

Special Meeting
Prosperity & Livability Committee
Members: Ewing, Hudson, Peters, and Golden
Chaired by Council Member Ewing
3rd Floor Lobby Conference Room
August 1, 2018 – 9:00 a.m.

Note: No Quorum Present

MINUTES

Present:

Committee Chair Jason Ewing, and Committee Member Wesley Hudson

Absent:

Committee Members Jeff Golden and Monica Peters

Staff Present:

Randy McCaslin, Deputy City Manager; Randy Hemann, Assistant City Manager; Eric Olmedo, Budget and Administrative Director; Mark McDonald, Transportation Director; Ryan Ferguson, Marketing Manager; Tommy Reid, Fire Chief; Lisa Vierling, City Clerk and Sandra Keeney, Deputy City Clerk

Others Present:

Judy Stalder, TREBIC
Drew Knauss, TREBIC
Jason Oliver Nixon, Citizen of Rotary Drive

News Media:

No News Media

Note: The following Powerpoint was viewed at the meeting and will be attached as a permanent part of these proceedings.

- ***Rotary Drive Traffic Calming*** (*Exhibit Book, Vol. XIII, Pg. 13*)

Chair Ewing called the meeting to order and noted that Committee Members Golden and Peters were not present which meant there is no Quorum. He introduced Mark McDonald, Transportation Director.

Mr. McDonald reviewed the Traffic Calming options that were viewed and discussed in the past, and stated it was decided that speed humps would be the best option to address the speeding issues on Rotary Drive. He stated at the Committee's request, staff reviewed and studied locations in which the speed humps would be most beneficial and decided Lexington Avenue to Chestnut Street would be the best option.

He stated the first location is half way between Hillcrest Drive and Edgedale Drive. He showed pictures of the location and stated staff would be contacting the property owners to meet and discuss with them the exact locations and inform them of what the project will entail. He stated the next location would be Otteray to Parkway and reminded the Committee that several years ago a four way stop sign was installed at Rotary and Farris and the speed hump would be installed between the two. He stated there have been no issues with the stop sign.

Committee Member Hudson noted that he was aware of some issues with citizens not coming to a complete stop and rolling through the stop sign resulting in some minor fender benders. Chair Ewing stated it might be good to discuss possible rumble strip placements if the problem persists. Mr. McDonald stated there were “stop ahead legends” on the pavement on Rotary.

Mr. McDonald stated the third location would be Woodland to Fairway. He stated discussions in the past considered possible round about placements noting the cost of that option was close to \$200,000. He stated another option considered was realignment, estimated cost for that option was \$18,000 to \$20,000.

The fourth location being considered is Ray to Quaker. Mr. McDonald showed a picture of what the speed hump would look like noting the pavement markings on the speed hump, advance signage, and markers will help the public services trucks and snow plows locate the speed hump during snow removal.

Council Member Britt More inquired about the results of the accident reports. Mr. McDonald answered prior to putting in the multiway stop sign at Farris we did look at crashes along that section and there were 20 to 25 crashes over a five-year period on the entire corridor. Not always on Rotary, but at intersections with Rotary. Some were rear-end crashes, but a lot of the crashes were a result of distracted driving or animal related. Not many of them were specifically related to speed. Mr. Jason Oliver Nixon, resident, stated he has lived in the neighborhood for four years and believes that it is a livability issue noting there is drag racing on the street and speeding at all hours of the day and night. He stated some people use the street to avoid Westchester and the stop lights. He feels it is not necessarily the crashes, but the livability issues and safety for the residents of the community.

Mr. McDonald stated the fifth location would be Westwood to Ferndale. He showed pictures of similar speed humps in Raleigh on North Brook Drive that have been effective in reducing speed. He advised the estimated cost of the speed humps would be around \$4,500. Council Member Moore asked if there would be maintenance of the speed humps. Mr. McDonald stated it would require some maintenance over a period of time. Randy McCaslin stated the biggest concern from an operational standpoint is clearing the streets of snow noting that Rotary is a snow route; this would be something the snow plow drivers would need to get used to. Mr. McCaslin noted in the picture that the speed humps does not go from curb to curb to give flow for storm water. Chair Ewing asked if this specific style of speed hump would have any adverse reaction to Police, Fire and EMS vehicles? Mr. McDonald stated he has had discussions with Fire Chief Reid and he doesn't have an issue with this style. Chair Ewing, asked if there are bus routes on this corridor or any other large vehicles that would have a concern over these speed humps. Mr. McDonald stated there were no bus routes along Rotary and believes there are no major concerns other than it being

a snow route. He noted the policy states that snow routes are not included, but there is a provision that the City Manager can grant an exemption.

Chairman Ewing, stated based on policy, this being a snow route really doesn't qualify it for speed humps, but it can be done through a City Manager exemption. Mr. McDonald stated that is correct, hence the reason there would be marker posts placed on the speed humps to locate the speed humps for the snow plow operators.

Mr. McDonald showed examples of speed cushion panels placed on Hoskins Street stating they are effective but are very labor intensive to install and would be more problematic for the snow plows. He explained that these types of panels are installed in a manner that fire trucks could straddle over them. Mr. McDonald noted these are \$4,000 which is not a significant difference than the asphalt. Mr. McCaslin stated the Transportation Department and the Public Services Department is recommending the asphalt speed humps and not the cushion panels.

Council Member Moore asked which budget would pay for these. Mr. McDonald stated there is a line item in the Transportation Budget. Chair Ewing explained the history of the policy noting the Committee set an amount of funds to be provided for projects such as these. Council Member Moore asked if this was the first project that has come before the Committee. Mr. McDonald stated there has been another neighborhood that requested traffic calming devices and followed procedures and met the policy guidelines and the devices were installed.

Mr. McDonald stated the following are recommendations:

1. Reduce the speed limit to 25 mph from Chestnut to Ray
 - One Consistent speed limit for entire study area
 - Install additional speed limit signage with orange bars above and below
2. Construct a minimum of three (3) asphalt speed humps at the approximate locations shown
 - Notify the nearest property owners
 - Meet on-site to show location and explain purpose
3. Collect new data after six (6) months to assess effectiveness

Tommy Reid, Fire Chief, stated in the new State Fire Code any traffic calming devices across any roadways will need approval from his office. Chairman Ewing asked if that is something that should be amended in the policy. Mr. McDonald stated yes, the policy has been in place for a couple of years and needs to be updated.

Chair Ewing stated with the exception of the corridor being a snow route everything seems to be within guidelines of the policy and thinks that five speed humps should be placed, and an evaluation performed in a couple of months to see if additional measures are needed such as rumble strips or modifications to other intersections. He asked if this is something that would need to be bid. Mr. McDonald stated they would be installed by Public Services.

Chair Ewing stated since there was not a quorum, he requests this matter be placed on the agenda for Monday, August 6, 2018 with no recommendation and with a presentation.

There being no further business, the meeting adjourned at 9:39 a.m. upon motion duly made and seconded.

Respectfully Submitted,

Sandra Keeney, Deputy City Clerk

***Jason P. Ewing, Chairman
Prosperity & Livability Committee***

DRAFT