

We Want To Hear From You

The public comment period will close 10 business days after this Preliminary Plan Public Meeting (August 19, 2018). City of Raleigh representatives will review and evaluate all information received as a result of the Design Public Meeting.

Written comments must be submitted online (<https://publicinput.com/3059>), postmarked, emailed, or delivered to the City of Raleigh by August 19, 2018 to the following address:

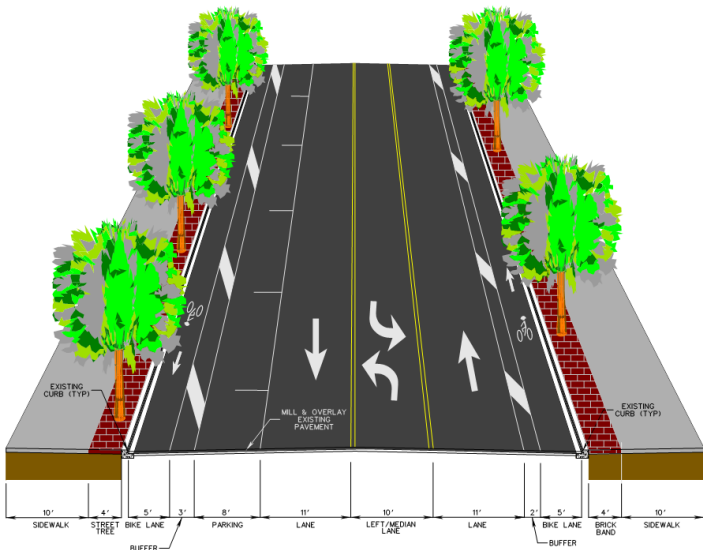
Richard Dickie, PE
 Senior Engineer
 Engineering Services Department
 Roadway Design & Construction Division
 222 West Hargett Street , Room 400
 Raleigh, NC 27601
 Phone: 919-996-4059
 Email: richard.dickie@raleighnc.gov

Written comments that are received by August 19, 2018, will be made a part of the official record.

Estimated Project Cost:	
Streetscape Cost	\$4,926,000
Water and Sanitary Sewer	\$941.000
Design	\$672,350
Total Project Cost	\$6,539,350

Anticipated Schedule:	
Public Meeting #2	Late 2018 / Early 2019
City Council Presentation	Spring 2019
Advertise for Construction	Summer / Fall 2019
Begin Construction	Spring 2020
End Construction	Spring 2021

Typical Section



PRELIMINARY PUBLIC MEETING

Oberlin Road Streetscape

City of Raleigh



Thursday, August 9, 2018, 6:30-8:00 p.m.
 Jaycee Community Center
 Raleigh, NC



Welcome!

The City of Raleigh welcomes you to the Preliminary Plan Public Meeting for the Oberlin Road Streetscape Project. The public meeting will begin with a short presentation after which the design consultant and City staff will be on hand to answer questions and receive comments from the surrounding community. Please feel free to review the project boards and ask questions of members of the project team from the City of Raleigh and the design consultant, Clark Nexsen. Thank you for your participation.

A comment sheet is included in the handout for this meeting, and your input is encouraged. All written comments received on the project will be included in a transcript for review by City personnel, citizens and other interested parties. City staff will address questions and concerns raised as a result of this meeting.

Project History and Purpose

Oberlin Road is undergoing an evolution influenced by redevelopment activity that is supported by strong demand for business and residential space in the Cameron Village area. People want to shop, dine, and live in close proximity to Cameron Village and enjoy the many benefits that this developing urban environment offers. The construction of mixed use buildings and their associated streetscape improvements will help to redefine the character and use of the street. There is also a growing awareness of how many barriers exist to safe travel for those with mobility and sensory impairments.

Need/Benefit:

This project will reduce the 5 lanes of Oberlin Road to a 3-travel lane road with bike lane on each side. On-street parking will be added to the west side, between Clark Avenue and Bedford Avenue. Additional and/or widened sidewalks will be provided on Oberlin Road and on the side streets of Stafford Avenue, Everett Avenue, and Bedford Avenue. Improved crosswalk connections will also be included. Investments in other elements of the streetscape, such as improved utility infrastructure, street furniture, street lights, and landscaping are proposed, too.

Project Description

- This project limits are between the Pullen Road / Oberlin Road roundabout and Roberts Street.
- Oberlin Road currently contains 5 lanes from Clark Avenue to Smallwood Drive; and 2 lanes from Pullen Road to Clark Avenue, as well as from Smallwood Drive to Roberts Street.
- A “Road Diet” will apply to the 5-lane section, which will decrease the 5-lane section to a 3-lane street and add bike lanes and on-street parking. The curb will remain in its current location.
- Sidewalk and crosswalk improvements will allow greater pedestrian access to and across Oberlin Road.
- Sidewalks and bicycle lanes will be provided continuously on Oberlin Road from the Pullen Road / Oberlin Road roundabout to Roberts Street, connecting to existing sidewalks and bike lanes.

Project Description (Cont.)

- Street trees, lighting, and storm water improvements are also proposed along the corridor.
- Water Main will be replaced between Pullen Road and Park Drive, and between Stafford Avenue and Bedford Avenue.
- Sanitary Sewer will be replaced between Pullen Road and Park Drive, and between Clark Avenue and Stafford Avenue.

Project Design Features

- Streetscape and Landscape Improvements
- Road Diet
- Bike Lanes Separated from Traffic
- On-Street Parking Added (and located **between** travel lane and bike lane)
- Improved Sidewalks and Crosswalks
- Public Art
- Water and Sanitary Sewer upgrades
- Improved Drainage / Stormwater Management

Location Map



Separated Bike Lane

A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element. Separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element (see figures below). They are differentiated from shared use paths by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities. Separated bike lanes are also sometimes called "cycle tracks" or "protected bike lanes." *(from the FHWA [Separated Bike Lane Planning and Design Guide](#))*



(Source: NACTO)

Adding a Separated Bike Lane on Oberlin Road, between Clark Avenue and Bedford Avenue will:

- Use the Existing Curb, but Modify the Pavement Markings.
- Complete a Missing Link to Existing Bike Lanes north and south of the project.
- Implement Aspects of the City's BikeRaleigh Master Plan, and the Cameron Village / Hillsborough Area Plan.
- Encourage Increased Bicycling on Oberlin Road.

Why are Cities Building Separated Bike Lanes? *(from www.peopleforbikes.org)*

- Separated Bike Lanes Increase Biking, by an average of 75% in the first year alone.
- Separated Bike Lanes Make Biking more Comfortable – seven times more comfortable than a conventional bike lane.
- Separated Bike Lanes Make Biking Safer, reducing injury risk by 28%.
- Separated Bike Lanes Make Driving Less Stressful, bringing order to the street.
- Separated Bike Lanes Reduce Sidewalk Biking, by 56%.
- Separated Bike Lanes Make it Safer for Pedestrians, by calming traffic and reducing crossing distances.

Separated Bike Lanes (also known as Protected Bike Lanes) have three key characteristics *(from www.peopleforbikes.org)*:

1. **Physical separation:** Protected bike lanes have a physical, stationary, vertical separation between moving motor vehicle traffic and the bike lane. Examples of vertical separation include plastic posts, bollards, curbs, planters, raised bumps or parked cars. Protected bike lanes can be at street level or raised, either to sidewalk level or a level in between street and sidewalk level. Paint alone does not create a protected bike lane.

Separated Bike Lane



Chicago, IL
(Source: NACTO)



Cambridge, MA
(Source: Flickr.com)

2. **Exclusively for people on bikes:** Protected bike lanes must define and allocate space exclusively for people on bikes, not shared with pedestrians or motorized traffic except for brief mixing zones where necessary and at intersections.
3. **On or adjacent to the roadway:** Protected bike lanes are part of the street grid. In some instances, a protected lane may be separated from the road by landscaping or other features, but it runs parallel and proximate to the roadway. This distinguishes protected bike lanes from off-street pathways that follow waterways or rail corridors.

Protected bike lanes are NOT:

- Multi-use or shared paths; space must be designed and designated exclusively for bicycles.
- Buffered bike lanes; there must be some type of vertical object delineating the space at least once per block.
- Conventional bike lanes that are painted green.

Multi-use paths, buffered lanes and bike boulevards are essential parts of comprehensive low-stress networks, and our sharp focus on protected bike lanes is not meant to dismiss their value. Rather, it's to introduce and institutionalize an important facility type for big, busy streets that has, until recently, been missing from the vocabulary of U.S. practice.

Benefits of Separated Bike Lanes (from the NACTO Urban Bikeway Design Guide):

- Eliminates risk and fear of collisions with over-taking vehicles
- Reduces risk of "dooring" compared to a bike lane, and eliminates risk of a doored bicyclist being run over by a motor vehicle.
- Prevents double-parking, unlike a bike lane.
- More attractive for bicyclists of all levels and ages.



Preliminary Plan Public Meeting

Oberlin Road Streetscape

Thursday, August 9th, 2018, 6:30-8:00 p.m.

Jaycee Community Center

(Please Print)

Comments can also be submitted online at: <https://publicinput.com/3059>

Name: _____

Street Address: _____

Telephone: _____ Email: _____

1. How did you hear about this Meeting? Raleigh Website ____ Direct Mail ____ Other ____

2. Were the City representatives able to answer your questions? Yes ____ No ____

If not, were you offered further assistance? Yes ____ No ____

3. Do you feel the information was clearly presented at this meeting? Yes ____ No ____

4. Are you in favor of restriping Oberlin Road to 3-lanes with bike lanes and on-street parking? Yes ____ No ____ Why or why not? _____

5. Do you support the improvements along Oberlin Road as presented tonight?

Yes ____ No ____ Why or why not? _____

6. Please provide us with information you believe will assist in developing the final design of this project. _____

Please leave this sheet in the comment box, email to Richard.Dickie@raleighnc.gov, or mail to the address on the reverse WITHIN 10 CALENDAR DAYS (by August 19th, 2018).

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Stamp

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