

TRANSPORTATION & TRANSIT COMMITTEE

The Transportation & Transit Committee of the City of Raleigh met in regular session on Tuesday, March 28, 2017, at 3:00 p.m. in Conference Room 305 of the Raleigh Municipal Building, 222 West Hargett Street, Avery C. Upchurch Government Complex, Raleigh, North Carolina, with the following present:

Committee

Chairman Corey Branch, Presiding
Councilor Mary-Ann Baldwin
Councilor David Cox

Staff

Assistant City Manager Tansy Hayward
Associate City Attorney Brandon Poole
Transportation Director Mike Rogers
Senior Transportation Planner Jason Myers
Senior Transportation Engineer Jed
Niffenegger

These are summary minutes unless otherwise indicated.

Following a brief delay, Chairman Branch called the meeting to order at 3:08 p.m. and the following item was discussed with action taken as shown:

Item #15-01 – Neighborhood Traffic Management Program Policy. This item was previously discussed during the Committee's October 25, 2016 meeting and held over for further discussion.

Senior Transportation Planner Jason Myers presented the following information.

Background

In 2016, City Council approved changes to many aspects of the policies of the Neighborhood Traffic Management Program (NTMP). More recently, the Transportation and Transit Committee provided feedback to staff on the Neighborhood Streetscape design development and approval process. Staff has considered this feedback, outlined departmental responsibilities, and developed a draft policy for the Neighborhood Streetscape portion of the NTMP. This report describes the recommended process for the Neighborhood Streetscape portion of the NTMP.

Neighborhood Streetscape Design Development Process

Goals for Potential Changes

The goals of an improved Neighborhood Streetscapes process and policy include:

- Faster results and a more certain timeline for project completion,
- More ability for residents and City Council to exercise choice in determining a preferred design or strategy,

- More chances for traffic calming strategies on a particular street to improve through iteration, and
- Better communication of design alternatives.

The Transportation and Transit Committee affirmed these goals during the December 2016 meeting.

Modified Process

As a starting point to refine the Neighborhood Streetscape process, staff proposed the flowchart at right in December 2016. Compared to the process used in the past, the development of design alternatives is shifted to before the first public meeting. In addition, this process expands the public input beyond simple web content, phone calls/emails, and public meetings. Mailings and neighborhood invitations to the public meetings would be modified to include links to the design alternatives and methods to provide input on the designs and/or choose alternatives.

Over the last few months, staff has worked together to define department roles to execute this process. The process will be led by the Office of Transportation Planning, with important roles for Traffic Engineering, Transportation Field Services, the Urban Design Center, and Roadway Design/ Construction. Specific roles are as follows:

- **Office of Transportation Planning:** Planning stage project management; Public meeting facilitation; Design development leadership; Assistance to engineering stage project manager.
- **Traffic Engineering:** NTMP requests, evaluations, and prioritization; Signage and pavement markings plans; Project evaluations.
- **Transportation Field Services:** Installation, maintenance and removal of temporary traffic calming treatments.
- **Urban Design Center:** Public meeting facilitation assistance; Planning stage plan graphics and visualizations; Construction planting plans.
- **Roadway Design Construction:** Engineering stage project management; Surveying for construction plans; Creation of construction plans; Construction management; Assistance on planning stage graphics; Assistance to planning stage project manager.

The most significant behind-the-scenes change will be involvement of the eventual Roadway Design/Construction project manager during the design development stage. This will be reciprocated by continued involvement of the planning project manager through construction. In addition, plan graphics created in the planning stage will be done in a manner that maximizes their utility in the engineering design phase. Both changes will help accelerate project delivery and minimize staff resources required to complete neighborhood streetscape projects.

Temporary Treatment Process

In December 2016, staff proposed the flowchart at right as a second stage of the design development process. Since that time, the process has been drafted into policy language for Council consideration.

In this draft policy, three touch points are proposed to City Council, all through the consent agenda:

1. Adoption of a priority list. This part of the policy has already been adopted by City Council and applies to minor traffic calming, as well as neighborhood streetscapes.
2. Council consent to install temporary traffic calming treatments after the development of a conceptual design and at least two public meetings where treatment designs are discussed.
3. After the installation of temporary treatments, a traffic study, and a second balloting of the neighborhood, Council approval of a decision to either cancel the project, revisit its design, or forward the project to Engineering Services for design and construction.

Please refer to the attached draft policy language and provide staff feedback as desired.

Conclusion and Staff Recommendation

City of Raleigh Department of Transportation staff has worked out the detailed process in order to effectively implement the general program articulated by the Transportation and Transit Committee in December 2016. Staff has drafted policy language for Council consideration. Staff requests the Committee's feedback on the draft policy and is prepared to make revisions and bring the policy to the entire City Council upon the Committee's recommendation.

Clerk's note: the cited flowcharts were included in the agenda packet version of the report.

Ms. Baldwin moved to uphold Staff's recommendation. Her motion was seconded by Mr. Cox and put to a vote that resulted in all members voting in the affirmative. Chairman Branch ruled the motion adopted on a 3-0 vote.

In response to questions, Mr. Myers talked about discussions between the Police Department and Transportation regarding obtaining additional speed message signs and that staff had provided RPD a list of potential streets where the signs may be installed. Mr. Myers also noted online balloting issues have been addressed and referred to the staff report in the Committee Members' agenda packet.

Ms. Baldwin and Mr. Cox expressed their appreciation to staff for their work on the policy changes and noted there were incredible strides made.

Chairman Branch questioned the possibility of speed bump testing with Mr. Myers noting speed bumps are not always used in traffic calming projects.

Discussion took place regarding Glascock Street and Town and Country Road traffic calming projects including costs for installing speed humps along with other traffic calming devices. The discussion also included the types of temporary speed bump devices available on the market with Transportation Director Mike Rogers indicating staff received a number of citizen complaints regarding temporary speed humps coming loose resulting in additional noise every time a car passes over the loose bump.

Discussion took place regarding the traffic enforcement zone on Oakwood Avenue with Senior Transportation Engineer Jed Niffenegger indicating staff is in discussions with RPD regarding the installation of additional zones.

Ms. Baldwin acknowledged the amount of citizen input on the policy changes with a gentleman in the audience expressing his appreciation to staff.

Assistant City Manager Tansy Haywood noted community meetings on minor traffic projects will begin next week with balloting to begin in May.

Adjournment. There being no further business, Chairman Branch declared the meeting adjourned at 3:16 p.m.

Ralph L. Puccini
Assistant Deputy Clerk