

**03-10-2021 Town Council Meeting  
Responses to Council Questions**

**ITEM #9: Consider Number of Lanes and Parking Technology as related to the East Rosemary Parking Deck**

**Council Question:**

When would typical peak level entry and exit times be for the middle, reversible lane in a three-lane scenario?

**Walker Consultants Response:**

*Typically the center (reversible) lane would be programmed (automatically) to be an entry lane from 5am – 10 am, and an exit lane all other hours.*

*This can vary based on local traffic conditions and demand but is a starting point.*

**Council Question:**

How would the estimated \$250K associated with a design change to three lanes be financed?

**Staff Response:**

*It would be added to the total costs of the project. We will be bringing the final budget to Council in late April with options to consider for this project and would include this in that total budget and Council could weigh final options. We ask Council to consider this to help the Deck function best for its full life.*

**Council Question:**

What would be the additional cost of PARCS equipment for a third lane?

**Staff Response:**

*This depends on the vendor, with ranges from \$43,000 to \$81,000.*

**125 E. ROSEMARY ST PARCS RFP PRICE COMPARISON  
Submitted January 29, 2021**

OFFEROR:	Amano McGann	Designa Southern Time	HUB	Parkonect	Skidata	TIBA / Carolina Time
ADD Reversing Lane	\$81,973.40	\$52,161.00	\$54,713.31	\$70,245.00	\$43,981.11	\$58,427.00

## 03-10-2021 Town Council Meeting

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**Council Question:**

On page 240, estimates for building the new 3-lane entrance are around \$250,000. Does this include any savings from not building a western vehicular entrance on Rosemary?

**Staff Response:**

*The projected cost is from Samet on shortening the length of the building and adding the complete top floor, so the projected cost is for more than just the third lane. There may be additional changes that occur that could reduce the costs due to changing the western entrance to the Parking Deck or a reduction in materials due to shortening the length of the building. Until we are at final plan stage, we will not be able to calculate any additional changes to the budget like additional reductions.*

**Council Question:**

On page 252, the plans show parking spaces along the North Street exit, reducing from 3 to 2 lanes. What is the rationale behind including parking here?

**Staff Response:**

*We think we will be removing parking spaces from North Street due to having two operating lanes on the Street. These spaces were projected as an option for some of those vehicles currently parking on North Street if there is not sufficient parking at their leased residence and as a balance to this potential street change.*

**Council Question:**

Can you clarify what happens to the North Street exit/entrance if we build a 3 lane exit/entrance on the eastern part of the Rosemary façade?

**Staff Response:**

*This lane change was recommended by our oversight consultant, who builds decks regularly, as they thought it would help the Deck operate more efficiently in peak traffic periods. We currently are planning for a 3 lane entrance with a reversible lane at North Street and think that works for efficiency. We think having both Rosemary and North entrances with the reversible lanes is the best of the scenarios for entering and exiting the Deck.*

**Council Question:**

How will traffic flow/queuing in the downtown area be affected by the 3 lane exit/entrance on the eastern part of the Rosemary façade?

**Staff Response:**

*Overall it should improve the functionality of the Deck and Street.*

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#### **HNTB Response:**

*We recommended a two-lane exit with separate right and left-turn lanes onto E. Rosemary [in the TIA]. A reversible system still works well for this because in the AM there is a high inbound pattern to the deck, with few exiting and it reverses in the PM. The design decision at this location would not likely affect any assumed trip distribution patterns through the downtown area, so again, any external intersection evaluation from the TIA would still remain valid.*

*The exit time, I assume, is related to the delay at the stop sign for movements onto E. Rosemary Street. For the middle/reversible lane, I would understand this to be the southbound left-turn. In that case, our TIA results for the 2023 full build-out year with the office building redevelopment included are:*

- *AM Peak – 20.0 seconds/vehicle – max queue 25 feet (1 vehicle)*
- *Noon Peak – 16.4 seconds/vehicle – max queue 25 feet (1 vehicle)*
- *PM Peak – 16.5 seconds per/vehicle – max queue 25 feet (1 vehicle)*

*For entry...any delay/queue calculation depends on the processing rate if there is a gate. That particular middle lane would be taking entry vehicles from eastbound E. Rosemary Street and the estimated peak hour volumes for that movement are:*

- *AM Peak – 130*
- *Noon Peak – 101*
- *PM Peak – 51*

**Walker Consultants Response:** *The gate and License Plate Recognition can process 500--600 transactions per hour.*