

Route 1 South Housing Affordability Strategy

Community Walking Tour

Saturday, February 24, 2018 | Lee Center, 1108 Jefferson Street

General Community Questions, Comments and Concerns

Pedestrian and Bike Access / Traffic / Connectivity

- Concern about inability to cross Route 1 safely
 - Traffic calming measures
 - Wider sidewalks
 - Streetscape improvements (trees)
 - My children attend programs at the Nannie J. Lee Rec Center – we only live two blocks away, but are unable to walk to the center because of speeding traffic and safety issues crossing Route 1.
 - The crosswalk signals on Route 1 are extremely short. When they do finally turn, pedestrians and bikes have a very short amount of time to cross. It's a wide street.
 - There is a crosswalk on south side of intersection of Gibbon and Route 1, but I never use it because I'd be competing with and potentially hit by drivers turning left to get on to the beltway.
 - Pedestrian signals should be on a shorter timer – can't tell if they will automatically turn or if they only turn when a pedestrian pushes the button.
 - Every time the City repaves the streets, it narrows the crosswalks. They need to be wider and more visible.
- Why is Franklin Street three lanes and one way? It encourages speeding. It's like a 'super highway'.
- Traffic and transit issues need to be discussed. Will traffic patterns be addressed in this process?
- Is it possible to have parallel parking along Route 1? This may cause traffic to slow.
- We need more and better ped/bike connections/access.
- Speeding drivers cut corners throughout neighborhood – do not wait for pedestrians to cross.
- Can we get hourly restrictions for cars traveling onto side streets?
- Can we have a police presence on Route 1 during rush hour? To help slow traffic and ensure drivers obey the traffic signs? Red lights are ignored.
- The light at Franklin and Route 1 is completely ignored by drivers.
- The no turn lane is completely ignored at Franklin.
- Signage is ignored by drivers on Franklin and Gibbon
- Turning from Wilkes onto Route 1 is near impossible. Route 1 traffic during rush hour continually blocks the intersections – drivers will not let Wilkes Street traffic to access.
- Wilkes and Patrick are like "U-Turn Avenue"
- Bike crossing at Route 1 and Wilkes has been moved to be right next to the pedestrian crosswalk. But then once the bikes cross route 1, they have to immediately move to the opposite side of Wilkes for the sharrows. It's very dangerous for them.
- The parking lot behind The Heritage (parallel to Route 1) is used as a cut-through street by drivers.

- Alfred Street Baptist Church parishioners are allowed to park on both sides of Alfred Street on Sundays. It ends up turning into a one-way street.
- Why is S Henry at Wilkes one way?
- S Henry at Franklin should have stop signs instead of a stop light. Currently there is a light that only gives pedestrians 7 seconds to cross.
- S Columbus and Gibbon is a bottleneck. There needs to be some permanent enforcement.
- There don't seem to be posted speed limits in this area.
- There is a lot of truck traffic on Route 1 and through the neighborhood.
- Perhaps the greenway at Wilkes should be turned back into a road like it once was
- Greenway should not be turned into a road. Many children and families from the neighborhood use that space for playing and talking. It's a refuge for people who have just crossed Route 1!
- Perhaps the landscape strip along Alfred should be narrowed to allow more on-street parking.
- Do not accommodate for more on-street parking on Alfred because it only encourages more vehicular traffic. There will never be enough parking.
- The southwest green space (drainage area) on Route 1 south of Duke where a fatal accident occurred last year is a "no man's land" – hard to identify when give directions to people. Resident has contact the City about a downed pole there recently and City staff still cannot find it.
- Need wider sidewalks on Route 1
- Wilkes should have a four-way signal and a driveway entrance to the parking area for the Heritage properties. This intersection should function like a real intersection. It's confusing right now.

Housing / Affordability / Relocation Process

- Concern about relocation plans/process – how does the City track where these residents go?
- How are affordability contracts relevant to the Heritage and Old Town West properties?
- What's the difference between a Section 8 Voucher and a Project Specific Voucher?
- How many committed affordable units are there throughout the city?
- How many committed affordable units are there in the focus area?
- How many residents are in the focus area?

Planning and Development

- Concern about height limits
- What is the Southwest Quadrant small area plan and will it change with this plan? How do these co-exist?
- What is the difference between this process and the Alfred Street Baptist Church redevelopment process?
- Will the historic significance of the area be taken into account during this process and by Alfred Street Baptist Church during their redevelopment?
- Will the Old and Historic District boundary be maintained?
- People don't know Lee Center exists or how to get there