cameron Park neighborhood as an alternative route. We were glad to see that the city has done a traffic count on Park Drive and we expect that this will confirm our impressions of an increase in traffic volume and speed. Let me also say that current traffic volume is excessive and stressful to us as residents and serious measures are needed to reduce current levels. This is actually a quieter time of year, until the university is back in session in a few weeks and we are very worried about a major increase in traffic on our street that will occur when the large apt complexes on the corner of Oberlin and Clark start being occupied in the near future. | Cameron Park Traffic Calming | Additional TMCs requested for Park at Oberlin and Woodburn. Traffic speed volume study requested for Park near Groveland. Both will be done after NCSU is in session. Results will be inputs for the CV Vicinity Plan and reevaluation of Park Drive NTMP ranking. |
| We support all traffic calming measures for Park Drive. Most effective would be to prohibit left turns onto Park Drive by southbound Oberlin Road cars. We also support traffic bumps/humps and a reduced speed limit on Park Drive. | Cameron Park Traffic Calming | Additional TMCs requested for Park at Oberlin and Woodburn. Traffic speed volume study requested for Park near Groveland. Both will be done after NCSU is in session. Results will be inputs for the CV Vicinity Plan and reevaluation of Park Drive NTMP ranking. |
| We urge you to adopt these important steps and support the stressed residents of Park Drive and Cameron Park. Thank you. | Cameron Park Traffic Calming | Additional TMCs requested for Park at Oberlin and Woodburn. Traffic speed volume study requested for Park near Groveland. Both will be done after NCSU is in session. Results will be inputs for the CV Vicinity Plan and reevaluation of Park Drive NTMP ranking. |
| Jason, These are my comments as a resident of Cameron Park who walks and bikes to Cameron Village, and points north and west. | Information to support comments | Thank you for the input. |
| Oberlin Road's time has come for a unified approach to development along the street's edge and adjacent parcels. I assume that this plan will override the Cameron Village Streetscape Plan along the Oberlin Rd. frontage. | question/general accolades | Language added after consultation with T. Crane. |
| Connecting and improving the sidewalk system from Clark to the Groveland roundabout is a good idea. The section in front of Russ Stephenson's property, is too narrow and uneven, and paving the verge should help out. On the section of walk just north of Russ's, I am not sure why the plan purposes to use the "urban style" walkway with tree wells and ten ft. sidewalks! Seems to me this area would be better served extending the "6 ft. Grass Verge" and 6 ft. wide sidewalk. It would also be more congruous with the residential character of the existing development. | correction/ped general | The section ID'd in the draft for 10' tree well has been changed to a 6' + 6' section, as recommended by the citizen. |
| I like the idea of installing "High Visibility Crosswalks" at important intersections. Consider giving more time or installing "Leading Pedestrian Intervals" at Oberlin and Clark. Once these two apartment buildings are completed this fall, we should see a huge increase in pedestrian traffic at that intersection. | ped general | No changes to the text. It already recommends future consideration of LPI. |

| Comment | Topic(s) | Response |
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| Connecting and improving the sidewalk system will benefit all; residents, visitors, shoppers, merchants, children and the elderly. Also, don't give up on the bicycle infrastructure. Cyclists need a safe and direct connection between NCSU and Cameron Village. If there is not enough room for bike lanes between Clark and Groveland, consider sharrows. | Bike/Ped General | The CMAQ project will paint bike lanes between Clark and Groveland. |
| I support the adding the pedestrian refuge at Park. It will assist peds. crossing Oberlin and will calm traffic. Adding a "High Visibility" Crosswalk across the entrance to Park Dr. will also help slow traffic turning onto Park from Oberlin. | Cameron Park Traffic Calming | Crosswalk will be evaluated compared to warrants. |
| I support burying and cleaning up the utilities north of Clark, and understand not being able to extend the undergrounding south of Clark. Consider, simplifying and cleaning up utilities south of Clark. For example, there is currently a wooden utility pole acting as a support for a Duke-Progress pole near the south-east corner of the Clark / Oberlin intersection. Removing that pole and either installing a metal, self-supporting pole, or extending a support cable to the other side of Oberlin would simplify and clean up the visual clutter. | Support for undergrounding | This design detail is something that will have to be considered in engineering design. |
| These are my comments. Thanks for allowing me the opportunity. | Information to support comments | You are welcome. Thank you for the input. |
| Forgot to mention - I am guessing the Streetscape plan will spell out what species of shade tree we are recommending along Oberlin and Clark. The current two apartment projects have picked different species. (401 - Willow Oaks & the Crescent - Chinese Elms) What happened David? | tree species | Responded by email stating that species are not ID'd in the plan, giving the forester flexibility to put the correct tree in the each site. |
| I don't know if any more deliberation will be made or public comment solicited on the sidewalk plan. We're newcomers to this area and we're still learning about development initiatives for it. But if you are taking any more views, could you keep in consideration that we do not want a sidewalk along our side of Kilgore Avenue at 2404. | ped general | Out of scope. This section of sidewalk may be petitioned, but will not be a part of the Oberlin Streetscape. |
| Again, congratulations on an excellent Streetscape Plan. | General Accolades | Thank you. |
| A friend recently emailed me the Oberlin Road Streetscape Plan April 2014, as amended June 26, 2014. We moved to Raleigh two years ago and built a house at 2404 Kilgore Avenue. We have been delighted with the move, we love this neighborhood, and I commend you for your carefully drafted study of initiatives to improve Oberlin Road and the nearby streets from Bedford Avenue to Park Drive. | General Accolades | Thank you. |
| I noticed on page 26 of the Streetscape Plan the plan for improving the pedestrian network connectivity. I was gratified to see that putting a sidewalk on the north side of Everett Avenue from Tower Street to Oberlin Road was marked red for "Highest Priority." If I am reading the map correctly, putting sidewalks on my street, Kilgore Avenue, is "Lower Priority" and marked brown. I hope it remains a low priority, particularly for the north side of Kilgore. | ped general | Lower priority sidewalks are left to the petition process to complete. |

| Comment | Topic(s) | Response |
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| I have no problem with a sidewalk being placed on the south side of Kilgore Avenue, where there is more space to accommodate it. But space on the north side of Kilgore is tight. I would hope that no sidewalk is placed on my side of Kilgore (the north side), particularly near the corner at Chamberlain Street. A sidewalk would take up most of my tiny front lawn. More importantly, two lovely old trees on my front lawn and my neighbor's front lawn would have to be removed to accommodate the sidewalk. That would be sad. | ped general | Lower priority sidewalks are left to the petition process to complete. |
| An appropriate response and thanks for not including me in the CC. The 2013 traffic counts were done to get a current condition to compare with the results of full occupancy of the two apartment projects on Oberlin. Expect the suburban traffic model projections were to high for a more urban project. Hopefully some will walk or bike. Will be interesting to watch and see! | General Accolades | Thank you for the input. |
| With this in mind, I think any crosswalks planned for the northern section of the streetscape design should have a flashing yellow/red light option so that pedestrians can stop traffic (similar to the crossing near the roundabout at Morgan & Hillsborough Streets). Stronger signage and better visibility would help but in my experience the one currently in use at the YMCA is frequently ignored by motorists. | Pedestrian Safety | The final design of a crossing at Bedford will happen after 616 is determined. Crossings north of Bedford are out of scope. This may be something that the CV Vicinity Plan can address. |
| I appreciate your work on this issue and look forward to seeing the changes to the street implemented over time. Please call or write back if you have any questions. | General Accolades | Thank you for the input. |
| Good morning, Jason: just wanted to offer a bit of feedback on the streetscape design with regard to pedestrian crosswalks. As a resident of the Cameron Village Condominiums on Daniels Street, I completely agree that better connectivity and easier access to the adjacent neighborhoods is a vital part of the plan. | Information to support comments | Thank you for the input. |
| As someone who likes to run/walk from my condo to the neighborhood across Oberlin (specifically along Van Dyke Street), I can tell you the existing crosswalk in the vicinity of the church on Oberlin is completely useless. Drivers on Oberlin either cannot see or choose to ignore pedestrians waiting to cross. | Pedestrian Safety | Mostly out of scope. The crossing will be improved by the completion of the sidewalk on the west side of the street. The crossing at Bedford is not completely defined but will require additional treatments above a simple crosswalk. |
| 11. I see you have marked concerns about spillover traffic to the neighborhood. I live at Bedford and Chamberlain. There will be some as traffic increases, but what are the quantifiable traffic numbers? I can't imagine it is very much, and not unexpected considering we live in a more downtown environment. | focused question | Addressed via email sent 8/8 @ 10:52 AM. Explained how decisions were made. |
| 12. Glad to hear roundabouts are off the table. You make a good argument against them. | Dislike Roundabouts | Thank you for the input. |
| 13. I prefer 14 foot wide sidewalks from Clark to Bedford on Oberlin | ped general | They are planned, but will not be constructed without development activity. This is for cost reasons as well as a desire to reduce negative impacts. |
| 14. Is it possible to look at improving pedestrian crossings on Clark between Oberlin and Brooks as well. During peak periods it can be challenging to cross the street. Clark could do with some streetscape planning as well. | Ped Infra Outside | Out of scope. The CV Vicinity Plan may be able to address this. |
| 15. I noted that the south side of Everett Ave to Clark ave has a "low priority" rating for sidewalks. Is it possible to make it a high priority rating like all the streets that connect to Oberlin? | Additional Neighborhood Sidewalk | This segment was considered again. There are a number of trees in a challenging position to complete this sidewalk. |

| Comment | Topic(s) | Response |
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| 16. Chamberlain Park is in sore need of updating. As the closest park to Cameron Village Shopping Center, can we include an update in the streetscape plan as well? | Future Planning | Out of scope. There is some work planned for the park. |
| 17. It would be great to bury transmission lines on Oberlin, especially if Duke Energy is going to pay for it | support for undergrounding | Thank you for the input. |
| 18. Regarding the survey (#4, #6, #7), I don't think traffic flow should be considered the highest priority. In addition to capturing traffic data from the CV area plan study, I wish we would also measure pedestrian impacts as well. Creating a high quality place does not equate to how easy it is to drive through it. The longer a road diet is deferred, traffic will only increase on Oberlin and make the road diet option more difficult in the future. | Road diet: Pro | Thank you for the input. |
| 2. I might recommend exploring a smallwood/Bellwood connector to Peace so that more traffic can turn left from Oberlin to Smallwood, instead of at Clark and Oberlin | Future Planning | Out of scope. The CV Vicinity Plan may be able to address this. |
| 3. I prefer dedicated bike lanes on Oberlin | Bike Accomodations | Thank you for the input. |
| 4. I prefer to prioritize the pedestrian and bicycle environment over automobiles, hence the desire for a road diet and dedicated bike lanes. | Road Diet: Pro | Thank you for the input. |
| 5. I prefer a grass median separating traffic on Oberlin | Road Diet: Pro / Support for grass median | Thank you for the input. |
| 6. I like the safer crossing at Oberlin near Bedford. | Pedestrian Safety | Thank you for the input. |
| 7. I like the reduction of curb cuts on Oberlin | Support for reduced curb cuts | Thank you for the input. |
| 8. I like the emphasis on more frequent bus service to Cameron Village and downtown | Transit | Thank you for the input. |
| 9. Oberlin is so narrow between Clark and Hillsborough, I don't see any reasonable way to improve the pedestrian and biking experience on this section. The pedestrian island at Park seems like a good idea. | Extend to South | Thank you for the input. |
| 10. I think it would be better to work on connecting pedestrians through Enterprise St from Clark to Hillsborough as a means to connecting Cameron Village and Hillsborough. That seems much more pedestrian friendly and has the potential for an active storefront potential | Extend to South | Out of scope. The CV Vicinity Plan may be able to address this. |
| I know you have asked for feedback to the Streetscape Plan for Oberlin by Friday. Here are some thoughts on it. Overall, it is very exciting to see Oberlin get some well needed attention. Thank you so much, If you have any questions, please don't hesitate to contact me. | General Accolades | Thank you for the input. |
| 1. I prefer a road diet for Oberlin Road | Road Diet: Pro | Thank you for the input. |
| I would like to add the 65 year planned connection of Sutton Drive to Oberlin at Van Dyke. In 1950 drawings of Cameron Village, Sutton was Van Dyke extended from Oberlin. It was always planned that way. Sometime in the late 50s, the part of Van Dyke we now know as Sutton Drive was renamed Sutton. | Future Planning | Out of scope. The CV Vicinity Plan may be able to address this. |

| Comment | Topic(s) | Response |
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| <p>Because of increasing traffic volumes on Wade, it is impossible at many times of the day to make the legal left turns from Daniels, Woodburn, or Bryan onto Wade to travel west. The current sole option is to backtrack through Cameron Village to Smallwood Drive to reach Oberlin, and then to drive north on Oberlin to the grade-separated intersection of Oberlin and Wade to use the cloverleaf exit off Oberlin to go west on Wade. This effectively traps us in our neighborhood if we need to go west on Wade. The short and long-planned extension of Sutton to Oberlin at Van Dyke would provide our neighborhood with the access to Oberlin and Wade we need.</p> | Future Planning | Out of scope. The CV Vicinity Plan may be able to address this. |
| <p>Thanks for handling the extensive responsive on the Oberlin Road streetscape work. It's especially encouraging to see the city prioritizing the type of ped and transit infrastructure it will yet take to make the Cameron Village area even more friendly to sustainable lifestyles.</p> | General Accolades | Thank you for the input. |
| <p>I'm still holding out hope for a complete street here. It's important to be cognizant of concerns about congestion and shopper traffic, but we heard many of the same comments for Hillsborough Street and are really starting to see those improvements pay dividends.</p> | Road Diet: Pro / Bike Ped General | Thank you for the input. |
| <p>My one request with the streetscape project is that we clearly delineate the timing when a road diet will be considered, and that we make sure interim streetscape improvements do not interfere with long term accommodation of parking and/or bike lanes. Hillsborough Street has been pointed to as an example where the bike lanes would have been easier if accommodated in initial improvements.</p> | Future Planning | The vast |
| <p>Thanks for handling these comments individually, and I hope we'll get to work together on public engagement efforts in the near future!</p> | General Accolades | Thank you for the input. |