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Upcoming Work Sessions - Budget Work Session Monday, June 12; Regular Work Session Tuesday, June 13

Reminder that Council will meet in scheduled budget work session on **Monday** at **4:00 P.M.** Council will also meet in the regularly scheduled second **Tuesday** work session at **4:00 P.M.** The agenda for each session have been published in the electronic agenda management system:

<https://go.boarddocs.com/nc/raleigh/Board.nsf/Public>

INFORMATION:

Weekly Digest of Special Events

Staff Resource: Sarah Heinsohn, Office of Special Events, 996-2200, sarah.heinsohn@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

Follow Up from the February 21 City Council Meeting

Update on TIA Requirements Downtown (Mayor Pro Tem Branch)

Staff Resource: Anne Conlon, Transportation, 996-2160, anne.conlon@raleighnc.gov

At the meeting, Council requested that staff provide an update on Traffic Impact Analysis (TIA) requirements and any recent studies that have been completed on traffic in the downtown area. This request followed traffic comments on the Z-77-22 West Jones Street and North Boylan Avenue rezoning. Included with the *Update* materials is a staff memorandum prepared in response to this request that summarizes downtown traffic trends and recent capacity findings.

(Attachment)

Follow Up from the June 6 City Council Meeting

Street Markings On Recently Installed Traffic Calming Projects (Council Member Forte)

Staff Resource: Will Shumaker, Transportation, 996-4175, william.shumaker@raleighnc.gov

During the meeting, Council asked staff to provide an update on the lack of markings along the recently constructed traffic calming projects throughout the city. Street markings are an important aspect of any traffic calming project installation, as they provide a key role in ensuring the traffic calming treatments are visible under all conditions and clearly communicate the presence of the traffic calming treatments themselves.

In February 2023, city staff issued the Notice to Proceed to the contracting team lead by Browe Construction Company for construction of 19 traffic calming projects throughout the city. This construction includes physically constructing the traffic calming treatments, managing any lane closures during construction, placing the regulatory signage along the street, and completing the street markings. As of today, the 19 traffic calming projects have not been fully completed or accepted by the city and are still the responsibility of the contractor.

Out of the 19 streets that make up this project grouping, 13 streets have been fully completed. These are:

- Marshlane Way
- Cane Garden Drive
- Little John Road
- Glenbrook Drive
- Dacian Road
- King William Road
- Lyndhurst Drive
- Oakwood Avenue
- Kaplan Drive – West
- Hardimont Road
- Harps Mill Road – West
- Harps Mill Road – Middle
- Mapleridge Road

Six streets have had the traffic calming treatments installed but have not been permanently marked:

- Roanoke Park Drive
- Clark Avenue
- Lineberry Drive
- Southwalk Lane
- N State Street
- Bart Street

Staff is working with the contractor and reinforcing the need to prioritize the installation of the permanent street markings on the remaining streets. Staff is also working with Engineering Services to update future contract language to mitigate the potential for extended gaps between treatment construction and installation of final signage and markings. In the event the current contractor is unable to complete the street markings in an acceptable timeframe, staff is actively evaluating options to have the markings installed by a different entity that better meets expected timelines.

(No attachment)

Weekly Events Digest

Friday, June 9 – Thursday, June 15

City of Raleigh Office of Emergency Management and Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

[Raleigh Night Market: Summer Festival](#)

City Market

Sunday, June 11

Event Time: 1:00pm - 5:00pm

Associated Road Closures: Parham Street between Martin Street and Wolfe Street, and Wolfe Street between Blount Street and Blake Street will be closed from 10:00am until 6:00pm.

[Black Flea Market](#)

Raleigh Union Station Plaza

Sunday, June 11

Event Time: 1:00pm - 5:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 12:00pm until 6:00pm every Sunday through 10-29-23.

Other Upcoming Events

[Subtronics](#)

Friday, June 9

Red Hat Amphitheater

[Her Lies, His Secrets](#)

Saturday, June 10

Memorial Auditorium

[Geek & Grub Market: Love & Rainbow Edition](#)

Saturday, June 10

Mordecai Historic Park

[2023 Summer Concert Series](#)

Sunday, June 11

Pullen Park

[Moore Square Market – Get Out & Grill Day](#)

Sunday, June 11

Moore Square

[Ricardo Arjona](#)

Sunday, June 11

PNC Arena

[Fonseca – Viajante USA Tour](#)

Wednesday, June 14

Memorial Auditorium

[Noah Kahan](#)

Wednesday, June 14

Red Hat Amphitheater

[Raleigh ADU Pitchfest](#)

Wednesday, June 14
Junction West

[Cinema & Dessert Rodeo](#)

Thursday, June 15
John Chavis Memorial Park

Public Resources

[Pilot Text Alert Program](#): Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Office of Emergency Management and Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that impact city streets, public plazas, and Dorothea Dix Park.

Council Member Follow Up

To	Marchell Adams-David, City Manager
Thru	Michael Moore, Assistant City Manager, Transportation Director
From	Anne Conlon, PE, Business Intelligence Supervisor
Department	Transportation
Date	June 9, 2023
Subject	Downtown Traffic Analysis Requirements and Traffic Trends

This memo provides an update on downtown Traffic Impact Analysis (TIA) requirements and any recent studies that have been completed on traffic in the downtown area. Staff have summarized downtown traffic trends and recent capacity findings in the following memorandum. Key findings include the following:

- Traffic growth downtown has been modest overall. Traffic dropped on minor corridors within downtown since 2003 (earliest count year available) and increased by less than 1% per year on major corridors in and around downtown.
- Traffic drops associated with the pandemic continued through 2021.
- A review of peak hour traffic trends on US 70 through downtown over the same period show an overall decrease in the peak directional volumes and an increase in the off-peak directional volumes. This balancing of volumes demonstrates how an increasingly diverse mix of land uses allows more development to be supported by the same vehicular capacity since trips tend to be more balanced directionally and spread over the course of the day.
- Within downtown, most of the traffic growth has occurred on the US 70 corridor (Dawson Street/McDowell Street). Streetlight data suggests approximately one-fifth of the traffic on US 70 travels all the way through downtown from one side of the I-40/I-440 beltline to the other side. These through trips are candidates for diversion to the beltline if travel times increase through downtown.
- A recent staff analysis of the Dawson/McDowell corridors, which carry the highest traffic volumes through downtown, found that the level of service (LOS) at intersections varies from LOS A to LOS D, exceeding the City standard of LOS E.

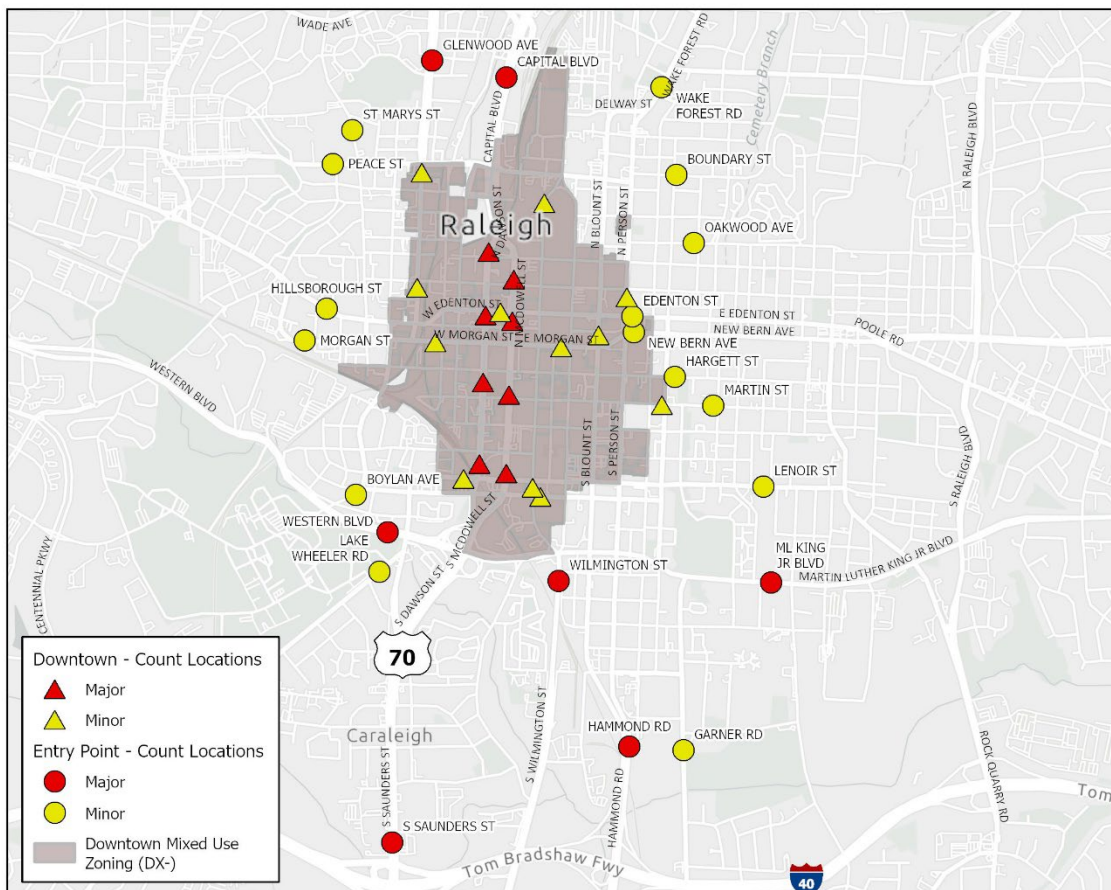
Below are tables and charts on downtown traffic trends, additional detail on recent downtown traffic capacity analysis, and an overview of traffic impact analysis requirements downtown.

Downtown Traffic Trends

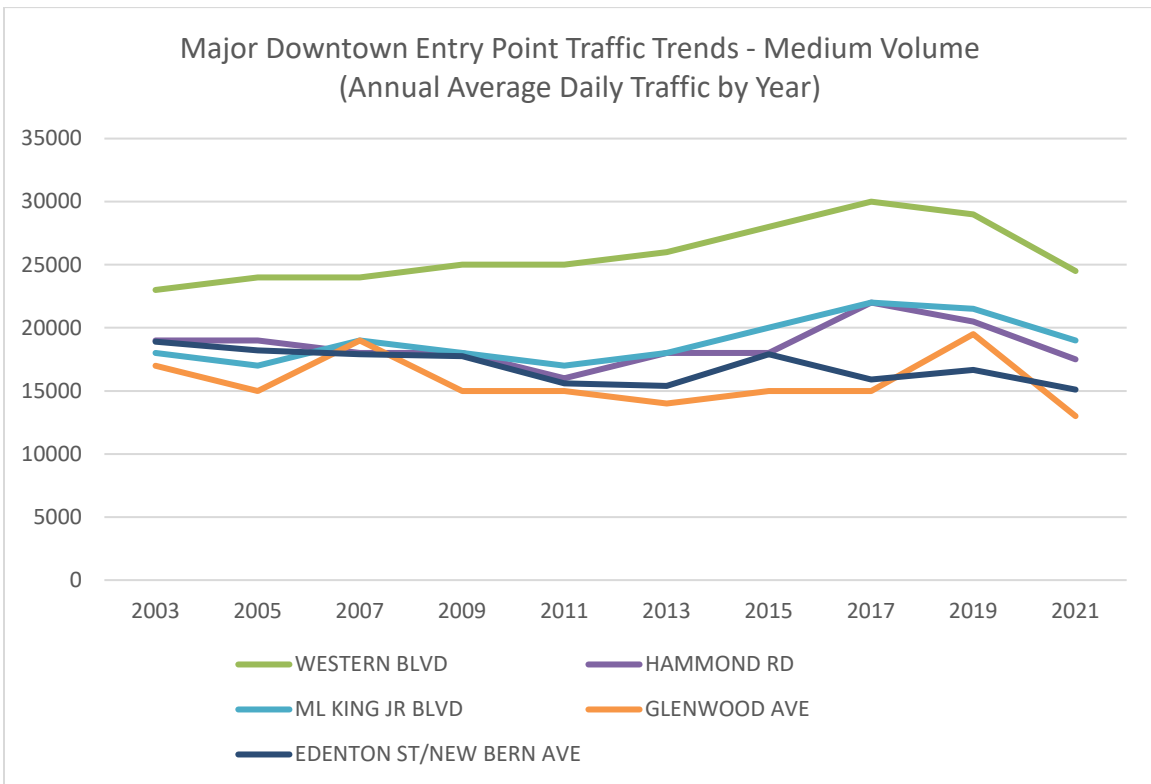
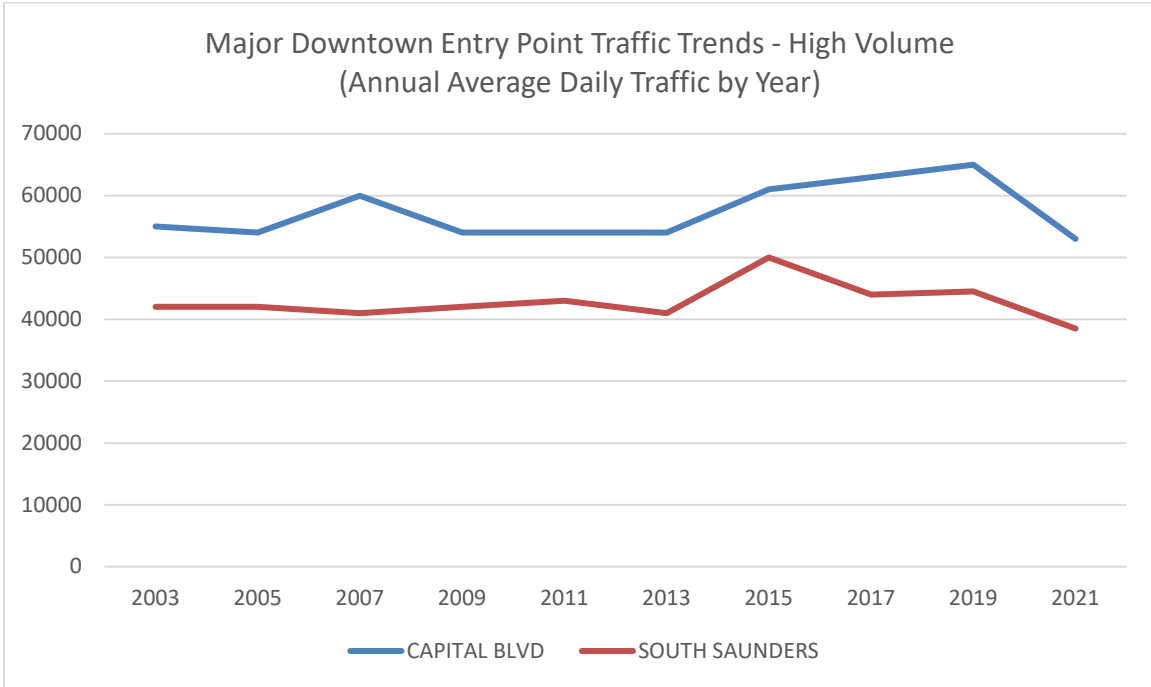
Table 1 summarizes traffic changes at key entry points to downtown and along corridors within downtown. Total change over the time periods shown is provided along with annualized traffic growth rates.

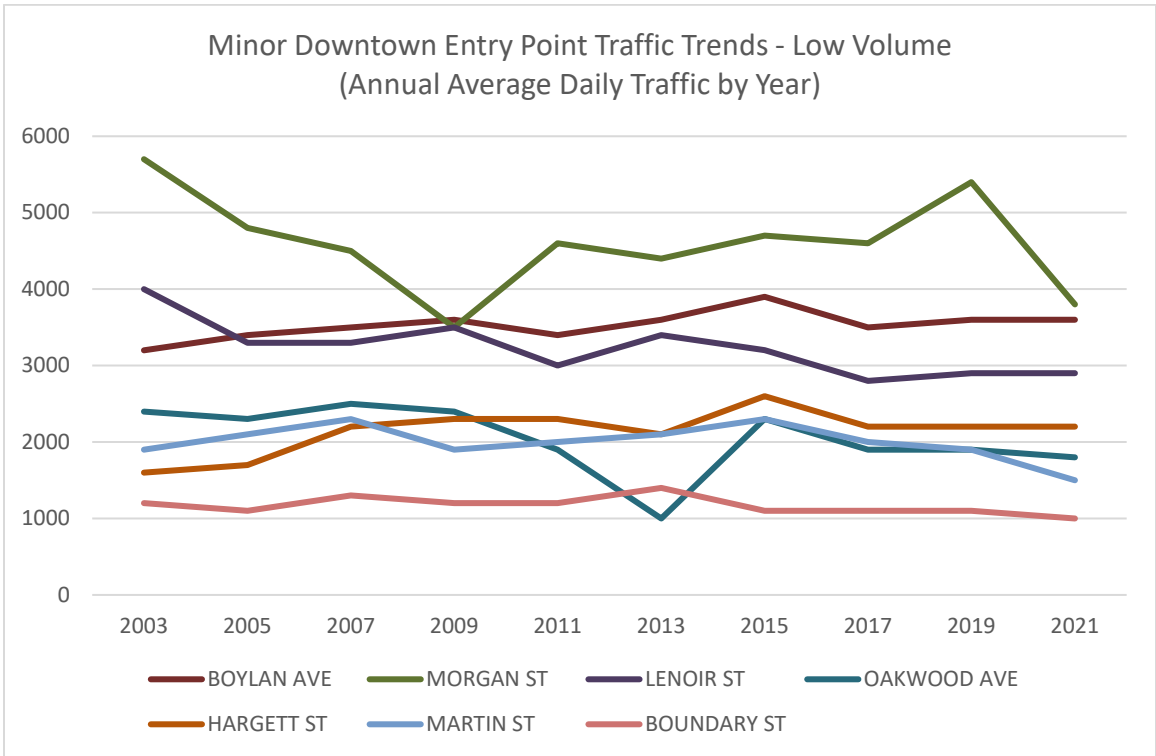
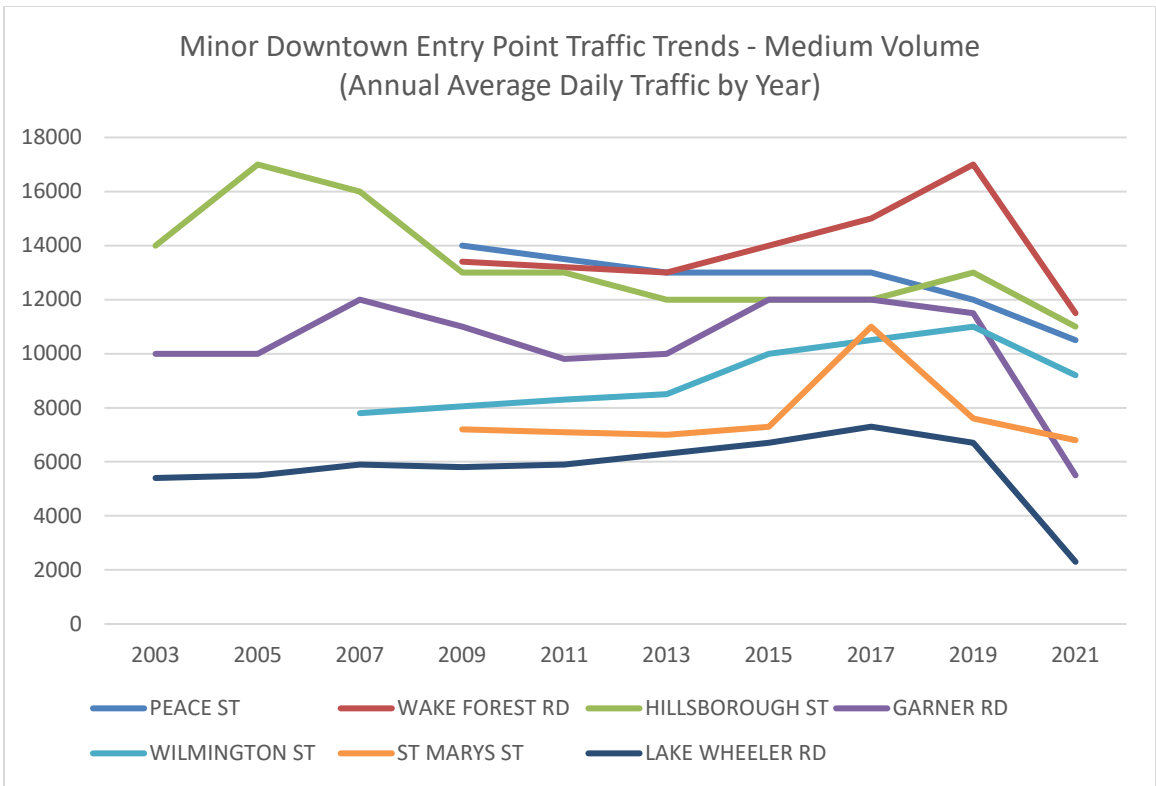
Table 1: Downtown Traffic Trends, 2003 to 2021

Locations	Corridor Type	Average % Change in AADT			Average Annualized AADT Growth Rate	
		2003 - 2019	2009 - 2019	2019 - 2021	2003 - 2019	2009 - 2019
Entry Points to Downtown	Minor	2%	6%	-19%	0.02%	0.4%
	Major	11%	14%	-17%	0.6%	1.3%
Within Downtown	Minor	-11%	12%	-26%	-0.9%	1.0%
	Major (US 70)	10%	16%	-17%	0.6%	1.5%

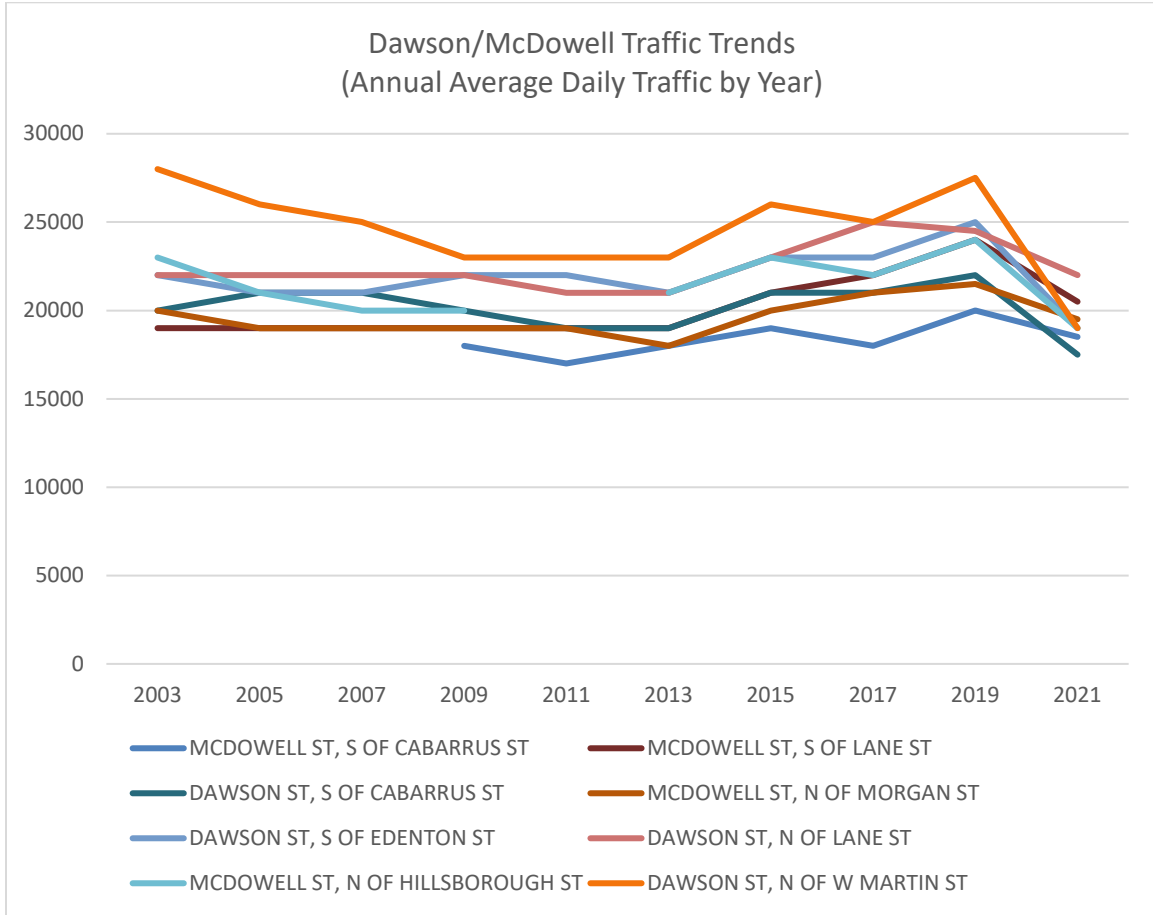


The following charts display traffic counts on key entry points into and out of downtown separated by volume level for legibility.

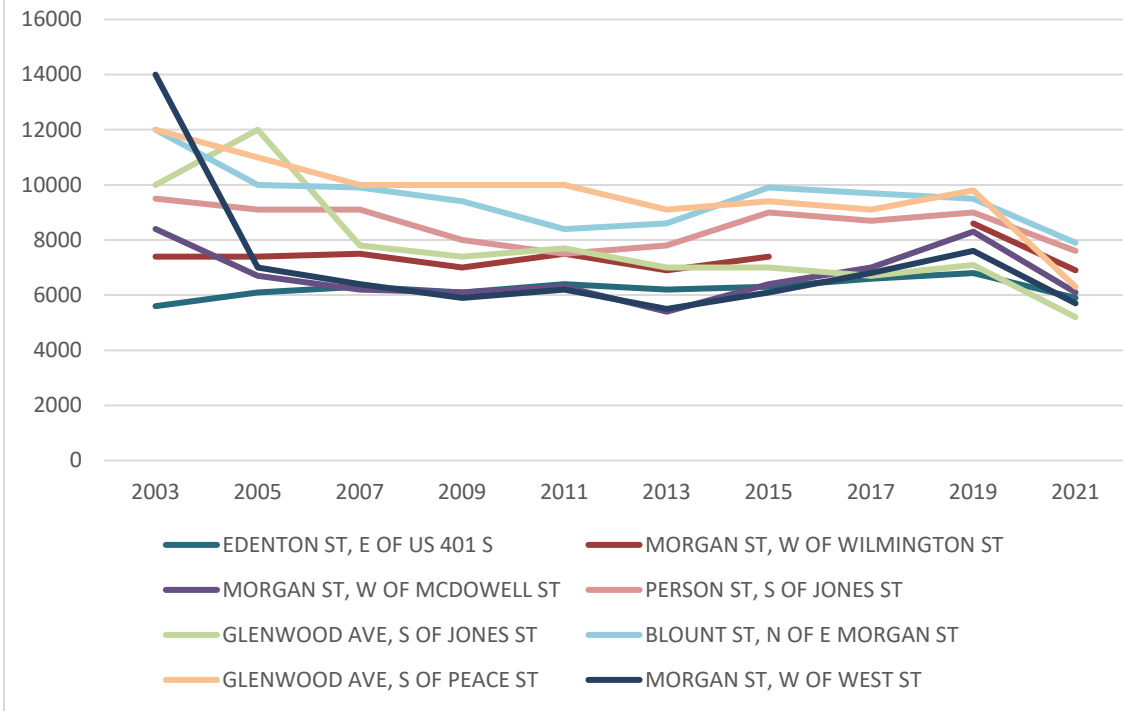




The following charts display traffic counts on corridors within downtown separated by volume level for legibility.



Downtown Minor Corridor Traffic Trends - Medium Volume
(Annual Average Daily Traffic by Year)



Downtown Minor Corridor Traffic Trends - Low Volume
(Annual Average Daily Traffic by Year)

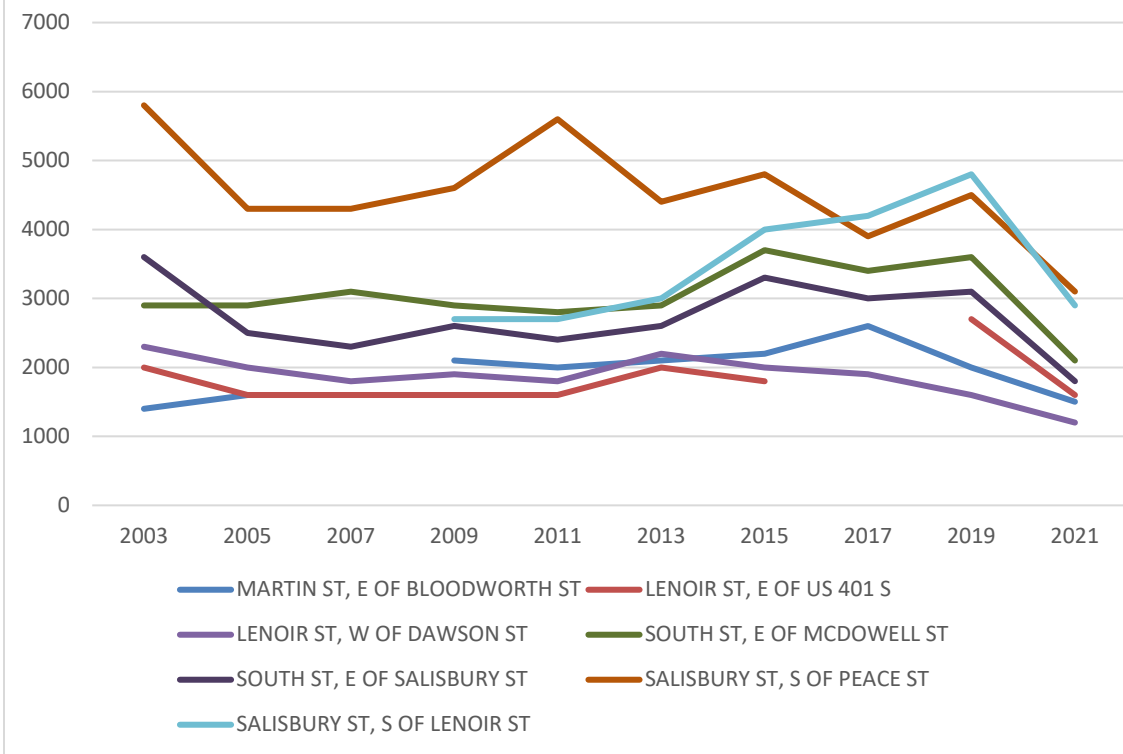


Table 2 summarizes trips that begin and end outside of the I-40/I-440 beltline and travel through Downtown Raleigh on the US 70 corridor. These trips are candidates for diversion to the beltline if travel times increased on this corridor.

Table 2: Dawson/McDowell Cut-through Traffic Summary, 2022 (Source: Streetlight Insight)

Segment	Time Period	Total Est. Volume	Est. Cut-through Volume	% Cut-Through
McDowell, Martin to Hargett	All Days	21,007	3,693	18%
	Weekday	22,640	3,987	18%
	Weekend	16,609	2,942	18%
	Weekday AM Peak	6,597	1,517	23%
	Weekday Midday Peak	7,073	1,091	15%
	Weekday PM Peak	6,007	815	14%
Dawson, Martin to Hargett	All Days	22,939	4,860	21%
	Weekday	24,420	5,218	21%
	Weekend	18,933	3,960	21%
	Weekday AM Peak	5,100	929	18%
	Weekday Midday Peak	7,624	1,523	20%
	Weekday PM Peak	8,068	1,937	24%

Downtown Traffic Capacity

City staff completed a detailed traffic analysis of the Dawson Street and McDowell Street corridor in 2022 using 2019 volumes. The analysis found that these corridors continue to exceed level of service standards (LOS E or better) for vehicular traffic even with the growth that has occurred over recent decades. These corridors carry the highest volume of traffic in downtown.

Table 3: US 70 Capacity Analysis Results based on 2019 traffic volumes

Intersection	Existing Conditions		Proposed Lanes Changes	
	AM	PM	AM	PM
Dawson St at Lane St	B	B	C	B
Dawson St at Jones St	B	B	A	A
Dawson St at Edenton St	C	C	D	D
Dawson St at Hillsborough St	C	C	C	D
Dawson St at Morgan St	C	C	C	C
Dawson St at Hargett St	A	A	A	A
Dawson St at Martin St	C	C	C	C
McDowell St at Hargett St	A	A	A	A
McDowell St at Morgan St	A	A	A	B
McDowell St at Hillsborough St	A	A	A	A
McDowell St at Edenton St	A	A	A	D
McDowell St at Jones St	A	B	A	D
McDowell St at Lane St	A	C	A	C

Downtown Traffic Impact Analysis Requirements

A TIA is not required for the rezoning of any property currently zoned as part of the DX district. The downtown multimodal transportation network is the most resilient and redundant network in the City. When housing, work, shopping, and other destinations are located close together, trip lengths between destinations are reduced and alternate modes are more viable and attractive.

Rezoning cases adjacent to downtown but not currently zoned DX are reviewed like any other site in the City to determine if a TIA is required at rezoning. Each rezoning is considered based on its specific impact to ensure that study requirements are proportional to the expected impact of that site regardless of developments happening around the site. This avoids burdening smaller developments with extensive studies attributable to other development. When studies are conducted, other developments are taken into account. The trends noted above support this approach, since aggregate development downtown has continued to be supported by the existing vehicular transportation infrastructure and ongoing City multimodal investments.

TIA's are required in the Downtown context at site plan when a development site meets the criteria in the *Raleigh Street Design Manual*. TIA's at this stage provide useful data for the Transportation department and support staff review of driveways. The scope of TIA's for sites downtown is generally narrow and focuses on site access points and potential queueing issues at those access points or nearby intersections. When a TIA is conducted for a site near downtown but not zoned DX, staff recommends the mitigation of any impacts using multimodal infrastructure rather than an increase in vehicular capacity. This approach responds to the context and typical constraints found in these areas and aligns with the City's *2030 Comprehensive Plan*.