

## Street Cross-Section Comments

### On-Street Parking

- On-street parking not strongly supported:
  - Fear it will stop traffic to accommodate parallel parking,
  - Potential safety issues for cyclists in the bike lane,
  - May not be effective since only a small area would accommodate it,
  - Customers want to park close to their destination in Cameron Village.
- Concern expressed that parallel parking would be dangerous with only one travel lane, but noted it was not a big problem on Hillsborough Street.
- Need on-street parking for retail uses in new development north of Clark Ave.
- On-street parking can serve as a buffer for pedestrians.

### Bike Lanes

- Bicycle lanes would work really well. The cyclists at the table were excited about the idea of the wide bicycle lane with buffer (section 2B) and feel they would be able to bring their kids on bicycles off the sidewalks and onto such a bike lane
- Participants felt that there should be a dedicated lane for bikers because they wanted them to have a safe area to ride.

### Roundabouts

- Open to the idea of roundabouts – as long as they don't back up traffic. The locations seem to work best at Clark and Cameron or Bedford.
- Would also make it safer for pedestrians and cyclists. Vehicles slow down and are alert coming into a roundabout.
- Several residents were very enthusiastic about the double roundabout. Comparison was made to Hillsborough Street and how that is successful. A good way to keep traffic flowing and decrease backup.
- Others thought the roundabouts were a good idea but were concerned about traffic backup at the intersection of Clark and Oberlin and the resulting avoidance cut through traffic in residential neighborhoods.

### Medians and Landscaping

- Make medians wide enough for trees to create a shaded street environment.
- Design medians to allow for enough space for stacking cars that queue for signalized left turns so not to back up through traffic.
- Even though most participants agreed street trees and planted medians would be great, they still did not like the idea of restricted left turns.
- Cameron Village needs Oberlin Road to handle traffic efficiently if it is to remain successful. A cross section that provides a continuous left turn lane, no landscape islands or roundabouts, and allows traffic volume to expand over time is critical.