



**TOWN OF KNIGHTDALE
PLANNING AND ENGINEERING COMMITTEE
Meeting Minutes**

950 Steeple Square Court, Knightdale, North Carolina 27545

December 9, 2013

The Knightdale Planning and Engineering Committee met in the upstairs conference room in the Town of Knightdale Town Hall 6:00 p.m. on December 9, 2013.

ITEM I. CALL TO ORDER

...Councilor Tripp called the meeting to order at 6:02 p.m., Monday, December 9, 2013.

ATTENDING: Councilor Tripp, Councilor Swan, Doug Taylor, Chris Hills, Fred Boone, Jeff Triezenberg, Courtney Jenkins

ITEM II. APPROVAL OF MINUTES

...Mr. Taylor moved to approve the November 12, 2013 minutes. Councilor Swan seconded. Without objection the motion carried unanimously.

ITEM III. OLD BUSINESS

A. Construction Projects Update

Greenway Phase II – Mr. Boone reported that the items regarding the bridge abutment have been cleared. A significant amount of paving has taken place in the middle third of the project and the Lynnwood connector is almost complete. The last portion of the greenway to be completed will be the I-540 section and bridge. Completion could occur in February, which would be earlier than anticipated and previously reported. On a side note, the Mingo Creek interceptor is interrupting the greenway service between the Neuse River and Hodge Road.

Knightdale Park Phase II – Earth is continuing to be removed off site. The building pads are under construction and the contractor is preparing for the first setback inspection. The AT&T overhead utility relocation will take place in January.

Smithfield Road CDBG Project – The funding issue has been resolved with Wake County. The Town granted the approval to Wake County last week and it is now on their board agenda for January. Construction is expected to begin towards the end of January/beginning of February.

Smithfield CMAQ and STPDA – Construction authorization has been issued for the CMAQ project and we anticipate the STPDA construction authorization this week. The two projects will then be bid out together. Construction will begin in early February. The Smithfield Road projects will overlap. Expected completion will be summer 2014.

B. First Avenue Sharrow Plan

Mr. Triezenberg introduced the First Avenue Sharrow Plan based on the Old Town Oversight Committee's recommendations. He has surveyed the corridor and recommends installation of a sharrow every 1/6 mile. The distance is appropriate and works well with the existing intersections. The sharrows would be installed after each intersection to accommodate traffic and achieve right of center at 11 feet off of the curb. He also recommended a total of 6 share the road signs.

Mr. Hills inquired if the best practice for installation of signs is exact distances in between or to install the signs where it is the most appropriate.

Mr. Triezenberg answered that one sign for every city block at a minimum is appropriate.

Councilor Swan stated he was envisioning more signage, perhaps two every city block.

Councilor Tripp asked for a cost estimate.

Mr. Boone replied approximately \$200.00-\$300.00 for the signs which the Town can install. The sharrows require thermo and could cost \$500.00-\$600.00 each.

Councilor Swan identified that he would like the signs to state "bicycle may use full lane." Since the signs have not been used by North Carolina yet, it could be a good experiment to see if they work better.

Mr. Hills suggested using a mixture of both signs and alternating them. He recommended installing the signs this fiscal year and budgeting for the sharrows for next fiscal year. Mr. Boone can provide the estimates.

Councilor Tripp agreed to the idea of mixing the signage and stated it will be interesting to see if the cyclists intermingle.

Mr. Hills asked the committee which signs they would like to see more of.

Councilor Swan responded "bicycle may use full lane."

Mr. Taylor suggested introducing the concept with the share the road sign and then use the two may use full lane signs.

Mr. Triezenberg stated that for sharrows, the spacing shown works well and if more is needed, it is easy to come back and split the differences in the future. Phase 1 could be sign installation, Phase 2A for sharrows and Phase 2B could include any necessary additions or revisions.

Mr. Hills stated that Staff will revise the plan to reflect the committee's comments and then provide it to Mr. Boone for cost estimates, and report back at the next meeting regarding budgeting.

ITEM IV. NEW BUSINESS

A. Emerald Point Speeding Concern

Mr. Boone addressed the Emerald Point speeding concerns as a follow-up from a Town Council meeting where citizens expressed speeding issues on long stretches of road without speed limit signs. Public Safety has requested additional signage, particularly on Aqua Marine Lane and Zircon Lane. He is asking the Planning & Engineering Committee to provide direction regarding increased signage. Currently, every intersection has a sign but the distance does vary based on the length of the road.

Mr. Hills stated that it could be cost effective to install a couple additional signs for the citizens.

Councilor Swan asked if there is a standard specification for the quantity of signs.

Mr. Boone answered that it does not provide spacing requirements.

Councilor Tripp recommended researching a length measurement to add to the specifications for extra long roads.

Mr. Taylor agreed and added that the Town does not want to set a precedent for adding signs to every neighborhood.

Mr. Hills stated the two roads in question have very long stretches.

Councilor Tripp replied that the Town needs to create criteria for minimums regarding additional signage.

Mr. Taylor suggested adding the signs, calling it a pilot project and see if there is an increased benefit.

Mr. Hills indicated that increased police presence would help as well and suggested the stealth stat.

Councilor Tripp directed Staff to deploy the stealth stat and obtain pre-data. Then install an additional sign on Aqua Marine Lane, re-deploy the stealth stat and see if the data changes. This would be a great opportunity to conduct tests and research.

B. Street Tree Locations/Street Cross Sections

Mr. Hills discussed the background information regarding the location of street trees in Town. Previously, the trees were planted between the back of curb and the sidewalks. However, it violated DOT policy and the specification was modified to move the street trees 3 ft. on the other side of the sidewalk. Staff decided to use Hinton Oaks Blvd. and the Cheswick subdivision as pilot programs to assess the progress of their street trees to determine if damage was made to the sidewalk or curb over time. Mr. Stephen Morgan from the Land Use Review Board has brought the subject matter back to light. Staff provided visuals of the current conditions at the pilot programs indicating that there has been little damage to the sidewalk or curb. Both of the projects used understory trees such as Crape Myrtles and Cherry trees. Staff would like to revisit the street tree program to determine the proper location and species. Planting in between the curb and sidewalk can have several advantages such as increased aesthetics, reduce the speed of vehicles and make residents feel safer. Planting on the other side of the sidewalk can

cause the street trees to be seen as yard trees and it does raise the question of who is in charge of maintenance. Staff wants to strengthen the Town's street tree plan through conducting research and including all considerations.

Mr. Taylor agreed that Staff needs more investigation and research. He feels that the Town cannot do the same plan everywhere. He likes the concept of introducing street trees between the sidewalk and curb in certain areas with lower speeds, such as residential areas. He stated that on-street parking and bike lines can determine street trees as well.

Councilor Tripp concurred that in commercial areas, it might make more sense to install the trees behind the sidewalk. However, in residential areas locating the trees between the sidewalk and curb could deter from "yard" trees.

Mr. Hills said that Staff could take direction to introduce a draft policy in the next couple months after conducting extensive research, talking to an arborist and investigating other municipalities' best practices.

Mr. Taylor stated he would like to see flexibility for special cases and in light of street tree projects.

Councilor Tripp directed Staff to conduct thorough research, start a drafted plan and to bring the information back to the Planning & Engineering Committee within the next few months.

C. Street Tree Maintenance

This item will be discussed further in conjunction with the research and proposed plan from the street tree location findings.

ITEM V. OTHER BUSINESS

ITEM VI. ADJOURNMENT

... Without objection, the meeting was adjourned at 6:59 p.m.



Attest, Chairman of the Planning and Engineering Committee, Dustin Tripp



Clerk to the Planning and Engineering Committee, Courtney Jenkins