

Manager's Update

raleighnc.gov



Issue 2024-36

September 13, 2024

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INFORMATION:

Regular Council Meeting Tuesday, September 17; Lunch Work Session at 11:30 - Lunch Will be Provided

Council will meet in regular work session at **11:30 A.M.** in the **Council Chamber**. Please note the agenda for the lunch work session is included with the regular meeting agenda and may be accessed via the BoardDocs electronic agenda system:

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

The **regular** Council meeting begins at **1:00 P.M.**

Please note there will be a **Closed Session** immediately following the afternoon session of the Council meeting.

Reminder: If there is an item you would like to pull from the consent agenda for discussion, please e-mail mayorstaff@raleighnc.gov by 11 A.M. the day of the meeting.

Downtown Traffic Network and South Street Closure

Staff Resource: Bradley Kimbrell, Transportation, 996-2233, bradley.kimbrell@raleighnc.gov

Following the September 9 [South Street Community Open House](#), staff with the Transportation department prepared the attached memo to capture the information presented on long-range (year 2050) forecasted network impacts, and responses to questions raised by the public. This subject is related to STC-03-24, street closure request of South Street from Dawson St. to McDowell St. (Agenda item P.9.), scheduled for public hearing during next Tuesday's (September 17) City Council meeting.

(Attachment)

Citizen Advisory Councils - Clarifications

Staff Resource: Tansy Hayward, City Manager's Office, 996-3070, tansy.hayward@raleighnc.gov

In the RCAC update provided to Council during the August 20 City Council meeting, staff committed to providing information to the RCAC regarding:

- The process to request facilities and technology for CAC meetings
- Clarification about political forums at CAC meetings in public venues.

Included with the *Update* materials is the memo that was distributed to the RCAC.

(Attachment)

Minority and Women-Owned Business (MWBE) Disparity Study Update

Staff Resource: Lekesha Shaw, Equity and Inclusion, 996-6958, lekesha.shaw@raleighnc.gov

The City conducted a Disparity Study to assess and improve its MWBE program and to undertake all necessary and affirmative steps to ensure that Minority Business Enterprises are afforded opportunities to participate in the City's procurement. Results of the study were presented to City Council in April 2023. Since then, the City has been committed to implementing the recommendations identified in the study and further promoting equity and inclusion in its procurement processes. Various initiatives have since been established to support this work:

- Established a Goal Setting Committee to review and advise on MWBE participation goals.
- Leveraged the Strategic Plan Initiative Team to support the development of "move-forward" strategies for MWBE outreach and matchmaking efforts.
- Held soft benchmarking discussions with peer jurisdictions (Cities of Asheville, Charlotte, Durham, Winston-Salem and Mecklenburg County) around the nature of how those jurisdictions execute inclusive procurement initiatives, MWBE participation goals, policies, and ordinances. The soft benchmarking activity involved Raleigh team members making informal inquiries to peers regarding how other jurisdictions use MWBE goals and inclusive procurement implementation strategies related to Construction, AES Design Professional Services, General Services (Non-AES Professional Services and Non-Professional Services), and Goods/Supplies contracting opportunities.
- Provided updates to City leadership, including an overview of existing Raleigh ordinances and policies, and a summary of the soft peer jurisdiction benchmarking that was executed.

- Selected M3 Consulting as the post-study implementation consultant based on expertise in disparity studies and inclusive policy initiatives.
- Identified opportunities to strengthen and promote the MWBE Program through community engagement and awareness initiatives.
- Developed an actionable two-year implementation strategy that outlines plan priorities and execution timetable.

A future City Council presentation is planned to present a two-year strategy for implementing the disparity study recommendations. Staff will keep the City Council and the community informed throughout the implementation of the study recommendations.

(No attachment)

Rolesville Microtransit Service Launch – Status Update

Staff Resource: David Eatman, Transportation-Transit, 996-4040, david.eatman@raleighnc.gov

As previously provided to Council in *Update* [2024-25](#) (June 28), Rolesville microtransit is scheduled to begin Monday, September 16. We will be celebrating the new GoRaleigh Rolesville MicroLink by taking the first ride on Monday, September 16 at 2 p.m. from Rolesville Town Hall with Rolesville Town Commissioners.

Microtransit is an emerging service option for public transit agencies utilizing an on-demand transportation solution that is flexible and responsive to the real-time needs of transit riders.

It is similar to private on-demand services, rideshare allowing riders to book online, whether using personal computers or personal mobile devices connected to the internet. Riders are picked up at their preferred origin and taken to their preferred destination (curb-to-curb service).

The new GoRaleigh Rolesville MicroLink will operate Monday through Friday from 7 a.m. until 6 p.m. This will be a free service beginning September 16th for the first year of operations. The maximum passengers per ride is eight. You can track your ride and share your status in real-time from the app. You can book a ride by calling 919-996-3459 or visiting the MicroLink app at [link](#).

(No attachment)

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 to the August 20 Council Meeting

Panhandling Along New Bern Ave Corridor (Council Member Branch)

Staff Resource: Estella Patterson, RPD, 996-9985, estella.patterson@raleighnc.gov

During the meeting, Council requested information to educate the public on panhandling violations, as well as if RPD's ACORNS Unit could be useful in addressing panhandling along the New Bern Ave corridor. Included with the *Update* materials is a staff memorandum addressing these requests.

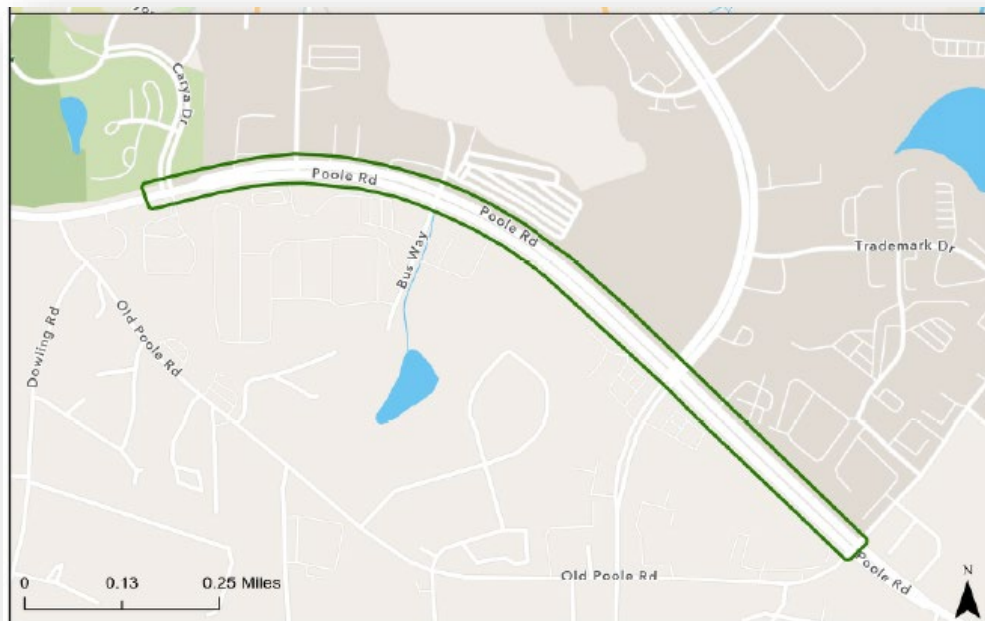
(Attachment)

Erosion Concerns - Poole Road Median (Council Member Branch)

Staff Resource: Jason Holmes, Transportation, 996-6446, jason.holmes@raleighnc.gov

During the meeting staff was requested to provide information regarding concerns about erosion in the median on Poole Road between Old Poole Road and Bus Way.

In the spring of 2024, Transportation staff initiated a project to address maintenance issues in the median of Poole Road between Carya Drive and Old Poole Road (see map below). This initiative was designed to tackle both erosion concerns and the unsightly condition of the median, which had been worsened by overgrown and damaged plant material.



Key Actions Taken

- **Removal of Plant Material:** Overgrown and damaged plants, which had been impacted by vehicle crossings and become major collectors of litter and debris, were removed.
- **Re-Grading:** The median areas where plant material was removed were re-graded to correct any irregularities and enhance drainage.
- **Seeding:** The cleared areas have been or will be seeded, upon completion of the project, to establish turf, which will help stabilize the soil and prevent future erosion.

Completion Timeline

This project is still underway and is expected to be completed by the fall of 2024. This will hopefully address the current erosion issues and significantly improve the appearance and maintainability of the median.

(No attachment)

Public Comment – Recent Changes to the Noise Ordinance and RPD Enforcement

Staff Resource: Estella Patterson, RPD, 996-9985, estella.patterson@raleighnc.gov

During the public comment session, concerns were raised by James Horace regarding noise ordinance violations by Pratt Industries, an industrial property located at 5620 Departure Drive. The Raleigh Police Department (RPD) is currently investigating this complaint, along with similar noise complaints from other nearby residents. Once the investigation is completed, RPD will contact the complainants to inform them of the findings.

Included with the *Update* materials is a staff memorandum providing a brief historical overview of the noise ordinance, including recent changes, and how the Raleigh Police Department (RPD) handles noise complaints.

(Attachment)

To	City Council
Thru	Paul Kallam, Transportation Director
From	Bradley Kimbrell, Strategy & Development Administrator
Department	Transportation
Date	September 13, 2024
Subject	Downtown Raleigh Network & 2050 Traffic Projections, as presented at September 9, 2024 Public Event regarding Red Hat Amphitheater Relocation Proposal

On September 9, 2024 the city hosted a public event to share information regarding the proposed project to relocate Red Hat Amphitheater (RHA) and expand the Raleigh Convention Center (RCC). Transportation staff provided a presentation at one of the three dedicated subject sessions, titled *Traffic Projections for the Downtown Network & Southern Gateway*. The content of staff’s presentation focused on the functionality of the downtown grid and the high level results from evaluating two scenarios regarding street connectivity in the year 2050 (with 27-years of projected traffic growth): 1) Scenario 1 represents the closure of South Street between Dawson Street and McDowell Street; and 2) Scenario 2 which reflects all known grid changes proposed in the southern downtown network (south of Morgan Street and west of Person St) including the closure of South Street between Dawson St and McDowell St, the closure of Hargett Street between Boylan Ave and West St, the [West St extension](#) from Martin St to Cabarrus St, and the closure of the Cabarrus Street at-grade rail crossing between West St and Dawson St.

The findings from the 2050 analysis of both scenarios show the majority of the downtown network will continue to operate in a ‘near’ or ‘under’ capacity threshold. The 2050 model for all scenarios, including the baseline with no grid changes, reflects an ‘over’ capacity projection along Western Boulevard (west of McDowell/Dawson bridge), and Dawson Street (north of Martin Street).

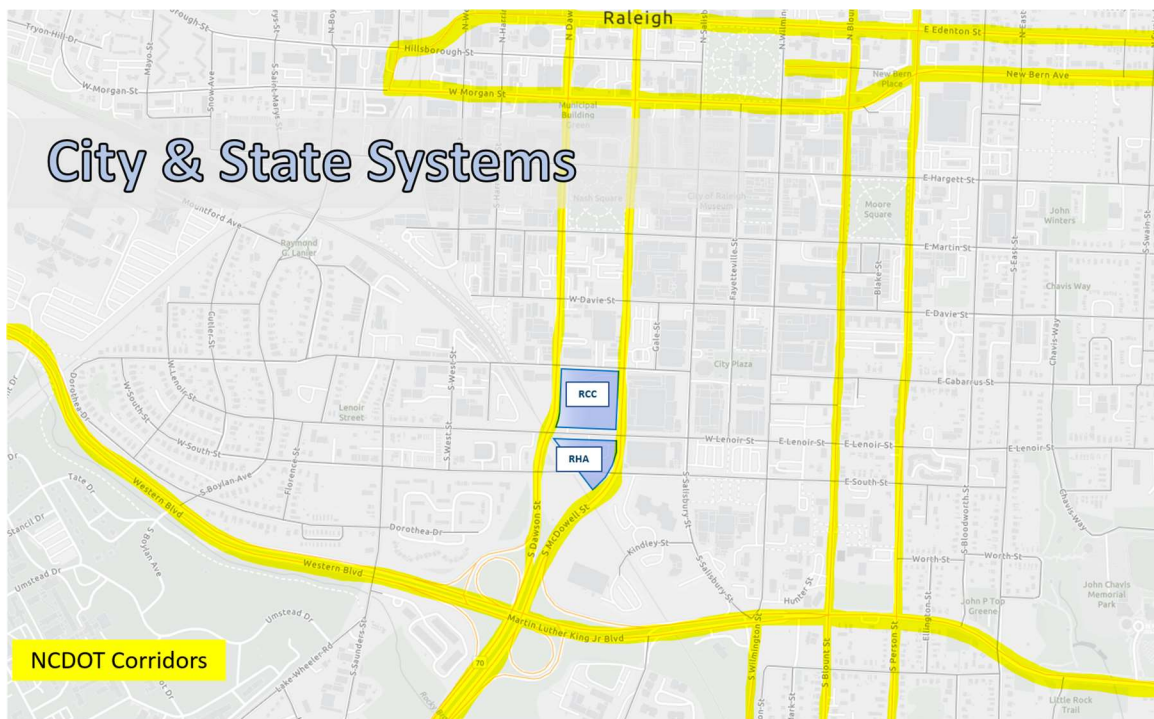
After staff’s presentations, a period for questions and answers was conducted where attendees could submit questions online with a QR code or on index cards. Questions ranged from model parameters, the intent of a 2050 projection, bike and pedestrian facilities, traffic calming for existing conditions, and emergency response times. More detail on the presentation information and public questions is provided below.

Downtown Network Grid and NCDOT Partnership

Raleigh’s downtown grid operates as a network system for all modes of transportation to offer a variety of alternative paths to reach the user’s destination. Maintaining evenly spaced intersections and connected blocks allow for relatively normal circulation patterns, even when

temporary disruptions to the network occur, such as temporary closures for construction. Signalized intersections are critical in the urban context, as it allows for controlled traffic flow progressing with minimal delay and queuing. Signals also create a stop in traffic flow to allow controlled, safe crossings for cyclists, pedestrians, and side street traffic. In the downtown network, intersections also restrict ‘no right on red’ to improve safety conditions for motorists and crossing pedestrians.

The city shares its downtown with partners at NCDOT, as several of the high-volume corridors are state maintained. On the map below, the highlighted routes are state maintained facilities. This means any development along and changes to these corridors require extensive coordination and ultimately approval by NCDOT. The city is fortunate to have a great partnership with the state, as many safety initiatives in recent past have been supported.



State maintained facilities are highlighted yellow.

Site & South Street Closure

The proposed project to expand the RCC and relocate the RHA is reflected in the image below. The aerial view shows the closure of the South Street block between Dawson and McDowell (circled in red). Reflected as an orange turn lane in the image is the concept of the Dawson-McDowell ‘Connector’.

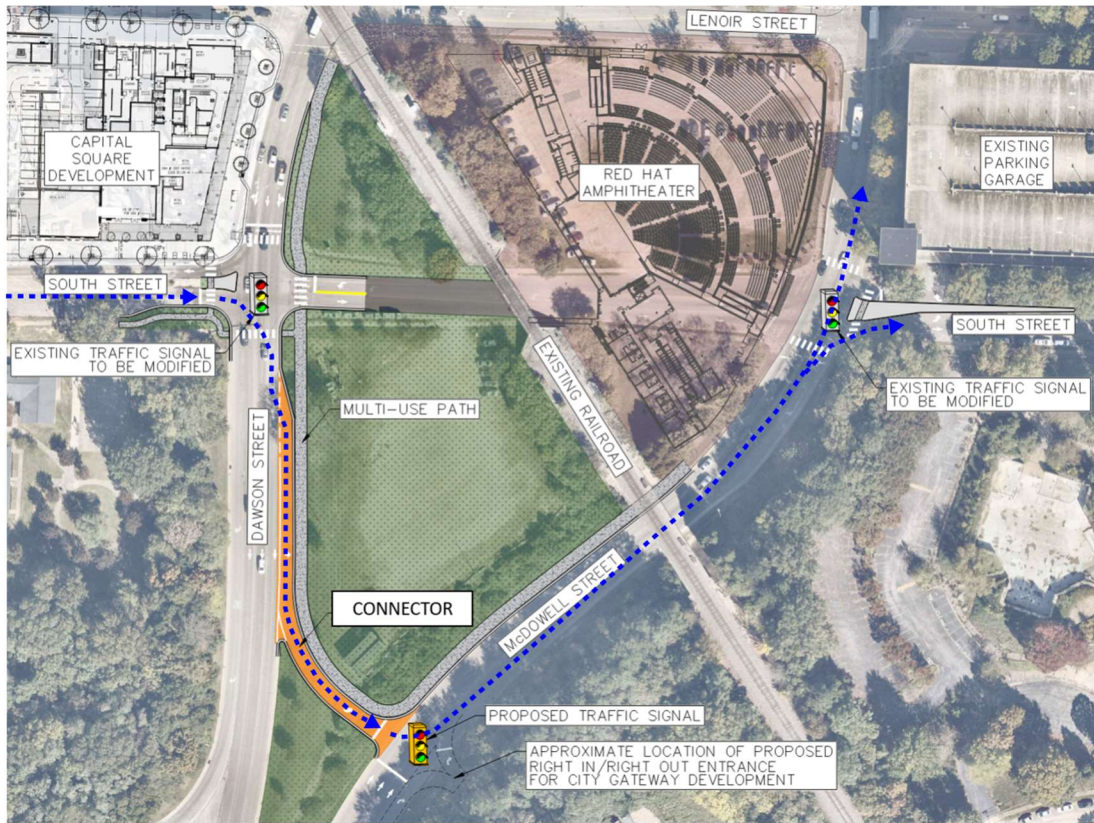


Dawson-McDowell 'Connector' and NCDOT Coordination

With a South Street closure, Raleigh's Transportation Department began looking at existing mobility connections impacted. Recognizing the east-west path of mobility travel would be disrupted, staff considered these impacts and started coordinating with NCDOT.

Through conversations with NCDOT, the Dawson-McDowell 'Connector' concept was identified as a potential infrastructure modification, shown below. Eastbound South Street traffic would be able to turn right onto Dawson (with signal-controlled stop of southbound traffic) and move over to the exclusive Connector lane. A new signal at the intersection with McDowell Street would stop northbound traffic to allow the left-turn movement onto McDowell to continue on the driver's original route. Without the Connector, eastbound South Street would use an alternative route to the north through West Street and Lenoir Street or south into the interchange with Western/McDowell/Dawson. Westbound South Street is expected to use Lenoir Street to get to Dawson Street and beyond.

The NCDOT District Office has been generally supportive of the Dawson-McDowell Connector. The city has provided preliminary design and traffic analysis and received initial comments from the District Engineer. A full design and formal submittal will be required to initiate the official review and approval process, which can take 4-6 months to complete.



2050 Model Parameters and Concept of Volume to Capacity Analysis

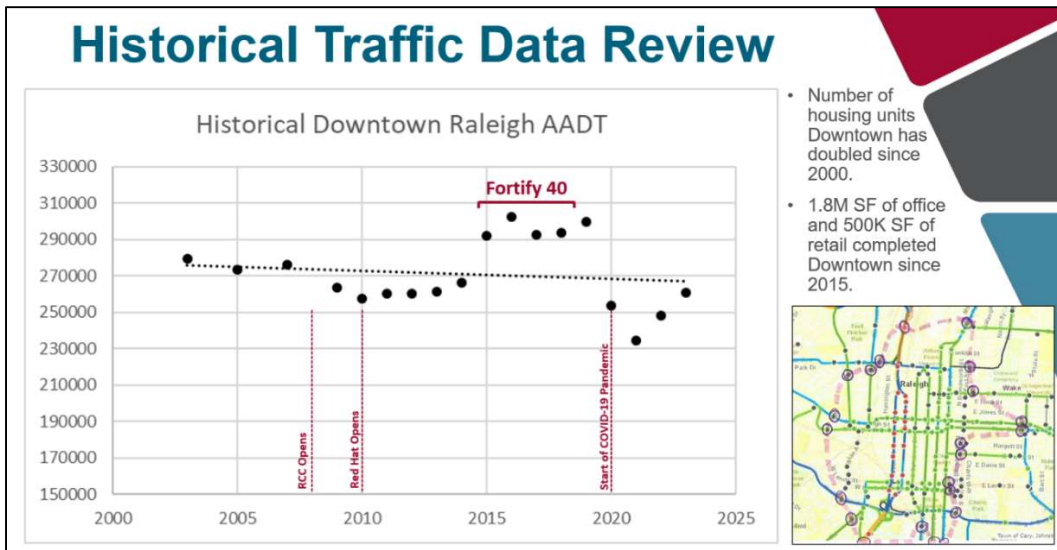
The model used to account for the network scenarios is intentionally configured with a long-range outlook. Using a base year of 2050 allows the growth of the area to be captured, and not subject to the natural ebbs and flows of the development market over an extended period. In contrast, private development (such as the RCC/RHA project) is required to produce different types of traffic analysis, most commonly a Traffic Impact Analysis (TIA). A TIA reflects the traffic operations of specific intersections adjacent to a specific site based on a buildout year (usually 3-5 years) and is reviewed by both Raleigh’s Transportation Department and NCDOT.

The long-range network analysis that Transportation presented looks more broadly across the entire network, allowing for a wholistic view of how block segments provide overall connectivity across and through the downtown area. This forecasted view uses factors such as historic trends, a growth factor, and capacity standards based on street context.

Historic Traffic Trends

Traffic growth downtown has been modest overall during a period of significant downtown development. 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 through 2019 before dropping again after the pandemic. The highest traffic growth occurred during the time when the Fortify 40 project was under construction on I-40, which led to temporary traffic increases on many parallel corridors.

Historical Traffic Data Review

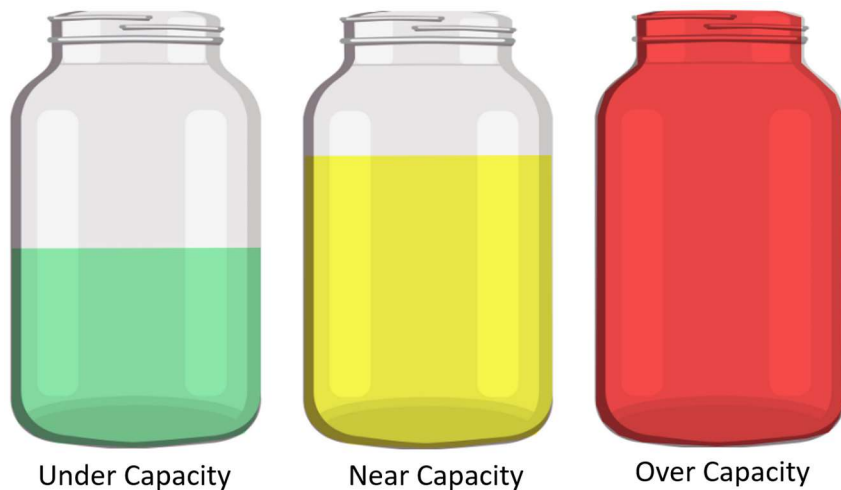


Growth Factor

The highest observed growth rate in downtown traffic occurred on US 70 (Dawson Street and McDowell Street) between 2009 and 2019. The growth rate over this specific period was an average of 1.5% increase in traffic each year. To be conservative, the 2050 model applied this 1.5% growth rate to traffic on all downtown streets, even those that have seen lower or negative historic growth rates.

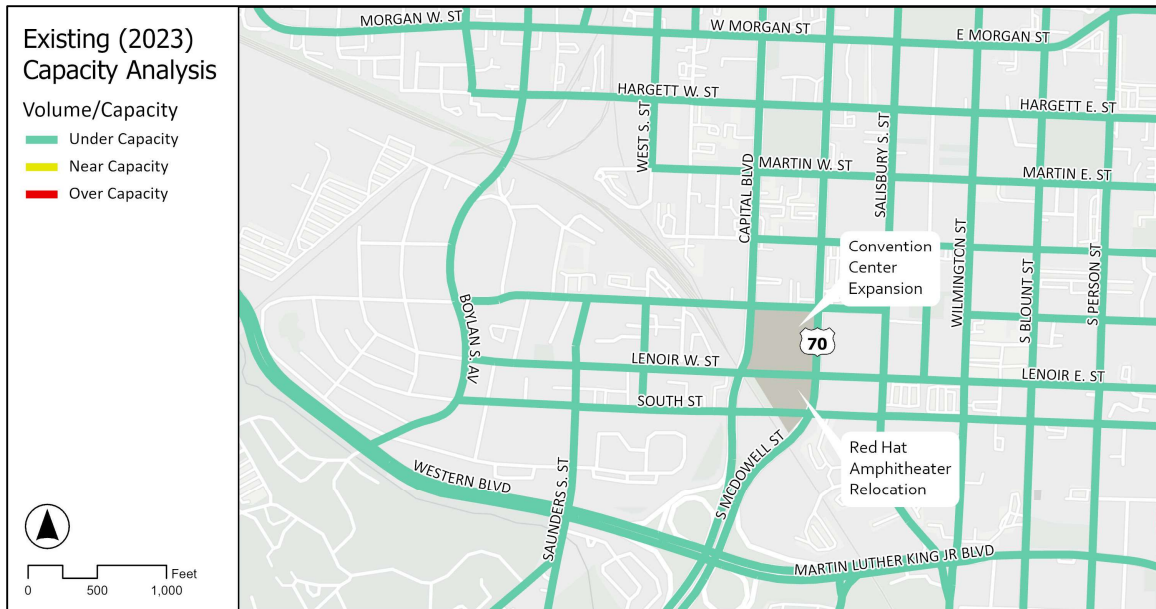
Volume to Capacity

The maps produced for the presentation reflect a simplistic account of the model results, using ratio of projected traffic volumes along street segments, which were characterized to have a specified traffic capacity. The Volume to Capacity ratios were shown as ‘Under’, ‘Near’, and ‘Over’ based on the value for each segment within a range. The image of the jars below was used in the presentation to show how volume and capacity can be viewed. It’s important to understand that red segments on the map (Over Capacity) does not mean gridlock traffic conditions. Over capacity means the volume of traffic using the corridor has approached its specified design capacity, which is based on factors like number of lanes and level of service intention.



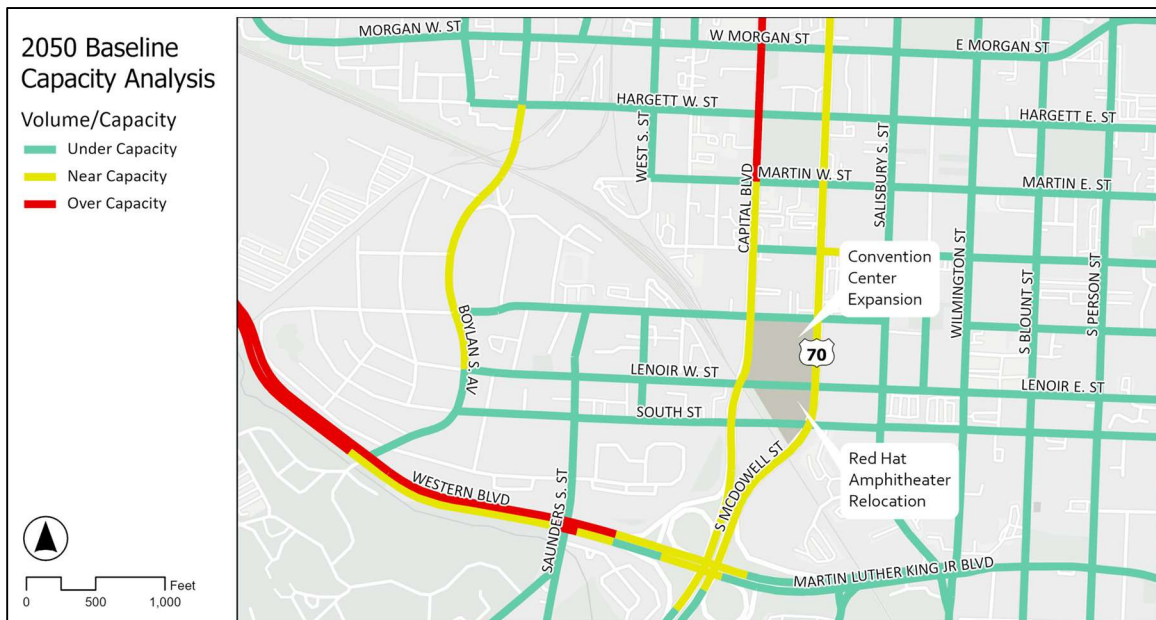
Existing (2023) Capacity Analysis

The map below shows the current downtown network Volume to Capacity based on 2023 traffic volumes (latest available). All segments within the study area are considered under capacity.



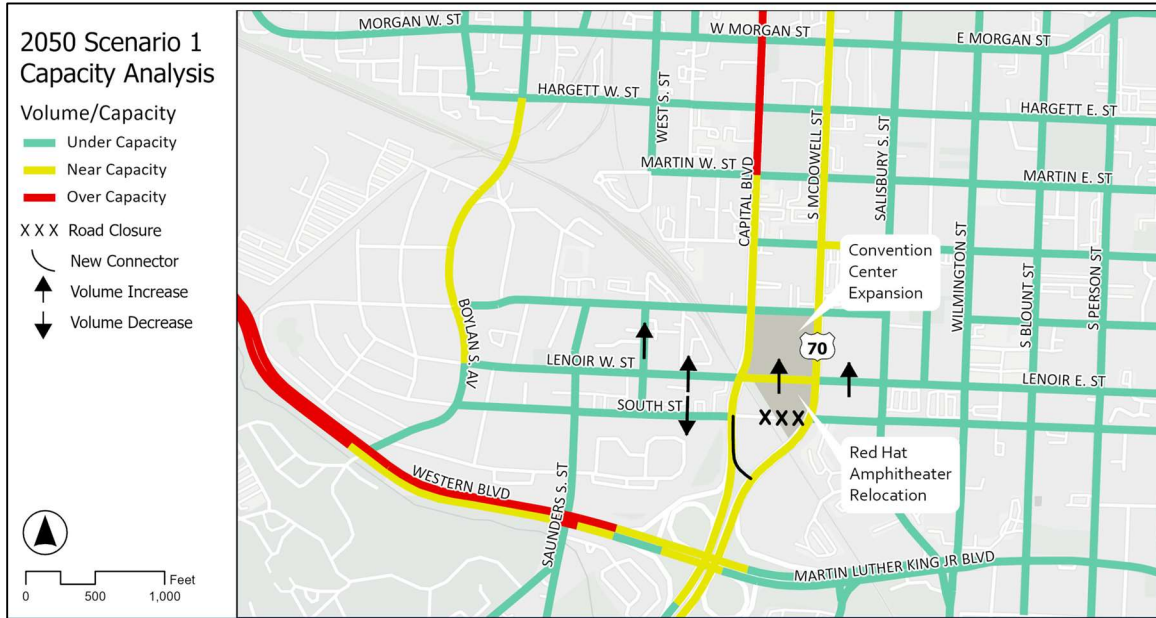
2050 Baseline Capacity Analysis (No Closures)

In the 2050 model (with 27-years of traffic growth), the baseline condition shows segments along McDowell, Dawson, Western/MLK, and Boylan Avenue as Near or Over Capacity.



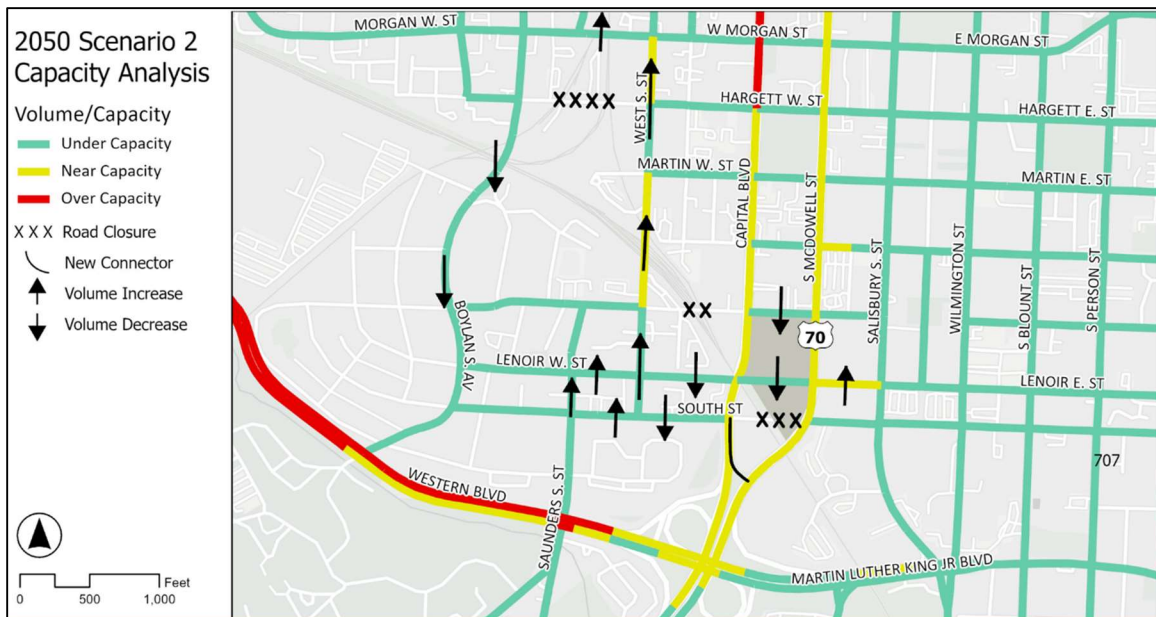
2050 Scenario 1 Capacity Analysis (South Street Closure Only)

Scenario 1 In the 2050 model reflects the shift in traffic from South Street onto alternative routes like Lenoir and West. The map uses arrow symbols to show an increase or decrease in traffic volume. When comparing Scenario 1 to the Baseline, the Lenoir Street block between McDowell and Dawson changes from Under to Near Capacity.



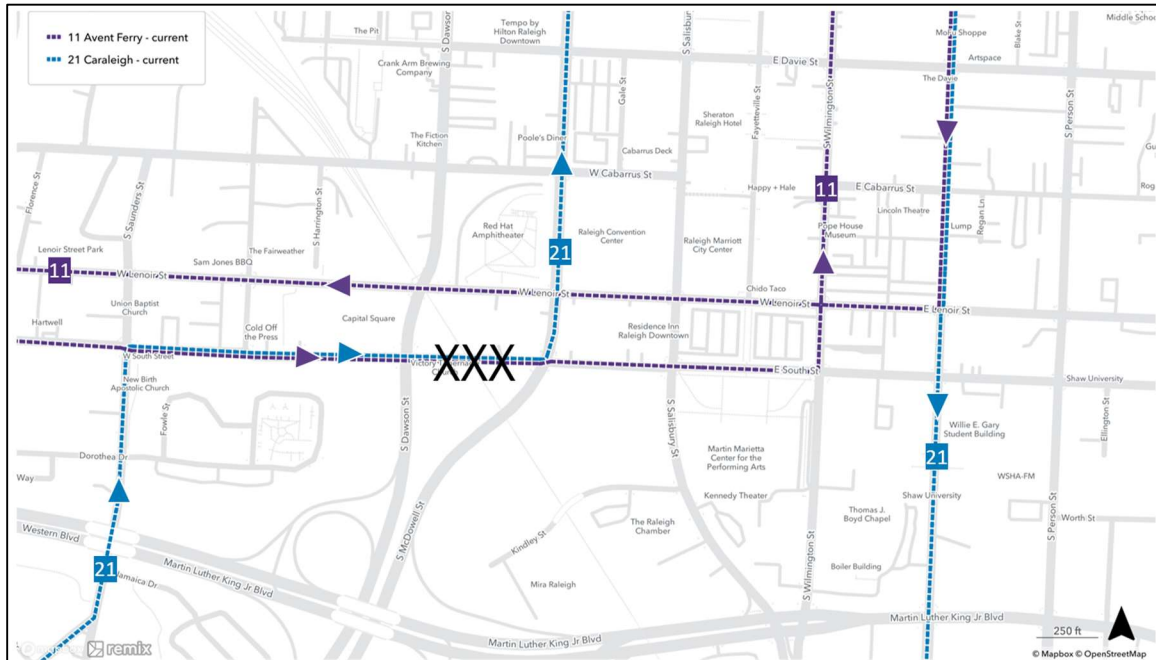
2050 Scenario 2 Capacity Analysis (All Network Changes: South St, Hargett St, West St/Cabarrus St)

Scenario 2 captures all known network changes proposed in the future. This includes the South Street closure, Hargett Street closure between Boylan and West due to the NC Rail S-Line project, and the West Street extension project where the Cabarrus Street at-grade intersection would be closed as a condition of approval. The map captures the increase and decrease volume conditions along several corridors. Most notable change is West Street’s new connection carries north-south traffic, which decreases traffic volumes on Boylan Avenue.



Transit Service and Alternative Options

Currently two transit routes use South Street, the #11 Avent Ferry (inbound) and the #21 Caraleigh (inbound). The first image below captures the existing routes. Transit staff evaluated this condition and proposed two options for the Raleigh Transit Authority to consider. These options are reflected below, where the first uses the Dawson-McDowell Connector and the second option reroutes service up West and on Lenoir. Existing stops and service times are not anticipated to be impacted with either option.



Option 1: Routes 11 & 21 Inbound use Connector - from South Street turn right on Dawson, use Connector to McDowell and then return to regular routes.



Option 2: Routes 11 & 21 Inbound turn left on West Street before Dawson, use Lenoir Street back to the regular routes.

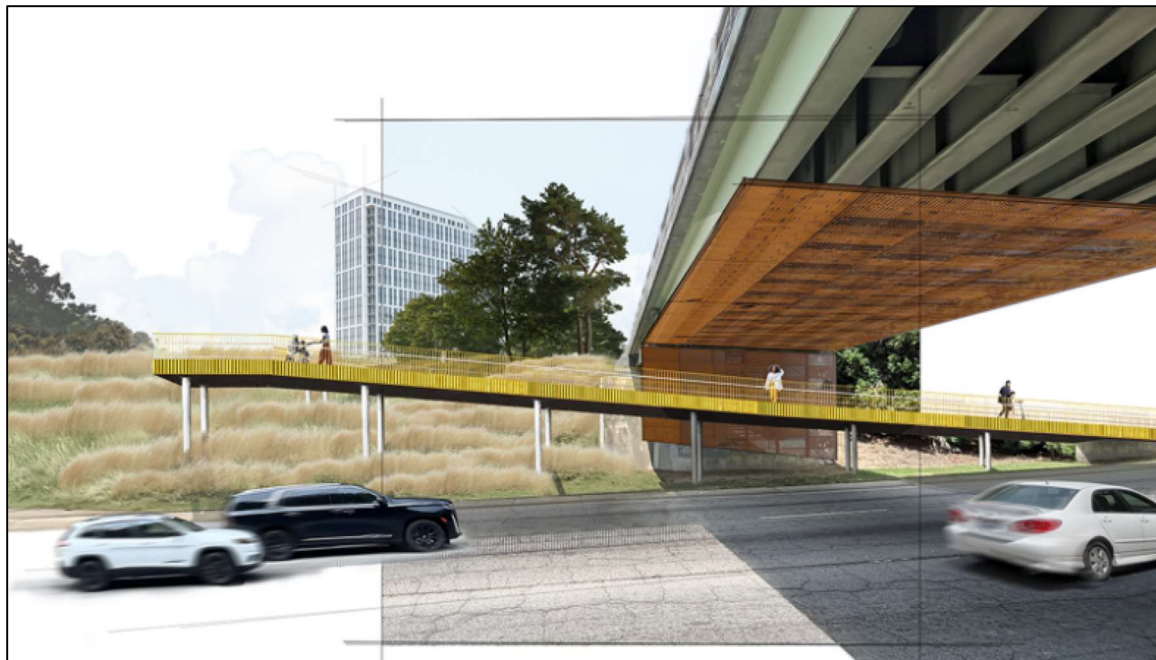
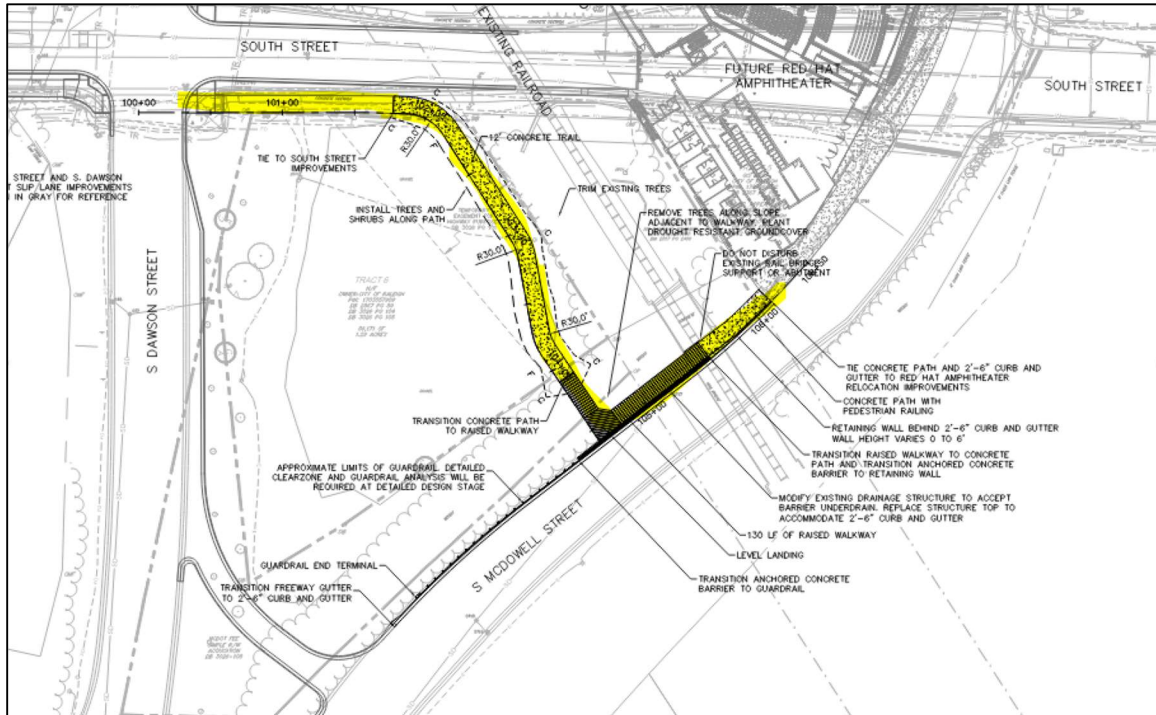
*2 Options, to be reviewed & authorized by Raleigh Transit Authority

Bike and Pedestrian Users and Future Facilities to Consider

The network grid also provides reliable and efficient infrastructure to support cyclists and pedestrians moving within and through downtown. In all scenarios, the city should continue to emphasize the importance of facilities for mode alternatives that reduce the dependency of vehicular traffic. Specific to the South Street closure, Transportation has looked at multi-use concepts from the Dawson/South Street intersection along a route south of the railroad

corridor, and connects to improvements along McDowell Street (concepts highlighted in images below). For other changes to the trees network, as shown in Scenario 2 (see maps above), the city will coordinate with agency partners to explore other means of connecting active transportation users across downtown.

In the immediate term, Transportation is actively working on the Downtown Mobility Study and Bike and Pedestrian Plan Update to ensure policies, prioritization criteria, and programming aligns with city values and goals. The draft final reports for both studies are expected to be shared with City Council in summer of 2025.



Emergency Services and Response Times

As part of Transportation's evaluation of the South Street closure, there was consideration for response times for emergency services and public safety. Through coordination with Raleigh Police Department (RPD) and Raleigh Fire Department (RFD), there were no identified concerns related to the section of South Street being closed.

The RFD conducted a response time assessment, measuring station responses to the intersection of Lenoir Street and Florence Street, and avoiding the proposed closure locations on South, Hargett, and Cabarrus. Station #1 (220 S. Dawson) had a response time of 3-minutes, while Station #3 (13 S. East St) had a response time of 6-minutes as the second engine on the scene. Both apparatuses met the NFPA 1710 4.1.2.1 Sec 4 – 360 (6-min) or less travel time for the arrival of the second company, and 4-minutes for the first company for a fire suppression incident.

Traffic Calming Inquiries for Existing Conditions

During a session at the September 9th public event, staff received a question regarding traffic calming for existing neighborhood streets. Representatives from the Neighborhood Traffic Management Program (NTMP) were able to explain the standard process for contacting the NTMP team and initiating an evaluation. More information on this can be found at the city's [webpage](#).



September 6, 2024

Robert Rice, RCAC Chair
robertrice919@gmail.com

Re: Citizen Advisory Council Clarification Requests

Dear Mr. Rice,

Thank you for your requests to ensure that Citizen Advisory Councils (CAC) have clear instructions and guidance regarding how to make requests for equipment or meeting space, per recent City Council direction, and that they have guidance around political activity at City of Raleigh supported events.

Instructions and Expectations for CAC Equipment and Facility Requests

1. There is a link on the City's website for Citizen Advisory Council Reservations. It is found at: <https://raleighnc.gov/engage-city/services/citizen-advisory-council-reservations>
2. Once the Reservation Request Form is submitted, the Office of Community Engagement coordinates with Parks, Recreation and Cultural Resources to confirm availability of the community center and any other logistics. From February of 2023 through August of 2024, the City received 35 requests.
3. Once the site and logistics are in place, the Office of Community Engagement sends a confirmation email to the CAC representative. At the conclusion of this memo, there are example screenshots to provide additional clarity.

CAC's and Political Activity

We were able to find the direction below in excerpted from a memo that was shared with the RCAC in 2017. The guidance remains appropriate that staff resources should not be used to facilitate campaign activities:

“Community Events – In conducting community events at City of Raleigh facilities during the election period, including political or election rallies, the cost of facility rental and any other cost associated with use of a specific facility shall be paid for using non-city funds.

In times past, CACs have been allowed to have candidate forums once the CAC meeting had been adjourned. Those were not part of the official CAC meeting and our community specialists did not remain for those sessions. Under the aforementioned guidelines, those will no longer be permissible as city staff, resources and facilities were often used for notification and execution of the forums.”

Best Regards,

Tansy Hayward
Deputy City Manager

Example Screenshots:

From: Community Engagement <Community.Engagement@raleighnc.gov>
 Sent: Saturday, July 13, 2024 8:38 AM
 To: Shinholser, Lance <lance.shinholser@raleighnc.gov>
 Subject: New CAC Request - 35
 Importance: High

First Name: [REDACTED]
 Last Name: [REDACTED]
 CAC: [REDACTED]
 Office Held: [REDACTED]
 Phone: 9198103194
 Email: [REDACTED]
 Mailing Address: [REDACTED]
 Are you 18? I am 18 years or older
 Facility Requested: South west CAC - District D - Carolina Pines Community Center <https://raleighnc.gov/parks/places/carolina-pines-park>
 Meeting Date (1st Choice): 2024-09-09
 Meeting Date (2nd Choice): 2024-10-14
 Meeting Date (3rd Choice):
 Start Time: 6:45p.m.
 End Time: 8:45p.m.
 Recurring meeting?
 # of Participants: 30
 # of Tables: 2
 # of Chairs: 30
 Requests re: tables/chairs: Generally facing front center I can assist One table front. One in back (can assist)
 Topics for City Staff? Police and Inspections are regular monthly participants now on Zoom. RPD Captain Manson and Inspections David Johnson. Staff from Community Center are welcome to provide a Programs Update. Of course, any City Staff member or City update is welcome. Let me know for agenda. Possibly, an update on the Carolina Pines Ave. project may be something Engineering is interested in doing.
 AV Equipment?

From: Shinholser, Lance
 Sent: Wednesday, July 17, 2024 4:13 PM
 To: [REDACTED]
 Cc: Mosley, Tiesha
 Subject: RE: SWCAC - September 9th Meeting

[REDACTED]

I hope that you are doing well. I am writing to inform you that your reservation request for 9/9/24 is approved. Your reservation is for 6:45PM – 8:45PM.

The community center asked me to remind you that your group is responsible for setting up and tearing down the room within the time frame requested. You must also leave on time since the facility closes at 9PM.

Please let me know if you have any questions!

Best,

Lance Shinholser
 Community Relations Analyst
 City of Raleigh
 Office of Community Engagement
 (p) 919-996-5689
 (m) 984-800-5518
[CommunityEngagement | Raleighnc.gov](http://CommunityEngagement|Raleighnc.gov)

Weekly Events Digest

Friday, September 13 – Thursday, September 19

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

Permitted Special Events

[Crabtree Creek West Greenway Opening Event](#)

Crabtree Creek Trail

Saturday, September 14

Event Time: 8:00am - 12:00pm

Associated Impacts: No roads will be closed for the event. Crabtree Creek Trail between Duraleigh Road and the trail head at North Hills Drive will be used from 8:00am until 12:00pm.

[Sola Hot Mini 5K](#)

Sawmill Road & Route

Saturday, September 14

Event Time: 8:30am - 10:30am

Associated Road Closures: Roads will be closed from 8:20am until 10:00am. Note that all cross-streets will be detoured during the event and view the [5K route map](#) for more details.

[BugFest](#)

Bicentennial Plaza, Jones Street, & Edenton Street

Saturday, September 14

Event Time: 10:00am - 7:00pm

Associated Road Closures: Edenton Street and Jones Street between N. Salisbury Street and N. Wilmington Street will be closed from 6:00pm on 9-13-24 until 11:59pm on 9-14-24.

[Brooks Elementary School Block Party](#)

Inglewood Lane

Saturday, September 14

Event Time: 3:00pm - 7:00pm

Associated Road Closures: Inglewood Lane between Manchester Drive and Yadkin Drive will be closed from 10:00am until 7:30pm.

[CAROLINADAZE Music & Arts Festival](#)

Lenoir Street

Saturday, September 14

Event Time: 3:00pm - 9:00pm

Associated Road Closures: Lenoir Street between S. Dawson Street and S. McDowell Street will be closed from 6:00am until 11:59pm.

[La Fiesta del Pueblo](#)

Fayetteville Street District

Sunday, September 15

Event Time: 12:00pm - 6:30pm

Associated Road Closures: Fayetteville Street between Morgan Street and the south end of City Plaza, and Hargett, Martin, and Davie streets between S. Salisbury Street and S. Wilmington Street will be closed from 4:00am until 11:00pm.

[Sproktoberfest](#)

Davie Street

Sunday, September 15

Event Time: 12:00pm - 5:00pm

Associated Road Closures: Davie Street between S. Dawson Street and Commerce Place will be closed from 10:30am until 6:30pm.

Independence of Mexico Celebration

Dorothea Dix Park, Adams Field

Sunday, September 15

Event Time: 4:00pm - 6:00pm

Associated Impacts: No roads will be closed for the event. Adams Field will be used from 10:00am until 8:00pm.

Weekday School Family Night

McDonald Lane

Thursday, September 19

Event Time: 5:00pm - 7:00pm

Associated Road Closures: McDonald Lane between Oberlin Road and Colonial Road will be closed from 4:00pm until 8:00pm.

Other Upcoming Events

Friday the 13th – Market & Movie Night: Freaky Friday

Friday, September 13

Moore Square

Hootie & the Blowfish

Friday, September 13

Coastal Credit Union Music Park at Walnut Creek

Twenty One Pilots

Friday, September 13

PNC Arena

Girls Gone Bible

Friday, September 13

Meymandi Concert Hall

Lake Johnson Park NC Big Sweep

Saturday, September 14

Lake Johnson Park

Rabies and Microchipping Clinic for Pets

Sunday, September 15

Anderson Point Park

Summer Concert Series

Sunday, September 15

Pullen Park

\$uicideboy\$

Sunday, September 15

PNC Arena

KALEO

Tuesday, September 17

Red Hat Amphitheater

Creed

Wednesday, September 18

Coastal Credit Union Music Park at Walnut Creek

Weekly Events Digest

Friday, September 13 – Thursday, September 19

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

[Jazz in the Square](#)

Thursday, September 19
Moore Square

[George Balanchine's Scotch Symphony – Carolina Ballet](#)

Through Sunday, September 29
Fletcher Opera Theater

Public Resources

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome feedback and encourage you to provide comments or concerns about any events regulated by the Office of 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
From	Estella D. Patterson, Chief of Police
Department	Police
Date	September 6, 2024
Subject	Panhandling along New Bern Ave Corridor

This memorandum is in response to Council Member Branch’s request at the August 20, 2024 Council Meeting regarding measures to be taken to educate the public on panhandling violations. Additionally, he inquired if RPD’s ACORNS Unit could be useful in addressing panhandling along the New Bern Ave corridor. Panhandling on New Bern Ave has been an ongoing issue within the Southeast District, as with many other areas in the city. According to RPD’s Departmental Operating Instructions, begging is considered a quality-of-life issue and violates the Raleigh City Code and NC General Statute in certain circumstances.

Begging

- RCC 13-2007: unlawful to beg upon streets or elsewhere in COR without a permit.
- RCC 13-2031: aggressive begging that intimidates is unlawful
 - begging unlawful within 100 feet of an ATM
 - begging at night between 9: 00 pm and 8: 00 am is prohibited
- RCC 12-1026: unlawful to stand/sit in right-of-way with the intent to approach the vehicle to solicit a contribution
- GS 14-444: (a)(5) unlawful to be intoxicated in a public place and disruptive by begging for money/property

RPD has taken measures to educate the public and those engaging in illegal begging and panhandling. From July 1-August 30, 2024, RPD conducted community meetings in the six patrol districts across the city. In those meetings, questions arose concerning. RPD command staff and community officers educated the public on what is lawful versus what is unlawful.

With respect to panhandling in/around New Bern Ave, officers have taken an educate first, enforcement last approach. Over the past eight months, officers in the Southeast District have responded to seventy-three (73) calls for service for begging. Most of these offenders were given a warning, a few were given citations, and a quarter were unfounded complaints. Some of the offenders were found to have active warrants and were promptly arrested. The location of these calls predominantly resides within the 1000

block and 4000 block of New Bern Ave, comprised of the intersections of North Raleigh Blvd and New Hope Rd.

Many offenders are known to officers and are commonly involved in quality-of-life violations along New Bern Ave. Currently, there is no database designating who was previously warned or cited during an encounter. Enforcement has been done on a case-by-case basis based on the circumstances surrounding the incident. Patrol officers have handled complaints regarding begging, and the disposition is most commonly a warning issued.

Effective immediately, Southeast District Community Squad members will begin compiling this information for possible future enforcement actions. They will keep track of individuals they encounter and the disposition of that encounter (citation or warning). This information will aid in locating these individuals to offer health and human services when possible. This information will be passed on to district officers in case of continual encounters.

ACORNS officers are typically consulted when officers encounter a panhandler. They will continue to serve as a valuable partner in this endeavor by being present along the New Bern Ave corridor where there is begging activity. ACORNS members will educate while providing resources to help the individual from resorting to begging. ACORNS will partner with Housing & Neighborhood Services to assist those experiencing homelessness.

If an individual denies services and is found to violate the Raleigh City Code or NC General Statute after being warned, the individual will be issued a citation for the violation. A progression of violations will eventually result in the subject's arrest, a series of actions that will significantly reduce the panhandling issue.

If implemented effectively, these actions will curb the aggressive beggars in the area and significantly reduce citizen complaints. Reducing panhandling incidents will create a safer and more orderly community along the New Bern Ave corridor.

To	Marchell Adams-David, City Manager
Thru	Estella D. Patterson, Chief of Police
From	Sherita Walton, Police Attorney
Department	Police
Date	September 6, 2024
Subject	Recent Changes to the Noise Ordinance and RPD Enforcement

On August 20, 2024, during the public comment session of the City Council meeting, concerns were raised by James Horace regarding noise ordinance violations by Pratt Industries, an industrial property located at 5620 Departure Drive. The Raleigh Police Department (RPD) is currently investigating this complaint, along with similar noise complaints from other nearby residents. Once the investigation is completed, RPD will contact the complainants to inform them of the findings.

This memorandum provides a brief historical overview of the noise ordinance, including recent changes, and how the Raleigh Police Department (RPD) handles noise complaints.

City of Raleigh Noise Ordinance

Under North Carolina state law, cities are granted the authority to “regulate, restrict, or prohibit the production or emission of noises or amplified speech, music, or other sounds that tend to annoy, disturb, or frighten its citizens.” G.S. § 160A-184. The City of Raleigh noise regulations are codified in Part 12, Chapter 5 of the Raleigh City Code. They set forth general and specific limitations regarding noise levels within the city.

City Council made several changes to the noise ordinance, which took effect on February 3, 2024. The revised ordinance includes general noise limitations on creating “unreasonable noise” subject to specific exceptions. It also contains an expanded and more clearly defined list of prohibited specific noises. The most notable change is the method for measuring noise to determine if it qualifies as “unreasonable” and, therefore, prohibited.

Previously, the noise regulations utilized, in part, decibel limits based on the time of the day to regulate noise. Officers were required to be trained on and use sound meter devices in accordance with measurement techniques outlined in the City Code to assess noise levels. Under the new ordinance, decibel limits have been replaced with a “reasonable person” standard along with a “plainly audible” component to identify noise violations. As a result, sound meter readings are no longer required.

Under the revised ordinance, officers must evaluate, as a threshold, whether the noise in question is both “plainly audible” and “unreasonable” through the lens of a “reasonable person.” The terms “plainly audible,” “reasonable person,” and “unreasonable noise” are key to determining the existence of a noise violation and are defined in Section 12-5001 of the Raleigh City Code as follows:

- *Reasonable Person*: a person of normal and ordinary sensitivities who is within the area of the audibility or perceptibility of the noise or vibration that transmits sounds which disrupt the reasonable conduct of basic human activities, such as conversation, sleep, work and other such activities.
- *Plainly Audible*: any sound or vibration caused by sound that can be detected by a reasonable person of ordinary sensitivities using their unaided hearing faculties.
- *Unreasonable noise*: the unreasonable making of, or knowingly and unreasonably permitting to be made, any sound that is an unreasonably loud, boisterous, or unusual noise, disturbance, commotion, or vibration due to bass levels or other sources from any dwelling, building, other structure, or privately-owned outdoor property, or upon any public street, park or other place or building. Any sound that is ordinary and normal to the operation of these places when conducted in accordance with the usual standards of practice, including standards for noise mitigation, and in a manner that will not unreasonably interfere with the peace and comfort of neighbors of their guest, or operators or customers in places of business, or detrimentally or adversely affect such residences or places of business, shall not be enforced as an unreasonable noise.

Raleigh Police Department Enforcement of the Noise Ordinance

Generally, RPD enforces the noise ordinance in response to complaints. Following the recent enactment of the changes to the noise ordinance, RPD continues this practice. Violations of the noise ordinance may result in a civil penalty or misdemeanor charges. However, the primary goal for enforcement is to gain voluntary compliance. As a quality-of-life offense, RPD policy requires officers to attempt to educate and warn offenders before issuing a citation or making an arrest unless the situation warrants immediate enforcement action.

The investigative response to noise complaints varies depending on the nature of the noise and the applicable provision(s) of the ordinance, including any exceptions. The noise ordinance applies throughout the day and night, although there are specific circumstances in which the time of day or distance from the noise are factors in determining whether a violation exists. Complainants are encouraged to report noise violations while the noise is occurring. This places officers in a better position to corroborate the information, and with the ability to respond directly to the complaint location. Every effort is expected to be made by officers to respond to each noise complaint, conduct a proper investigation, and determine the most appropriate course of action (if any) based on the situation.